

Project name: Strategic Innovation Program (SIP) Phase 3: Construction of a Smart Mobility Platform /
Examination of the Welfare Effects of Mobility Support on Community Building and Activities

2023 Annual Report

March 2024



Trustee name:

Japan Automobile Research Institute (JARI)

Institute for Health Economics and Policy (IHEP) ,

Association for Health Economics Research and Social Insurance and Welfare

I Overview

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- 2 . Introduction of a logic model for an agile development model
- 3 . Project schedule and progress

- ◆ For the re-design of the region
 - ⇒ Realization of smart mobility services that are close to local activities and lifestyles
- ◆ Visualization of the value of mobility
 - ⇒ Visualization of the value of moving not only in terms of the "amount of travel" but also in terms of welfare factors



The project aims to be horizontally expanded to regions that are considering the introduction of new welfare and mobility services in the future by identifying environmental factors and methods for introducing efficient and continuous mobility that achieves the well-being of residents.

I -2. Overall overview of research and development

Research and Development Theme: "Verification of the Welfare Effects of Mobility Support on Community Building and Activities"

Solving social issues such as medical care, declining birthrate, and aging population in the region, realizing well-being to maintain and promote people's health, including preventing frailty, etc.

Achieving well-being requires both mobility and creating a purpose for moving.

The project will be horizontally expanded to regions that are considering the introduction of new welfare and mobility services in the future by identifying environmental factors and methods for introducing efficient and continuous mobility that achieves the well-being of residents.

Realization of mobility considering local needs
•Restructuring of regional transportation
•Continuity of operations

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Creating a purpose for moving
•Small base (consolidation of facilities and functions)
•Building a sustainable regional structure

R&D item "⑥ Practice of Tactical Mobility Re-Design"

Areas where community building and community activities are in progress

Means of transportation to support community activities.

Yabu City:
Creating a small base
Niyodogawa Town:
Frail Haturats Activity

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•Demand transportation
•Means of transportation by resident mutual aid, etc.
•Restructuring of public transportation

•Community Re-Design
– Two-base life
– Building mini-bases
• Establishment of a method for quantifying and qualifying the effects of ensuring mobility

Summarization and classification of requirements for mobility and community building based on regional characteristics

R&D item "⑱ Practical research (action research) to classify and identify areas utilizing local mobility resources and activities to disseminate and develop them.

Areas where mobility is not well utilized

Creating the purpose and location of the outing

• Community bus
• Demand transportation
• Resident mutual aid movement
• Welfare transportation, etc.

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• Frail prevention and physical fitness
• Creation of new opportunities to experience new things (eating together, watching movies, listening to music, playing musical instruments)
• Creating opportunities to connect in the community and beyond the community, etc.


Effects of welfare measures, etc
•Quantitative effectiveness analysis (analysis of data on nursing care needs and surveys on the actual status of daily living)
•Qualitative effectiveness analysis (interviews with community support coordinators, etc.)

Cooperation

I-3. Surveyed area


List of surveyed areas

**Yabu City, Hyogo Prefecture
(depopulated area type)**
Population: 22,129 (as of March 31, 2022)
Area: 422.19 km²




The "Small Base" project is underway.

**Ikeda Town, Hokkaido
(depopulated area type)**
Population: 6,037 (as of September 30, 2023)
Area: 371.9 km² (371.9 square kilometers)



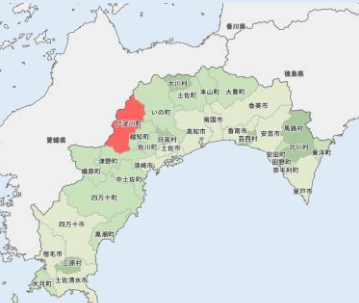
Shared-ride taxis and community buses are in operation.

**Matsudo City, Chiba Prefecture
(metropolitan area)**
Population: 497,525 (as of September 2023)
Area: 61.38 km²




Green-slow mobility is operated by town and neighborhood associations.

**Niyodogawa Town, Kochi Prefecture
(mountainous area type)**
Population: 4,685
(as of the end of February 2023)
Area: 333.00 km²




Resident-led flail prevention activities underway.

**Fujieda City, Shizuoka Prefecture
(regional city type)**
Population: 141,497 (as of August 31, 2023)
Area: 194.06 km²

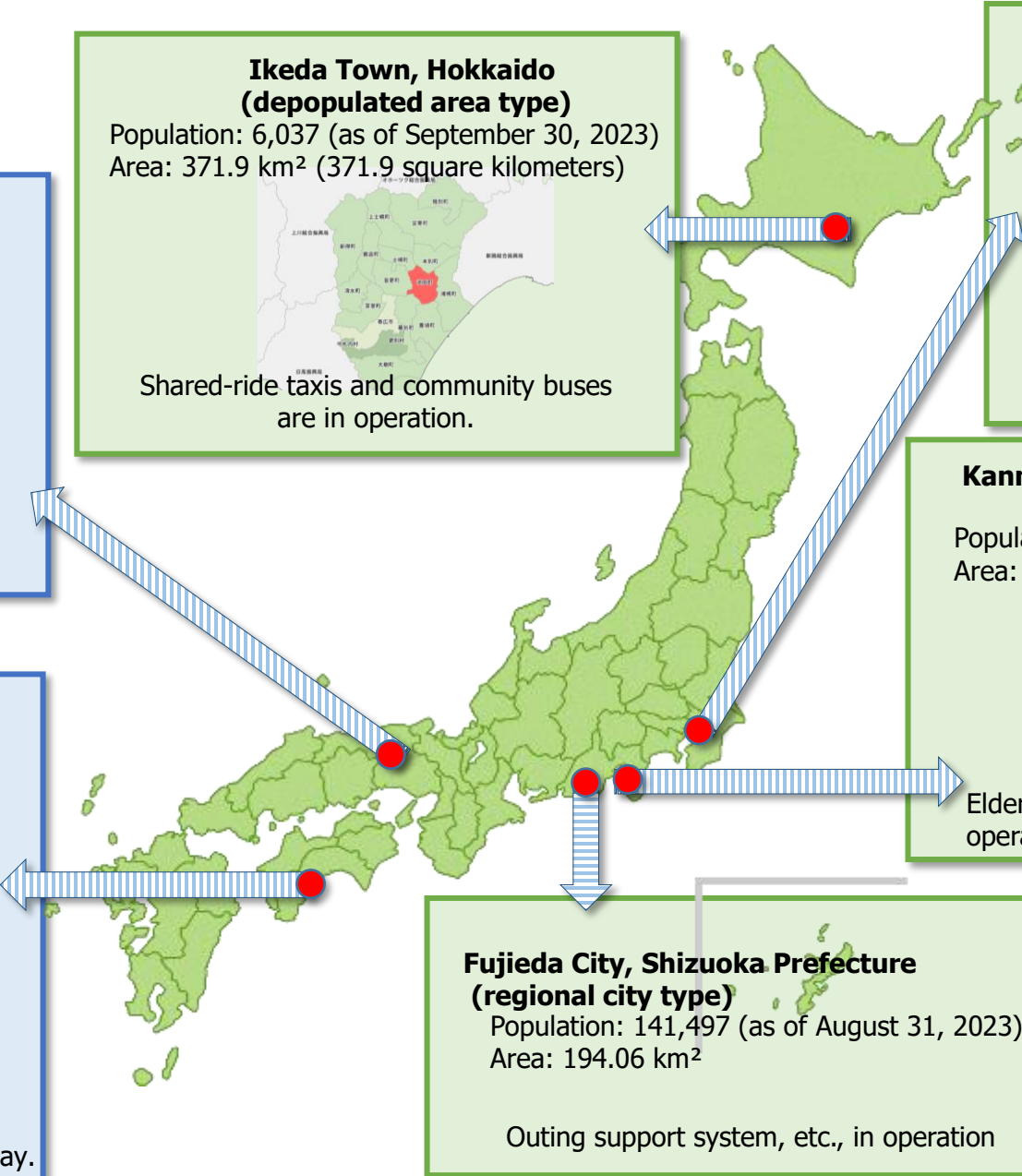


Outing support system, etc., in operation

**Kannami Town, Shizuoka Prefecture
(Local City Type)**
Population: 36,702 (as of October 2023)
Area: 65.16 km²



Elderly welfare transportation system in operation



Maps of each area are from Map-It (c)

II. JARI Activities

- ◆ **Rebuild regional transportation systems that support regional activities and lifestyles (resident activities, regional medical welfare, daily life support services, etc.)**
 - Depopulation and aging of the population will make it challenging to secure a particular scale of demand necessary to maintain livelihood services, community activities, etc., forcing the coverage area of services to be expanded.
 - As a result, it is anticipated that the region may become challenging to maintain due to increased costs associated with longer travel times, withdrawal of services, etc.

- ◆ **Story creation of new community bases**
 - To promote exchange and cooperation with other satoyama and cross-regional communities to form a new community with a broader scope.
 - To promote residents' outings and intercommunity exchanges.

- ◆ **Support for means of transportation to facilitate participation in story creation, events, etc.**
 - Creation of a path toward "two-base life" by making it easier for residents to interact with other communities between communities and to go and come between the satoyama and the "town center."



Goal: To build a system that enables cooperation and flexible operation by integrating local stakeholders, including residents.

II-2. Activities and Results in Yabu City

About Yabu City "Small Base"

- ◆ Construction of "small bases" is underway to continue the region's efforts to resolve the declining birthrate, aging population, and depopulation issues.
- ◆ Construction of a bus terminal, medical and nursing care, stores, and community space for residents.
→ Planned to be developed as a hub for regional transportation
- ◆ With the Sekinomiya area serving as a leading example, the "small base" concept is to expand from other areas in Yabu City to the entire Tajima region, a secondary medical care area.



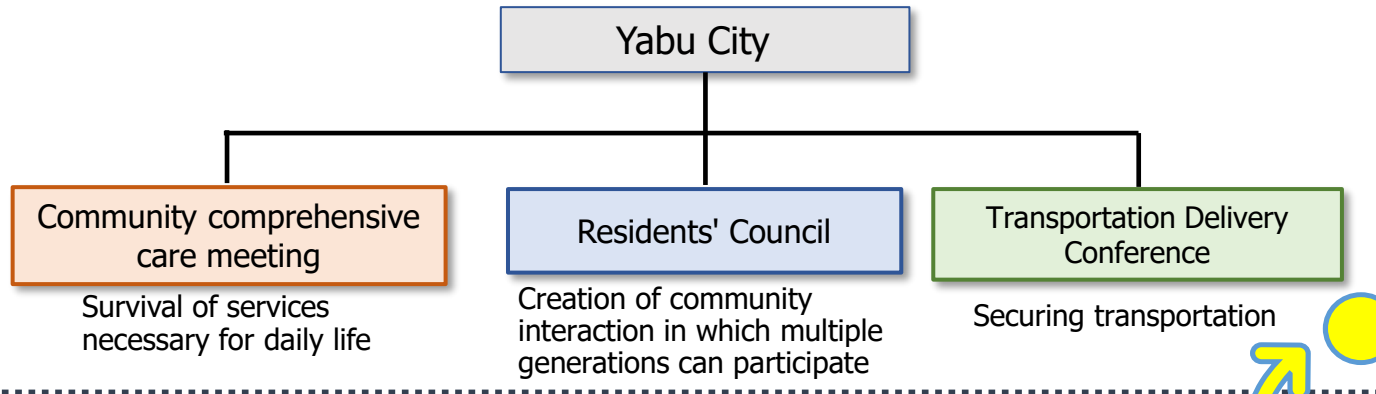
- ① Serviced senior housing, small-scale multifunctional in-home care
- ② Community center annex, community space, dental clinic, pharmacy, childcare exchange space
- ③ Stores of food products and daily necessities, etc.
- ④ Bus terminal

Image of a small base in the Sekinomiya area
(Source: Yofu City data)

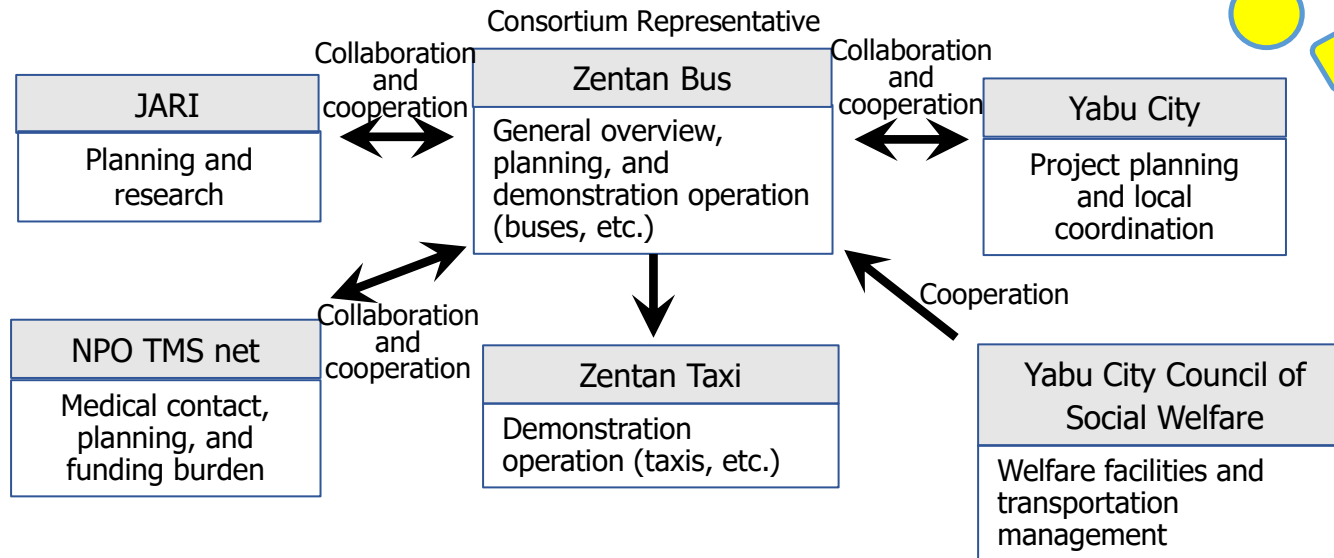


- Maintenance area 1
To focus on those that require immediate maintenance from the perspective of maintaining local medical care and welfare services for the elderly.
- Maintenance area 2
To establish facilities for children to spend their free time and for the convenience of nuclear family households (multi-generational exchange area).
- Maintenance area 3
To develop a facility where community leaders can spend creative time and pass down the knowledge from generation to generation.

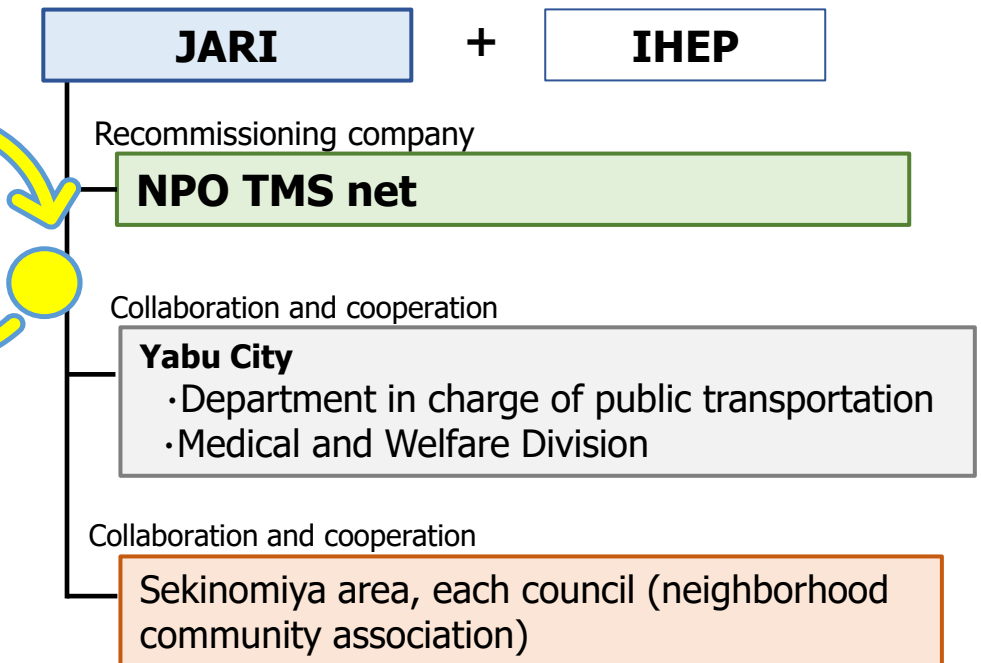
◆ Study framework for "small base" in Yabu City



◆ Study framework for "Co-Creation Platform"



◆ SIP "Verification of the Welfare Effects of Mobility Support on Community Building and Activities."



◆ Objectives of the Demonstration Experiment

- To create opportunities for residents to experience "reservation-based shared-ride transportation" as a first step in the study to secure a means of access to the "small base" to be constructed in the Sekinomiya area.
 - To survey "acceptability of reservation-based shared ride transportation."
- To establish relationships for sustainable provision of mobile services in the Sekinomiya area.
 - To establish a forum for discussion among residents, local government, transportation operators, and other related parties.

◆ JARI's Role

- To promote local residents' understanding of the need for new mobility services and build a cooperative framework.
 - Involvement of residents' self-governing bodies from the planning stage of the demonstration experiment (four councils in the Sekinomiya area)
- To develop a plan for the demonstration experiment and prepare materials to disseminate to residents.
- Analysis of demonstration experiment results, etc.

◆ Characteristics of the demonstration experiment

- Trials of activities to provide services with continuity
 - Multiplication of appointments for time visits at the clinic + appointments for rideshare transportation
 - Operation of shopping service to local supermarkets

◆ Demonstration period: October 28th - November 10th (14 days)

➤ Semi-Demand Operation

- ◇ October 28-November 3 (first 7 days)
- ◇ Number of passengers: 98 (actual number of passengers: 49)

➤ Full-demand operation

- ◇ November 4-10 (second half 7 days)
- ◇ Number of passengers: 278 (actual number of passengers: 141)
- ✓ Medical cooperation (set appointments for medical treatment and demand operation) and shopping service (demand operation to supermarkets in each village in batches) are implemented.



Medical coordination
(transportation to and from clinics)



Use of kei-cars

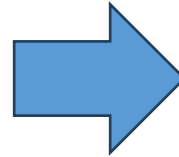


Carpooling scene for community members



Scene of reservation at the waiting area and running of a rideshare vehicle

The local council (on the residents' side) began to ask if it would be possible to use demand transportation to participate in local activities and events.



The council is in charge of accepting demand reservations, setting operation routes, and communicating with residents.

Survey on "awareness" and "acceptability" of demand transportation by creating opportunities for residents to use it.



A trial of a new "residents' mutual assistance-type transportation service" to support community activities is underway.

If we miss this opportunity, we will become mobile refugees ourselves! The last chance, we have to speak up ourselves!

The flyer contains the following information:

- Handwritten notice:** "バス乗り場はこちら!!" (Bus stop is here!!)
- Phone number:** 079-663-5955
- Route:** 大谷校区だけに運行されます!! (Operation only in Ootani district!!)
- Cost:** 無料 (Free)
- Operating hours:** 運行時間は午後1時~4時まで (Operating hours are from 1 PM to 4 PM in the afternoon)
- Movie advertisement:** 映画「牛飼いっ子」 (Movie "Cowherd")
- Map:** A detailed map of the area with various locations and routes marked.



Demand transportation information flyer (using last fall's map)

II-3. Activities and Results in Niyodogawa Town

◆ **Current status of public transportation in Niyodogawa Town**

- Last year, a survey was conducted on all bus rides. Although the number of users is small, a few people have no other means of transportation.
- The town's bus service includes nine routes operated within Niyodogawa Town, a route to Sakawa Town via the neighboring Ochi Town, and a route to Kochi City and outside of the prefecture in the direction of Ehime Prefecture. Most routes are operated for students commuting to school, with four to six services daily, mainly during morning and evening hours.
- Community buses are operated once a week on round trips, especially to supplement branch lines beyond the main road.
- There is one taxi company for each former town/village (three companies in total). All of them operate one vehicle (one spare vehicle).

◆ **Restructuring of regional transportation**

- Necessary for means of transportation to support local activities and maintain community
 - Given the aging of residents and the geographical features of Niyodogawa Town (steep mountain roads), cooperation not only from "residents' mutual aid" but also from "local transportation operators" is essential.
 - We should consider how transportation operators can survive in connection with the restructuring of public transportation.

- ◆ Created by the merger of Agawa Village, Ikegawa Town, and Niyodo Village in 2005.
 - ✓ The administrative services and resident-led activities are based on the units of former towns and villages, and there is little interaction and connection among the regions.
 - ✓ Considering the ongoing decline in population, it will be difficult for traditional forms of community to continue to exist.
- ◆ An NPO was established by local residents to promote activities to prevent frailty.
 - ✓ The NPO will play a central role in building "new bonds" through "story creation" activities the residents organize.
 - ✓ The program also includes "eating together," watching movies and creating a "heart-to-heart notebook" to record how you want to live your life from now on.
- ◆ As a leader in activities for preventing frail aging, the cooperation has started collaborating with neighboring municipalities and establishing voluntary gathering places for graduates of Haturatsu Exercise.



Scene of flail prevention activity, members of flail prevention activity, and discussion meeting about local transportation

- ◆ The "Symposium on Sustainable Community Development under Declining Population," organized by Frail Support Niyodogawa and Niyodogawa Town and co-sponsored by JARI, was held on March 16.
 - Lecture by Dr. Kamata, the director of JARI, on "**Topics of Mobility in a Declining Population**" and introduction of **activities in SIP**
 - Panel discussion by frailty supporters and occupational therapists from three Shikoku municipalities (Niyodogawa Town, Otoyo Town, Shimanto City)
 - Summary comments from Mr. Tsuji, IHEP President
 - TMS, Zentan Bus, and Silver Human Resource Center from Yabu City, which were also in the study area in SIP, also participated.



場所 土佐市複合文化施設『つな〜で』ブルーホール
高知県土佐市高岡町乙3451-1

日時 2024年 3月16日 (土) 13~16時

主催：NPO法人フレイルサポート仁渡川
仁渡川町
共催：一般財団法人日本自動車研究所

第3回人口減少下における
持続可能なまちづくりシンポジウム

1. 基調講演 13:05~14:05
健康長寿と幸福長寿
~フレイル予防はまさに地域づくり~
飯島 勝矢 東京大学高齢社会総合研究機構 機構長
未来ビジョン研究センター 教授

2. パネルディスカッション 14:10~15:20
テーマ：人生のこれからを、
絆を紡ぎ、出かける楽しみを創る
(司会) 飯島 勝矢 東京大学高齢社会総合研究機構 機構長
未来ビジョン研究センター 教授
フレイルサポーター (仁渡川町・大豊町・四万十市)
有光 一樹 (一社)高知県作業療法士会 副会長
(総括) 辻 哲夫 (一財)医療経済研究
・社会保険福祉協会 理事長

3. 講演 15:25~15:55
「人口減少下における
モビリティの話題」
鎌田 実 (一財)日本自動車研究所
代表理事・研究所長
東京大学名誉教授

事前
申込制
無料

申込締切
会場参加：3/10
Zoom配信：3/12

申込先メール
QRコード →

申込先：フレイルサポート仁渡川(niyodogawa2022@hotmail.com)

◆ Now, I can participate in frail activities and community events by driving myself or riding in a car with other neighbors, but...

- How long can I drive by myself?
- What would happen if I gave up my driver license?
- It seems difficult to participate in activities only by public transportation.
 - It restricts participation in various activities...
 - I am going to stay cooped up in the house...
 - My health/frail conditions may worsen ...



◆ Loaned a small EV vehicle, **SAKURA**, to a Frail Support Niyodogawa to **create a system of mobility services that support local activities**, such as transportation by shared rides, residents' mutual assistance mobility services, and cooperation with businesses.

- Wrapping SAKURA
- For symbol and mascot of local frail activities
- Going out for "fun" by using SAKURA
- More and more places to go
- Going out with other people you don't know is a new experience!
It is also a "stimulus"!



- ◆ **Elderly people who eat alone** are at risk of poor nutrition, decreased motivation to eat, and increased risk of depression.
 - The percentage of elderly single-person households in the population aged 65 and over will be 18.9% for male and 23.9% for female in 2030, **with an increasing trend for both male and female.**

- ◆ The "**eating together**" has a significant effect on **preventing frailty in older people!**

- Frail Support Niyodogawa is currently practicing a "communal eating place" where participants bring homemade vegetables and dishes. The event was very successful; the participants enjoyed it and found it worth living.
- Creation of more "communal eating places" outside of the town center.
- Kitchen cars and community nurses visit communities.
- From not public facilities such as residents' yards into places where everyone can gather.

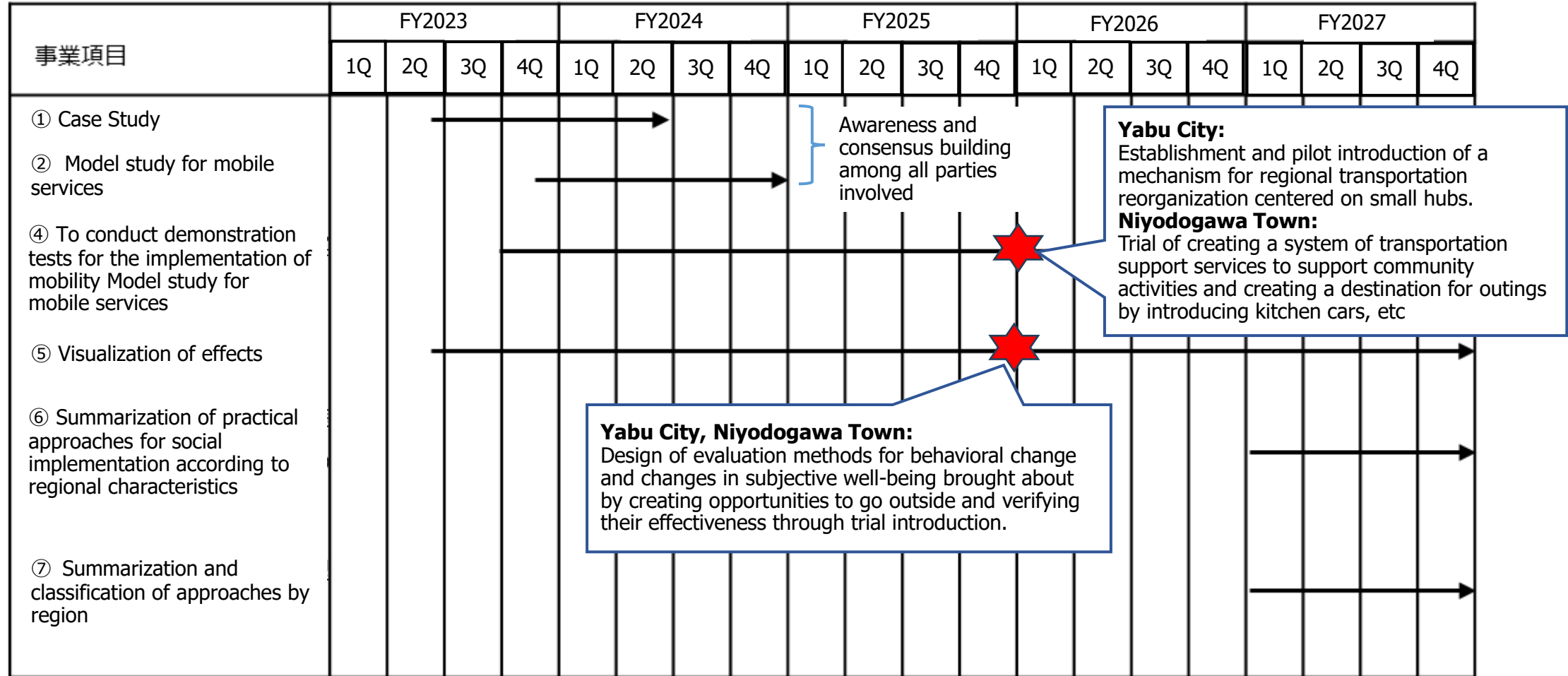


- ◆ Create a "**micro base**"

- A park or someone's yard becomes a "micro base" by developing interaction among residents.
- We would like to encourage community interactions by involving residents from outside the community and people of multiple generations.
- We would like to "reconstruct and sustain the community" by providing mobility for this purpose.

II-4. Gantt chart for research and development

II-4. Gantt chart for research and development



III. IHEP Activities

III-1. Project Overview

(Background, Content of Research & Development [R&D])

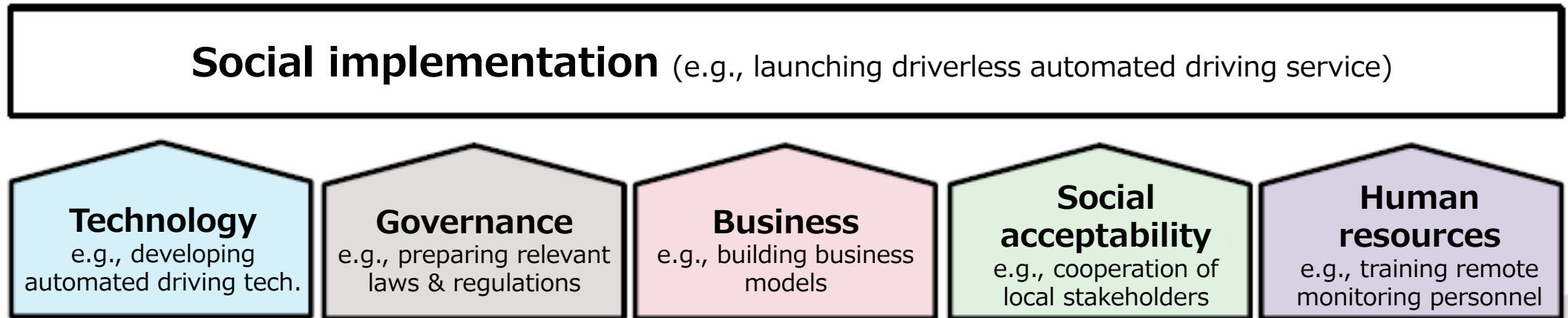
Research Background

When introducing mobility solutions tailored to the needs of each community, technological development alone is not sufficient for implementing and firmly establishing it. What is essential is enhancing public acceptance, which requires changing the mindsets and behavior of local stakeholders including residents and municipal workers.

**Technology can be developed but
may not be successfully implemented in society**



3rd term of SIP



1. Studying and analyzing leading practices

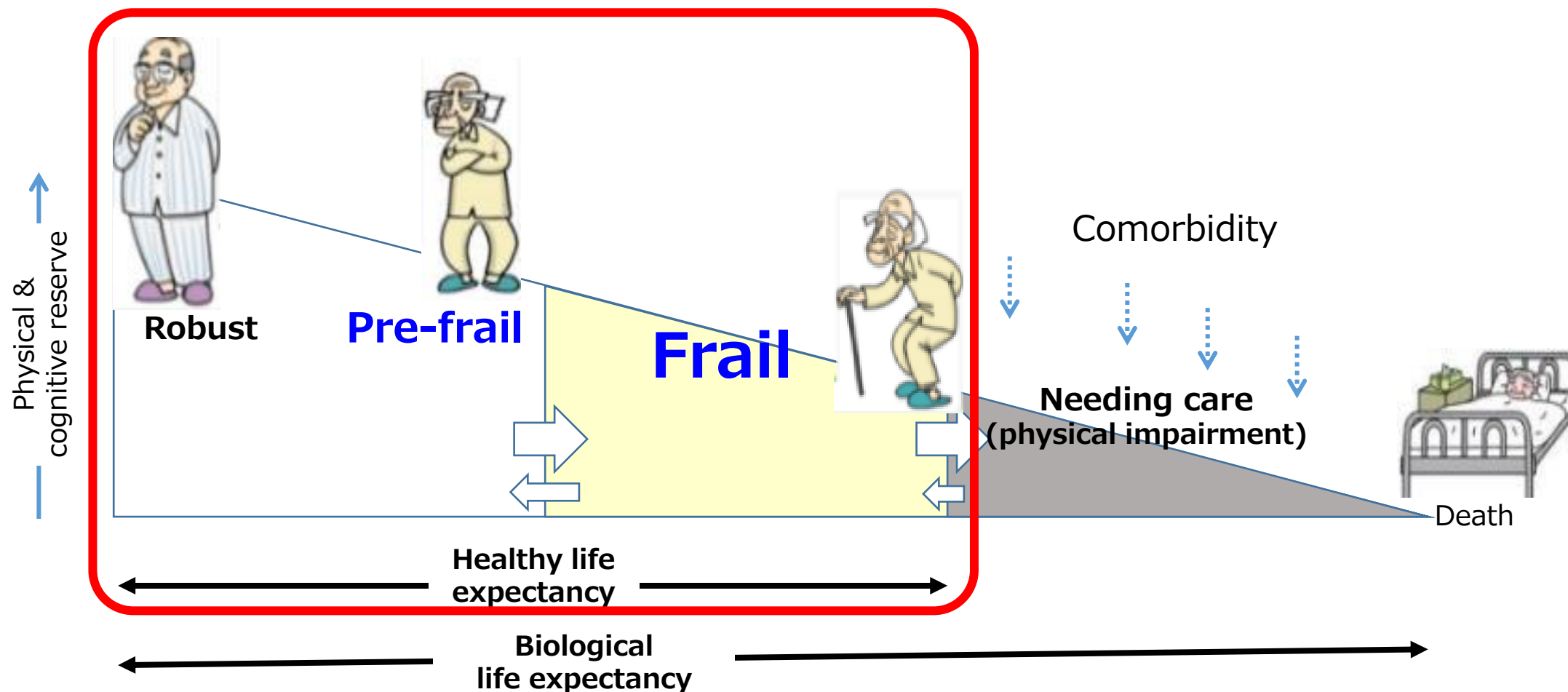
Collecting information on local communities (or part of the communities) where residents are strongly aware of issues on community development, community activities, and mobility; and analyzing their geographic characteristics, transportation resources, as well as how residents' awareness has been raised

2. Introducing new mobility solutions and creating opportunities to go out / participate in society

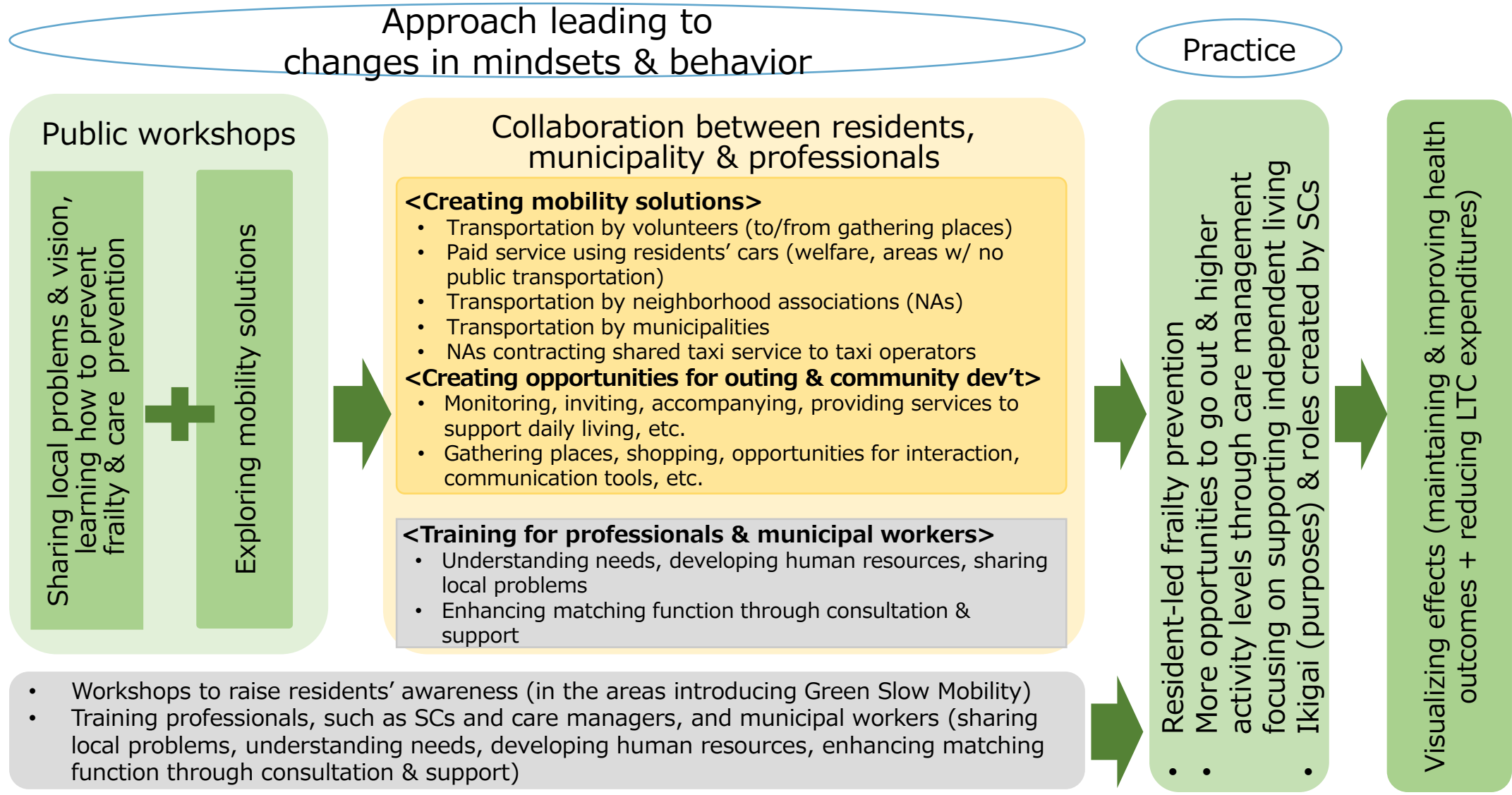
<Intervention #1> Creating opportunities where residents lead activities to discuss challenges and vision of the community as well as to learn how to prevent frailty and the need for care. Raising residents' awareness of issues on mobility and going out through learning and experiencing frailty prevention in an ongoing manner

= Creating opportunities for behavioral change so that residents themselves can take action to introduce mobility solutions

<Intervention #2> Developing mobility solutions such as shared taxi service, transportation by neighborhood associations, mobility assistance to/from gathering places, and use of Green Slow Mobility, while facilitating resident-led activities to develop gathering places, to build relationships that encourage going out, and to create daily opportunities to go out



(Created by Katsuya Iijima, Institute of Gerontology, The University of Tokyo.
Modified from Masafumi Kuzuya, Japanese Journal of Geriatrics, 2009, 46:279-285.)



SC: Seikatsu Shien Coordinator (community support coordinator)

3. Visualizing effects

Lack of transportation is a factor leading to homebound status. By developing and spreading mobility solutions in areas without transportation, what changes will we see including how often people go out, their health outcomes, the proportion of people with long-term care insurance (LTCI) certification, and LTC expenditures? We will analyze such effects quantitatively and qualitatively.

[Research methods]

1. **Complete enumeration surveys** (Ikeda & Kannami) (population approach)
2. **Targeted surveys** (Ikeda*, Matsudo, Fujieda & Kannami) (high-risk approach)
3. **Interviews** (Ikeda, Matsudo, Fujieda & Kannami)

* In Ikeda Town, the surveys will be conducted only w/ the intervention group.

1. Complete enumeration surveys in Ikeda Town & Kannami Town

Purpose	To follow the users and non-users of mobility solutions in the areas scheduled to introduce such solutions, aiming to examine their effects on people's health outcomes
Subjects	Those living in the areas scheduled to introduce the mobility solutions, aged 75 or over, not having the LTCI certification, not being eligibility for General Program, and <u>not driving their cars to go out</u>
Number of subjects	Approximately 2,000 at Wave 1
Survey items	Frailty (Kihon checklist), QOL (EQ-5D-5L), frequency of going out, subjective health, mental health (WHO-5), frequency of social interaction, social participation, working, <i>ikigai</i> (purpose of life), etc.
Covariates	Gender, age, education, living alone, financial status, transportation, illness
Research period	FY 2023 – annually (4 years)
Research schedule	March-April 2024, April 2025, April 2026, and April 2027
Others	Also exploring possible comparisons between the intervention and control areas in the number or % of people with the LTCI certification & in LTC expenditures (no surveys necessary)

Wave 1 response rate: >70%



2. Targeted Surveys in Ikeda Town, Matsudo City, Fujieda City, and Kannami Town

Purpose To examine the effects of mobility solutions on people who used them based on care plans with a focus on supporting independent living, comparing users and non-users of the solutions

Subjects **Newly certified people requiring LTCI (at support levels) who participate in this mobility project in the areas that develop mobility solutions (intervention group) and in the areas not developing mobility solutions (control group)**

Number of subjects Approximately 150 for the intervention group and the control group, respectively

Survey items LTC expenditure, frequency of going out, subjective health, mental health, frequency of social interaction, QOL, social participation (level, type), physical activity level, frailty (Kihon Checklist), level of care needs, wellbeing, life satisfaction, *ikigai*, sphere of activity, service satisfaction, etc.

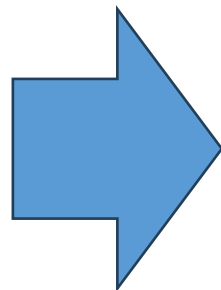
Covariates Gender, age, living alone

Research period 6 months (may change depending on when the study starts)

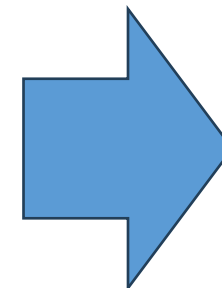
Research schedule Starting pre-tests once the interventions (1) to (4) are ready (scheduled within FY 2024)

Items under consideration are shown in red.

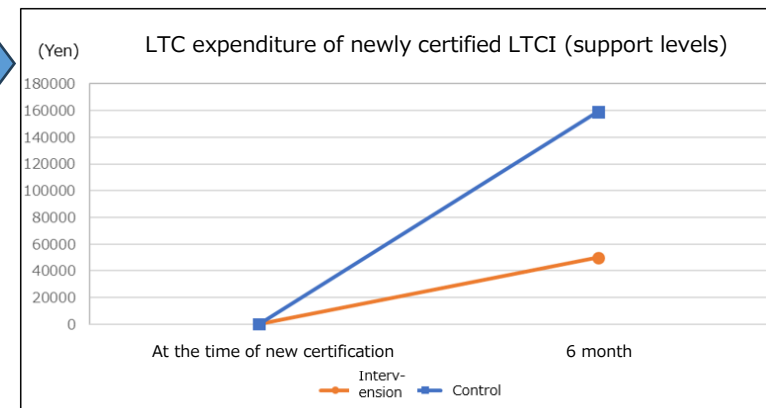
Care plan
leveraging
mobility solutions



Increasing/expanding
social participation &
interaction



Preventing an increase
in level of care needs,
reducing LTC
expenditures



Through care plans leveraging mobility solutions, can't we increase users' social interaction and participation, thereby reducing the number or % of people with the LTCI certification & LTC expenditures?

	Areas developing mobility solutions (targeted survey: intervention group)	Areas not developing mobility solutions (targeted survey: control group)
<p><u>(1) Creating more purposes to go out</u> = Program to Develop a Support System in Daily Living Training & working along with SCs in the intervention areas</p>	Yes	Yes
<p><u>(2) Promoting care plans focusing on supporting independent living</u> = Preventive care management Training & working along with community general support centers and care managers</p>	Yes	Yes
<p><u>(3) Promoting frailty prevention</u> = General programs to prevent the need for care Promoting it to local residents</p>	Yes	Yes
<p><u>(4) Introducing mobility solutions</u></p>	Yes	No



3. Interviews in Ikeda Town, Matsudo City, Fujieda City, and Kannami Town

Purpose	To qualitatively examine the effects and challenges of introducing mobility solutions
Subjects	(1) Project participants (2) Service providers (3) SCs and community general support center staff
Number of subjects	Around 3 people for subjects (1) to (3), respectively, in each municipality
Interview questions	(1) What they find beneficial and challenging as they participated (2) What they find beneficial and challenging as they participated (3) Changes, benefits, and challenges after this project is brought to the community
Research schedule	June to July 2027 (scheduled)

4. Organizing practical approaches to social implementation tailored to different community characteristics

5. Organizing and categorizing approaches for different communities

- ◆ Identifying intervention processes that can change residents' mindsets and behavior through the introduction of new mobility solutions and the creation of opportunities to go out and to participate in society.

SCs and community general support centers are expected to provide support not only at an individual but also at a community level, including the introduction of mobility solutions. To help these professionals promote residents' behavioral change, IHEP will provide training and workshops on community intervention methods. We will also conduct training to municipal workers on how to develop policy and to effectively use systems such as the LTCI. Building on these activities, we will identify the processes.

- ◆ The participating municipalities and the IHEP will work together to organize approaches, aiming to enable local stakeholders to independently and speedily run the PDCA cycle for their programs (i.e., continuing to implement the plans while also evaluating whether the programs bring desirable outcomes, and improving the programs based on the evaluation results).

→ Building on these processes, we will organize and categorize community-level criteria to redesign service introduction according to the needs of different communities, such as metropolitan areas, provincial cities, and rural areas.

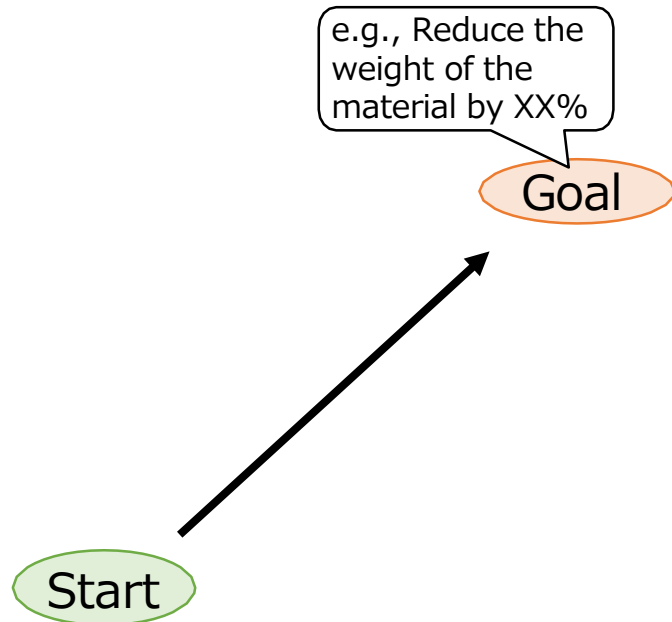
III-2. Introduction of a Logic Model for an Agile Development Model

Agile Development Model: Basic Concept

- A more agile and comprehensive approach to solving social issues is needed as technological development and the business environment change more rapidly than in the past.

Conventional

Linear development model

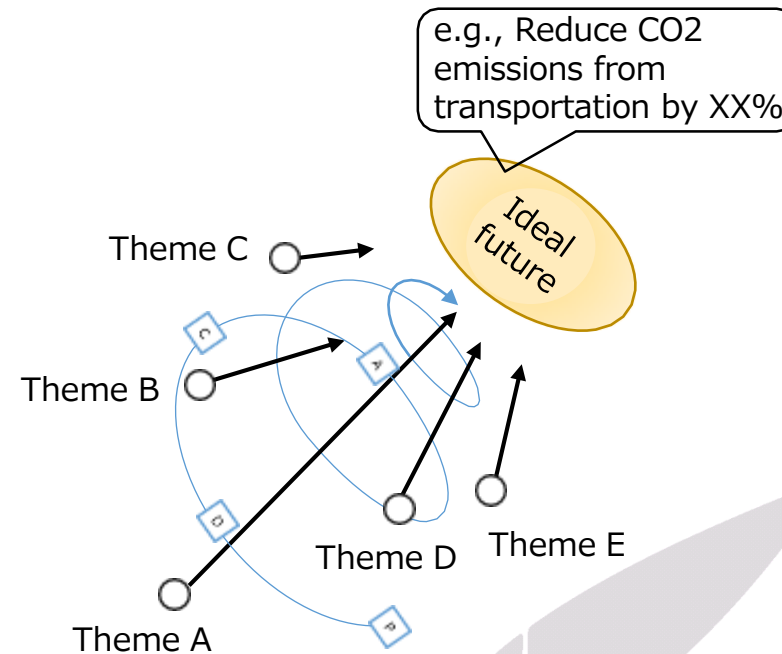


Managing technological development to achieve predetermined goals

SIP approach

(image assuming a basic case)

Mission-oriented agile development model



Flexibly and comprehensively set and modify the theme under the leadership of a program director based on the PDCA cycle

Setting Multi-Step Outcomes from Beneficiaries' Perspective ³⁶

- In principle, we set **outcomes at multiple steps from beneficiaries' perspective.**
- While the **steps can be grouped in different manners** (e.g., "initial, mid-term, and final," "initial, medium-term, and long-term," "short-term, medium-term, and long-term"), **as the initial (short-term) outcome, we set the beneficiaries' first change deriving from the output.**

①

②

③

④

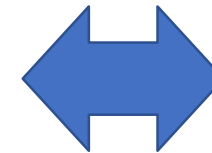
⑤

⑥

⑦

⑧

Output
<ul style="list-style-type: none">• As an implementing body (e.g., country), what and how much does/did it provide/prepare to whom and to what extent? <p>= Provider's perspective</p> <ul style="list-style-type: none">• Can be controlled by Gov't

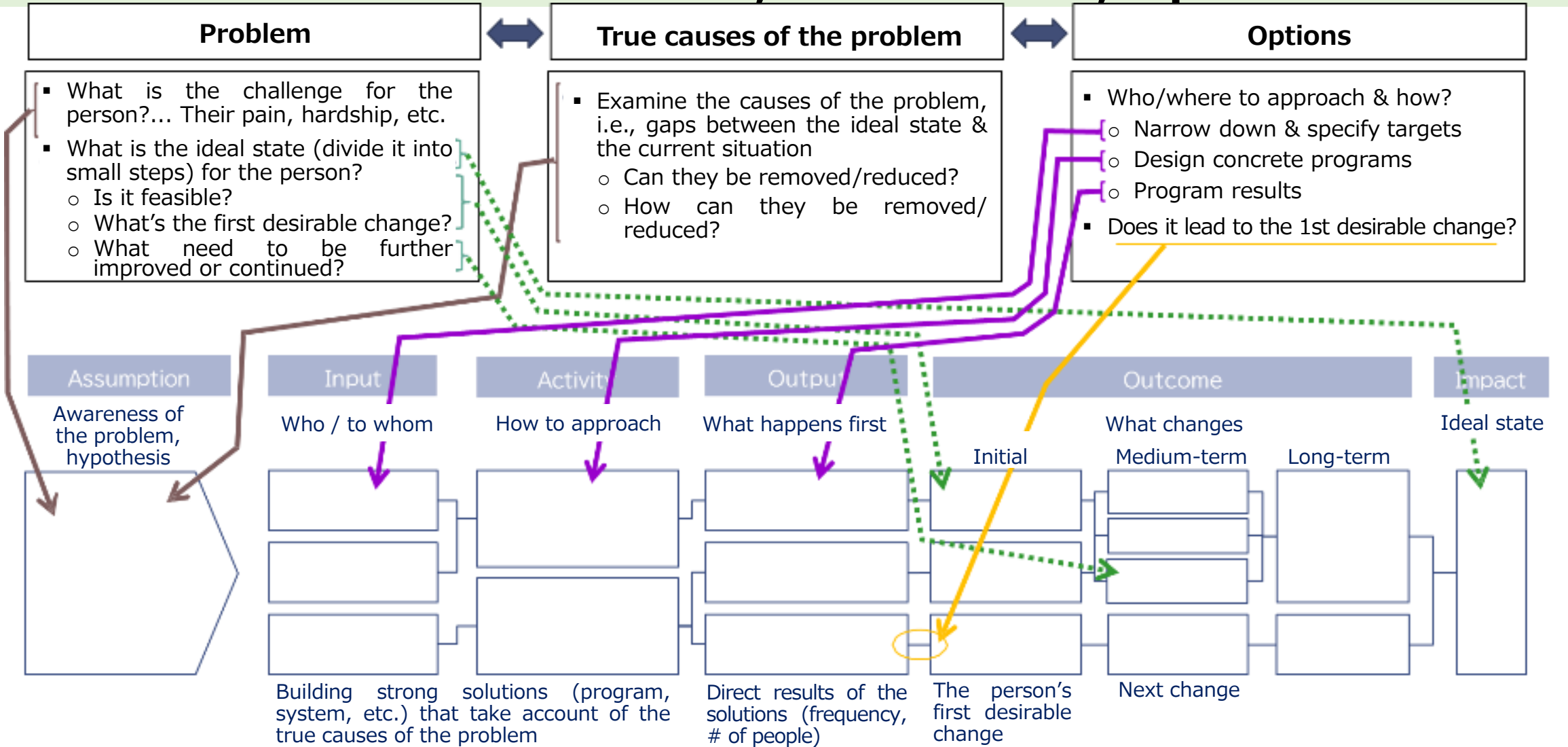


Outcome
<ul style="list-style-type: none">• (Through output implemented (provided/prepared) by the country & others,) how do/did beneficiaries change? <p>= Beneficiaries' perspective</p> <ul style="list-style-type: none">• Cannot be controlled by Gov't



Also see "Policy goals and basic procedures of clarifying logic (5): setting output," p.49

Relationships between the Logic Model and Problem Solutions, True Causes, Options



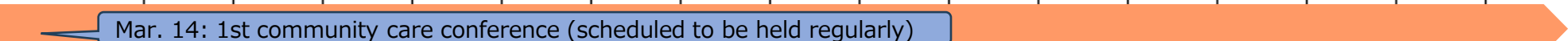


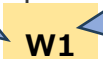
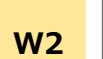


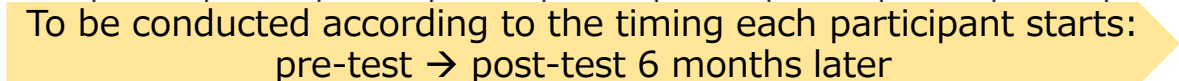




Source: Institute for Health Economics and Policy. FY 2023 MHLW program for health promotion for the elderly. "Research on building organizations to enhance local community designs aiming to deepen and promote community-based integrated care systems: a program to co-create agile community-based integrated care policies." (created by Zentaro Kamei, Chief Research Fellow, PHP Research Institute)



III-3. Project Schedule and Progress

Project Schedule (Ikeda Town)

		FY2023	FY-2024				FY-2025				FY-2026				FY-2027			
		Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Collecting information		 Dec. 27 & 28: completed with the cooperation of Mr. Suzuki from Mitsubishi UFJ Research and Consulting																
Interventions	(1)-More-purposes-for-outing	 Feb. 28: a workshop by Nakamura from IHEP																
	(2)-Care-plan-for-independence	 Mar. 14: 1st community care conference (scheduled to be held regularly)																
	(3)-Promoting-frailty-prevention	 Mar. 1: a workshop by Hattori from IHEP																
	(4)-Mobility-solutions																	
Research	Complete-enumeration-surveys	Mar. 29: Qs sent  Apr. 23: reminders sent to non-respondents   																
	Targeted-survey	 To be conducted according to the timing each participant starts: pre-test → post-test 6 months later																
	Interview																	
Mobility-Redesign-Promotion-Council		Feb. 6: 1st council meeting, w/ the 4 municipalities also participating  Mar. 21: 2nd council meeting																



Project Schedule (Matsudo City)

		FY2023	FY-2024				FY-2025				FY-2026				FY-2027			
		Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Collecting information		Feb. 28: Completed with the cooperation of Mr. Suzuki from Mitsubishi UFJ Research and Consulting																
Interventions	(1)-More-purposes-for-outing	[Orange arrow spanning from Q1 FY2024 to Q4 FY2027]																
	(2)-Care-plan-for-independence	[Orange arrow spanning from Q1 FY2024 to Q4 FY2027]																
	(3)-Promoting-frailty-prevention	[Orange arrow spanning from Q1 FY2024 to Q4 FY2027]																
	(4)-Mobility-solutions	[Orange arrow spanning from Q1 FY2024 to Q4 FY2027]																
Research	Complete-enumeration-surveys	The complete enumeration survey will not be conducted																
	Targeted-survey	To be conducted according to the timing each participant starts: pre-test → post-test 6 months later																
	Interview	[Yellow arrow pointing to Q1 FY2027]																
Mobility-Redesign-Promotion-Council		Feb. 6: 1st council meeting, w/ the 4 municipalities also participating																
		Mar. 21: 2nd council meeting																



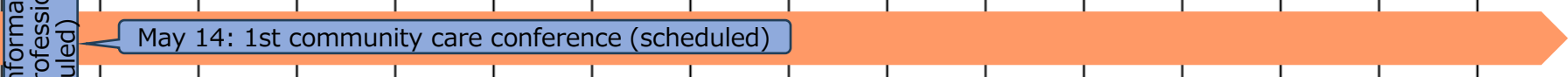
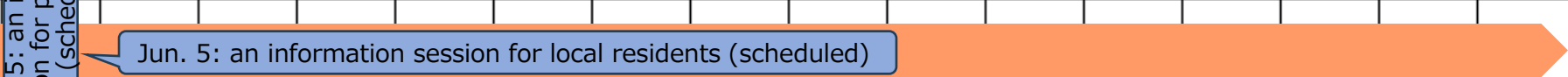
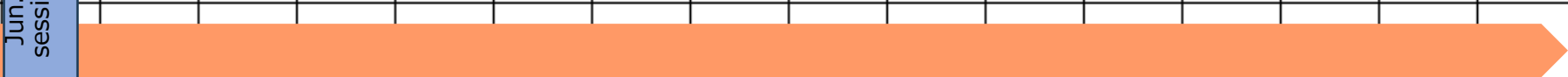
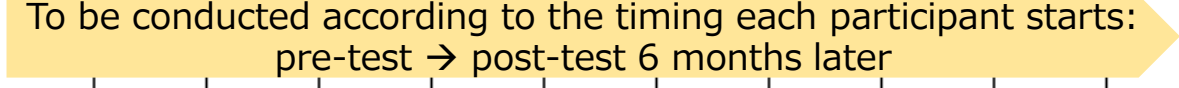



Project Schedule (Kannami Town)

		FY2023	FY-2024				FY-2025				FY-2026				FY-2027								
		Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4					
Collecting information			Jan. 9: completed with the cooperation of Mr. Suzuki from Mitsubishi UFJ Research and Consulting																				
Interventions	(1)-More-purposes-for-outing																						
	(2)-Care-plan-for-independence	May 28: 1st community care conference (scheduled)																					
	(3)-Promoting-frailty-prevention	Jun. 6: Two information sessions for local residents (scheduled)																					
	(4)-Mobility-solutions																						
		Apr. 23: an information session for professionals																					
Research	Complete-enumeration-surveys	Mar. 29: Qs sent	W1	Apr. 23: reminders sent to non-respondents														W2	W3				W4
	Targeted-survey	To be conducted according to the timing each participant starts: pre-test → post-test 6 months later																					
	Interview																						
Mobility-Redesign-Promotion-Council		Feb. 6: 1st council meeting, w/ the 4 municipalities also participating																					
		Mar. 21: 2nd council meeting																					



Project Schedule (Fujieda City)

		FY2023	FY-2024				FY-2025				FY-2026				FY-2027			
		Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Collecting information		 <div data-bbox="649 297 1388 364" style="border: 1px solid blue; padding: 2px;"> Mar. 27: Completed with the cooperation of Mr. Suzuki from Mitsubishi UFJ Research and Consulting </div>																
Interventions	(1)-More-purposes-for-outing																	
	(2)-Care-plan-for-independence	<div data-bbox="700 392 789 792" style="writing-mode: vertical-rl; transform: rotate(180deg); border: 1px solid blue; padding: 2px;"> Jun. 5: an information session for professionals (scheduled) </div>  <div data-bbox="853 521 1592 549" style="border: 1px solid blue; padding: 2px;"> May 14: 1st community care conference (scheduled) </div>																
	(3)-Promoting-frailty-prevention	 <div data-bbox="853 635 1719 664" style="border: 1px solid blue; padding: 2px;"> Jun. 5: an information session for local residents (scheduled) </div>																
	(4)-Mobility-solutions																	
Research	Complete-enumeration-surveys	The complete enumeration survey will not be conducted																
	Targeted-survey	 <div data-bbox="1082 949 2204 1021" style="border: 1px solid black; padding: 2px;"> To be conducted according to the timing each participant starts: pre-test → post-test 6 months later </div>																
	Interview																	
Mobility-Redesign-Promotion-Council		<div data-bbox="547 1163 1668 1206" style="border: 1px solid blue; padding: 2px;"> Feb. 6: 1st council meeting, w/ the 4 municipalities also participating </div> <div data-bbox="675 1220 1133 1263" style="border: 1px solid blue; padding: 2px;"> Mar. 21: 2nd council meeting </div>																

This paper includes the results of Cross-ministerial Strategic Innovation Promotion Program (SIP) 3rd Phase, “Development of Smart Mobility Platform” promoted by Council for Science, Technology and Innovation, Cabinet Office. (Project Management Agency : New Energy and Industrial Technology Development Organization (NEDO) (Project Code JPNP23023))