

Thai bureaucracy were interviewed in 1966 (the questionnaire and results of the main statistical operations are given in the Appendix pp. 287–316).

The main topic of Ernst Boesch's book is the typical (?) Asian dichotomy of traditional loyalty vs. modern obligations. Since Thai civil servants tend to compensate for a lack of achievement-motivation by particular dedication to their superiors, who themselves have to reciprocate this attitude of submissiveness in a paternalistic mode of behavior, an integrated training programme is proposed to enable them to function more efficiently in a modern hierarchical structure. According to the author there should be (1) programs to concretize problems of job-oriented communication, task-coordination and decision-making. (2) Civil servants should, furthermore, be trained in a proper understanding of the mechanisms and control-devices of a bureaucratic system. (3) A proper understanding of the clientele each bureaucratic agency has to deal with should be aimed at. (4) Yet central to the whole program is a detailed role-training of each civil servant so as to enable him to face the strains of an alien modern system of administration.

To be sure, this training advice is not to be understood as yet another westernization-attack on an indigenous social system. Ernst E. Boesch carefully tries to develop a synthesis in which traditional forms of face-to-face loyalty are blended with the needs of a bureaucratic decision-making machinery as required to cope with the problems of Thailand today.

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Jörn C. Fitter: *Der Einfluß der Verkehrsinvestitionen auf die wirtschaftliche Entwicklung Afghanistans* (Afghanische Studien Bd. 7), Meisenheim am Glan: Anton Hain, 1973. 131 pages, paper DM 25,80.

The Afghan government tried to stimulate economic progress by following a strategy of unbalanced growth, making social overhead investment the focal point of its development activities: Nearly 75 per cent of the total expenditure of the first and second Five Year Plan (1956–62, 1962–67) was directed towards infrastructure. In his study, Fitter tries to evaluate this policy by analyzing the communications system (which, with more than 50 per cent of the total social overhead investment, was the most forced infrastructure sector in this decade) under the aspect of its hitherto identifiable development effects and the question as to whether this investment provided not only the conditions, but also the expected incentives, for further direct productive activities.

After a brief description of the main outlines of the Afghan development policy in the past three decades and the basic data on regional distribution of population and of agricultural and industrial centres, Fitter concentrates mainly on a detailed comparative analysis of the capacity of the road transport system and the demand for road transportation. His main conclusions are: (1) Only a small part of the newly built roads are utilized to their full capacity; from the point of view of present and future needs only the north-south communication linking the Kabul industrial centre to the northern agrarian regions and the Pakistan boarder can be justified. (2) Until now the high investment in road construction has not attracted private investors in industry and agriculture. (3) This, and the negligence of direct productive investment by the government on the one hand, and the necessity of financing the major part of infrastructure projects by foreign aid and deficit spending on the other, caused growing inflation and the burden of high indebtedness to the aid-giving countries. (4) As a result of the decrease in public works which occurred with the accomplishing of most of the road construction projects at the end of the second Five Year Plan, the rate of unemployment grew again.

Fitter's study offers some important historical and statistical information to anyone who wants a glimpse of some of the basic development problems in a poor country like Afghanistan, as well as to those who are interested in empiric investigation of the doctrine of unbalanced growth, which in this special case assumed the concrete form of one-sided promotion of social overhead capital.

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