

The Concept of Economic Area of the Japan Sea Rim and the Role of Niigata

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I Niigata

To begin with, I would like to explain about Niigata, my native place, prior to the description of the concept of Japan Sea Rim. Japan consists of 4 big islands and many little islands. The biggest one is Honshu (the mainland of Japan). Niigata Prefecture is located in the west coast of Honshu. It covers an area of 12,580km², 3.3% of Japan's total land area, and is ranked as the fifth largest prefecture. Its population is nearly 2.5 million, which makes this prefecture the fourteenth most populated in Japan. Niigata city is capital of the Niigata Prefecture. Its population is nearly 5 hundred thousand. In Honshu Niigata city is the biggest city among cities in the west coast.

"Niigata is famous for having distinct seasonal change. In the spring, nature begins to awaken from a deep hibernation and one can smell and taste its sweetness in the air. The flowers begin to bloom and the countryside grows into a deeper shade of green everyday. Niigata summers are characterized by high temperatures and humidity with relief coming only from the cool blue sea. Autumn brings cool refreshing breezes, spectacular fall colors, and the busyness of harvest time. The almost blinding whiteness of Niigata's mountains in winter reflects some of the heaviest snowfall in all of Japan."¹⁾ This heavy snow comes with a wind from the Russian Far East. The snowfall is not so great in Niigata city itself because it faces sea. But my hometown Nagaoka, the second largest city

in the prefecture and 60km from Niigata city, has very deep snow. Sometimes the snow is more than 1 meter deep. In the winter of 1985 the snow was about 250cm. And the snow is very wet here. In winter it is not so cold compared with Edmonton. The average temperature in January is 2.1 degree. Even the lowest temperature is around minus 3-5 degree.

"Niigata Prefecture is known to produce some of the best rice in the world and is a crucial food supply base for Japan."²⁾ Niigata Prefecture stands first in rice production. Also industry has developed. In 1989, in the total industrial sales value, the share of electronic machinery was 16.5%, followed by metals(12.3%), general machinery(12.3%), foods (11.7%), fibers(7.1%), chemical(6.6%), etc. However, there are not so many big companies, compared with the Pacific Ocean coast.

Transportation. "The year 1858 was a watershed in Japanese history. Japan, after more than 200 years of seclusionist policy during the Tokugawa period, designated five harbors as official 'International Ports' opened to foreign ships of trade. The port of Niigata was distinguished as having been the only harbor opened that faced countries on the Eurasian Continent like China, Korea, and the Soviet Union, and has therefore had a long history of active trade with these countries."³⁾ In addition to the existing port(the Niigata west port), a new port(the Niigata east port) was constructed about 20 years ago.

Niigata has an international airport. In all of Japan, only Niigata, Narita and Nagoya Airport have flights to Russia. There have been regularly scheduled flights between Niigata and Khabarovsk in the Russian Far East since 1973 and regular flights to Seoul since 1979. Regular flights to Irkutsk in Siberia were established in June 1991. Regular flights to Vladivostok were established in April 1993. At present, airplanes fly to Vladivostok 3 times in a week. In addition, Niigata has domestic airline connections with several important cities in Japan. However, the airline to Tokyo was abandoned in 10 years ago. The reason

is as follows: The distance between Niigata and Tokyo is approximately 300 kilometers. In October 1982 the Joetsu Shinkansen was opened between Niigata and Tokyo. Shinkansen means Bullet Train, which runs at maximum 240 km per hour and connects the both cities within 100 minutes.

II The Concept of Economic Area of the Japan Sea Rim

The "Sea of Japan" might be the correct name of this sea.⁴⁾ But I would like to express it as the "Japan Sea" sometimes in this paper in order to avoid a repetition of "of". The concept of economic area of the Japan Sea Rim is an idea that 5 countries surrounding the Japan Sea, that is, the Russian Far East, Northeast China, North Korea, South Korea and Japan should cooperate with each other to develop economies in this area. It might be possible to add Mongolia to this area although it does not face the Japan Sea.

If I use a terminology of International Law, the Sea of Japan is an international quasi-closed water area like the Baltic Sea and the Mediterranean Sea. The Baltic Sea and the Mediterranean Sea have bred common cultures which can be symbolized by the Hanseatic League and the Mediterranean culture. As to the Sea of Japan, unfortunately we do not have such a common culture.

Indeed, in very old times the techniques of rice production, Buddhism, Chinese characters Kanji, etc. were introduced from the Asian continent to Japan through the Korean peninsula. From the 8th century through the 10th century there existed a country called Pohai in an area which corresponds to the present Northeast China and the Russian Primorski Krai. At that time this country and Japan had been communicating with each other across the Sea of Japan. It is said that from Pohai envoys visited Japan 33 times and from Japan envoys visited Pohai 13 times. Thus cultures of the Asian continent were introduced to Japan across the Sea of

Japan.

In the Edo period the Tokugawa regime closed the door to foreign countries except Netherland. In this period, however, the Sea of Japan was a very important route for domestic transportation of goods because the Pacific Ocean was too rough for sea traffic. Sailing vessels called Kitamaebune used to convey rice and marine products from various districts of the Japan Sea Coast to Osaka, an economic center at that time, and from Osaka they used to convey manufactured goods. In that sense the area which faces the Sea of Japan had been the Front Japan.

However, after the victories over Shin(China) in 1894 and over Russia in 1905 Japan began her economic development with emphasis on the areas which face the Pacific Ocean, turning her back on the Sea of Japan. In this period the Pacific Ocean became navigable owing to the development of shipbuilding technique. In the industrial development steel and manufacturing plants were built near ports which enabled the combination of imported raw materials with domestic resources in the cheapest way. Since then, 4 major coastal industrial zones have been formed: the Keihin (Tokyo and Yokohama) manufacturing zone; the Chubu(Nagoya) manufacturing zone; the Hanshin(Osaka and Kobe) manufacturing zone; the Kitakyushu (Northern part of Kyushu) manufacturing zone. Among these, the first 3 zones face the Pacific Ocean. These manufacturing zones have been absorbing manpower from rural areas. Immediately after the Meiji restoration Niigata was the biggest prefecture in population. Its population was more than a million. Niigata prefecture has been supplying the metropolitan area and neighbouring prefectures with manpower. As a result, Niigata prefecture is now the fourteenth among 47 prefectures in population.

The area which faces the Sea of Japan (especially in Honshu) had been left behind in the economic development and called Rear Japan until recently. For example, Japan has 1,099 ports in total. Among them only 143 ports (13%) are located on the Japan Sea coast, including 18 desig-

nated important ports. In respect of the volume of cargoes, cargoes handled at the Japan Sea coast is only about 3 % of the total volume. The share of ports on the Japan Sea coast in the total foreign trade of Japan is decreasing. The share of these ports in the total export is 0.9% in 1975, 0.6% in 1985 and 0.5% in 1989. The share in the total import is 2.3% in 1975, 1.9% in 1985 and 1.7% in 1989.⁵⁾ Even in the case when companies on the Japan Sea coast export their manufactured goods to foreign countries and import raw materials from foreign countries these companies export and import a considerable percentage of those goods through ports on the Pacific Ocean coast such as Kobe and Yokohama. Although per capita GNP in 14 prefectures which face the Sea of Japan is overwhelmingly large compared with that of the neighbouring countries, it is only 80 % of the average of the whole Japan (see Table 1).

The outcome of this economic development with emphasis on the Pacific Ocean area is overconcentration in the metropolitan area and neighbouring prefectures on the one hand and underpopulation in rural areas on the other hand. Tokyo is too crowded with inhabitants. As land prices are extraordinarily high, ordinary people are no longer able to build detached house in Tokyo. It takes more than one hour and half for many workers to go to their workplaces. The Tokyo metropolitan area and neighbouring prefectures are no longer able to dispose their own garbage and industrial waste in their own area. Here water is sometimes in short supply. From an ecological viewpoint, Tokyo has reached its limit of development. Once the former prime minister Nakasone, who preferred to use military terminology, compared Japan to a never-submergible aircraft carrier. If Japan were a aircraft carrier, Japan would keel to the Pacific Ocean side.

The situation is almost the same in Russia. The Russian Far East has been subordinated to Moscow and people in this area have paid attention

to Moscow. While coastal areas in China have developed in recent years owing to the open door policy, the northeastern part of China is comparatively lagging behind. It seems that this applies to North Korea as well as South Korea. People have lived "turning their backs to the Sea of Japan. People in the Soviet Far East set their faces toward Moscow, in the northeast three provinces toward Beijing, in the Korean peninsula toward Pyonyang and Seoul and in the Japan Sea area toward Tokyo. Only military radars stand opposite to each other."⁶⁾ Especially in the period of Cold War the Sea of Japan had been "sea of tension" and "sea of military confrontation". Submarines and warships of the Soviet Union and the United States used to move in this sea. A guest speaker at a conference held in Niigata in February 1990 said " although the Wall of Berlin had collapsed, an invisible wall is standing still now."⁷⁾

The epochmaking for the so-called Japan Sea Rim movement was Mr. Masamitsu Fukushima's article "A Proposal of Economic Area of Japan Sea", which was published in 1968. The year 1968 was in the midst of the cold war. The invasion of Czechoslovakia by troops of Warsaw Pact countries occurred in this year. Already at this time Mr. Fukushima believed that diplomatic relations with China would be restored and presented a vision that economic cooperations among countries surrounding the Sea of Japan would develop in future. He predicted that an economic area of the Japan Sea Rim would be created at the time of the collapse of the Wall of Berlin.⁸⁾ Since the harmful effects of overconcentration in the metropolitan area became clear to anybody's eyes in the latter half of 1980s, the Japanese government itself began to reappraise the Japan Sea Coast as was shown by its policy, the 4th national development plan (June 1987), which encourages the development of economic growth centres throughout Japan, to reduce the pressure on Tokyo.

In the USSR the Far East became treated in a different way in the course of Perestroika. In a speech made in Vladivostok in July 1986,

Gorbachev proclaimed that the USSR would be an Asian-Pacific country. Yes, the large territory east of the Ural Mountains belongs to Asia. The Russian Far East denotes a vast area east of Lake Baikal. It consists of Khabarovsk Territory, Amur Province, Primorski Territory, Magadan Territory, Kamchatka Territory, Sakhalin Territory and Yakut Sakha Republic. Its total area is 6,220km². It is 17 times wider than Japan while it has a population of only 8 million.

The Russian Far East has a distorted economic structure. Its self-sufficiency of foods is 50% and that of consumption goods is only 30%. The remaining part of necessary foods and other consumption goods have been supplied from Western Siberia and European Russia. The Russian Far East has been regarded as a resources base. Under Gorbachev's Perestroika each individual enterprise, territory, province and Republic was permitted and requested to find sources of revenue on the basis of a self-supporting accounting system and a self-financing system. This was an expression of the situation where the center of the USSR could not afford to support the Far East. Consumption markets in the Far East have serious problems due to the severance of economic connections among various regions after the breakup of the Soviet Union.

Moscow is 8,000 km from Khabarovsk and it takes 10 hours by airplane. If they use the Transsiberian Railway it takes a week. However, if they turn their eyes to the south, Niigata is only 2 hours from Khabarovsk by airplane. The distance between Vladivostok and Niigata is approximately 800 km and it takes only one day and half by ship. Now it is the borderless era. In the time when people, goods and information can easily come and go across borders, the significance which borders used to have is diminishing. It is quite natural for the Russian Far East to cooperate with prefectures which face the Sea of Japan.

Countries surrounding the Sea of Japan are mutually complementary in regards to production factors: Japan and South Korea are abundant in

techniques and capital while they are deficient in natural resources. Russian Far East and Mongolia are abundant in natural resources while they are deficient in techniques, capital and labour forces. China and North Korea are abundant in labour forces and natural resources while they are deficient in techniques and capital. The formation of the economic area of the Japan Sea Rim had been arrested until recently due to the East-West confrontation. These countries have a big opportunity to develop through mutual economic cooperation. These areas surrounding the Sea of Japan might be called "Natural Economic Territories" , as Professor Scarapino said.

Economic development with emphasis on the Japan Sea Coast is important also to the Japanese economy as a whole. Dr. Nobukuni, chief economist of the Economic Research Institute for Northeast Asia (ERINA), says as follows:

"The way which Japanese economy has followed so far is a pursuit for short run and partial efficiency. We have never seriously discussed the problem: in what proportion a dividend on high level of economic growth should be distributed between efficiency and security",⁹⁾ "Japanese economy has so developed as to exceed one sixth of the gross world product. It is necessary for Japanese economy to disperse its risks. For that purpose we should pursue diversification of economy and at the same time develop a system of internationally mutual dependence."¹⁰⁾ He adds that the formation of the economic area of the Japan Sea rim should not be regarded as a local problem but as a the part of super long-term strategy of a national economy.¹¹⁾

Table 1 Main Economic Indicators of Northeast Asian Countries

	Population (million)	Area (1,000km ²)	GNP (billion \$)	per capita GNP (\$)
Japan	12,413	378	34,074	27,450
14 prefectures of the Japan Sea Coast	(3,090)	(173)	(6,857)	(22,195)
China	115,823	9,597	3,801	328
3 northeast provinces	(9,958)	(787)	(419)	(421)
Korea	4,327	99	2,708	6,258
North Korea	2,219	123	229	1,032
Russia	14,870	17,075	7,739	5,204
Far East	(803)	-(6,216)	(571)	(7,113)
Mongolia	216	1,565	22	1,019
Total	149,868	28,837	48,573	
(in which the area of the Japan Sea)	(20,613)	(8,963)	(10,806)	

Source: ERINA REPORT, 1994, Vol.1, p.22.

III Various efforts toward the economic area of the Japan Sea Rim

There are many persons who have endeavoured to promote the development of the Japan Sea coast as well as the creation of the economic area of the Japan Sea Rim. But I cannot afford to mention all the names here.

In recent years many municipalities on the Japan Sea coast established sister cities (prefectures) relationship with municipalities in South Korea, Northeast China and Russian Far East. Among these municipalities efforts made by Niigata city deserve special description. Niigata city contributed in organizing the Society for mayors of Japan and the Soviet Union on the Japan Sea coast, which started its activity in 1970. When a new airline connection between the Soviet Far East and Japan was to be opened in 1973, Niigata city actively negotiated with governments of both countries and finally obtained its route. Since 1990 Niigata city and Niigata prefecture have jointly held the Niigata International Forum on the Japan Sea Rim every year. In autumn, 1993, the Economic Research Institute of Northeast Asia (ERINA) was established in Niigata city.

Also many universities established sister universities relationship with their counterparts on the opposite side of the Japan Sea. For example, the Faculty of Economics, Niigata University concluded a memorandum on academic cooperation with Khabarovsk Institute of National Economy in March 1991. On the basis of this memorandum our faculty held the International Symposium "Russian Far East and Niigata: Next Step -- Considering Economic Cooperation and Joint Ventures --", on August 24-25 in Niigata. At that time, as Chairman of the Organization Committee, I spent enormous energy in organizing this symposium. And I made a keynote report entitled "Present Economic Situation in the Russian Far East and Tasks for Economic Cooperations between Japan and Russia". We invited 7 guest speakers from Khabarovsk and Vladivostok. The number of participants exceeded 130, in which about 15 foreign researchers were included.

IV The Tumangan Development Project

Zhilin Province of China, which is located inland, is seeking for exits to the Sea of Japan. Tumangan is a river which flows along the border between China and North Korea and its total length is 516km. One side of the mouth of the river belongs to Russia and the other to China. The border of Zhilin Province reaches only up to a point which is 15km from the mouth of the river. In the cold war regime the border zone near the mouth of the river had potential for military confrontation, so that even native people could not easily gain access to this zone, still less foreigners.

About 1,000 years ago Pohai's envoys came to Japan through the Tumangan river. In 1920s-1930s people in Zhilin used to transport goods from here to Niigata, Nagasaki, Pusan(South Korea), etc. In 1938, however, an armed conflict broke out between Japan and the Soviet Union near this border.¹²⁾ Since then for more than 50 years Chinese ships were not able to navigate through the mouth of the Tumangan river. In May 1989 Mr. Gorbachev, President of the USSR at that time, visited China and approved her right to navigate this river. Later China negotiated with North Korea a government and obtained the right to navigate this river.

In July 1990 the International Conference on Economic Development in Northeast Asia(participants came from 7 countries: Japan, South Korea, the USSR, Mongolia, the USA and China) was held in Changchun, capital of Zhilin province. At the conference Mr. Tei Shi Sei, chairman of the committee for science and technology of Zhilin Province, made a proposal for Tumangan development project which concerns the joint development and utilization of the basin of Tumangan.

Zhilin Province and Heilongjian Province depend greatly on the port of Dalian in Ryonei Province because both provinces do not border the sea. The volume of freight has already reached the loading and unloading

capacity of Dalian. It is said that many ships are obliged to wait for unloading for several days. In addition, Dalian is about 800km from Chanchung(Zhilin Province) and about 1,000km from Harbin(Heilongjan Province) and the road is in bad condition. Foreign trade via the Dalian port is extremely disadvantageous in regard to transportation time and distribution cost. Therefore, especially Zhilin Province, is anxious to obtain its own sea port. For the time being Zhilin is planning to construct a port navigable for 1,000-2,000 class ships at a small village which is 15km from the mouth of river. As the Tumangan river has not been used for navigation for more than 50 years, an enormous volume of sand has accumulated around the mouth of river and the depth of water is only about 3 meters. In order to enable navigation it is necessary to dredge on a large scale at once and after that continuously. The cost must be enormous.

After China announced this project both North Korea and Russia also announced active open door policies. In July 1991, at an international conference held in Ulanbator representatives of North Korea said that northern 3 ports near the Tumangan river were to be opened. And at the end of the same year, North Korean government announced "Rajin-Sonpong Free Trade Economic Zone" plan which included the northern 3 ports and a neighbouring region. I guess that behind North Korea's active attitude there exists an urgent necessity to escape both from the present economic crisis and from an international isolation due to the collapse of socialism in the USSR and East Europe. At a request of Vladivostok city, the UNIDO(United Nations Industrial Development Organization) worked out "the Great Vladivostok Free Economic Zone Project" and published it in 1991. These three projects are competitive and at the same time mutually complementary.

The Tumangan development project is not simply to construct ports. It is a grand project which will construct railways, roads and airports at

the mouth of the Tumangan river and create a free trade zone stretching across China, Russia and North Korea. The main point of Chinese proposal is as follows:

- 1) to improve the existing airports of Vladivostok, Enkichi (Zhilin Province), Chongjin (North Korea) and construct an international airport.
- 2) to reconstruct the port of Tumangan.
- 3) to enlarge the existing ports of North Korea and Russia.
- 4) to extend the existing railway between Tuman and Konshun to the Russian cities Kraskino and Khasan (Primorski Krai).
- 5) to construct a railway which will connect the Tumangan region with Europe through Northeast China and Mongolia.

The Zhilin Province authority intends to make the Tumangan region an industrial and commercial center like Hongkong, Singapore and Rotterdam in near future by introducing foreign capitals.

According to the estimate by the UNDP (United Nations Development Plan), this project would require 30 billion US\$ in total for 20 years. The problem is how to finance such a enormous amount of money. The most expected potential provider of funds is Japan. However, Japanese Government participated in the above mentioned conference as an observer. Besides, stability in the international environment including North Korea is indispensable in order to enforce this project completely.

Although still very little, progress has been made in this respect. Last year China and Russian agreed on the point that China would rent the port Zarbino near the North Korean-Russian border. The construction of the railway between Konshun and Zarbino has begun. Last year, the Niigata prefectural government decided to conduct a feasibility study on the development of the port Zarbino and appropriated 8 million yen in the budget for it. This can be regarded as a kind of ODA by a local government.

V Prospcet

There are some obstacles in the process of a formation of the economic area of the Japan Sea Rim. The first is the North Korea problem. The Second is an instablity in political and economic situations in Russia. The third is a long-pending political question between Japan and Russia.

At the time when an economic sanction agaist North Korea is being discussed at the United Nations Security Council in connection with a suspicion about the development of nuclear weapons, the Tumangan Development Project sounds like an empty dream. It is very difficult to predict a movement of North Korea post Kim Il Sun. But it cannot be denied that the character of the North Korean government might be changed in the 21st century.

Many Japanese companies are eager to do business with Russia, especially with Far East. About 100 joint ventures are established so far. At present, however, business with Russia is very risky. There are too many bad conditions such as an instablity in the legal system, a disordered financial sytem, high taxation, a diffenrence in commercial custom, poor infrastructure, etc. The field of joint ventures are limited mainly to fishery, restaurant, tourism, timber, etc. and their sizes are very small. The foreign trade between Japan and Russia have been stagnating. The percentage of Russia is almost 1% of the total volume of Japanese foreign trade. Japanese government has not actively encouraged business circles to do business with Russia(the USSR). This attitude is closely related with the third problem.

Among G 7 countries the Japanese government is the most reluctant in providing Russia with economic assistance. The Japanese assistance is limited mainly to humanistic aid. Such an attitude is attributable to the Japanese government's so-called policy of indivisibility of politics and economy. Between both coutries there exists a problem of the north-

ern territory. Japan naturally claims territory of the Kuril islands, especially 4 islands: Kunashiri, Etorofu, Habomai and Shikotan. Japanese government will not extend full-scale economic assistance to Russia unless Russia agrees that Japan's sovereignty shall be extended to these four islands. However, as long as Japan remains reluctant in economic assistance, the Russian people remain so discontented that they will never accept Japan's claim. This is a kind of chicken or egg problem.

In my personal opinion, politics and economy should be separated. The present economic situation in Russia is comparable to the situation in Japan immediately after the World War II. Japan should more actively extend economic assistance to Russia as America did to Japan after the World War II.

In this connection, recently Dr. Steven Rosefielde, specialist in Russian economy, gave us an important suggestion: the problem between Japan and Russia concerning the Northern territory should be changed from a zero sum game to a plus sum game. How? Russia is interested in the exploitation of natural resources in the offshore area of Sakhalin. If Russia would accept Japan's sovereignty over the Northern territory, then Japan and the United States might invest money in the development of natural resources.¹³⁾

As I have mentioned, in the borderless era, the significance which borders used have and consequently the role of the state are diminishing. Inversely, the role of municipalities especially in the field of diplomacy is increasing. Niigata has several advantages. Niigata is connected with Tokyo by the Joetsu Shinkansen (Bullet Train Line) which was opened in 1982. Dr. Tou Tsau En (Professor at Nagoya University) attaches importance to this Shinkansen and emphasizes as follows:

"With the opening of the Joetsu Shinkansen, the Japan Sea coast would be able to escape from a position subordinated to the manufacturing belt of the Pacific Ocean coast and get boost. This means a step toward a

formation of the international economic area of the Japan Sea Rim." ¹⁴⁾

A regular shipping line was established between Nakhodka (Russia) and Niigata in 1976. This gave birth to the concept of the Siberian Land Bridge (SLB). "This means that Europe, the Middle East, and the countries in Asia now have a much shorter and direct route to and from Japan. What took an average of over a month by sea was cut in half by the SLB." ¹⁵⁾

For the time being, SLB is not beneficial because the railway transportation in Russia is in disorder. But SLB has a potential advantage from a geographical point of view. It should not be forgotten that in Japan only Niigata has a shipping line with Chongjin (North Korea).

It is often said that Niigata would be a gateway to Tokyo in the economic area of the Japan Sea Rim. But I think Niigata should not content itself with such a position. Niigata should aim to become an international business center in this area. And of course, Niigata must have a function of sending its own information.

Notes

- 1) Niigata: Japan, Niigata Prefectural Government, 1991, p.3.
- 2) Ibid., p.26.
- 3) Ibid., p.6.
- 4) Koreans are against this name. Instead, they call this the Korean East Sea.
- 5) Takeshi Meguro, "Significance of the Japan Sea Rim and the role of the Japan Sea coast", Niigata International Forum of the Japan Sea Rim: A report of 1992, p.43.
- 6) Hidetoshi Taga, An experiment which transcends borders: the concept of the Japan Sea Rim, Yushindo kobun sha, 1992, p.23.
- 7) A speech made by Dr. Noboru Yano (Professor at Kyoto University at that

time).

- 8) Masamitsu Fukushima. "A proposal of economic area of the Japan Sea" .
Korean Review, July 1968.
- 9) Masaya Nobukuni. "A new prospect toward the economic area of North-east Asia" . ERINA Report. Vo.1. 1994. p.4.
- 10) Ibid., p.4.
- 11) Ibid., p.5.
- 12) At that time Japan created a puppet state. Manchuria. in the north-east China and had occupied this territory till the end of the World War II.
- 13) Dr. Steven Rosefielde is Professor at the University of North Carolina. He told us this idea when he visited Niigata in June 1994.
- 14) Teruzo Muraoka(Tou Tsau En). "Toward a formation of the international economic area of the Japan Sea Rim: on the occasion of the opening of the Joetsu Shnkansen" . Annals of Economics of Niigata University, No.8. 1983, p.126.
- 15) Niigata: Japan.

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