

Summary of Articles

Structural Changes in Dairy Farm Development in Southern Vietnam : A Study of Tan Thanh Dong Village in Cu Chi Province, Ho Chi Minh City

Hirimitsu MORIYAMA, Ryoichi YAMAZAKI

Consumption of milk and dairy products in Vietnam expanded rapidly with the economic growth launched under *Doi Moi*. In Ho Chi Minh City's Cu Chi Province, which is a typical dairy-farming area of southern Vietnam, technologies for dairy farming in high-temperature conditions were developed and spread in the 1990s. The region's dairy farming expanded rapidly until recent years, aided by favorable market conditions and by public subsidies. By 2013, disparities were evident in the numbers of cattle held by different farmers, but given that area dairy farmers in general had increased their stock of cattle into the 2010s, these disparities did not arise because some farmers expanded their stock while others decreased theirs. Rather, they were the result of differences in the rate of increase in the number of cattle held by farmers.

Since 2013, dairy farming has been influenced by the internationalization of dairy companies, which led to lower raw-milk prices and imposed stricter purchasing standards, and also by the rise in land prices due to urbanization, as well as by trends in the labor market. The internationalization of dairy companies elicited different responses from farmers, producing hierarchical stratification and fragmentation among them. Some large-scale farmers tried to counteract the price reductions by increasing their stock of cattle and thereby their gross income, while others sought to recover their feed self-sufficiency by reducing the number of cattle and thereby increasing their per-cow area of grassland. Meanwhile, many mid- and small-scale farmers combined dairy farming with non-farm work and responded in various ways to the lower raw-milk prices and rising land prices. While some tried to sell more raw milk to offset the lower prices, others sold farmland and cattle to repay debt, reduced the size of their dairy farms, and took on more and more non-farm work. In conclusion, this analysis shows that the structural changes in agriculture seen in the rice-growing areas of the Mekong River Delta are becoming apparent in the dairy farming areas of Ho Chi Minh City as well, namely the simultaneous expansion and contraction of scale by area farmers.

The Consequences of the “Breakdown” of Unemployment Insurance in Germany during the Great Depression : the Conflict between Municipalities and the Reichsanstalt (Reich Institute for Labour Exchange and Unemployment Insurance)

Takahito MORI

It is widely accepted that the “breakdown” of the unemployment insurance system due to mass unemployment in the Great Depression caused the fall of Weimar Social State. The breakdown was not a financial collapse, however, because the system moved into the black in the second half of the Depression. From an urban-history perspective, this article regards the Reich emergency decree of June 1932 as a crucial factor leading to the system's breakdown and clarifies the consequences of this collapse and their impact. With a focus on the conflict between the Reich Institution for Labour Exchange and Unemployment Insurance (Reichsanstalt) and the Association of German Cities, representing all German municipalities, the following points are analyzed. What differences are evident in the Reichsanstalt report and the Association of German Cities statement regarding the problems of existing safety nets for the unemployed? What sort of framework was regarded as ideal in the Association of German Cities reform plan? What influence did the breakdown of unemployment insurance have on the lifestyle of the unemployed?

The June 1932 decree obliged all insured persons to undergo a means test with municipal authorities after the first six weeks of unemployment benefits. Further payments depended on the judgment of the municipality, whereas the insurance itself was administered by the Reichsanstalt. This decree meant first that the insurance framework would be replaced by a welfare

framework, and at the same time that close cooperation between the Reichsanstalt and municipalities would be indispensable for the system to function.

The basic framework was thrown into confusion, however, by the Reichsanstalt report published in October 1932, only four months after the issue of the decree. With survey results indicating that the means test functioned far less well than had been expected, mainly because of the confusion and problems in the testing at the municipal level, the report concluded that municipalities should be excluded from the administration of the insurance. In January 1933, the Association of German Cities refuted the report with a statement based on its own survey. The statement not only pointed out misunderstandings and contradictions in the Reichsanstalt report but demanded a fundamental reform of existing safety nets for the unemployed.

Japan's Shipbuilding Industry in the 1960s : Demand for the Construction of Vessels outside the Large-Tanker Category

Rie SOFUE

Following the Second World War, Japan's shipbuilding industry grew to lead the world shipbuilding market by 1956. Previous research has found that Japan's shipbuilding industry dominated the world market by surpassing its Western rivals in the field of large-tanker construction. However, the growth of the global shipbuilding market between 1956 and the oil crisis of 1973 did not rest consistently on demand for tankers, and the same was true of Japan's shipbuilding industry.

It is certain that Japan's shipbuilding industry acquired a large share of the global tanker-construction market, notably comprising over half the market during the large-tanker construction boom of the early 1970s. However, this does not reflect the reality of the industry as a whole. During the rapid-growth period, Japan's seven major shipbuilding companies accounted for an overwhelming portion of gross tonnage, and their dominance of Japanese tanker construction was especially high, exceeding 80 percent at peak. There is no doubt that Japan's shipbuilding industry developed through the construction of large tankers. Nevertheless, this was true only of the industry's seven major companies.

This study takes a new look at Japan's shipbuilding industry, focusing on the number of ships built rather than on gross tonnage. At the time, almost half the total number of vessels built in Japan were in the under-500 gross tonnage category and were used for coastal shipping in Japan itself. The second largest number were vessels in the 2,000~3,999 gross tonnage class, used to import South Sea timber from Southeast Asia. Timber accounted for the third largest volume of Japanese imports by cargo vessel in the 1960s, following iron ore and coal. Thus, Japan had a domestic demand for vessel construction that was distinct from the large-tanker demand met by the seven major shipbuilders. This demand was not occasional or temporary but lasted throughout the rapid growth period.

In the early 1970s, just before the oil crisis, the shipbuilding industry in Japan included many companies besides the seven major firms. The reason so many shipbuilders could coexist was because of the new shipbuilding markets in which smaller firms did not have to compete with the leading shipbuilders. Today, with the leading companies shrinking or withdrawing from the industry, it appears that the multi-layered structure of the Japanese shipbuilding industry that developed at that time provided the basis for the new companies now replacing the earlier dominant firms in leading the industry.