

YOHEI OKAWA

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Education

Ph.D.	Economics	University of Virginia	Expected May 2010
M.A.	Economics	University of Virginia	May 2006
B.E.	Mathematical Engineering	University of Tokyo, Japan	March 2003

Nationality and Visa Status

F-1 visa, Japanese.

Research Interests

Open Economy Macroeconomics, Asset Pricing, International Capital Mobility, Market Microstructure, Econometrics

Works in Progress

Heterogeneous Households and Financial Globalization

Abstract: Given the steady increase of foreign equity holdings in last three decades, this paper quantitatively evaluates the impact of the change of foreign equity holdings on welfare. This paper adds two features to the standard open economy dynamic general equilibrium portfolio choice model: heterogeneity in wealth within a country and gradual changes of costs of investing abroad. Since wealthier households have stronger incentives to participate in the foreign market than poorer households, majority of foreign stock is held by wealthier households. This fact is supported by the micro data. More households also participate in the foreign stock market over time because costs are decreasing. The welfare implication on the financial globalization can be very different for rich households, middle income households and poor households.

Gravity in International Finance (with Eric van Wincoop)

Publications

“Mass Car Ownership in the Emerging Market Giants” with Marcos Chamon and Paolo Mauro, *Economic Policy*, Vol. 23, Issue 54, pp. 243-296, April 2008

Abstract: The typical urban household in China owns a TV, a refrigerator, a washing machine, and a computer, but does not yet own a car. In this paper, we draw on data for a panel of countries and detailed household level surveys for the largest emerging markets to document a remarkably stable relationship between GDP per capita and car ownership, highlighting the importance of within-country income distribution factors: we find that car ownership is low up to per capita incomes of about US\$5000 and then takes off very rapidly. Several emerging markets, including India and China, the most populous countries in the world, are currently at the stage of development when such takeoff is expected to take place. We project that the number of cars will increase by 2.3 billion between 2005 and 2050, with an increase by 1.9 billion in emerging market and developing countries. We outline a number of possible policy options to deal with the implications for the countries affected and the world as a whole.

Professional Experience

International Monetary Fund, Research Officer, 2007 January – 2007 December

Nomura Research institute, Research Assistant, 2001- 2002

Awards

Predoctoral Public Policy Fellowship by Bankard Fund (2007-2008)

Murata Overseas Scholarship (2004-2005)

The Japan Scholarship (2003)

Matsuo Foundation Scholarship (1999)

Teaching Experience

Instructor: Principles of Microeconomics, 2007 - 2008

Teaching Assistant: Econometrics, Principle of Microeconomics

Research Assistant: Industrial Organization for Simon Anderson

Public Finance for Mariko Fujii in University of Tokyo

References

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