

International Baccalaureate
Extended Essay
Economics

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**The Economic Impact of the Boycott
of Japan by Koreans on the Korean
Cruise Industry as an Effect of the
Trade War that occurred in 2019.**

*How has the Boycott of Japan by Koreans in 2019
affected the Korean cruise industry?*

Word Count: 3918

Table of Content

Introduction - - - - -	3
Background Information - - - - -	4
Methodology - - - - -	7
Analysis of data	
<i>Non-price determinants</i>	
<i>Government policy changes - - - - -</i>	10
<i>Tastes and preference - - - - -</i>	10
<i>Substitutes - - - - -</i>	12
<i>Demand and Supply Theory</i>	
<i>Demand theory - - - - -</i>	15
<i>Supply theory - - - - -</i>	18
Further Analysis	
<i>Unemployment - - - - -</i>	21
Conclusion - - - - -	22
Bibliography - - - - -	25
Appendix - - - - -	27

Introduction

This research aims to investigate the economic impact of the boycott on Japan by Koreans on the Korean cruise industry. Last August 2019, the trade dispute between the two countries became such a vital issue. This topic was selected because the trade war negatively affected many different aspects of the South Korean economy including travel and tourism that had contributed almost 3% to the overall GDP in 2018 (Knoema, 2019). In addition to this contribution, the tourism industry there is responsible for “growth and boost in economic activities, wide scale industry revenue, and infrastructure development” (Thakur, K.) With these in mind, a decrease in demand for tourism could lead to a decline in the economy. In response to this trade dispute, the “Boycott Japan” movement started among Koreans. According to Cambridge Dictionary, boycott refers to the action of people refusing to buy goods and services or take part in an activity as a way of expressing strong disapproval. With these in mind, it is helpful to understand why the boycott came up, what its economic effects are, and what has been done to address it. To address this issue, first, in S.Korea, while there are different existing industries that are connected to Japan, this research focuses on the specific tourism industries of cruise travel service providers in S.Korea since this is one of the modes of travel for S.Koreans to Japan. Second, this research limits its focus on the specific time period of August 2019 to December 2019 when the boycott intensely took place.

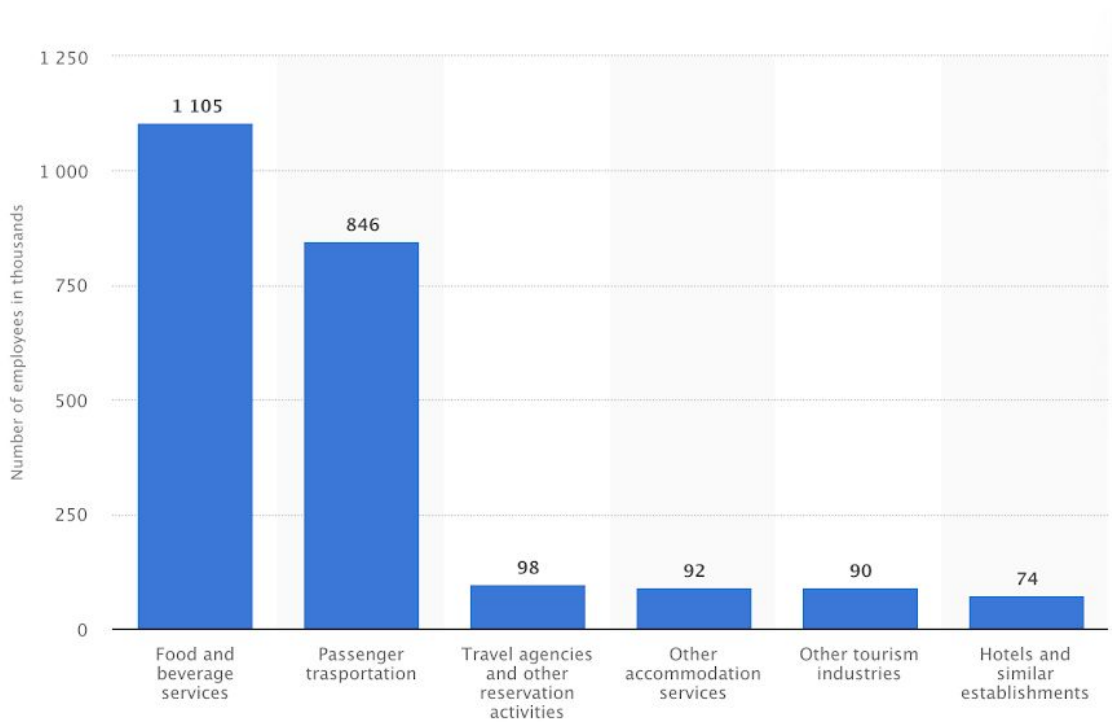
This research touches on economic concepts from both Microeconomics and Macroeconomics. As to the first, these pertain to **Non-Price Determinants of Demand and Demand and Supply theory**, while for macroeconomics, there is **Unemployment**. First, in

relation to the boycott, demand for certain services was affected by non-price factors such as government policy changes and tastes & preferences. As a result, there was a rise in substitute goods. Aside from non-price determinants of demand, demand and supply theory which is the interaction between sellers producing the goods and services and buyers wanting to purchase or use the resources can likewise be used to understand any impact that occurred on the cruise passenger transportation industry since there was a decrease in demand for travel to Japan from Korea. Yet, concepts relevant to the theory of Demand and Supply are not the only ones found in this topic, unemployment which refers to people who are willing to work but cannot find jobs is also relevant. Specifically, the consequence of lower demand causes lower income than usual; thus, the unemployment also naturally increases since the company cannot pay wages. Thus with the aid of these economic concepts, this research aims to find out how the boycott Japan that was evoked by the trade dispute had an economic impact on the cruise passenger transportation industry.

Background Information

In 2018, tourism was one of the industries that supported making South Korea rank 12th the highest economy in terms of GDP in the world (Silver, C. 2019). According to Knoema, the contribution of travel and tourism during 2018 to the GDP was 2.7% which does not seem such a significant improvement, but the economy did increase by 1.62% in Korea (2019.) This little contribution seems to be small; however, this can affect the whole GDP of the country. Therefore, with active tourism, the country can be better off.

Such active tourism in S.Korea is illustrated through passenger transportation. Based on Figure 1, it shows the number of people employed in different sectors of tourism; the second highest number of employees is found in passenger transportation which includes cruises. This data is further supported by the research by Business Research & Economic Advisors - “in all, passenger and crew onshore spending in Japan accounted for about 97% of total direct expenditures in the country(South Korea in 2016),” which implies that higher expenditure leads to higher employment in the economy.



Details: South Korea; UNWTO; MCST (South Korea); 2016

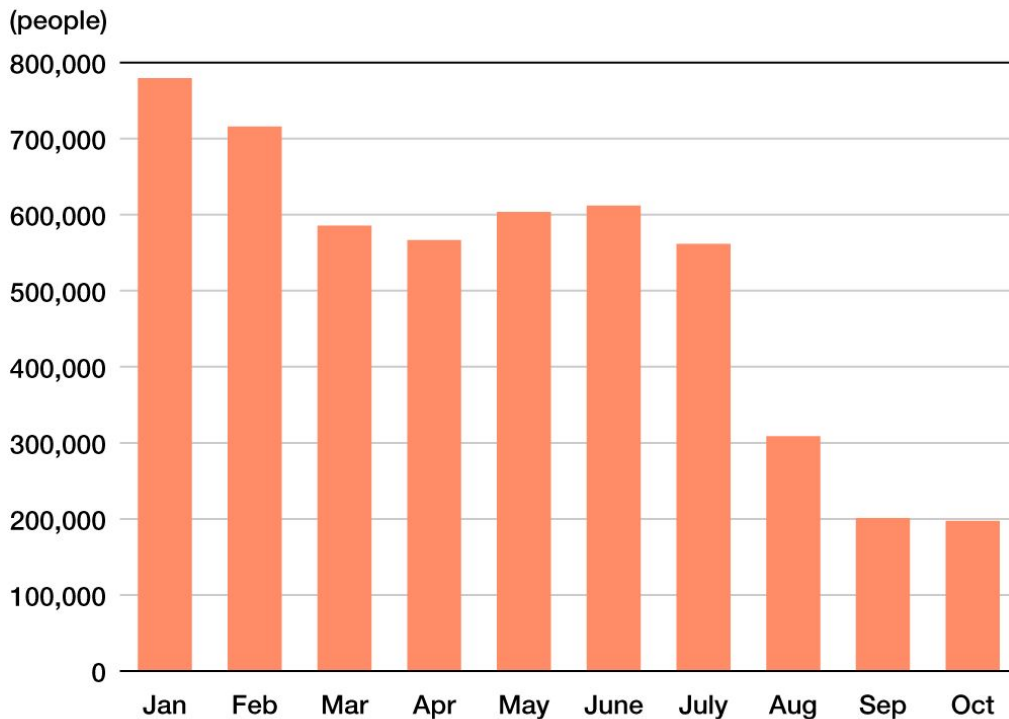
Graph 1. Number of people employed in the tourism sector in South Korea in 2016, by industry ; Adapted from Statista.com, 2020

Knowing that tourism has had a great impact on the S.Korean economy, it is understandable that the boycott has had a negative impact there. To explore this, research was

done on the relationship between South Korea and Japan, how South Koreans ended up starting the boycott, and most importantly, what the actual impact of the boycott was.

To begin, it is also necessary to know the trade war itself. 2019 Japan-South Korea Trade Dispute started when Japan imposed harsher export rules for 3 chemicals, fluorinated polyamides, photoresists, and hydrogen fluoride (Kim, C. 2019). Specifically, Japanese companies needed to obtain permission to export within a limit of 90 days (Kim, C. 2019). Unquestionably, limiting trade to 90 days would cause a huge decrease in the economy. Consequently, many South Koreans decided to boycott Japanese products and tourism because of the trade war.

The effect of the boycott on the tourism industry is illustrated in Figure 2 which shows a 65.5% decrease in the number of Koreans travelling to Japan starting from July 2019. This number caused a great impact on the Japanese economy which suffered a 5.5% drop in the total number of incoming tourists - a clear outcome of that travel boycott. ("Japan's Tourism Industry.." 2019.)



Compiled by *Nippon.com* based on data from the Japan National Tourism Organization.

 nippon.com

Graph 2. South Korean visitors to Japan by month in 2019; adapted from nippon.com, 2019

One particular travel industry that was negatively affected was that of cruise passenger transportation. According to the Ministry of Oceans and Fisheries, the decrease in the number of cruise passengers to Japan has dropped by 74% from July 2019 to March 2020 even before the Coronavirus pandemic happened (Hyung Ju. Son, 2020.) As a result of the drop in cruise passengers, what economic effects on the cruise industry from S. Korea to Japan has occurred?

Methodology

To begin, the statistical data from published work was used to establish the quantity of people who use cruise transportation going to Japan. In addition to this, primary research was

conducted by collecting data from surveys with four companies (Panstar Cruise, Kobe Mirae Jet, Tsushima Express Ferry, Korea Ferry) engaged in the cruise industry (2020). While there are 3 ports for Korean tourists to travel to Japan, only 1 port (Busan) offers a direct route. Plying this route are the 7 cruise companies of Kobe Mirae Jet, Korea ferry, Panstar Cruise, Pukwan Ferry, DAE-A Express, JR Kyushu Jet Ferry, and Tsushima Express Ferry. Considering this limited number, a general email with an attached survey was sent to all those companies, but only 4 companies responded which are Panstar Cruise, Kobe MiraeJet, Tsushima Express Ferry, and Korea Ferry. The survey was composed of 8 questions: the first 4 questions focused on the performance of the company before the trade war. The purpose of asking these questions was to know about how many people are using the service to visit Japan. However, the next 4 questions focused on the performance of the company during the trade war; the questions focused on the number of people using the service of the company in that period. Throughout the survey, the impact of the trade war on the cruise industry was described and shown:

Table 1. Survey questions

No.	Survey Questions
1	What service do you offer?
2	Do you offer travel to Japan? If so, how many times in a day?
3	How many people use the service going to Japan in a month? (Before the Trade war)
4	What are the reasons for cancellation before the Trade war?

5	In August, September, and October (2019), how many people used the service?
6	In August, September, and October (2019), how many cancellations were there?
7	Due to the cancellations and decline of bookings, did the income decrease? In comparison to before, how many percent did it decrease?
8	As a consequence of the trade war, was the size of the workforce affected?

After the responses to surveys were gathered, follow-up emails were sent to some of the companies in order to collect more information for clarification. While secondary research was used to support the background of this study, the primary data was also gathered to provide specific information as it related to the condition of South Korea's tourism economy and how the trade war has affected one aspect of it, the cruise industry.

Analysis of Data

The 2019 Japan-South Korea Trade Dispute has caused problems for the both Korean and Japanese economies. The Trade War became exacerbated when Koreans started to boycott Japanese goods and services. To illustrate, many Koreans decided to cancel tickets going to Japan regardless of the mode of transportation that they intended to use. According to Japan National Tourism Organization (JNTO), the number of Korean tourists bound to Japan nosedived by 48% in August and worsened to 58.1% by September (2019). These numbers

indicate that most Koreans' decision to travel to Japan was indeed related to the boycott which then reflected as a change in the demand and supply for cruise services to Japan from S. Korea.

Non-price Determinant of Demand

Government policy changes & Tastes/Preferences

Firstly, it is important to look at the situation and analyze the economic concept of government policy changes that led to a decrease in demand. When Japan declared that South Korea was removed from their 'White List', Korean government took offense. This brought a negative perception of Japan to most Koreans which led to Boycotting Japan. Government policy changes were not the only factor that diminished demand, tastes and preferences seem to have also affected it. To raise awareness of such social movements, people and even companies joined to discourage purchase of Japanese goods and services, at the same time encouraging people to support local products and services.

Table 2. Numbers of passengers for cruise ships travel Korea to Japan in 2018 and 2019; adapted from Busan Regional Office of Oceans and Fisheries

2018			2019		
Category (Mon)	Sum		Category (Mon)	Sum	
	Passenger (person)	Cargo (ton)		Passenger (person)	Cargo (ton)
01	128,249	160,316	01	122,214	164,816
02	126,492	168,398	02	128,360	139,897
03	103,462	187,317	03	122,349	153,992
04	133,964	171,143	04	119,860	157,090
05	116,113	135,711	05	116,707	141,835
06	105,555	158,971	06	99,943	158,162
07	109,388	173,686	07	71,146	172,092
08	135,283	157,201	08	42,258	155,000
09	107,664	182,707	09	21,277	150,574
10	113,532	189,766	10	22,819	141,908
11	123,618	185,406	11	31,345	136,272
12	123,012	174,985	12	34,016	136,812
Cumulative	1,426,332	2,045,607	Cumulative	932,294	1,808,450

Considering the Boycott in Japan had become more mainstream, Table 2 shows how this affected the number of cruise passengers going to Japan from Korea. These two frequency tables show the effect of ‘boycott Japan’ particularly on the cruise industry in South Korea. In 2018, the number of cruise passengers going to Japan was much higher than in 2019. Notably, the Trade

War began in August, which is also when the decrease started. Thus, these tables show that there has been a decrease in the number of passengers from 2018 to 2019, which is a clear indicator that demand too has gone down.

Looking at this from a different point of view, the interplay of these non-price determinant factors including changes in government policy affecting market tastes and preference might not be the only factors that have affected demand. Beyond those non-price determinants of demand, there is also the historical background that S. Koreans rely on to justify suspicion or doubt for its Japanese neighbor - namely how Japan has not officially apologized about the “comfort women” during World War II and other similar war time breaches. Thus, it could be argued that in addition to current government policies of boycott, such controversial historical memory has laid down the foundation on which S. Korean taste and preference for Japan and its goods and services stands.

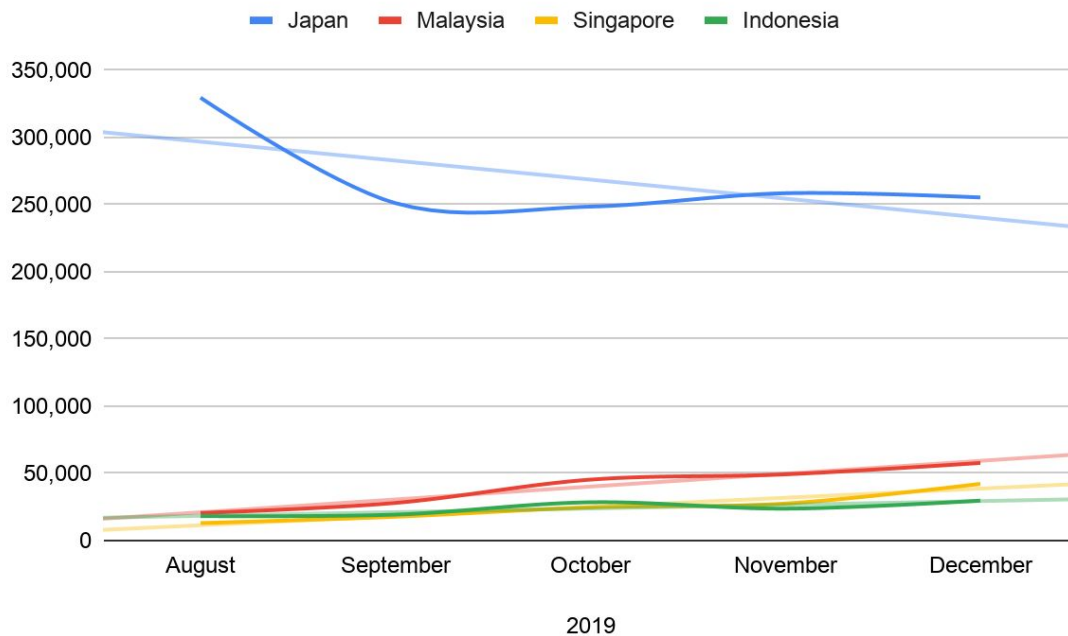
Substitute

Although statistics on Korean tourists travelling to Japan decreased in 2019, other aspects of Korean outbound tourism industry have not been as greatly affected. This is because most people shifted their intentions to travel to other countries aside from Japan. This sequence of events illustrates the concept of ‘substitutes’. Substitute refers to the alternative goods that people choose to avail of since this provides the same or similar satisfaction. Normally, substitutes are determined by the price level and income of consumers. Specifically, if the price of one good increases, then the demand for the substitute good increases assuming that its price does not change. However, in terms of this paper, substitutes are determined by the number and

closeness of good to each other. Despite the ‘boycott Japan’ movement, Korean tourists availed of substitute destinations. This outcome reinforces the idea that because of that boycott only Korea - Japan cruise tourism was affected and not necessarily the whole Korean cruise industry.

Table 3. The number of Korean tourists that travelled to Japan, Malaysia, Singapore, Indonesia from August to December 2019 (Korean Tourism Organization)

2019	Japan	Malaysia	Singapore	Indonesia
August	329,652	20,520	13,008	18,210
September	251,119	28,020	17,745	19,309
October	248,541	45,354	24,719	28,494
November	258,522	49,282	27,546	23,760
December	255,356	57,764	42,216	29,716



Graph 3. The number of Korean tourists that travelled to Japan, Malaysia, Singapore, Indonesia from August to December 2019 (Korea Tourism Organization)

This conclusion is supported in Graph 1 which illustrates the number of Korean tourists that travelled to several Asian countries. Generally, Japan has the highest number of Korean tourists compared to the other nations. However, starting from August, Japan seems to have experienced a decrease in the number of Korean tourists, while all other 3 countries had an increase in the number of Korean tourists. Even if Japan seems to have had an increase in November, the number decreased yet again in December. Moreover, with the trend lines provided in Graph 1, it is clear again that the number of Korean tourists travelling to Malaysia, Singapore, and Indonesia have increased. This implies that more Korean tourists had decided to travel to other Asian countries outside of Japan.

This decline in the volume of travel from Korea to Japan could be explained by the concept of substitute. This applies when consumers intend to find similar goods and services in order to have the same satisfaction, and this is not always connected to the income and price level that affect demand for particular goods and services, instead be connected to external factors such as social movements that affect the consumers' preference and demand. Thus, the decline for Japan tourism from Korea could be explained by substitute goods since with the hostile feelings over the Trade Dispute in 2019 and with government policy to boycott Japanese goods, Korean consumers have opted to substitute their travel destinations with other places.

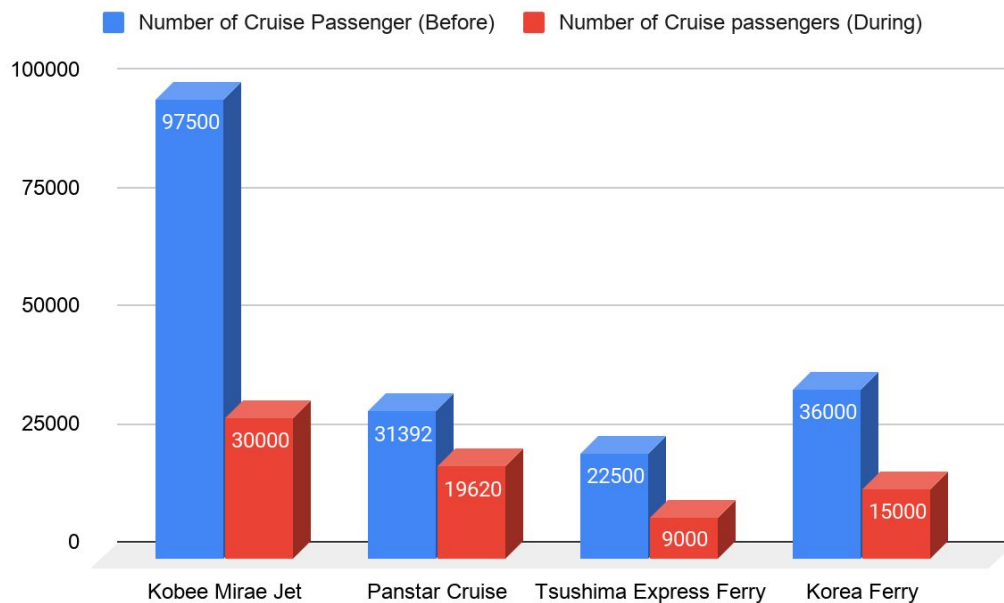
Of course, other aspects like cheaper price, better weather, and different tourism draws could have been the basis for the change in tastes and preferences of Korean consumers; yet it seems from the chain of events, this substitution of services was likely due to the boycott that affected the preferences of those people.

Demand and Supply Theory

Demand theory

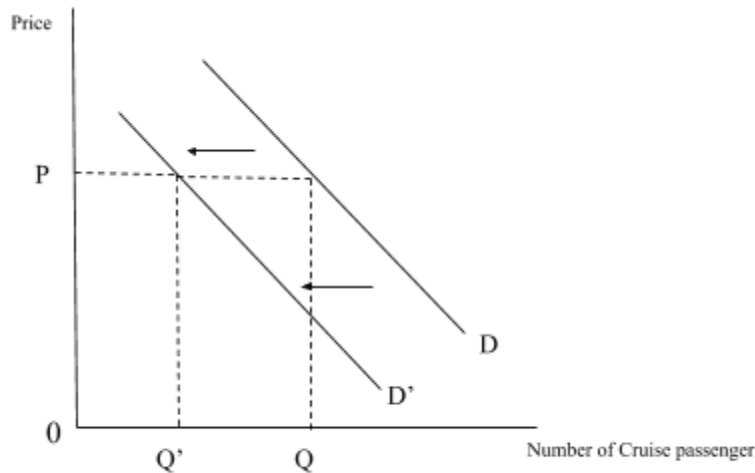
Table 4. The number of cruise passengers before and during the Trade War (2019) of 4 cruise companies.

Companies	Number of Cruise Passenger (Before)	Number of Cruise passengers (During)	Percentage Change (-%)
<i>Kobee Mirae Jet</i>	97500	30000	69.2%
<i>Panstar Cruise</i>	31392	19620	37.5%
<i>Tsushima Express Ferry</i>	22500	9000	60%
<i>Korea Ferry</i>	36000	15000	58.3%



Graph 4. Several bar graphs on the number of cruise passengers before and during the Trade War (2019).

Graph 4 shows a decrease in demand for trips to Japan from Korea. This data was obtained from the responses of 4 out of 7 companies surveyed. While Kobee Mirae Jet, Panstar Cruise, Tsushima Express Ferry and Korea Ferry all answered, 3 other companies (Pukwan Ferry, DAE-A Express and JR Kyushu Jet Ferry) did not respond citing confidentiality of information. The four responding companies, all answered item #3 “How many people use the service going to Japan in a month?” (Before the Trade war) and item #5 “In August, September, and October (2019), how many people used the service?” Specifically, where Kobee Mirae Jet initially had passengers numbering to 97,500 in the three months prior to the boycott, the same company indicated a drop to 30,000 passengers during the three months the boycott was in effect. Similarly, for Panstar Cruise, 31,392 passengers used to travel to Japan, yet during the boycott, the number of Cruise Passengers decreased to 19,620. To put those numbers in perspective for Kobee Mirae, there was a 69.2% decrease, while for Panstar there was a 37.5 % decrease. This implies that there is a huge decline in demand as shown in the number of passengers. Next company to interpret is Tsushima Express Ferry, before the trade war where Koreans have not been boycotting, the number of cruise passengers was 22,500. However, because of the rise in boycotts, the number of passengers of Tsushima Express Ferry has decreased to 9,000 people. As a result, 60% decrease was shown in Tsushima Express Ferry’s data. Finally, Korea Ferry was also affected. Before the trade war, the number of cruise passengers was approximately 36,000, but with the presence of the boycott, the number of cruise passengers has decreased to 15,000 that shows a 58.3% decrease.



Graph 5. The demand curve graph for Cruise tour industry from Korea to Japan

To further support, the demand for cruise service from Korea to Japan is shown by Graph 5. To begin, there is a shift to the left from Q to Q' which indicates a decrease in the demand for the cruise industry particularly from Korea to Japan during the boycott. Moreover, the demand curve graph also shows no changes in price (P) at all implying this demand curve is independent of the impact of price instead, is totally dependent on tastes/preference only.

Thus, using the Demand Theory, the outcomes above can be best interpreted to support the idea that it is not just price that determines demand, but also the current taste and preference of customers that does. This is further supported by data in Table 2 that indicates there was an average percentage change of -56.3%, or that the demand for the cruise industry decreased between August to October 2019. Notably, it was during these three months that the peak of the 2019 Japan-South Korea Trade Dispute particularly boycott Japan occurred.

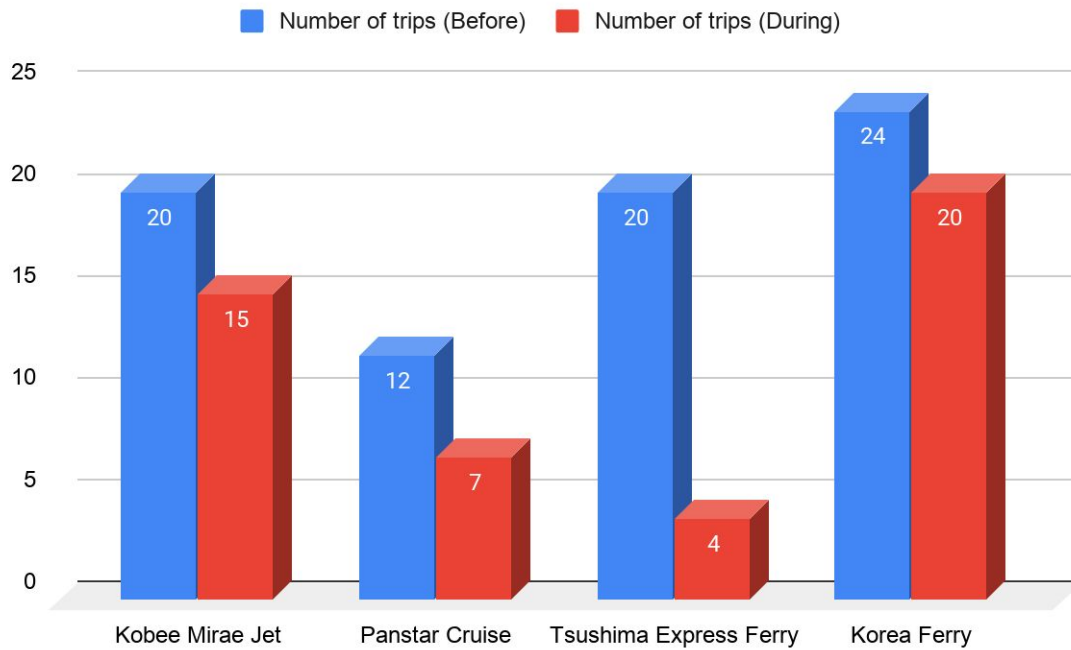
It could be argued that this decrease in demand was due to other factors like cheaper prices of airline tickets, or even cheaper costs to go to other destinations; however, relying on this analysis, the number of passengers or demand for cruise trips going to Japan seems to have

decreased because of the impact of the Trade Dispute that ultimately sparked the Korean boycott of Japanese goods and services.

Supply Theory

While the Demand Theory has been used in analyzing the impact of the boycott on the cruise industry, the Supply Theory, on the other hand, is another way to analyze the effect.

Table 5. The number of trips per month for each of the 4 responding companies before and during the Trade War (2019)			
	Number of trips(Before)	Number of trips(During)	Percentage change
Kobee Mirae Jet	20	15	-25%
Panstar Cruise	12	7	-40%
Tsushima Express Ferry	20	4	-80%
Korea Ferry	24	20	-16.7%

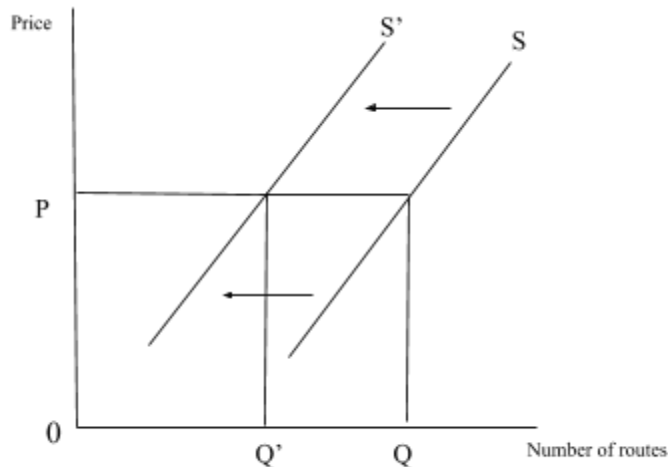


Graph 6. Several bar graphs on the number of trips before and during the Trade war (2019) of 4 companies.

Graph 6 and Table 5 show a decrease in the number of cruise round trips per month from Korea to Japan. The data is from the 4 responding companies that answered Question#2 (“Do you offer travel to Japan? If so, how many times in a day?”) and #5 (“In August, September, and October (2019), how many cancellations were there?”)

To sum up their responses, Kobbie Mirae Jet indicated that in the normal course of business, they often offered 20 trips in a month (before the boycott); but because of the impact of the trade war that led Koreans to boycott, the number of routes decreased to 15 trips a month. For them, there was a percentage change of -25%. As to Panstar Cruise, the number of routes decreased from 12 times to 7 times in a month (a percentage change of -40%.) Next, Tsushima Express Ferry showed the results of a decrease as well - from 20 times to 4 times a month with a

percentage change of -80%. Lastly, Korea Ferry also again showed a fall in the number of routes from 24 times to 20 times a month or a percentage change of -16.7%.



Graph 7. The supply curve graph for Cruise tour industry from Korea to Japan

Graph 7 indicates a decrease in the number of trips per month of the different cruise companies engaged in travel tourism from Korea to Japan. The price (P) remains the same even if the quantity of the number of trips had declined from Q to Q' . Even if the Supply Theory is not related with the price level, there is still a decrease in supply. Normally, supply decreases when there is an increase in price. However, this supply is connected to the non-price factor which is tastes and preference. Thus, the decrease in supply may be explained by the boycott against Japan which started to rise in August during the Korea - Japan Trade War when people started not to use the cruise services to travel to Japan.

Although other factors like ship inspections and deterioration of weather could have had an impact to decrease the number of routes and shift the supply curve to the left; basing it on the facts on hand, the decrease in demand is what led to the decline in supply.

Further Analysis of Data

Unemployment

Table.6 The responses of question #8 from 4 Cruise Companies.

	Kobee Mirae Jet	Panstar Cruise	Tsushima Express Ferry	Korea Ferry
#8: As a consequence of the trade war, was the size of the workforce affected?	YES	NO	YES	YES

Outside the microeconomic impact of the Trade Dispute in terms of Demand and Supply, another perspective to consider is the impact on Unemployment. Since demand and supply have decreased as shown in the previous analysis, unemployment naturally comes into the picture. When Cruise companies have fewer passengers applying for their cruise trips, there is a higher possibility that the cruise companies will not earn much compared to the times where the trade war has not yet occurred. Decrease in the number of passengers led to a decrease in supply which is represented by the number of cruise trips per month during the boycott.

Unlike collected data for the demand and supply analysis portion, unemployment data is qualitative. Based on table 6, the four companies answered #8 “As a consequence of the trade war, was the size of the workforce affected?” From the result, three companies except Pastar Cruise all had the same responses that workforce (employment) had been affected by the Trade

War as well as the boycott Japan - affected the income of the company. Yet, only Panstar Ferry had a different answer by saying that their workforce experienced no changes at all. Despite one company responding differently, the three other responding companies revealed their workforces were affected. From these answers, it is apparent that due to the Koreans boycotting travel to Japan, the employment of levels of those cruise companies was at a decline.

In short, unemployment rates increased. This kind of unemployment falls under “Cyclical unemployment” which occurs when overall demand for goods and services in an economy cannot support full employment (Grimsley, S). In terms of boycott, since the demand for the cruise industry decreased, the economic growth for the cruise industry naturally decreased, too. This led companies to have hard times in keeping the wages paid every month which then affected the feasible employment of each cruise company.

Of course, other factors could have affected unemployment. For example, when the demand for cruise companies going to Japan decreased, employees shifted to other services allowing them to maintain their workforce but in travel. Perhaps, since one company answered their workforce was unaffected, this may be because employees were reassigned. Nevertheless, unemployment, particularly for this research was aggravated by the Trade War which made the companies struggle in keeping the wages paid.

Conclusion

This research found various economic consequences of the boycott on the cruise industry particularly on round trips between Busan and Japan. From the results, economic impact includes the influence of non-price determinants (government policy, taste and preference as well as

substitute goods), demand and supply theory, and unemployment. Firstly, the rise in substitutes was due to the government policy and tastes and preferences changes with regard to Japanese goods and services. Specifically, demand for these declined most sharply during the Boycott on Japan. Second, with this decrease in demand, supply naturally decreased as well. This was due to fewer passengers so that companies struggled to keep the number of the routes the same; eventually leading to a decrease in trips. Lastly, because of the decline in demand and supply, ultimately unemployment increased as well since most companies could not earn as much as they did before the boycott Japan. Therefore, some of the employees had to shift or lose their jobs.

However, these conclusions could be interpreted in a more positive light: such as rather than just a decrease in demand to travel to Japan, there also has been an improvement in other aspects of local tourism for other destinations with these becoming in-demand substitutes. Similarly, unemployment in a particular region can bring an increase in employment in other areas.

It must be noted that there are some limitations that could be avoided in subsequent studies. Firstly, there were only 7 cruise companies which is not a huge number, so the answers might not be generalizable. Secondly, even if the number of companies was limited to 7 companies, some were hesitant to share information; consequently, the data from the responses might be subjective to those companies that provided the information. Lastly, this research does not consider other factors such as exchange rate, competition, government policy, and overall economic condition as it only focuses on specific factors; the impact of these other aspects could have been considered to make a wider discussion.

Thus, further research related to investigating the concepts of market failure may gather more information to understand this boycott in 2019. For instance, externalities could be connected to the impact of the Boycott on third parties that were drastically affected by the changes to the cruise companies. It is also encouraged to look at government's responses to this situation, and also strongly recommended to further expand this research within two years from 2019 where the impact of the boycott is still evident. This research could also look into other factors that affect demand for Japanese goods and services that may evoke social movements such as Boycott.

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Appendix

Appendix 1: Answers from the companies

<u>QUESTIONS</u>	Kobee Mirae Jet
1. What service do you offer?	대한민국 부산 ↔ 일본 대마도 히타카츠항 간 여객운송사업 / S.Korea Busan ↔ Japan Tsushima Hitakatsu port (passenger transportation industry)
2. Do you offer travel to japan? If so, how many times in a day do you offer? How many people used the service in a month?	현재 주 5일, 1왕복으로 운항/currently 5 days in a week, 1 round trip
3. How many people generally use the service in a month?	월 25,000명~40,000명 사이/ around 25000~40000 in a month/ midpoint: 32500
4. What are the reasons of cancellation before the Trade war?	기상악화, 긴급 및 정기선박검사 등의 경우 운항취소/ bad weather, emergency and regular ship inspection
5. In August, September, and October (2019) how many people used the service going to Japan?	약 10,000명/ approximately 10000
6. In those months, how many cancellations were there?	기존 항해보다 약 25%정도 감소했습니다. / Approximately 25% of the routines were cancelled.
7. Did the income decline? If so, how much in comparison to the previous?	수익에 대한 급감은 사실이며, 이전과 비교자료는 공개가 어렵습니다. / The sharp decline in income is true, but cannot provide comparative data.
8. As a consequence of the trade war, was the size of the workforce affected? Did it shrink?	저희 회사의 노동력이 피해를 입은건 사실입니다./It is true that our workforce was affected.
<u>QUESTIONS</u>	Panstar Ferry
1. What service do you offer?	저희 팬스타는 화물 및 여객운송업을 하고있습니다. / We, Panstar, are engaged in cargo and passenger transportation.
2. Do you offer travel to japan? If so, how many times in a day do you offer? How many people used the service in a month?	여객 및 화물로 진행하는 페리선으로는 부산 <-> 오사카 주 3회 서비스입니다. / The ferry line that runs by passengers

	and cargo is Busan <-> Osaka 3 times a week.
3. How many people generally use the service in a month?	당시 정원의 80%였던 이용률이 정원의 50% 정도로 하락했음을 참고하시면 될 것 같습니다. / 80% of the total passenger capacity which is 436 (TOTAL:545). 10464 people in a month
4. What are the reasons of cancellation before the Trade war?	정기 및 긴급선박검사 또는 기상이 악화등으로인해 운항취소를 합니다. / The service is often cancelled due to regular and emergency ship inspections or weather deterioration.
5. In August, September, and October (2019) how many people used the service going to Japan?	당시 정원의 80%였던 이용률이 정원의 50% 정도로 하락했음을 참고하시면 될 것 같습니다. / 50% of the total passenger capacity has decreased which is 163.5 (TOTAL: 545) 6540 people in a month
6. In those months, how many cancellations were there?	전이랑 비교하여 대략 40%정도 항해취소를 한것같습니다./ Compared to the previous one, I think I had about 40% of the regular sail was cancelled.
7. Did the income decline? If so, how much in comparison to the previous?	Did not answer
8. As a consequence of the trade war, was the size of the workforce affected?	변화는 없었습니다. / No changes at all.
QUESTIONS	Tsushima Express Ferry
1. What service do you offer?	우리 회사는 부산과 쓰시마 섬을 왕복하는 여객 운송에 종사하고 있습니다. / Our company is engaged in passenger transportation that offers round trip from and to Busan and Tsushima Island.
2. Do you offer travel to japan? If so, how many times in a day do you offer? How many people used the service in a month?	이 회사는 부산 <-> 쓰시마 섬에서 일주일에 5 번 운항하는 여객 운송으로 운영됩니다. / This company runs by passenger transportation which operates from Busan <-> Tsushima Island 5 times a week.
3. How many people generally use the service in a month?	대략 한달에 7500명 정도/ approximately 7500 people a month

4. What are the reasons of cancellation before the Trade war?	당사의 서비스는 기상 악화, 선박 결함 또는 정기 / 비상 점검으로 인해 취소하기로 결정합니다. / Our service decides to cancel due to the weather deterioration, ship defect or regular/emergency inspections.
5. In August, September, and October (2019) how many people used the service going to Japan?	대략 한달에 3000명 정도 / Approximately 3000 people a month
6. In those months, how many cancellations were there?	저희 선박 "블루 쓰시마"는 80% 정도 감소했습니다. / Our ship "Blue Tsushima" has 80% decrease in operation.
7. Did the income decline? If so, how much in comparison to the previous?	죄송합니다. 기밀 자료입니다. / sorry. It is a confidential data
8. As a consequence of the trade war, was the size of the workforce affected?	네, 저희 노동력이 영향을 받았습니다. Yes, the workforce has been affected.
<u>QUESTIONS</u>	Korea Ferry
1. What service do you offer?	저희 고려 훼리는 부산과 하카타 (후쿠오카)를 왕복하는 화물 및 여객 운송을 제공하는 회사입니다. / We, Korea Ferry is a company engaged with cargo and passenger transportation which offers round trip from to Busan and Hakata (Fukuoka).
2. Do you offer travel to japan? If so, how many times in a day do you offer? How many people used the service in a month?	부산 <-> 하카타 : 주 6 회. / Busan<-> Hakata: 6 times a week.
3. How many people generally use the service in a month?	대략 한 달에 약 12000 명. / approximately 12000 people a month.
4. Are cancellation common before the Trade war?	기상 악화 또는 긴급 / 정기 선박 검사로 인해 종종 서비스를 취소합니다. / we often cancel the service because of weather deterioration, or emergency/regular ship inspections.
5. In August, September, and October (2019) how many people used the service going to Japan?	한달에 약 5000 명. / around 5000 people a month.
6. In those months, how many cancellations were there?	일주일에 6 번 왕복 운행이 일주일에 4 회 단축되었습니다. / 6 times a week round

	trip was lessened to 4 times a week round trip.
7. Did the income decline? If so, how much in comparison to the previous?	알려드릴수없습니다. / Cannot be answered.
8. As a consequence of the trade war, was the size of the workforce affected?	사무 직원은 줄어들지 않았지만 여행 횟수가 줄어들어 선박 검사관과 같은 여러 직원이 선장에게 영향을 미쳤습니다. / office workers did not shrink, but since the number of trips decreased, several employees such as ship inspector, captain have been affected.
<u>QUESTIONS</u>	Pukwon Ferry
1. What service do you offer?	
2. Do you offer travel to japan? If so, how many times in a day do you offer? How many people used the service in a month?	
3. How many people generally use the service in a month?	
4. Are cancellation common before the Trade war?	
5. In August, September, and October (2019) how many people used the service going to Japan?	
6. In those months, how many cancellations were there?	
7. Did the income decline? If so, how much in comparison to the previous?	
8. As a consequence of the trade war, was the size of the workforce affected?	
<u>QUESTIONS</u>	JR Kyushu Jet Ferry
1. What service do you offer?	
2. Do you offer travel to japan? If so, how many times in a day do you offer? How many people used the service in a month?	
3. How many people generally use the service in a month?	
4. Are cancellation common before the Trade war?	
5. In August, September, and October (2019) how many people used the service going to Japan?	

6. In those months, how many cancellations were there?	
7. Did the income decline? If so, how much in comparison to the previous?	
8. As a consequence of the trade war, was the size of the workforce affected?	
<u>QUESTIONS</u>	DAE-A EXPRESS SHIPPING CO.LTD
1. What service do you offer?	
2. Do you offer travel to japan? If so, how many times in a day do you offer? How many people used the service in a month?	
3. How many people generally use the service in a month?	
4. Are cancellation common before the Trade war?	
5. In August, September, and October (2019) how many people used the service going to Japan?	
6. In those months, how many cancellations were there?	
7. Did the income decline? If so, how much in comparison to the previous?	
8. As a consequence of the trade war, was the size of the workforce affected?	