Deep Science Publishing
https://doi.org/10.70593/978-93-49307-21-6_6

# Chapter 6: Mobility solutions transforming transportation through integrated automotive platforms

## 6.1. Introduction

Transportation has been the subject of research for decades. In the past, transportation means like cars or trains required more investigation, but they were studied on their own. With the spread of the Internet and mobility devices, such as the iPhone, iPad, and Android phones, the perception of products changed and expanded. Cars, which had only previously been mechanical, have begun to take on a multimedia dimension. Car consumers witness the exponential growth of their own cars. Their cars are becoming over-the-air upgradable, with cameras, displays, mobile phones, and mobile uses being integrated into the car. Communicating between devices has been made easier using middleware such as the Object Management Group (OMG) Data Distribution Service (DDS).

However, every multi-domain product consists of several independently built products. To keep the qualities of the product at a certain level, it is paramount that interfaces are clear and monitoring is supporting goodwill between the product domains. It follows that various sensors produce signals and insights, which need to be correlated and fused. In other words, the right monitor must be built. It should be understood at which level fusion must occur. In numerous cases, the levels of system abstraction differ dramatically to the point where there are collisions. The cognitive domain needs higher latency compared to the detection of rapid events. With the rise of connected and self-driving cars, the automotive industry is bound to follow the IT world trend of offering more mobility services to consumers.

The goal of the paper is to reflect on building blocks for platforms to facilitate mobility services and the relationship with the current automotive situation. Platform domains shall be differentiated using their interfaces and from the systems of systems viewpoint.

It follows that platform design, monitoring, robustness, and trust are needed to be considered.

Smart mobility solutions are rapidly emerging to address challenges in urban mobility and congestion (Oxyzo et al., 2024; Automotive Research News 2024; Microsoft 2025). However, some challenges are also notable in this area. There is growing concern that the lack of mobility data sharing and the absence of globally accepted data sharing protocols will cause new cities to underutilize their mobility resources. Un-consolidated information also leads to the underutilization of mobility services. Furthermore, the lack of trust in mobility data sharing is also an issue. New mobility services call for big changes in the status quo, and these new services must be tightly integrated with evolution architecture to manage the inevitable complexities of city-wide implementations and provide a highly improved user experience while ensuring clear and stable business cases of the new services.

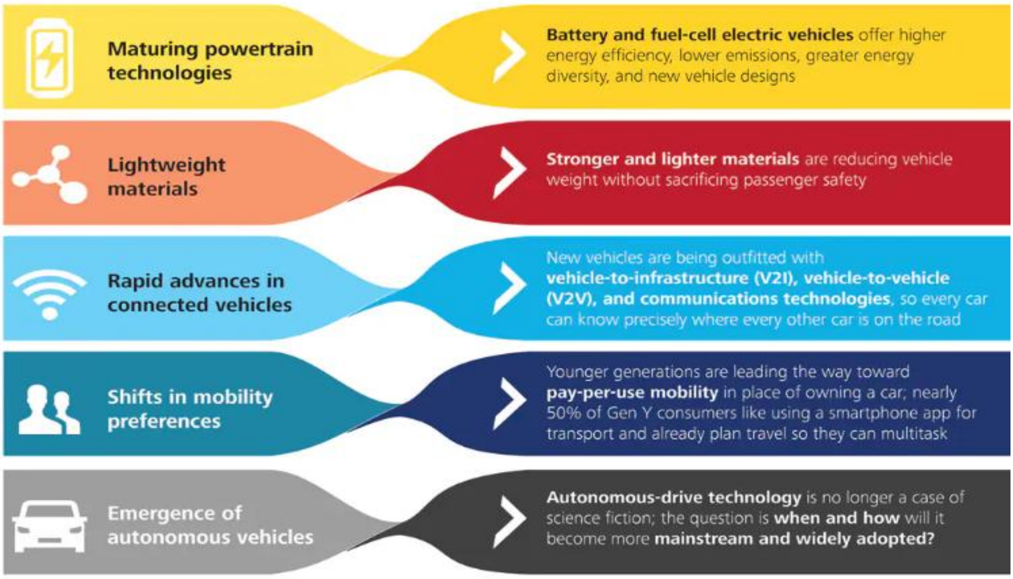


**Fig 6.1:** Mobility with transportation technology

### 6.1.1. Background and Significance

In September 2023, global automakers announced their new mobility strategies through major investments and joint ventures, revealing a new trend for automotive platforms. The world's automakers have started seeking partners to share costs and accelerate the development of next-generation automotive platforms for future smart cars in the era of intelligent transportation systems (ITS), autonomous vehicles (AV), and connected vehicles (CV). Signed between global automakers and various partners worldwide, this new wave of strategic alliances has a combined market value exceeding $300 billion, and is expected to increase substantially, which will transform the future transportation environment. This global trend will impact modular incubators, common automotive platforms, shared technology development, and the automotive Unified Field Theory (UFT).

The Japanese three major automakers, particularly Toyota Motor Corporation and Honda Motor Co., have focused on technologies and strategies for new mobility solutions based on transportation from interoperable personal modes to mobility services. These global mobility services are based on requested modes prior to transit, including computerized scheduling and routing, V2X-based roadside device connectivity, and integrated control for realtime best route selections. Previous efforts on transportation are proposed to reassess their roles in, impacts on, and technological developments necessary for new mobility solutions on a global basis with an integrated framework. This is a revised framework to describe technologies to provide automotive mobility solutions in the era of smart transportations after the previous framework of internet mobility services. Automotive mobility solutions are newly defined as a collection of automotive mobility services that integrate new S-EV services, mobility solution platforms, mobility solution technologies, cyber networks, and external links. The new S-EV mobility solution technologies are classified into new V2X networks, mobility service supply chains, mobility situation detection, recognition, and transmission, aggregated mobility data, mobility demands and plans, and mobility service.

## 6.2. Overview of Mobility Solutions

This overview primarily discusses the challenges and proposed solutions for reengineering the automotive mobility space (The Times 2024; Microsoft 2025). While it is known that the automotive mobility space is badly in need of reengineering, it is also understood that modifying the current vehicle electronic architectures is a very complex task that must be done thoughtfully. The objective of this overview is to introduce how some of the many issues within the automotive mobility space could be mitigated through automotive mobility platforms. An appropriate platform framework that may be needed to implement these solutions is also presented. This overview is not comprehensive because while the concepts of mobility needs and platforms are broad, discussions will focus mostly on new business opportunities. The objective of this overview is to provide a growing body of knowledge of how the automotive mobility space could evolve to enable a host of new mobility solutions based on existing technologies. Key insights from this overview are introduction, mobility solutions need overview, co-design concept overview, platform issues, and automotive mobility platform reference architecture.

In the mobility technology and needs landscape, a summary of mobility needs including navigation information needs and preferences, vehicle demand needs, target area and multi-mode adaptive routing needs, area condition monitoring needs, multi-vehicle coordination needs, and unmanned driving needs have been presented. Fuels/power, alternative vehicles, real time traffic feeds, traffic control models, and work zones can also foster these new mobility solutions but were not covered. A summary of mobility solutions that address most of the above needs has also been presented. These mobility solutions use a host of existing technologies like peer-to-peer communications, shared bandwidth apps, GPS, GSM, and platforms like experimental/legacy traffic signal control systems, transcend-Q network simulations, etc. An overview of the concepts of platform and platform framework have been presented. Existing platform frameworks in other domains have been analyzed and an attempt to apply those frameworks in the automotive mobility domain has been presented, as well as architectural elements and considerations that may need to be addressed.

The need and opportunity for automotive mobility solutions to mitigate automotive mobility issues have been provided. The definition of mobility platform and mobility platform framework have been clarified and their applications in the automotive domain overviewed. How the automotive mobility framework can enable a broad spectrum of automotive mobility solutions has been discussed, as have the key challenges and issues regarding the framework.

### 6.2.1. Research design

The automotive industry’s current approach to shared mobility platforms allows for the unregulated transfer of mobility design, content, and runtime architectures without the risk of fragmentation. This has led to a collaborative automotive mobility platform architectural concept, which engages the vehicle OEMs and collaborates with complimentary domains that provide design, content, and runtime services. This platform concept was used as a model to examine the possibility of transferring it to the automotive industry and mitigating against fragmentation, even while in its infancy. This involved performing a collaborative automotive standards architectural analysis and proposing a collaborative automotive standards candidate concept. Examples included dealing with several vehicular networking standards and using a standard as an exemplar. These are standards concerned with the exchange and invocation of mobility data, commands, and services.

The first step in this research was to determine if standards or a standard were forming that would govern the exchange of mobility data, commands, and services; if the collaborative automotive mobility platform model as defined would be appropriate for this candidate standard, and using a standard as a case study, and an architectural analysis of its plans and progress would be performed. The means used to discover standards in the automotive mobility platform space included examining scholarly papers, trade rags, patent filings, industry news, and conference proceedings.

To perform the architectural analysis a framework of seven architecture framework domains was developed. Auto-OEMs are the vehicle manufacturers; auto-component manufacturers are those that make the bits of metal, rubber, plastic, or silicon that go into an automobile, its components, and its infrastructure; telecomm-carriers are the providers of cellular and telematics service that connect the vehicle to the outside world; and traditional device manufacturers are named as those that are not traditionally involved in the automobile industry in a design or manufacture capacity.

## 6.3. The Role of Government and Policy

The Role of Government and Policy In recent years, a number of ways have been proposed to mitigate the congestion effects of saved trips as demand increases with greater on-demand accessibility. These proposals range from actions by rideshare companies and aspects of vehicle automation to congestion pricing and subsidies for public transit services. While each of these on their own could potentially address the issue, there is also the potential for a combination of government and policy actions to achieve even greater effectiveness.

Pricing schemes may also help make travel more efficient. These schemes could be for rideshare trips with fees applied only to specific congested zones or times, or the collection of fees for rides at high demand that continue to drive AVs even after the trip is completed. Pricing schemes could also be implemented for deliveries with vehicles specially designed for that purpose that could operate in dedicated lanes with prioritization. Public acceptance and regulatory issues would likely be a central problem. It would be necessary to precisely define the scenarios under which the changes would occur, along with associated costs and demands for improved services. In the meantime, public transit services should consider actively exploring combinations of new and existing ideas to begin to formulate and implement a “Plan A” for this transitional mobility ecosystem. Policy synthesis and coordination could then assist in the implementation of such plans.

### 6.3.1. Incentives for Adoption

An important consideration upon deploying Mobility-on-Demand (MoD) systems is how to ensure major utilization or participation in the new systems. Several approaches have been launched and piloted by urban transportation systems to promote broader ridership across various demographics and system parameters. Well-specified incentives can be in the form of subsidies or fees linked to per trip ridership, and/or can be multi-tiered fee/subsidy schemes based on trip characteristics.

Perhaps the best-known MoD unit-level fee policy is that of the ridesourcing services, where a driver rideshare app orchestrates an urban team of private drivers with their own vehicles while a deployed app matching riders to drivers. The driver and rider for a trip can negotiate options such as price and pickup location, and the app deducts their fee from the rider's payment to the driver, taking a commission while depositing the fee into the driver's account. Similar insurance protection, merchandising, other costs, and ways of monetizing fleet private property are emergent with the advent of autonomous vehicles and the ownership options of urban private transportation "companies" operating varying numbers and types of vehicles to provide varying service levels and types as targeted by differing vehicle ownership/operation.

Under consideration here are trip-based fees and subsidies linked to trip characteristics. Of substantial relevance is a strategic equity trip fee/subsidy policy for AVOSEs (autonomous, voluntarily-owned shared vehicles) as a layered deployment of fuller market-2 fleets of robotaxis. A central entity prescribes the fee/subsidy levels based on fixed and per-trip vehicle costs, base fee, touting fee, surcharges, safety fees, and fee and subsidy levels, while a private, profit-seeking fleet operator responds in devising a pricing strategy for its AVOSE fleet that optimizes annual profit.

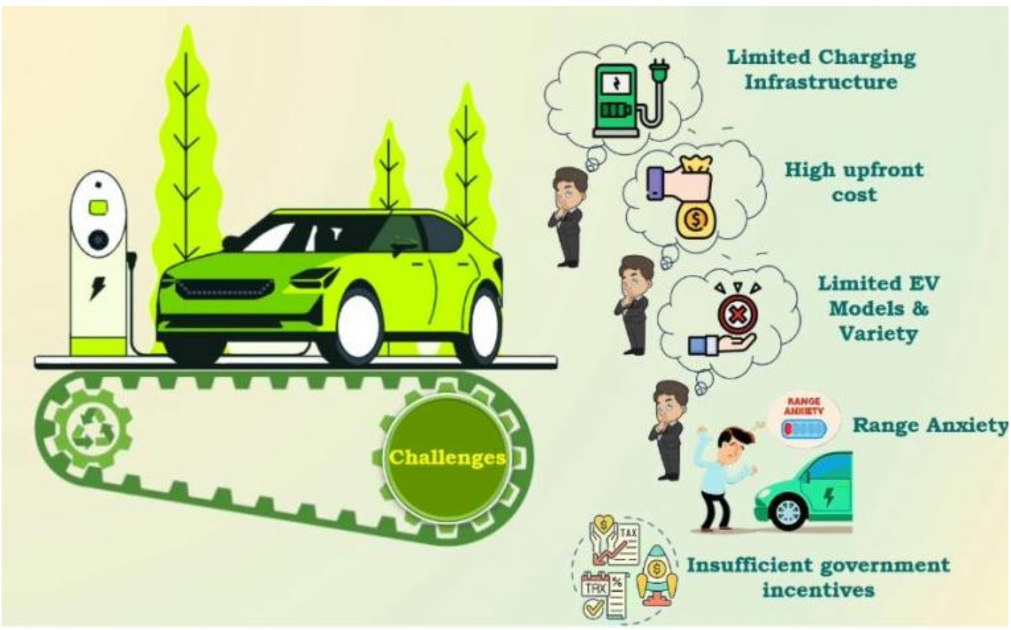

**Fig 6.2:** Adopt Electric Vehicles

### 6.3.2. Regulatory Frameworks

Concerns about technology's influence on transportation systems can be raised at the highest levels of government and among the public regarding the random consequences of uncontrolled technology diffusion: no welfare gain; continued congestion, number of vehicle-collisions and fine particulate matter (PM 2.5) and other emissions sticking to congestion; and loss of life. Accordingly, there must be a strategy for technology's influence on transportation systems that establishes transparency, dictates and incentivizes acceptable behaviors, and monitors and processes outcomes. Since the change is so large, this must be a coordinated multi-stage strategy that directs everything from the large-scale diffusion of transportation network company (TNC) services that reshape trip preferences to the use of the first potentially fully autonomous vehicles at the end of the diffusion cover. Recognizing that much of the strategy would be dealt with at the highest state and or national levels, preliminary treatment should be provided here for the most meaningful risks needing regulation, the extent of that regulation, additional enabling factors and a bid for researching these issues comprehensively. Note that while AI has been vetted for decades, honest cases where fatal flaws have not been considered might arise in robotaxis for the first time for a multi-billion-dollar consumer/commodity product, potentially stalling early formation and future rollouts and sales of autonomous vehicles of one kind or another for years. Here a well-supported bid is articulated for rules to avoid such failures, including extensive failure-foreseeing simulations, captive tests on automated non-road vehicles that pick up and distribute non-automated passengers, and additional monitors of ethical behavior. All this fits into broad prevention/repair expectations set by other safety-regulating expectations for methods and/or requirements and strict liabilities. Unfortunately, the changes expected to arise from the advent of high-service TNCs and then robotaxis are very large and thus very risky cases for transportation systems and those implicated in them.

## 6.4. Integrated Automotive Platforms

Integrated automotive platforms support mobility services that require several vehicle types such as taxis, buses, shuttles, or delivery vans. Public transport systems are regarded as integrated mobility platforms that support the planning, booking, and payment of trips that include trips through connection networks like taxis or shuttles. In the future, such independent integrated mobility platforms will be connected to public transport systems to widen their area of operation. The platforms may be hosted either internally or externally depending on the willingness of the OEMs.

Building an integrated automotive mobility platform requires some components: map management for localization, path planning, and driving policy generation, user management for account creation and management, booking and payment management to process requests from user management, interfaces to vehicle support for trip execution through send command capabilities controlling relevant ECUs. To ease development processes, the required settings and data can be managed separately from the code. Without minor exceptions instead of development and programming, applying fair pricing may be implemented using customizable charge rules associated with components.

Associated to individually authored software components are system components resulting from their collaboration. A reference architecture specifies how components interact by means of outside port protocols, component types and their subcomponent types. In general, reference architectures support distributed applications to aid understanding of a system and reasons about its intended behavior. Also required during the design and implementation phases is a view of the current design with its state at a specific time along with the versioning of components in use. The supported fixtures for each component and their interactions are important for assessing component checkouts and developing assembly checkouts. Standardized development and representation processes promote creation of a reliable suite of components.

Transaction systems for electronic payments between users and service providers, various graphical user interfaces (UIs) suitable for several types of users including administrators and developers, data storage for various requirements, such as vehicles, users, job queues, mobility services, and error logging can also be integrated into the mobility platforms.

### 6.4.1. Definition and Key Components

The advent of on-demand mobility systems is expected to have a tremendous potential on the wellness of transportation users in cities. Yet such positive effects are reached when the systems under consideration enable seamless integration between data sources that involve a high number of transportation actors. In this paper we report on the effort of designing and deploying an integrated system, including algorithms and platforms, that can operate in cities, in an Internet of Things (IoT)-aware fashion. The system was evaluated by enabling/disabling the IoT components of the system, highlighting the necessity of real-time data integration for efficient mobility services. Mobility-as-a-Service (MaaS) represents a novel vision for transportation service delivery involving several key actors in the mobility ecosystem and providing the users with real-time services for booking multimodal trips. The flexibility that appears as a powerful asset of MaaS is a drawback in itself when the problem of enacting and maintaining mobility as a service in a city is considered. Disparate transport operators can join a MaaS offering to provide real-time service provision capabilities on their behalf. Yet this must occur in a useful way, where information about the services offered is shared quickly with the user, so that either the on-demand market can be efficiently handled or any user can easily discover a service that suits their specific mobility needs.

The cornerstone of MaaS is the connection between transportation operators and the Mobility Assistant Platform (MAP). MAP is a mediator service that collects knowledge about transportation services and uses them to suggest trips to users. Transportation service discovery consists of the set of different stages needed to establish a connection between MAP and the different transportation operators that are willing to offer their services. MAP is a multi-tiered system formed by a collection of loosely coupled modular components, structured in a way that facilitates horizontal scalability and parallelization. Communication among the components is achieved through predefined service contracts using a message broker middleware. The key component of the MAP system is a collection of service class components that implement the common operations exposed by MAP to transportation operators. Core functionalities like integration of the transport ontology, service registration and availability discovery, as well as service monitoring, redundancy detection and removal, trip planning, and multimodal mobility assistance, belong to this group of components.

### 6.4.2. Technological Advancements

Through the use of Artificial Intelligence (AI), the automotive industry is ramping up the development of more affordable advanced driver assistance systems (ADAS). AI may help reduce CPU crunch by 99 percent while still offering top-notch performance. A multi-die chip architecture that combines a main processing unit with a Neural Processing Unit is also available through startup and supplier partnerships to software firms. To speed up the transition to self-driving automobiles, a software platform is in development to simplify the design, development, and validation of AI-based software platform codes. A custom silicon/software chip for models for autonomous vehicle makers is also developing computer vision software, working with partners to identify the large databases of images required to kick-start deep learning, and trying to find sophisticated ways to label the errors detected in machine vision systems on the road.

Computer groups and calibration software companies are tapping the automotive software development effort. Over-the-air (OTA) software patches are being developed despite the fact that automobile mechanics are highly skilled and more trustworthy. In order to minimize cyber scares and catastrophes, they also consider the problems of balancing software openness and ethical conduct. A backend cloud for compiling vehicle data for automobiles is also in development, along with an offline version with car repair help. Another business taking advantage of the increased demand for roads, airways, and railway engineering and planning model. Traffic safety programs, airline simulation and design software from other industries, and rail dispatching systems are also being offered cooperatively. To serve niche markets, cross-national and cross-industry cooperation is employed.

Federally funded efforts are continuing to set standards in remote vehicle control, vehicle positioning, and multi-vehicle communication. Local agencies are cooperating in real-time traffic diversion. Furthermore, while the commercial antennas of automotive service companies have been expanded by the TMCs to relay information 24 hours a day, find the information requirements for newly developed locations. Some agencies are attempting to do just that on their own.

### 6.5. Impact of Mobility Solutions on Urban Transportation

Urbanization and shifts in lifestyle and work habits have exacerbated congestion in urban transportation systems. Traffic congestion and non-optimized public transport usage, which affects the traveller experience and the attractiveness of the transport system, are all concerning. In this context, bringing back data into motion and enabling integrated mobility offer solutions to optimize supply and demand on the transportation system in a comprehensive manner, understanding the travel desires and behaviours of all mobility actors. Bringing together data from various sources, rethinking the way they are processed, and opening adaptations to the context are necessary to design and operate effective integrated mobility solutions and platforms. The challenges surrounding data ownership, privacy, and regulations need adaptation to new use-cases that operate transportation at city scale.

The emergence of mobility platforms will have a unique impact on the mobility ecosystem, based on a multi-tiered and shared integration of infrastructures, methods, and data. The differences and similarities with the current advancement in air transport will be analyzed, and how these unique elements of a multi-actor-mobility platform are transforming the way actors innovate in transportation systems and offering a radical change to EMMOS. Through a better understanding of the socio-technical interactions between these elements (technological, economic, and social), paths for the design and implementation of these platforms will be discussed. The components of mobility platforms build on data processing developments, including integration engines and computing appropriated for transportation systems, and new governance models enabling cooperation between a high number of actors.

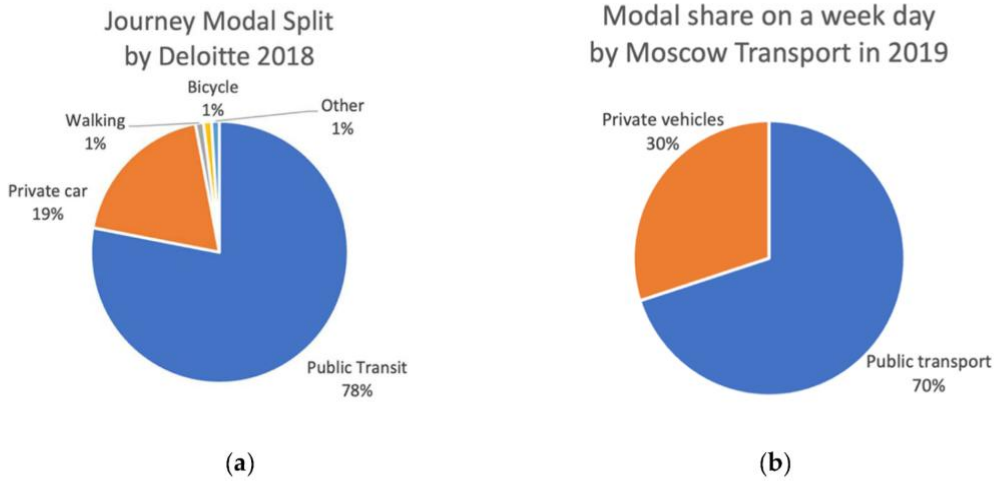


**Fig :** Impact of Car-Sharing and Ridesourcing on Public Transport Use

### 6.5.1. Public Transport Enhancements

New mobility solutions are emerging and institutions are integrating their networks to capitalize on the concept of an integrating ecosystem. These advanced mobility solutions enhance public transport services by contributing to different key functionalities of transport as a service. Enhanced public transport services shape the conception of synthesis mobility services. Integrations of traditional and new means of public transport expectedly improve intermodal passenger transport (PT) services. With the emergence of new mobility options, mega-cities race to integrate their new mobility solutions into public transport, fighting inefficiencies from overlapping services and fare penalties for users. The means of public transport are usually selected on cost-effectiveness criteria and to mitigate environmental and social impacts. The coverage of public transport services as good as possible economically and socially; wherever transport is deemed needed a good all-speed service should be made available. Hence, municipalities co-conduct bus line extensions (both at the edge and in city) for active ticketing, thus establishing PT-On-PT. The integration compatibility-conducive reinforcements for supplementary means-of-transport-at-once freedoms are orientated towards effortless awareness basis of technicality and organization, planning basis for operationality, and purchase/service/segment basis for commerciality. Advanced public transport services facilitate the customer-centered, subscription/trip-oriented one-stop membership system, thus accommodating the other coherence via each transport means becoming accessible on one transport service. New mobility services offer great potential to improve the service levels of traditional transit services. Future integration efforts of traditional transit services with new mobility options are likely to be multi-angled co-solutions to at once better respond to the diverse demand potentials, serving a wider audience more effectively, and reducing inefficiencies from overlapping operations. The metaphors of the thought processes for organizational integration should firmly refer to the traditional paradigms of public transport services.

### 6.5.2. Private Mobility Services

One of the most important segments of the post-COVID-19 transportation market will be private mobility services making use of private, household-owned vehicles. Although the impact of the pandemic on this market is difficult to forecast, there are good reasons to expect that the market will rapidly outgrow anything seen previously due to the combination of two trends accelerating with COVID-19: private mobility solutions and private, market-1 vehicles in general will be permitted to operate both manually and autonomously, on demand and for-hire. Reports on wide acceptance and greater use of personal or on-demand car services after COVID-19–related lockdowns were lifted included surveys reporting that Uber and Lyft saw a return of business to 70% of pre-COVID-19 levels, with anticipated 400% and greater growth post-COVID-19. But this growth in the use of ride-hailing apps was nowhere to be seen in terms of revenue. In hindsight this lack of return of revenue growth is easy to understand given that because of health concerns many consumers did not use public transportation vehicles for a long time. Those commuters needing personal mobility as well as a mobile or remotely activated office, on-demand vehicle systems seen pre-COVID-19 on Tuesday A.M. news segments, calling an available smart city vehicle, sending it to a neighborhood with many A- or D-list touristing locations as journey ends, were written about in respected publications.

"Disruption of the aviation market is not required to explain the massive transformations soon to be seen in taxi, ride-hailing and ride-sharing vehicles. The clear implication of the potential combined emergence of lower-cost, cleaner, smaller, on-demand, shared, for-hire vehicles across a variety of private and commercial operators is that passenger trips now made in privately-owned vehicles will migrate to these new vehicles. Taxi and ride-hailing operators will find it easy to grow their fleets faster and much larger than seen today. Ride-share and mini-bus systems will use added passenger space and compartmentalization to capture intercity and suburban mileages lost by the E2Es, and all of these vehicle types will evolve to capture products presently purchased and delivered via Amazon-like systems".

## 6.6. Conclusion

Technological advances are accelerating the move toward Mobility Solutions based on integrated automotive platforms and the enablers that make them possible. The environment in which Mobility Solutions are deployed is shifting away from iconic vehicle-centric systems to cloud-based automaker-and-3rd-party branches, and toward a deterministic world in which an explosion in the number of vehicles may place a greater burden on communication and processing resources. In this environment, Mobility Solutions must be found that may be integrated into automotive platforms while achieving the performance necessary for safety. The technology options that enable Mobility Solutions, and that place constraints on their implementation, include new vehicle-to-vehicle and vehicle-to-infrastructure communication protocols, the development of cloud computing and related technologies aimed at real-time processing and reliable distributed systems, and entirely new simulation and evaluation methods for distributed systems, based on formal mathematical constructs.

First among the Mobility Solutions that will be transformed by intelligent automotive platforms are the environmental Multi-Channel Wideband communications allow data to be streamed through the D2D and V2V channels, including safety-critical alerts, motion coordinates, and high-fidelity sensor data. In combination with outdoor Environmental Data Upload, Semi-Existing-Environment Probe, and the Cloud SOS Emergency response, all-weather performance is supported with between-vehicle data transfer between any source and target that vehicle would be willing to share data with. The algorithms comprising these services are distributed and may be implemented onboard platforms.

Commercial vehicles are currently being transformed by V2V and V2I systems to support fuel-efficient truck convoying. Onboard Automotive knowledge basins and dynamic social networks, combined with Mobile Fleets, are expected to spur adoption of new Smart Mobility Solutions amongst taxis and car sharing fleets. Cloud computation of the Extra-Environmental Knowledge Share, Smart Specification Event Simulation and Cloud Assurance, and Smart Decision Filter is expected to upgrade vehicles to full-fledged agents of scale, in application domains ranging from Transportation-as-a-Service Mobility Solutions to fleet optimization of new traffic control networks in congested metropolitan areas.

Standardized Road Traffic Request Sharing and Request Generate Allowance are expected to support entirely Crowdsourced Traffic Control with optimal incoming and outgoing flows of traffic. Fully Self-Tasked Social Agents using Onboard Social Signals and Traffic Sets, combined with Mobile Traffic Claims, lookout for yields, planned lane switches, and speeding communities in exchange of assistance when stuck at intersections or during evasion of police. Role-Based Traffic Facilitation–both vehicular and social.

### 6.6.1. Future Trends

The automotive industry must embrace a "modular architecture" framework consisting of strategic and platform layers. It must be a deep vertical integration strategy focused on the technology stack forming the perceptual engine and ontological hierarchy. To keep pace with the technological evolution of competition, a change is required, both at the architecture and utilization layer of the stack. A paradigm shift involving supply chain integration, full-stack development, software rewritability, and data ubiquitous is needed. As the industry is marching towards the future of mobility, the strategic layer architecture must enable co-creation of multi-sourced perceptual agents, object-centric knowledge graph, and crowd-sourced ontological evolution in the knowledge meta model. Comprehensive atmospheric coverage with a low latency cognitive cloud is now required. The entire architecture must be redesigned for modularity.

The key to this modularity lies within a comprehensive usage actor model and common flourish clouds. The cognitive clouds must enable multi-casted query driven data augmenting and non-fragmented perception for local use. Beyond the use cases of traffic management, connected vehicles, and accident prediction, new paradigm designs are needed for Application Clouds, individual coaching, crime & safety assurance, autonomous fleets, and urban mobility evolution. This cloud architecture must accommodate dedicated clouds for high performance use cases. The knowledge cloud must be redesigned for structured and heterogeneous ontological consumption. Domain knowledge is to be curated since early design, while virtual knowledge is to be crowdsourced and self-evolved upon close form consumption.

The physical platform footprints must change to enable multi-sourced perception. Intensive public sphere augmentation demands more than just data utility infrastructure. Intention detection, traffic guidance, and crowd-sourced ontology formulation and evolution are key to coexistence and seamlessness. Multi-layer attention and comprehension are crucial to avoid panic and confusion. Trustworthiness evaluation must change in accordance with the democratized knowledge hierarchy. The exploratory algorithms must accommodate dynamic reallocation while respect to the nationwide resource equilibrium, incumbency agency identification, and potential disruptive prediction (a precondition to preemption).

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