

Cross-ministerial Strategic Innovation Promotion Program (SIP) / The third phase of construction of the Smart Mobility Platform

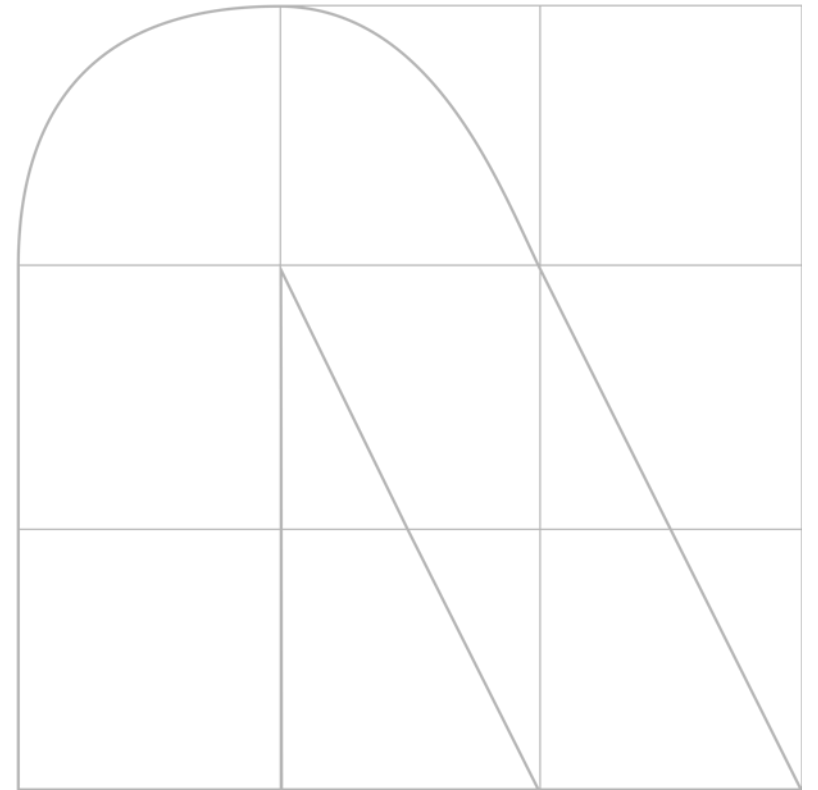
“Realization of a Smart Mobility Society through the Use of The Japan Mobility Dataspace Connecting People and Information” Final Report

April 24, 2026
NTT DATA Japan Corporation

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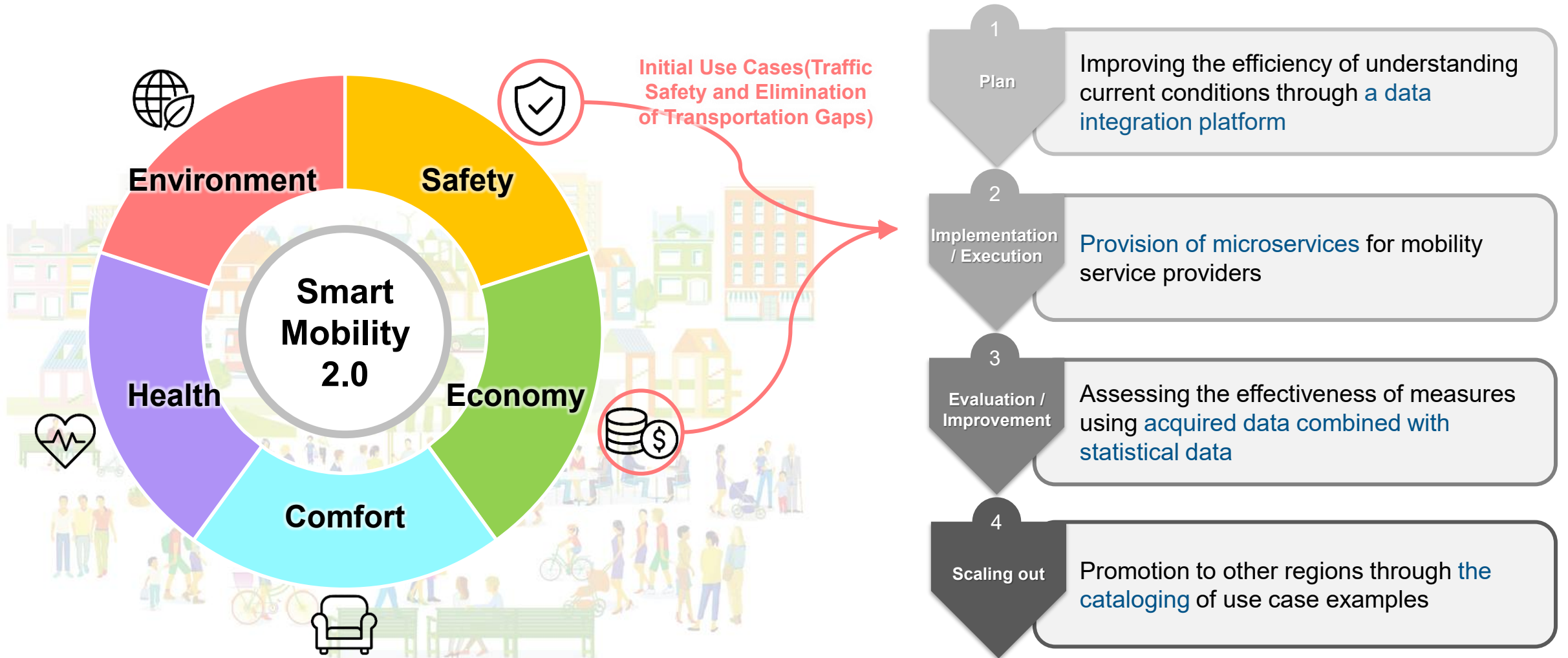
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1. Project Overview



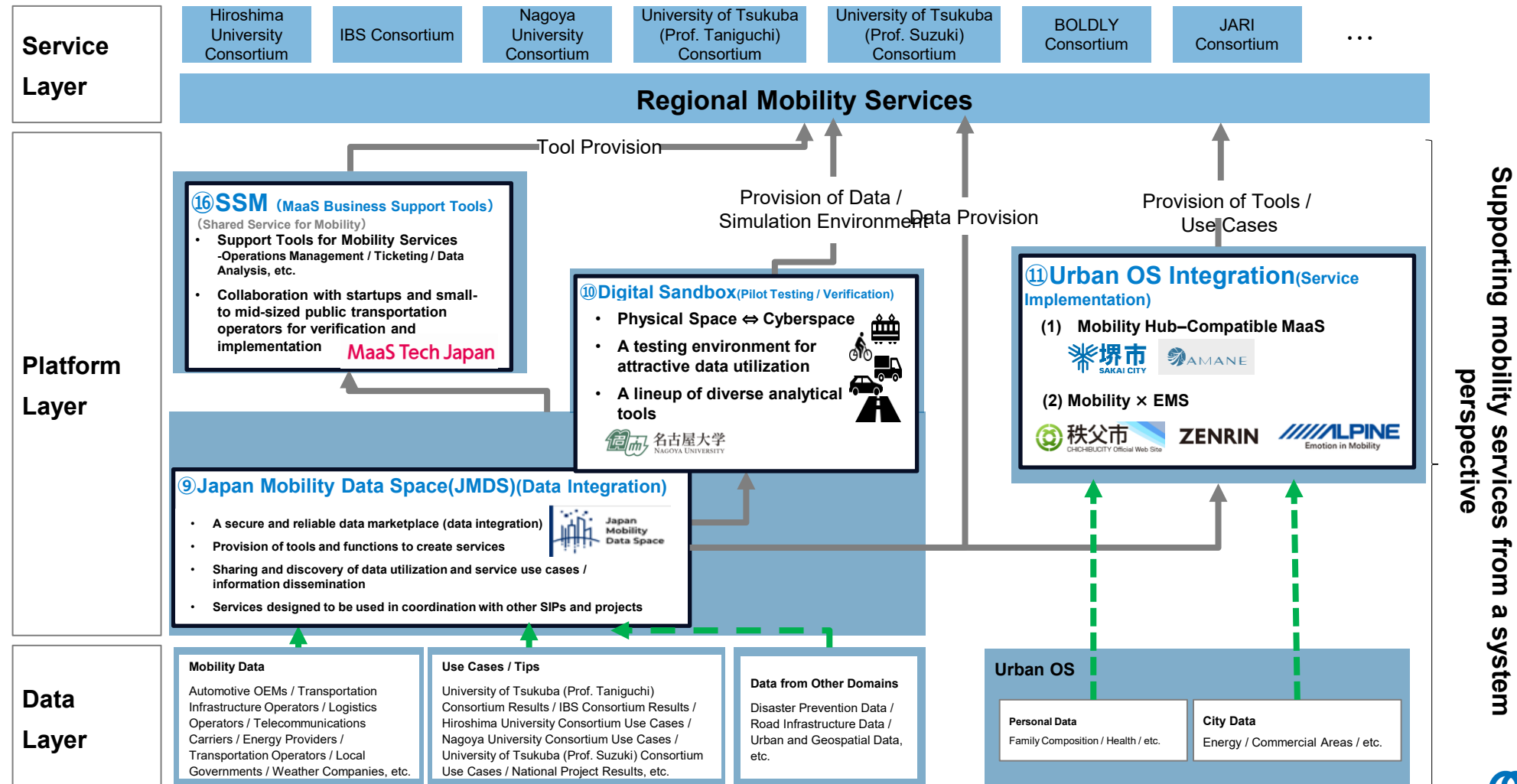
(1) Vision of the Project

- To realize a well-being society through comfortable mobility, we are working to solve regional and area-specific mobility challenges by utilizing mobility-related data based on the Japan Mobility Data Space (hereinafter referred to as JMDS).



(2) Overall Project Structure and Organization

- In this project, with (Theme 9) “Japan Mobility Data Space” at its core, we will promote the creation of diverse mobility services by building and implementing (Theme 10) simulations utilizing data infrastructure, (Theme 11) various services in collaboration with urban OS, and (Theme 16) SSM.



(3) Five-Year Plan for the Overall R&D Items

Vision

- Realization of **Smart Mobility 2.0** (a society without mobility divide, where people can move freely and independently in a safe and comfortable manner, while being friendly to the environment, people, and communities, and enabling diverse people, goods, and services to move)
- To realize Smart Mobility 2.0, **we will solve regional and area-specific mobility challenges by utilizing data based on the Japan Mobility Data Space.**

	Process	Service Development	Pilot Testing and Evaluation	Development of Mechanisms for Service Utilization
FY2023	Requirements Definition	Specification of target outcomes and the R&D plan		
FY2024	Preparation for Pilot Testing	Specification of R&D and Demonstration Plans for Pilot Implementation		
FY2025	Pilot Testing and Evaluation	Promotion of service development aimed at enhancing value • Expansion of JMDS functions (authentication infrastructure, API provision) • Addition of digital sandbox functions (development of visualization tools) • Development of SSM services (beta version)	Completion of pilot testing and evaluation • Functional demonstration using SSM (Sumoto City) • Demonstration of mobility services in the community (Chichibu City)	Expansion of service users and partnerships [Mechanism] • Collaboration with 10 or more data platforms [Utilization and Dissemination] • Municipal pilot projects / creation of use cases
FY2026	Preparation for social implementation	Service improvements based on pilot evaluation	Planning and preparation of practical pilot experiments	Completion of framework development with a view to social implementation
FY2027	Social implementation	Service Launch	Business design with a view to social implementation Coordination and negotiation with stakeholders toward service implementation	Completion of preparations for social implementation

(4) KPIs at the Midpoint of the third phase of the SIP

■ At the midpoint of the third phase of the SIP, all KPIs across each R&D item have been achieved.

R&D themes	KPIs at the Midpoint of the third phase of the SIP	Achievement Status	Results
Theme 9 Development and demonstration of a platform for the integration and interoperable utilization of diverse mobility platforms and related data	Data diversity of the Japan Mobility Data Space (pilot system stage)(Integration with 10 or more data platforms, including at least one type of each of various kinds of data [1])	Achieved	Collaborated with data platforms containing diverse types of data, with integration completed for 14 data platforms.
	Completion of the Version 1 technical specifications for the Japan Mobility Data Space	Achieved	Formulated the Version 1 technical specifications for JMDS.
	Completion of mobility support technology development and technical evaluation	Achieved	In FY2024, a JMDS prototype was developed and integrated with the Digital Sandbox, followed by public release and user-based evaluation.
Theme 10 Development of a cyber-physical road space digital system platform (Digital Sandbox) to realize safe, comfortable, and enriched mobility	At least three cases of mobility system evaluations using the Digital Sandbox	Achieved	Evaluation was conducted on LIPT-Sim integrated with the Digital Sandbox, visualization tools, and the Digital Sandbox platform itself, achieving three or more evaluation cases.
	The Japan Mobility Data Space is integrated with the Digital Sandbox	Achieved	In collaboration with JMDS, Nagoya University Consortium's LIPT-Sim has been deployed on the Digital Sandbox and made publicly available.
	At least eight participating organizations in the Digital Sandbox	Achieved	Through integration with the Digital Sandbox and its use for internal evaluations, the number of participating organizations reached 11.
	Completion of mobility support technology development and technical evaluation	Achieved	- Nagoya University Consortium's LIPT-Sim has been deployed on the Digital Sandbox, and both public release and user evaluations have been conducted. - In addition, a visualization tool was developed this fiscal year and evaluated by selected organizations.
Theme 11 Development of mobility-compatible services on the Urban OS	Completion of mobility support technology development and technical evaluation	Achieved	In Chichibu City, Saitama Prefecture, data analysis, implementation, area-based pilot testing, and evaluation were conducted toward the introduction of new mobility services.
Theme 16 Development of SSM (Shared Service for Mobility), a platform enabling mobility data sharing among businesses such as startups	Completion of the initial SSM system (Version 1)	Achieved	Developed the initial SSM system (Version 1), incorporating highly demanded functions such as operation planning and operation coordination based on the needs of expected users, including transportation operators.

[1] Diverse types of data: Refers to passenger transportation operation data, logistics operation data, infrastructure data such as roads and routes including pedestrian spaces (e.g., streets), pedestrian and passenger data, smart city data, geospatial data, data from other projects in SIP Phase 3, and data from industry, government, and academia.

(4) Key Focus Areas for FY2025

- While advancing **the development of JMDS and promoting its adoption** as the core of this R&D, in FY2025 we will focus on three themes—**local transportation, traffic safety, and tourism × local transportation**—to create use cases leveraging JMDS, aiming to deliver concrete outcomes that address regional challenges.

1 Local Transportation

Through an integrated regional framework, we support the maintenance and operation of local transportation such as buses and railways, while also exploring alternative options such as on-demand transport for areas lacking adequate services. **We aim to build sustainable mobility tailored to regional characteristics and challenges.**



2 Traffic Safety

By leveraging vehicle movement data and traffic simulations, we support road administrators in identifying hazardous locations and planning improvements for narrow streets. In addition, through road redesign that considers landscape and comfort, **we aim to achieve both enhanced traffic safety and increased regional value.**



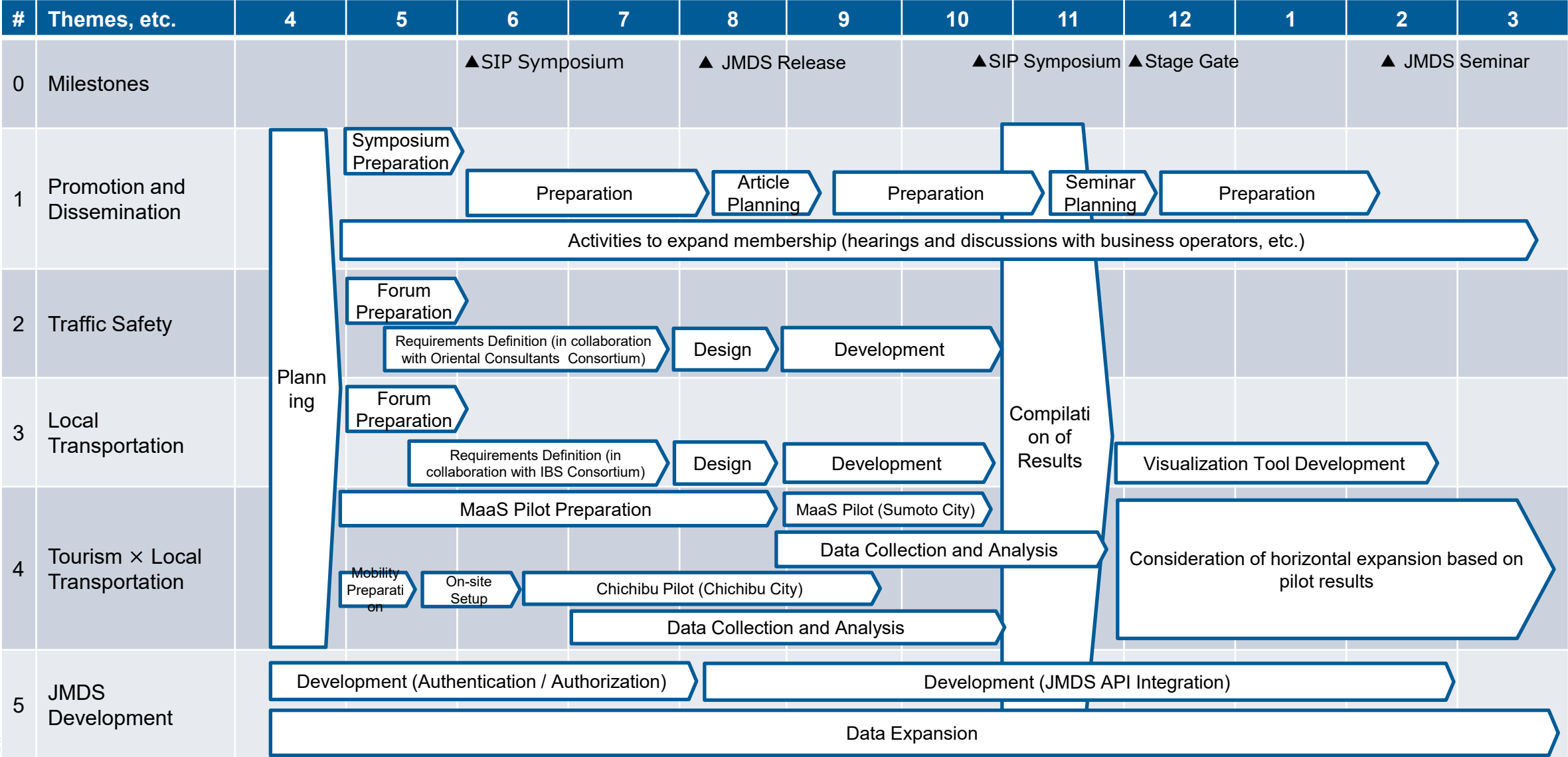
3 Tourism × Local Transportation

By supplementing insufficient transportation options in tourist areas, we promote smooth circulation of visitors. Through measures such as separating tourist transport from daily mobility and addressing overtourism, **we aim to achieve coexistence with local residents while expanding regional consumption and optimizing mobility resources.**



(5) Overall Project Schedule

■ The schedule for FY2025 is as follows.



(6) Major Achievements in FY2025

- JMDS expanded its data utilization foundation and functions **by developing a data catalog necessary for regional transportation planning and traffic safety planning, adding API functions, and improving authentication infrastructure and system functionalities required for a data space.** In addition, development of tools to visualize traffic conditions was advanced.
- **Through pilot projects in Sumoto City and Chichibu City, operational and evaluation results were obtained,** and through interviews with local governments, implementation conditions and needs for horizontal expansion were identified.
- Furthermore, **data integration necessary for regional transportation planning and traffic safety planning** was initiated. As a result, **JMDS acquired 64 corporate and organizational users, established integration with 14 platforms, and expanded its data catalog to over 21,000 entries,** contributing to further utilization and collaboration as a data space.

Key Achievement Topics

Service Development

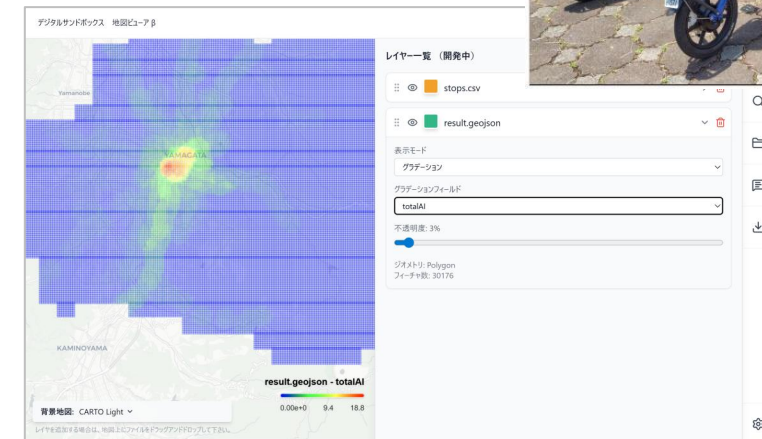
- **Implemented data catalog integration centered on open data,** while enhancing the foundation and functions for data utilization through **authentication infrastructure development, functional improvements, and API additions.**
- Developed **tools to visualize regional traffic conditions** using data on JMDS.

Planning and Preparation of Pilot Projects

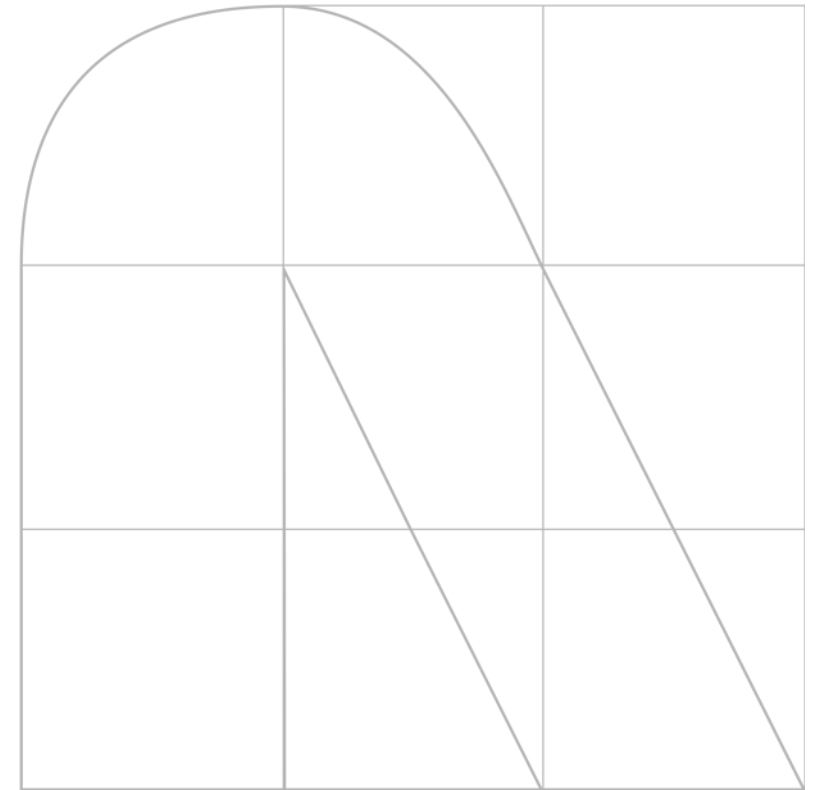
- **Conducted a pilot in Sumoto City in October 2025 utilizing SSM functions,** achieving operational and evaluation results in a real service environment.
- **Conducted a pilot in Chichibu City from May to September 2025 using ENNE,** obtaining usage and evaluation results in the local community.
- Carried **out interviews with local governments to identify requirements and needs for horizontal expansion,** providing input for rollout planning to other regions.

Development of Mechanisms for Service Utilization

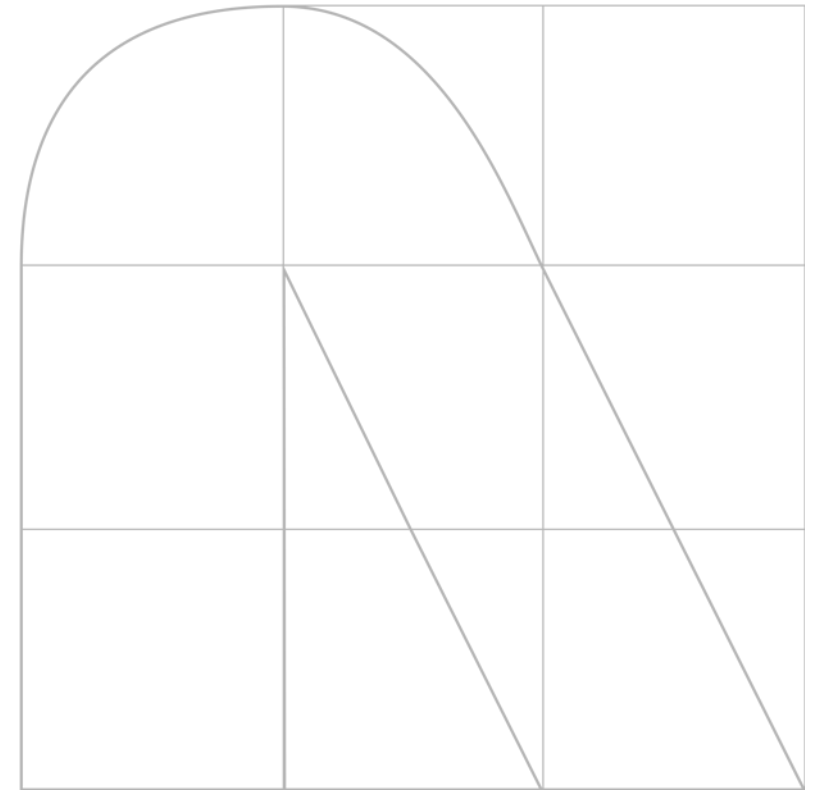
- Initiated integration with data required for regional transportation planning.
- Initiated integration with **data required for traffic safety planning, including DRM.**
- **Acquired 64 users (companies and organizations)** as JMDS users.
- As of March 2026, **published over 21,000 data catalog entries.**



2. Implementation Details



2.1 Promotion and Dissemination



(1) Summary

Vision

- **Build the “Japan Mobility Data Space,” a federated, distributed data integration platform** that connects fragmented data and links people and services utilizing that data, thereby improving the quality and efficiency of mobility services and promoting innovation.

FY2025 Plan

- Continue engagement and discussions with business operators to expand the user base and encourage participation.
- Increase awareness through promotional activities such as seminars, symposiums, and article publications.

Key Achievements

- **Expansion of JMDS Membership**
 - **Acquired 64 corporate and organizational users of JMDS. Established integration with 14 platforms. Expanded the data catalog to over 21,000 entries**, contributing to increased utilization and collaboration as a data space.
- **Promotional Activities (Seminars / Symposiums / Articles, etc.)**
 - **Conducted a total of 10 seminars (including external speaking engagements), mainly self-hosted**, to continuously communicate JMDS initiatives and its potential applications.
 - To raise awareness among companies and organizations in the mobility industry, **published articles on JMDS through LIGARE**, a media platform with a large membership base and high page views in the mobility sector.

Future Policy and Outlook

- Continue expanding awareness of JMDS and establishing its position within the industry through initiatives such as hackathons.
- Prepare for the establishment of a JMDS preparatory organization.

(2) Promotion and Dissemination – Results

- To expand awareness of JMDS within the mobility industry and to acquire participating and user companies/organizations, **a total of 10 seminars (including self-hosted events and external speaking engagements)** were conducted. In addition, **articles on use cases utilizing JMDS were published** through media platforms targeting the mobility industry, **contributing to increased recognition of JMDS.**
- As a result, **64 companies and organizations registered as users, and the number of data catalog entries exceeded 21,000**, contributing to the expansion of both awareness and utilization of JMDS.

The 2nd Public Symposium 2025



Scenes from self-hosted seminars

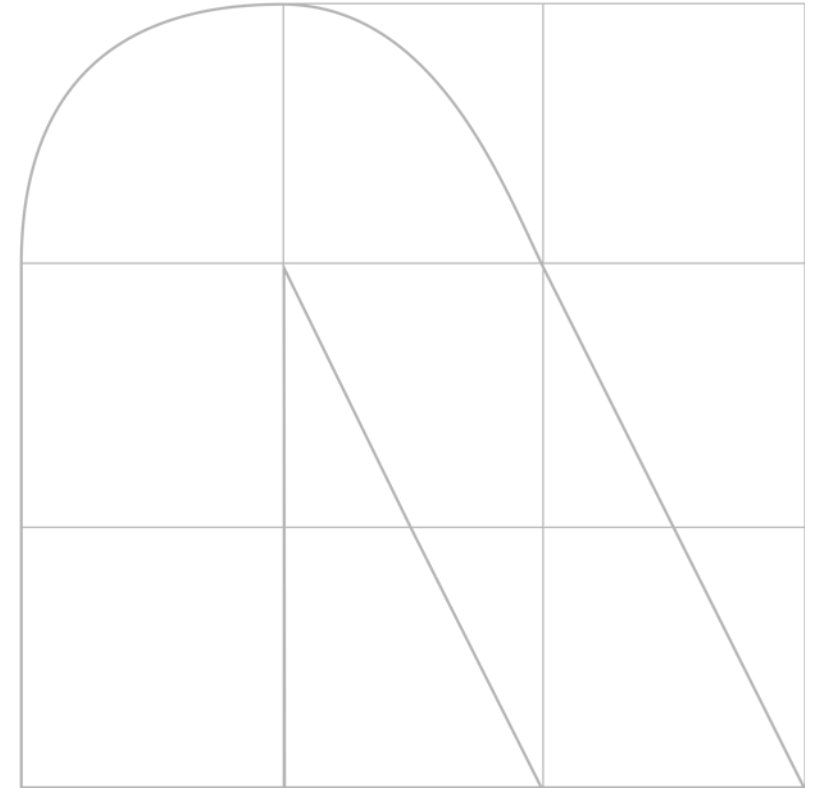


JMDS feature articles



<https://ligare.news/story/jmlds-1125/>

2.2 JMDS Development



(1) Summary

Vision

- **Build the “Japan Mobility Data Space,” a federated, distributed data integration platform** that connects fragmented data and links people and services utilizing that data, thereby improving the quality and efficiency of mobility services and promoting innovation.

FY2025 Plan

- Establish data integration with external data platforms, focusing on data required for regional transportation planning and traffic safety planning.
- Develop a data provision platform that can be utilized in use case demonstrations.
- Develop authentication and authorization infrastructure and visualization tools to promote data verification and utilization.

Key Achievements

- **Data Catalog Integration**
 - **Expanded the data catalog on JMDS, focusing on data required for regional transportation and traffic safety planning**, thereby broadening the scope of data that can be identified and explored via the catalog.
- **API Development (Search and Retrieval of Required Data from External Systems/Tools)**
 - Established **API integration enabling external systems and tools to search and retrieve data on JMDS**, providing not only catalog access but also a simple means to obtain actual data.
- **Development of Visualization Tools**
 - Based on the challenges and needs of municipalities and construction consultants, **developed a beta version of a visualization tool centered on open data to support regional transportation planning. The tool enables data visualization and provides AI-driven insights based on the visualized results.**
 - The beta version was used by selected users, and feedback was collected to identify requirements for future improvements.

Future Policy and Outlook

- Establish a data distribution platform through service offerings such as a marketplace (beta version).
- Strengthen positioning as a data distribution platform in the mobility industry through pilot projects in collaboration with target users and external outreach activities linked with promotion efforts.

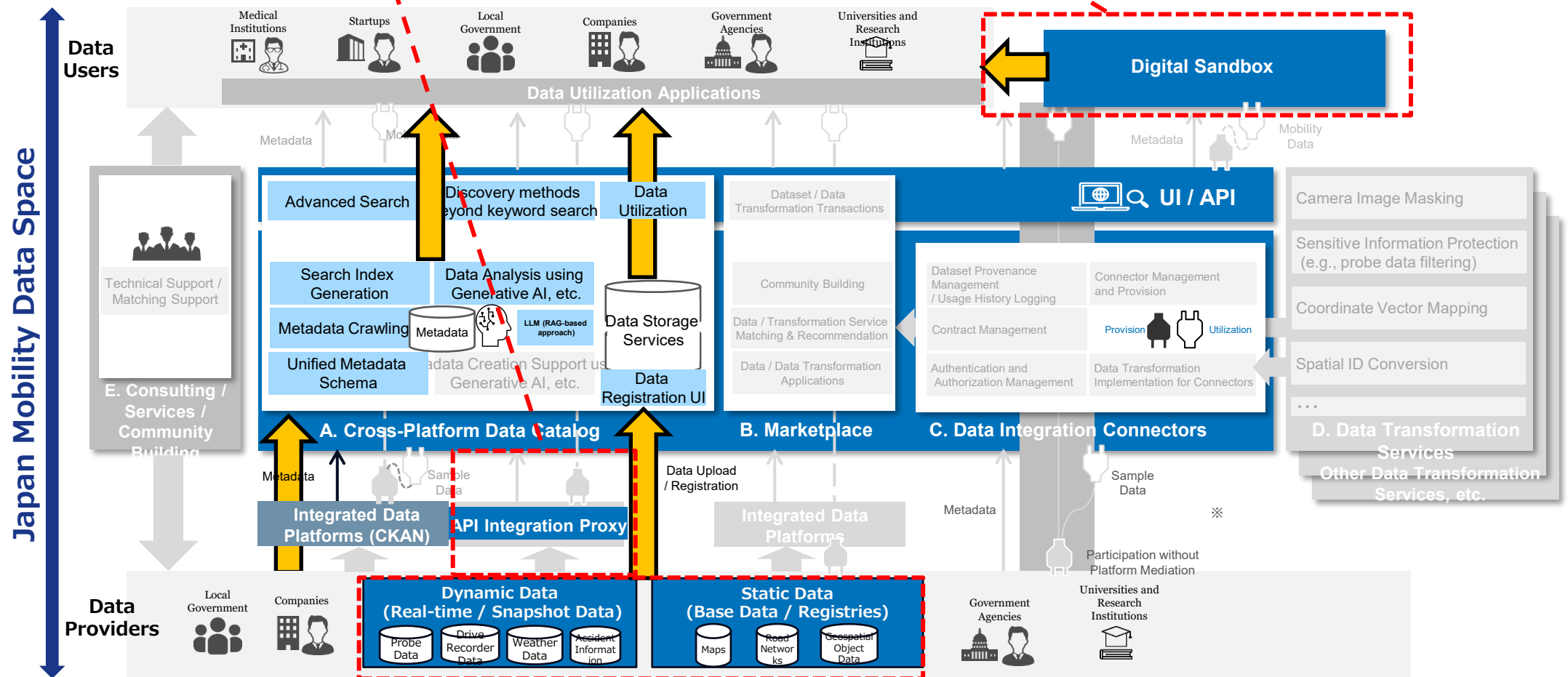
(2) JMDS Development Scope for This Fiscal Year

1. Expansion of Data Catalog and API Development

- Promote data catalog integration focusing on data required for regional transportation planning and identification of hazardous road locations.
- Develop APIs enabling data search and retrieval in coordination with JMDS.

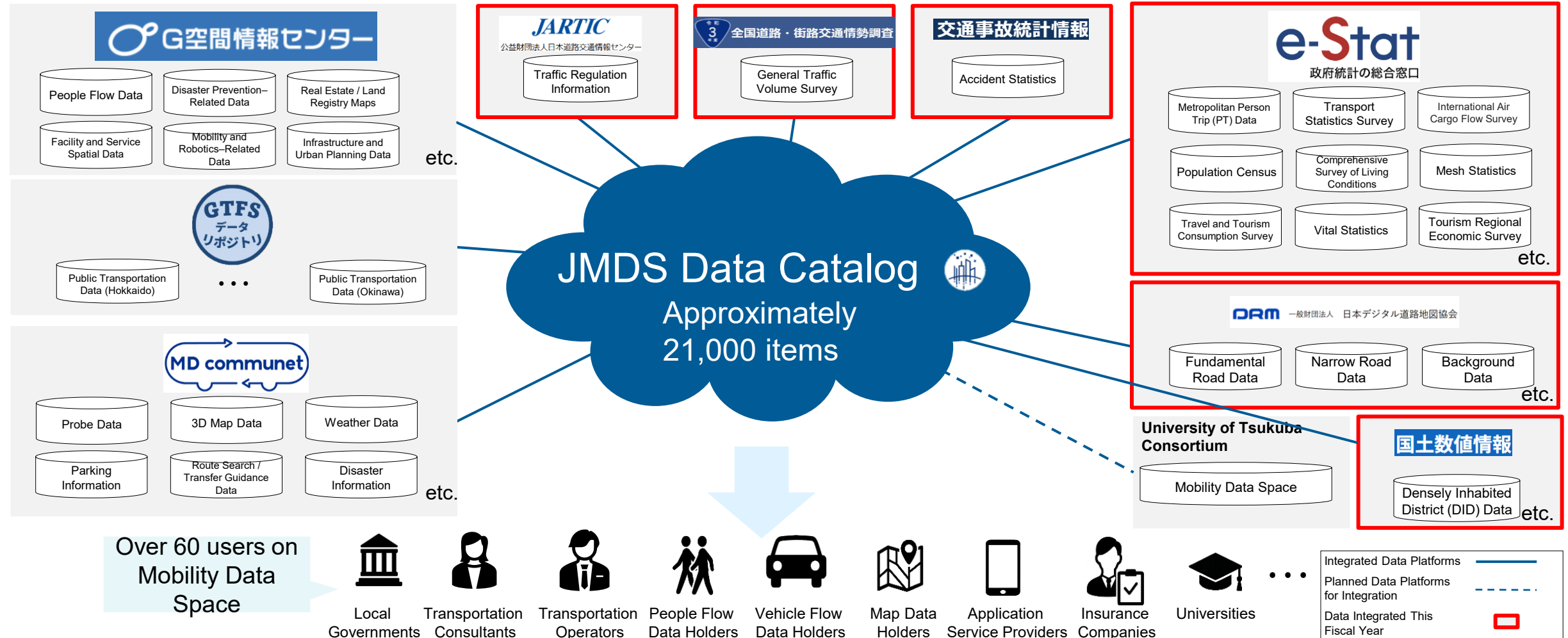
2. Integration with Digital Sandbox

- Explore mechanisms that enable end-to-end processes—from data acquisition to processing, visualization, and analysis—for regional transportation planning and road safety assessment.
- Develop visualization tools that enable data search and visualization using JMDS APIs.



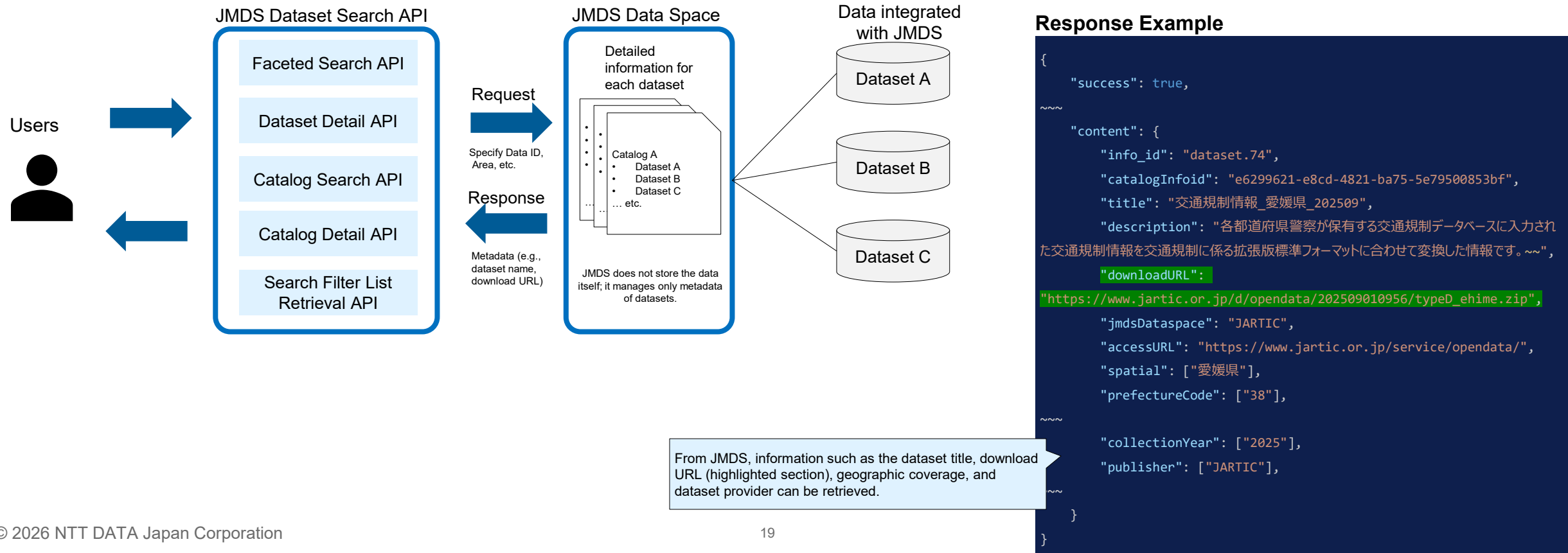
(3) JMDS Development – Results (Data Catalog Integration and API Development)

- Advanced data catalog integration—focusing on data required for tools planned to be deployed on JMDS and open data—as well as the development and enhancement of the authentication infrastructure and API functions.



(3) JMDS Development – Results (Data Catalog Integration and API Development)

- Developed a dataset search API that enables retrieval of detailed dataset information (metadata) for data integrated with JMDS.
- This API is intended for users such as developers of traffic analysis tools. By providing a mechanism to directly integrate data information into such tools, it enables continuous data acquisition within the tools, thereby contributing to improved development and operational efficiency.

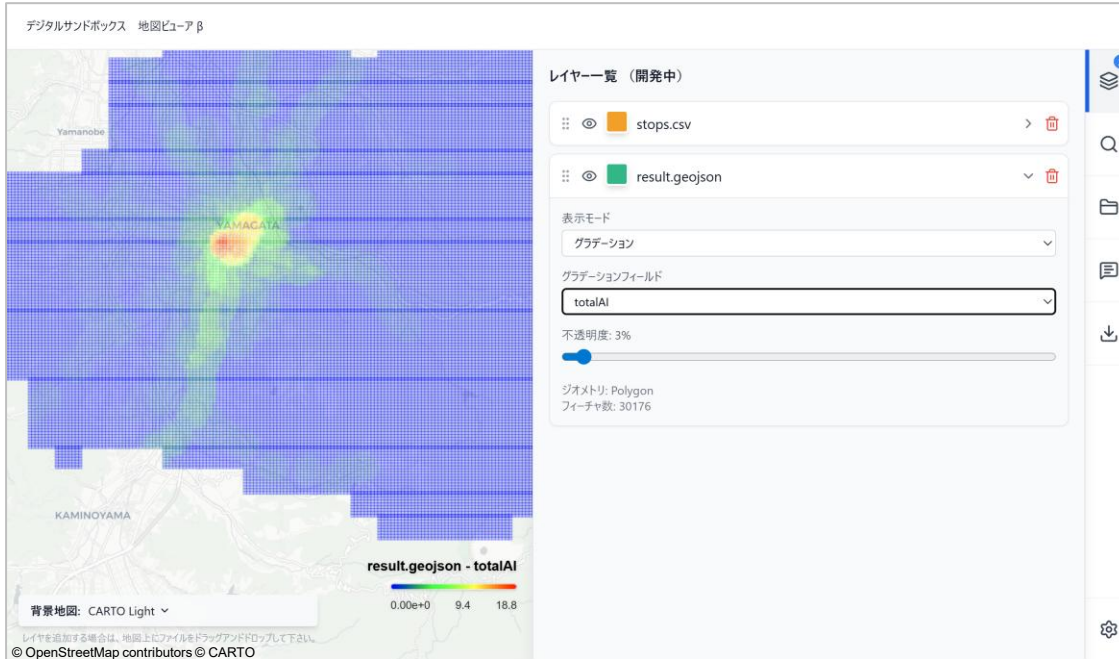


(3) JMDS Development – Results (Visualization Tool)

- Developed a visualization tool that integrates and displays data linked with JMDS, as well as user-uploaded proprietary data, on a map, with user-controlled layer operations. In the future, the tool is planned to include functions such as integrated visualization of Digital Sandbox simulation results, AI-based analysis, and browser sharing capabilities.
- An example screen of the prototype visualization tool is shown below.

Layer panel

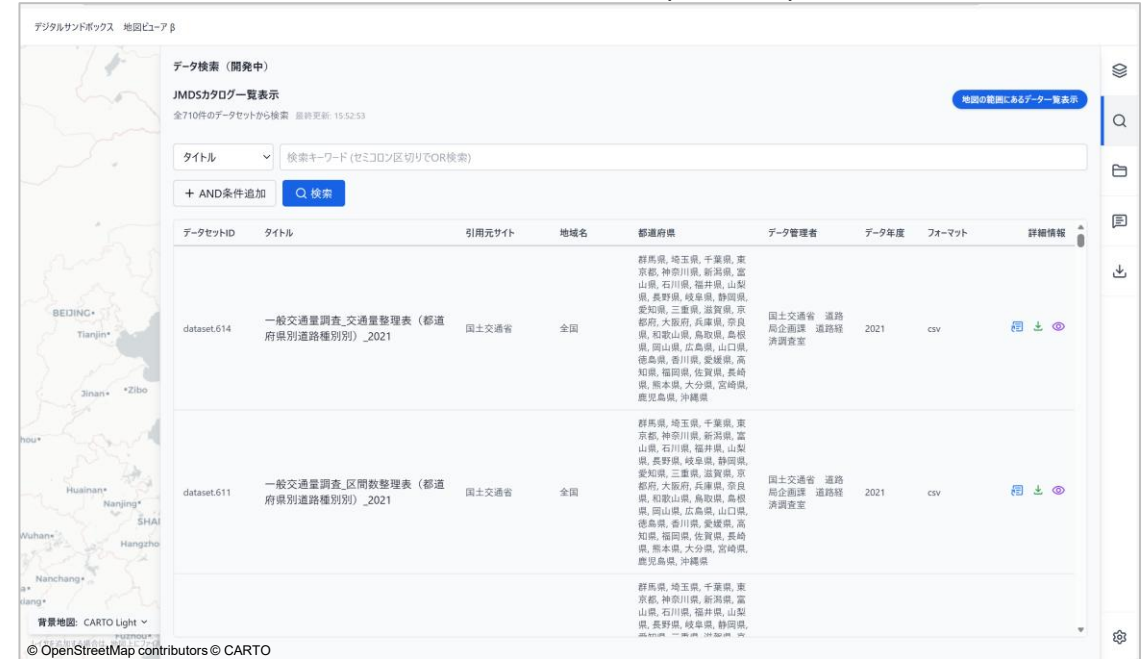
Visualization results when LIPT-Sim outputs are uploaded as files



- Provides a UI that allows users to upload files and control layer settings such as color and overlay order.

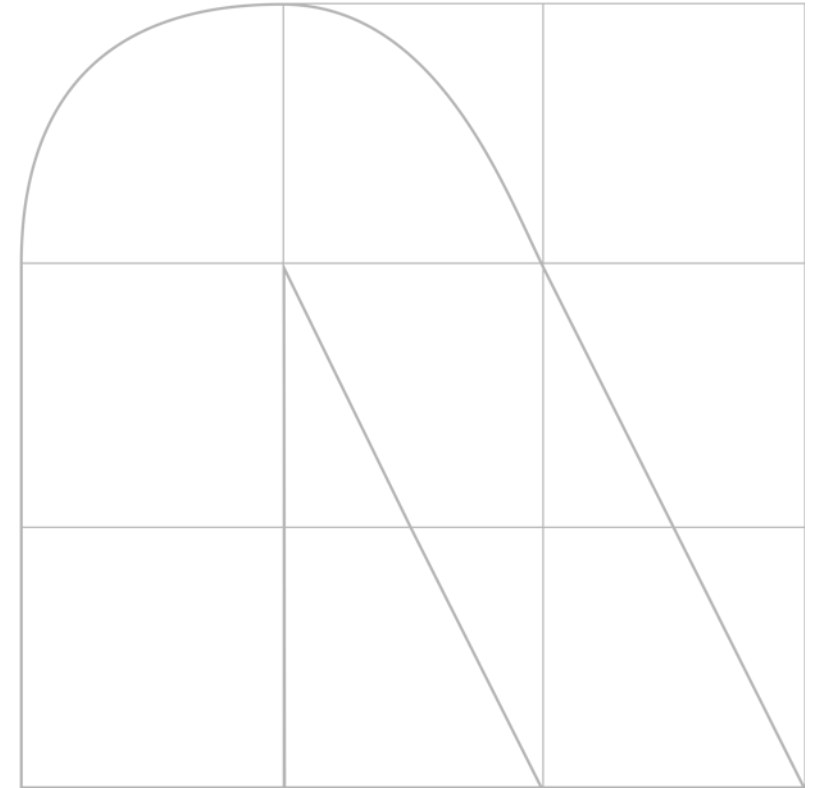
JMDS-integrated data screen

Screen when the data search panel is opened



- Displays a list of data integrated with JMDS and enables map-based visualization of selected datasets (note: visualization may not be available depending on data format and attributes).

2.3 Use Case 1: Local Transportation



(1) Summary

Vision

- Through an integrated regional framework, we support the maintenance and operation of local transportation such as buses and railways, while also exploring alternative options such as on-demand transport for areas lacking adequate services. **We aim to build sustainable mobility tailored to regional characteristics and challenges.**

FY2025 Plan

- In collaboration with the Institute of Behavioral Sciences (IBS) Consortium, we developed and organized the data required for formulating regional transportation plans.

Key Achievements

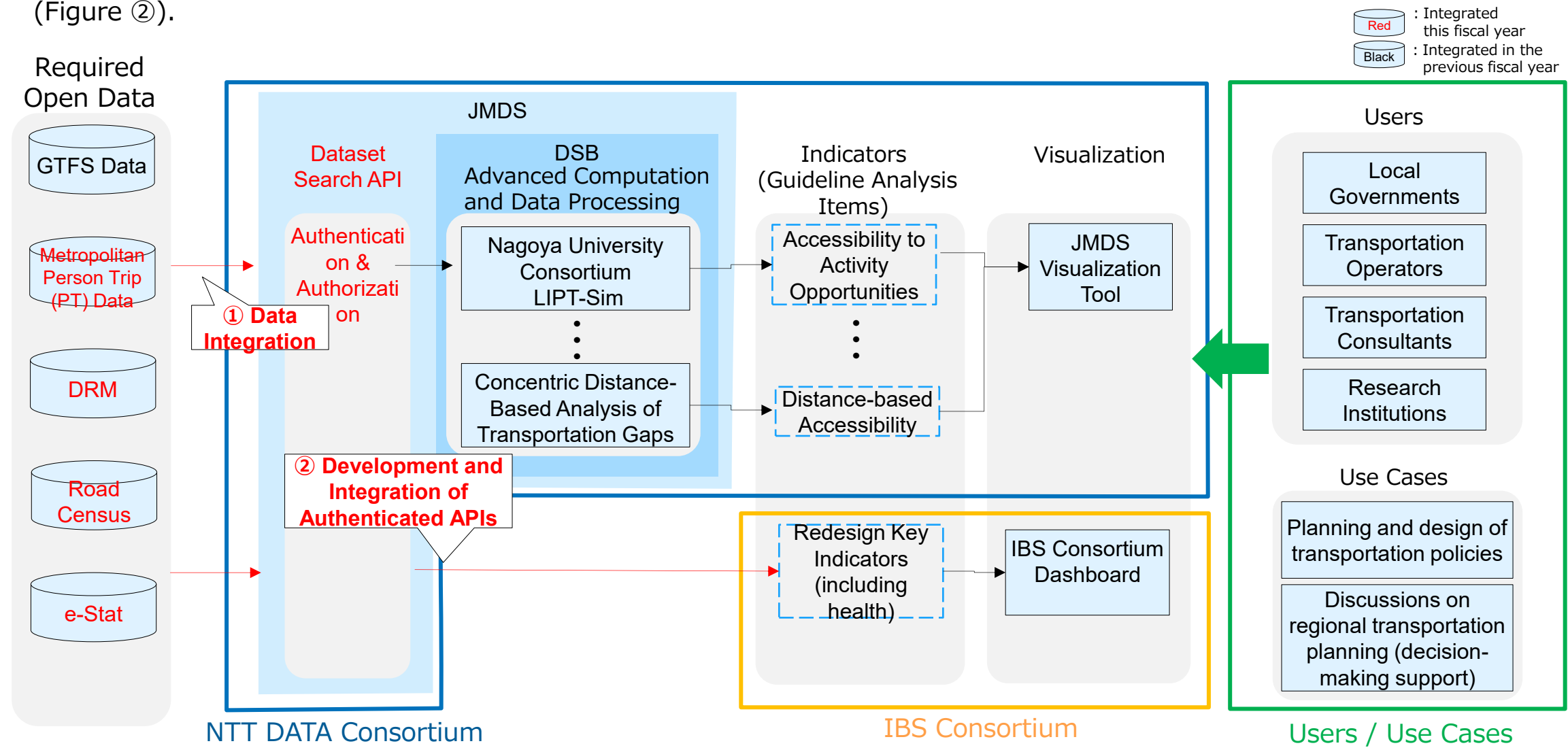
- **Promotion of Data Provision and API Integration for Regional Transportation Planning**
 - Advanced coordination with relevant organizations to establish frameworks for **providing and integrating data necessary for regional transportation planning.**
 - In addition, expanded the scope of available data by adding target datasets and launched **API functions that enable open data to be searched and retrieved from external systems and tools.**

Future Policy and Outlook

- Continued negotiations and established collaboration with data sources required for planning.
- Built a technical foundation, in collaboration with each consortium, to support the formulation of regional transportation plans.

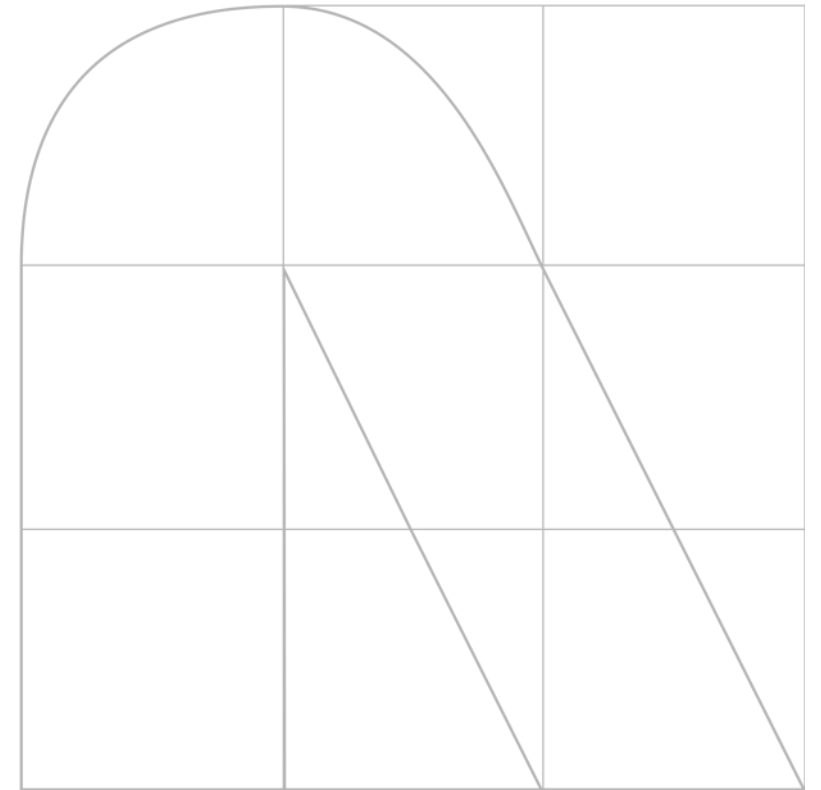
(2) Results in Local Transportation

- To support the formulation of regional transportation plans, this fiscal year we coordinated and integrated open data required for planning into JMDS (Figure ①), and developed APIs with authentication and authorization to enable access to these datasets (Figure ②).



Note: GTFS data was not provided via API but implemented by being directly incorporated into JMDS.

2.4 Use Case 2: Traffic Safety



(1) Summary

Vision

- By leveraging vehicle movement data and traffic simulations, we support road administrators in identifying hazardous locations and planning improvements for narrow streets. In addition, through road redesign that considers landscape and comfort, **we aim to achieve both enhanced traffic safety and increased regional value.**

FY2025 Plan

- In collaboration with the Oriental Consultants Consortium, we are promoting demonstration projects for traffic safety use cases.
- We have also developed and organized data required for traffic safety planning, including DRM data.

Key Achievements

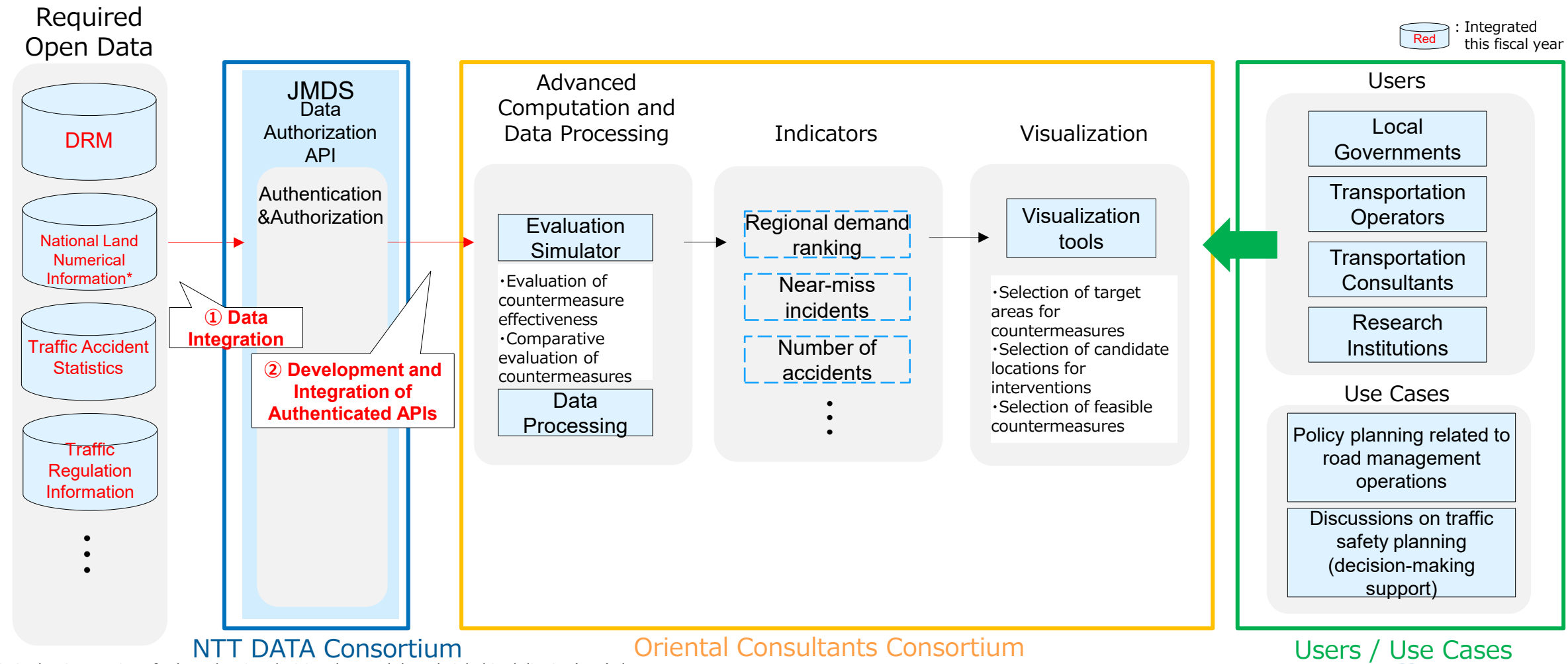
- **Promotion of Data Provision and API Integration for Traffic Safety Planning**
 - **In collaboration with the Oriental Consultants Consortium, explored a mechanism that enables end-to-end support—from data provision to visualization tools**—so that users such as local governments can easily identify hazardous road locations.
 - In addition, as JMDS, we advanced **the expansion of datasets necessary for identifying hazardous locations, including DRM data, and developed APIs with authentication and authorization to enable access to these datasets.**

Future Policy and Outlook

- Conducted ongoing coordination and established collaboration with data sources required to support the formulation of traffic safety-related plans.
- Built a technical foundation, in collaboration with each consortium, to support planning for traffic safety improvements.

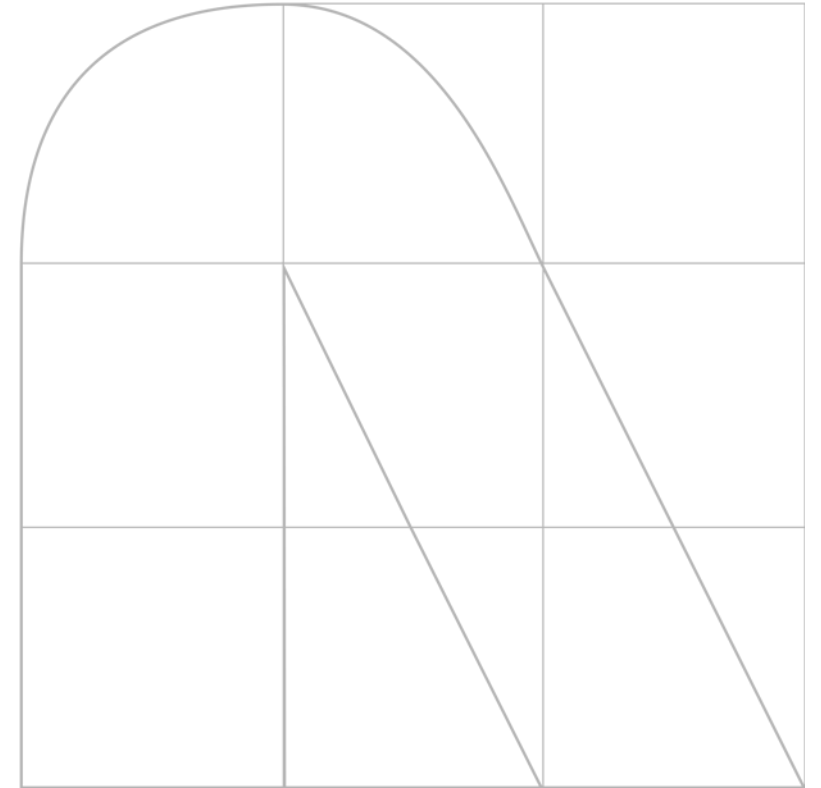
(2) Results in Traffic Safety

- To enable users such as local governments to easily identify hazardous locations on roads, we examined a mechanism—covering everything from the provision of necessary data to the delivery of visualization tools utilizing that data—in collaboration with the Oriental Consultants Consortium.
- As JMDS, we expanded datasets required for identifying hazardous locations, including DRM data (Figure ①). In addition, we developed APIs with authentication and authorization to enable access to these datasets (Figure ②).



* Limited to integration of urban planning decision data and densely inhabited district (DID) data
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2.5 Use Case 3: Tourism × Local Transportation



(1) Summary

Vision

- By supplementing insufficient transportation options in tourist areas, we promote smooth circulation of visitors. Through measures such as separating tourist transport from daily mobility and addressing overtourism, **we aim to achieve coexistence with local residents while expanding regional consumption and optimizing mobility resources.**

FY2025 Plan

- We developed the SSM beta version service and conducted field demonstrations utilizing this service to create and evaluate use cases.
- Insights obtained from these demonstrations were organized, and mechanisms for deployment in other regions were examined.

Key Achievements

- **Demonstration Using SSM for Tourism Circulation Issues (Sumoto City, Hyogo Prefecture)**
 - Addressed transportation challenges between downtown areas and accommodation areas arising from “separation of lodging and dining” demand **by conducting a shuttle bus demonstration. Achieved a cumulative total of 270 users on the route**, confirming the existence of mobility demand.
 - **Operated SSM functions such as a reservation app in a real service environment**, accumulating operational and booking data while identifying areas for future improvement.
- **Demonstration of Mobility Service Introduction and Data Analysis (Chichibu City, Saitama Prefecture)**
 - **Conducted a demonstration using new mobility service (ENNE), achieving usage and evaluation results in the region** and advancing validation of service effectiveness in the context of tourism × local transportation.
 - Based on demonstration results, **conducted interviews for horizontal expansion to other regions** and identified implementation conditions and needs.

Future Policy and Outlook

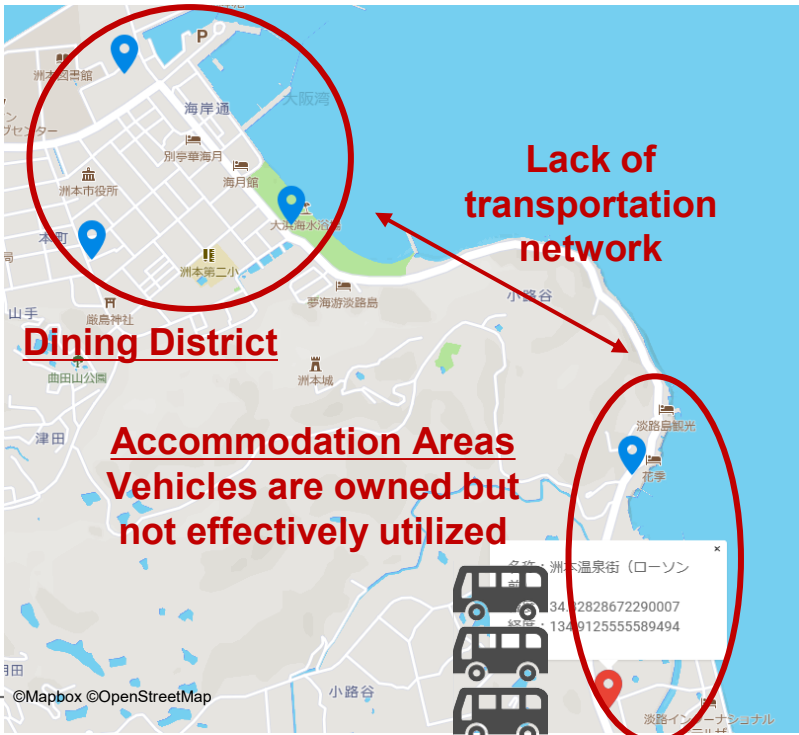
- Improvement and additional development of SSM services based on the results of this year’s demonstrations and interviews.
- Concrete development of service concepts and business models for social implementation of SSM and new mobility services.

(2-1) Challenges and Overview of the Sumoto City Demonstration

- In Sumoto City, Hyogo Prefecture, although an increase in tourism demand is expected, there is a shortage of secondary transportation for circulating within the area. With the growing need for separation of lodging and dining, there is a demand for transportation connecting hot spring areas and downtown districts. However, due to issues such as driver shortages, there is also insufficient public transportation at night.
- Based on these challenges, **a shuttle bus connecting the hot spring area and downtown was introduced, and a pilot demonstration was conducted in October 2025.**
- NTT DATA and MaaS Tech Japan provided SSM services, **including a reservation application for advance booking of shuttle buses and taxi dispatch requests, as well as functions for planning shuttle bus boarding and alighting locations.**

Current Situation and Challenges in a Certain Region

In a certain region, initiatives are being promoted to address the separation of lodging and dining, but they have not been able to meet the shortage of transportation options for tourists.



Initiatives for Solution

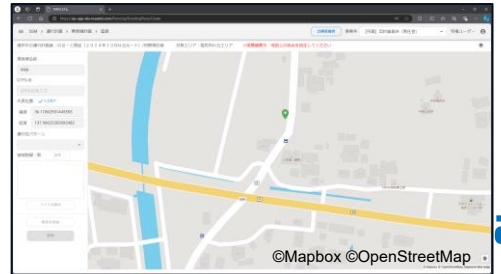
Introduction of shuttle buses



Implementation of a reservation application (SSM functions)



Planning of boarding and alighting points (SSM functions)

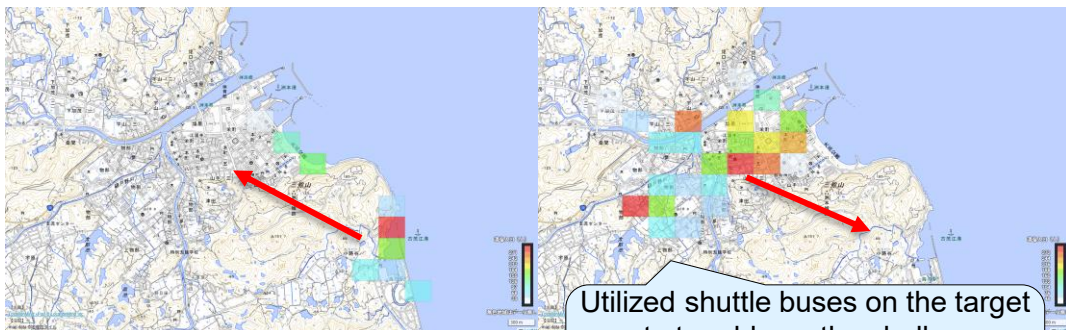


(2-2) Results of the Sumoto City Demonstration

- In addressing the challenges related to the separation of lodging and dining, **a total of 270 users were recorded on the target route, confirming the existence of actual mobility demand.**
- SSM **provided a shuttle bus reservation application and a function for planning boarding and alighting locations**, contributing to operational feasibility and performance tracking through reservation and operation design.
- As a result, key improvement areas were clearly identified—namely revising operational plans based on demand, increasing awareness, and enhancing usability—while strong user feedback expressing a desire to continue using the service indicated a high likelihood of ongoing adoption.

Performance of Shuttle Bus Introduction

Type	Direction	Ridership	Reserved Ridership (Ratio)	Total Reservations	Reserved Trips (Ratio)
Shuttle Bus	Hot Spring Area ⇒ Downtown	153	39 (25%)	22	16 (72%)
	Downtown ⇒ Hot Spring Area	117	19 (16%)	13	10 (77%)
	Total	270	58 (21%)	35	26



Source: Quoted from the official RESAS (Regional Economy and Society Analyzing System) website

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Evaluation of Demonstration Experiments Including SSM

Evaluation of the Demonstration

- (City Official A) It was valuable to confirm actual visitor circulation, which had been a challenge in previous years, particularly among visitors from outside the prefecture.
- (City Official A) The survey revealed that a certain number of visitors came from distant areas, making it an effective study.
- (City Official B) Real data enabled us to understand impacts and demand, and building relationships with other stakeholders was a significant outcome.

Evaluation of SSM Services

- (Tourism Department) Both the operation planning approval function and reservation app showed generally good usability, with no major missing features.
- (Tourism Department) Additional features such as tutorials, input guides, and the ability to add comments when returning applications would improve usability.
- (Tourism Department) The operation planning approval function could be useful in cases requiring coordination and approval from multiple external organizations, including the police.
- (Transportation Operator) Usability, visibility, and functionality were all satisfactory, with no particular improvement requests.
- (Transportation Operator) The system would be useful for future business such as tour services, especially due to the ability to capture usage history via the reservation app.
- (Transportation Operator) It would be beneficial if timetables and tour durations could be incorporated into operation plans.

(2-3) Challenges and Overview of the Chichibu City Demonstration

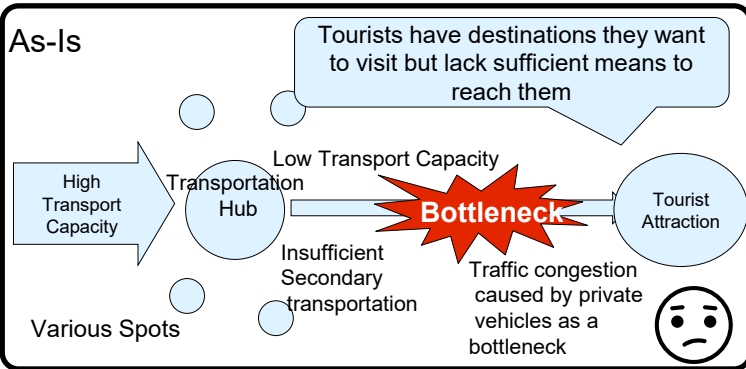
- In Chichibu City, Saitama Prefecture, **tourist destinations are dispersed, and there was a shortage of secondary transportation to meet the needs of long-distance travelers.**
- Based on these challenges, and on analyses conducted since the previous fiscal year, **a specific small motorized mobility vehicle (ENNE) was introduced as a suitable option for long-distance travel.** A demonstration was conducted with the aim of obtaining insights for optimal placement and deployment by analyzing stopover locations and travel distances.

Current Situation and Challenges in Chichibu City

Measures to Address the Challenges

Demonstration Overview and Schedule

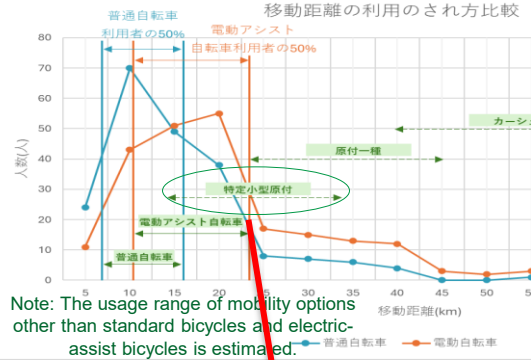
As-Is



Tourist Attraction:
Mitsumine Shrine



Scattered Tourist Destinations and the Reality of Mobility Challenges



Source: Quoted from the official ENNE website

Introduction of **a specific small motorized mobility vehicle (ENNE)** as a solution to the lack of mobility options suitable for long-distance travel

▼ Demonstration Overview

Item	Description
Demonstration Period	June 14, 2025 (Sat) – September 30, 2025 (Thu)
Purpose	To address the shortage of secondary transportation for long-distance travel in the Chichibu area by introducing a mobility option that enables easier long-distance travel. The demonstration focused on analyzing stopover locations and travel distances to inform optimal placement and deployment decisions.
Mobility Introduced	ENNE T350Pro (4 units)

▼ Schedule

	April	May	June	July	August	September
Overall Demonstration			June 14 – September 30: Demonstration implementation (ENNE operation)			
ENNE Deployment	Deployment and operational adjustments					
PR Activities		PR activities				
Data Analysis			Data analysis			

(2-4) Results of the Chichibu City Demonstration

- ENNE was introduced as a mobility option to meet the needs of long-distance travelers, and **compared to rental bicycles, it enabled longer travel distances across all age groups except those in their 20s**. Notably, users in their 40s to 60s showed significant increases in travel distance, confirming that the needs of older age groups were effectively met.
- By analyzing mobility data, insights into tourist movement patterns were obtained, leading to positive feedback on its potential use for future planning and continuous improvement. However, cost-related challenges for sustainable operation were also identified.

Results

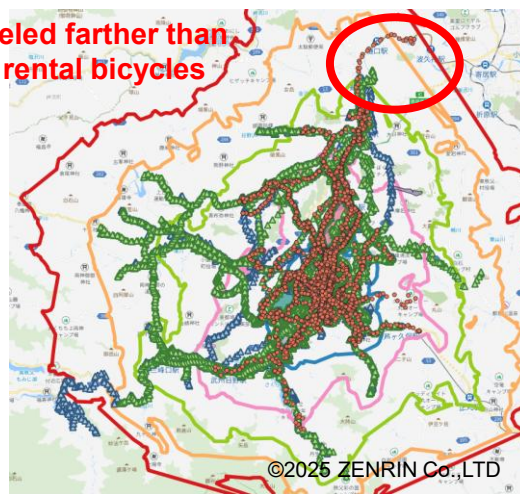
▼ Average Travel Distance by Age Group (ENNE)

	Teens	20s	30s	40s	50s	60s	70s
Average Travel Distance	18.1km	13.9km	15.8km	18.5km	20.2km	16.7km	6.3km

▼ Reference: Rental Bicycle Results (Post-Demonstration Start)

	Teens	20s	30s	40s	50s	60s	70s
Average Travel Distance	8.2km	14.7km	13.9km	10.9km	8.4km	10.5km	-

Traveled farther than
with rental bicycles



The introduction of ENNE enabled both male and female users to travel longer distances compared to rental bicycles, with increased travel distances observed across all age groups except those in their 20s.

Post-Demonstration Evaluation

Positive Aspects

- (Tourism Organization A) It was valuable to observe usage behavior through actual data for the first time.
- (Tourism Organization B) Many users reported that the service was easy to use.
- (Tourism Organization B) Utilization expanded alongside awareness and PR efforts.

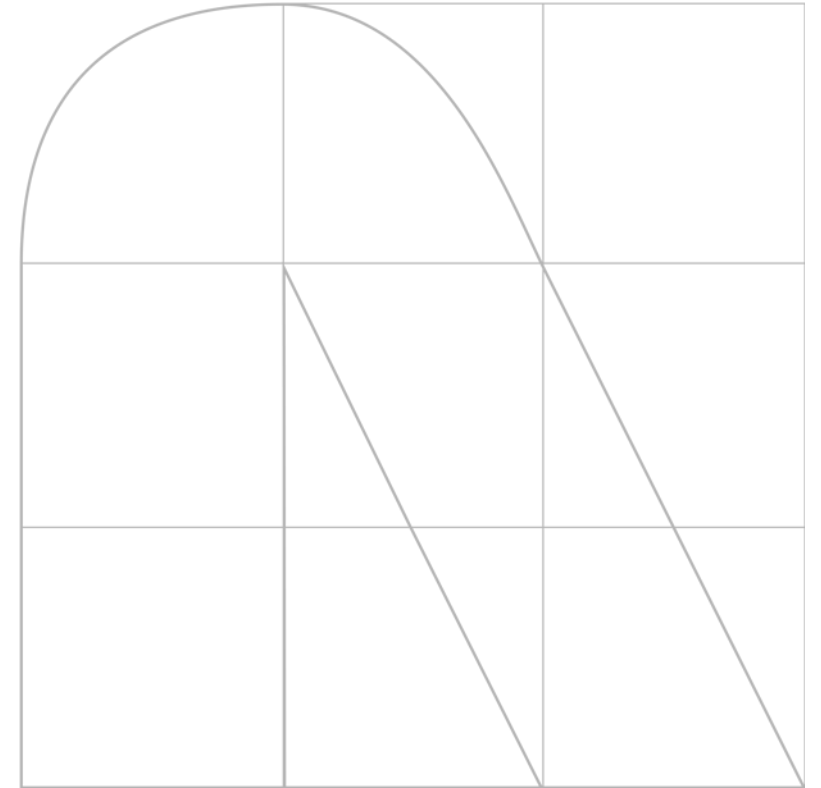
Areas for Improvement

- (Tourism Organization A) It would be better if analysis could exclude roads when evaluating stay durations.
- (Tourism Organization B) Each unit was rented only once per day; unlike electric bicycles where battery replacement allows immediate reuse, ENNE could not be operated in the same way, suggesting potential to increase usage frequency.

Future Operational Feasibility

- (Tourism Organization A) If overall trends can be better understood, continued operation could be considered positively.
- (Tourism Organization B) Support from the SIP project side would be beneficial.
- (Tourism Organization B) Greater awareness of traffic and driving rules is necessary, especially for international tourists.
- (Tourism Organization B) Costs, particularly vehicle costs, pose challenges for independent implementation.

3. Deliverables for This Fiscal Year



(1) Deliverables for This Fiscal Year (including internal-use materials) (1/2)

- The deliverables from this year’s R&D activities, including internally retained and shared outputs such as study results and specifications, are as follows:

R&D Items	List of Deliverables
Theme 9 Development and demonstration of a platform for the integration and interoperable utilization of diverse mobility platforms and related data	JMDS operational environment (data catalog, dataset API, authentication infrastructure)
	Articles and publications related to JMDS
	JMDS user list
	JMDS Social Implementation Plan
	JMDS business model proposal
	Summary of interviews with companies and organizations
Theme 10 Development of a cyber-physical road space digital system platform (Digital Sandbox) for safe, comfortable, and enriched mobility	Digital Sandbox operational environment (visualization tool)
	Visualization tool operation manual
	Architecture diagram for creating local transportation use cases
	Architecture diagram for creating traffic safety use cases
	Summary of interviews with related businesses/organizations and evaluation results

(1) Deliverables for This Fiscal Year (including internal-use materials) (2/2)

- The deliverables from this year’s R&D activities, including internally retained and shared outputs such as study results and specifications, are as follows:

R&D Items	List of Deliverables
Theme 11 Development of mobility-compatible services on the Urban OS	Secondary transportation data analysis results (Chichibu City, Saitama Prefecture)
	Secondary transportation user survey (Chichibu City, Saitama Prefecture)
	Demonstration implementation plan (Chichibu City, Saitama Prefecture)
	Results of interviews with related businesses/organizations
	Mobility service model proposal
Theme 16 Development of SSM (Shared Service for Mobility), a platform enabling mobility data sharing among businesses including startups	SSM functional design document
	Initial SSM system
	SSM demonstration verification plan
	SSM data analysis results (Sumoto City, Hyogo Prefecture)
	SSM service user survey (Sumoto City, Hyogo Prefecture)
	Results of interviews with related businesses/organizations

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This document includes results from the third phase of the “Cross-ministerial Strategic Innovation Promotion Program (SIP)/ Construction of a Smart Mobility Platform” (Implementing Agency: New Energy and Industrial Technology Development Organization (NEDO)) (NEDO Project Number: JPNP23023).