

学位論文の要旨 (論文の内容の要旨)
Summary of the Dissertation (Summary of Dissertation Contents)

論 文 題 目

Dissertation title

Essays on Transportation and Trade Policies

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This dissertation focuses on two major topics in transportation and international trade fields. The first one is about transportation policy which is the privatization of Japanese National Railway (JNR) in 1987. Due to the heavy deficit, JNR was decided to be privatized and geographically divided into six companies for passenger transport service. This division changed the market condition on the busiest route in Japanese railway industry-Tokyo-Osaka route, namely some regions changed from previous monopoly condition to the duopoly condition after 1987 with some regions stayed in monopoly as it was before. We investigated the impact of market competition after JNR's privatization in 1987 on passengers' time cost by high-speed rail (HSR) and conventional rail (CR) through two different studies separately as showed in Chapter 2 and Chapter 3. These two studies are empirical studies which base on the panel and secondary data taken from published JR timetables in four different years, 1976, 1986, 1996 and 2006. Through HSR study in Chapter 2, we find that the increased market competition by duopoly decreases the HSR time cost by around 4 minutes on average, namely 10% of average time cost for OD pairs, relative to monopoly, while the speed of Shinkansen just increased by 21% in last 50 years. As well, results show that the market competition effect is larger for longer distance trip. However, in the conventional rail study (Chapter 3), analysis results do not show any evidences about the impact of market competition on passengers' time

cost by taking conventional rail. Besides, in these two studies, simplified theoretical models about the impact of market competition on passengers' time cost are also constructed for analysis.

The second topic is related to international trade policy, which is the trade liberalization under the globalization background. This topic is discussed as showed in Chapter 4 through theoretical models and assumptions, which investigates the impact of trade liberalization on regional real income inequality in an endogenous growth model. This study is a theoretical study which constructs a footloose capital and endogenous growth model with agriculture, manufacturing and service goods. Results show that effects of globalization may positive, negative, or zero because the service price index and expenditure converge while the manufacturing price index diverges. Differences between interregional knowledge spillover minus intraregional knowledge spillover in the service sector determines the sign of the inequality in regional real income.

備考 論文の要旨はA 4判用紙を使用し、4,000字以内とする。ただし、英文の場合は1,500語以内とする。

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