

論文審査の要旨  
Summary of Dissertation Review

博士の専攻分野の名称 Degree	博 士 ( 国際協力学 )	氏名 Author	FUYO YAMAMOTO
学位授与の要件	学位規則第4条第①・2項該当		
論 文 題 目 Title of Dissertation	Explorations of Transport-Related Social Exclusion from the Perspectives of Transport Disadvantaged Groups and Other Stakeholders: Case Studies of Rural and Disadvantaged Regions in Nepal and Japan		
論文審査担当者 Dissertation Committee Members	主 査 Committee Chair ZHANG JUNYI, Prof. 印 Seal 審査委員 Committee Member FUJIWARAAKIMASA, Prof. 審査委員 Committee Member TOMOZAWA KAZUO, Prof., Graduate School of Humanities and Social Sciences 審査委員 Committee Member FENG TAO, Prof., Graduate School of Advanced Science and Engineering 審査委員 Committee Member CHIKARAISHI MAKOTO, Assoc. Prof.		
〔論文審査の要旨〕 Summary of Dissertation Review	<p>Motivated by various social exclusion issues in rural and disadvantaged areas in the transportation context, this research has the following three objectives: (1) to propose a simple but practical framework for researchers and policy-makers to explore the interactions between transportation systems, people’s mobilities and their economic and social activities within a specific political context and while taking into account the impacts of barriers and enabling factors; (2) to draw attention to the specific transport-related social exclusion (TRSE) issues affecting rural areas of non-Western countries; and (3) to extend the scope of the TRSE literature by bringing in perspectives of other stakeholders, including non-transport disadvantaged (especially other household members and community), service providers, and government officials. For the above objectives, this dissertation, consists of seven chapters, includes four case studies “TRSE and time-use in children’s educational activities in rural Nepal”, “TRSE and socio-cultural norms affecting elderly people’s mobilities in rural Japan”, “The potential for transport operators to address TRSE: case study of new services offered by Japanese taxi companies during the COVID-19 pandemic”, and “The potential for Village Hubs to address TRSE: case study of Nijo District, Shimane Prefecture”, where the last case study is from an onsite project required by the Taoyaka Program.</p> <p>The applicant published the following three peer-reviewed papers and one peer-reviewed reports (UNESCAP), which contents are fully connected with this dissertation study. Two more papers are ready for submission.</p> <ol style="list-style-type: none"><li>1. <u>Fuyo Jenny Yamamoto</u>, Junyi Zhang (2017). The kindness of strangers: Exploring shared mobilities and interdependencies of elderly people in rural Japan. <i>Social Inclusion</i>, Volume 5, Issue 4, Pages 183–195 (IF=1.333)</li><li>2. <u>Fuyo Jenny Yamamoto</u>, Madan B. Regmi, Junyi Zhang (2022) From crisis management to sustainable and inclusive transport: Leveraging COVID-19 to improve public transport services in Asia. In: Zhang, J. and Hayashi, Y. (eds.),</li></ol>		

*Transportation Amid Pandemics: Lessons Learned from COVID-19*, Chapter 30, Elsevier.

3. Lead author: “Enhancing Rural Transport Connectivity to regional and international transport networks in Asia and the Pacific”, *UNESCAP Monograph Series*, December 2019. (<https://www.unescap.org/resources/monography-series-enhancing-rural-transport-connectivity-regional-and-international>)
4. Junyi Zhang and Fuyo Jenny Yamamoto (2019). Transport Policies in Asia. In J. Stanley and D.A. Hensher (eds.), *A Research Agenda for Transport Policy*, Chapter 16. Edward Elgar Publishing Ltd.

The dissertation reaffirmed the usefulness of the concept of TRSE to analyzing rural transport issues. It suggests that in order to reflect differences in political, social and economic contexts of countries and regions, it is necessary to clarify the political context, including both politically agreed access to transport and access to activities. The current dissertation also draws attention to the role and influence of other stakeholders in hindering or enabling the access of the transport disadvantaged groups to places or activities. By expanding the current TRSE framework to other stakeholders, it expands the potential policy options for governments. Such an extension of the framework will be increasingly important as the convergence of transport and other social sectors, as well as new types of transport service platforms, progress into the future. At the same time, the current framework is flexible enough to adapt to changing contexts, for example through redefining policy goals in the political context. Two major drivers of change in transportation systems are population/demographic changes and technologies, and Japan is currently going through a transition in both of these areas. Thus local governments are also interested in finding flexible approaches to rural transport service provision, for example demand responsive transport. It is likely that as the context changes, the relative importance of different TRSE factors will also change, with some becoming more, or less, important over time. In this regard, the potential for technologies such as the internet and automated driving to substitute people’s personal mobilities is an area of growing research interest. It is hoped that by laying out a comprehensive framework, more researchers will apply the concept of transport-related social exclusion to better understand how the various factors come together to influence the experiences of transport disadvantaged groups. Through more empirical work in a wider range of contexts, the comprehensive TRSE Framework described in this dissertation can be further developed so that it can be used as a tool to help government officials and researchers design better transport policies and thereby reduce social exclusion.

As a result of the above review, the members of the committee found that this dissertation is of sufficient value to award the author the degree of Doctor of Philosophy in International Cooperation Studies.