

Gabriel Jonsson, *Shipbuilding in South Korea. A Comparative Study*, Stockholm: Institute of Oriental Languages (Stockholm East Asian Monographs, No. 8), 1995, 188 pp.

South Korea has during the last three decades gone through an amazing economic development, from being one of the poorest states in East Asia to become the eleventh biggest exporter in the world with a per capita GNP of more than US\$ 10.000 in 1996.

After Park Chung Hee staged his military takeover in 1961, economic development became a tool for legitimizing his regime. He created the Economic Planning Board (EPB) as the major policy-making agency in 1961, and set South Korea on a course of export-driven development. Export promotion was combined with import substitution in order to create an economy with an average growth rate of about 9 per cent during the Park period (1962-79). Although the state claimed to represent a market economy, it created a strong developmental state which intervened in and directed the economy since 1961. The successive five-year economic development plans beginning in 1962 were based on economic efficiency with almost no interference from civil society. This was the case especially after the Yushin Reforms in 1972, when Park established what he labelled "Korean-style democracy", a harsh authoritarian system with barely any hint of democracy about it. It was during that period the South Korean government started to promote shipbuilding as a new export industry. The Korean shipbuilding industry has in the last two decades developed into a serious player on the global market.

There are abundant works on Korean economic development, especially regarding the post-war period, but this reviewer has only been able to locate a few works on shipbuilding in Korea. The monograph by Gabriel Jonsson is therefore a welcome addition. It starts with an excellent survey of Korean economic development in a historical perspective, and this reviewer enjoyed especially the chapter on the adverse effects of Korean development. There follows a comparison of the global shipbuilding history and the Korean with emphasis on the development of Korean shipbuilding during the 1960s and 1970s, succeeded by a discussion of the technological development of the allied industries and Korea's technological standing compared with the market's leader, Japan. The author argues convincingly against the commonly held notion of Korea lagging far behind Japan in shipbuilding technology. Before the conclusion, the market for the Korean shipbuilding industry is examined, and it is shown that although Korean shipbuilding industry has been mainly export-oriented, the domestic market has been more important than considered previously.

The monograph is well written and organized and sheds light on an area of Korean development not often treated in existing literature.

Carl Jørgen Saxer
University of Copenhagen