

論文の内容の要旨

論文題目 Land Property Rights and Their Impacts on Agricultural Economic Productivity: Case Study from Brazil

(土地所有権とその農業経済生産性への影響：ブラジルにおける事例分析)

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This research investigated agricultural productivity as a function of land property rights (LPR). The main objectives were to understand constraints to agricultural productivity, with an eye on rural development, and propose policy recommendations in order to mitigate these constraints. While this approach carries the primary assumption that land property rights represent an effective constraint to productivity, a more general hypothesis was set. Namely, that certain additional factors are needed in order to enable the impacts of LPR to take place. Literature review and early results hinted at two of such potential factors.

First, it became clear that LPR are not simply implanted in a region by the work of government agencies in a fully exogenous manner. One major driver of the evolution of LPR towards more secure forms is precisely the occurrence of the phenomenon that LPR strives to control: land conflicts. As land becomes scarce, with growing population or commercial interests, there is competition for it and more secure LPR are needed. One particular technology that has such effects in terms of population and commercial interests is transportation, which also attracts attention as one major policy for rural development. It is therefore hypothesized that transportation may constitute a necessary enabling technology for the realization of the impacts

of LPR.

Second, it is assumed that LPR, in the quality of an economic institution, has the effect of providing economic incentives which in turn influence agent's behavior. While agents are assumed to make decisions rationally, it became clear that such behavior only stands under specific circumstances, related to factors such as culture, education and traditions. Such circumstances may be particularly absent where farmers are concerned due to their contexts of poverty. Farmer's behavior, termed as mindset, potentially deviating from strict economic rationality has been hypothesized to represent one enabling condition for the impacts of LPR to happen.

This research evaluates these two hypotheses qualitatively and quantitatively. Its uniqueness lies not only in the setting of the hypotheses themselves, but in the data-intensive treatment that is made. The idea of existence of enabling conditions points to a holistic view of what would otherwise be a highly compartmentalized, potentially over-analytical approach to the complex problem of poverty, or rather, human development, here approximated by agricultural productivity. Moreover, in what respects the psychological dimensions involved in the concept of mindset, the quantitative treatment made in line with standard econometric approaches invites reflections about fundamental assumptions of economic theory, especially the postulate of rational decision-making. Both the holistic view of development and the consideration of farmer's mindset could contribute to the crafting of new policies aimed at rural development.

The methods applied include an international comparative analysis, a detailed case study conducted in the Municipality of Campos Lindos, in the State of Tocantins, Brazil and finally, interviews with experts in the field of rural development. Several econometric techniques were utilized in order to address different problems anticipated in different parts of the quantitative analysis. Finally, the study concludes that both transportation and farmer's mindsets have a significant intermediation role on the impacts of LPR on agricultural productivity, as hypothesized. The absence of such factors lead to the impairment of one or more of the mechanisms that connect LPR and productivity. Policy recommendations are finally presented, setting guidelines for future rural development programs. Several questions, however, were raised or remain unanswered and are presented and discussed in the conclusion chapter.