strip the increase in productivity by almost two to one in this region.

I was further impressed by the fact that those economies which are experiencing the so-called "take-off", have been launched from a firm agricultural foundation. Those countries recognized that their indigenous agricultural structures possessed the potential for immediate increases in income, and were careful to endorse what may be termed the "essentials of agricultural development". By this, I mean that they performed accurate analyses of their particular stage of development, ensuring that at least a minimum level of infrastructure, such as irrigation, flood control, feeder roads, etc., had been established. Having met those basic requirements, it then became expedient to focus attention on the more direct methods of increasing crop production; namely, fertilizers, increased crop varieties, insecticides, and so on. Moreover, it became apparent to those countries that the strategy of development was perhaps the most important phase of planning, since intensification of agricultural input is often nullified without at least a minimum of infrastructural groundwork.

This is not to say that agricultural development should be encouraged to the exclusion of industrialization. In fact, it would appear that complete integration of development planning is essential, if the nations of this region are ever to enjoy the well-balanced economies for which we all strive. For, increasing crop production depends integrally on the agricultural input industry for its fertilizers, chemicals, and machinery, and upon the agricultural output-processing industry for rendering the product more readily exportable. This includes facilities for milling rice, canning fruits and vegetables and a host of others.

Another application of integrated development, whereby countries endeavor to co-ordinate their development planning, is in the area of the multi-national project. One of the evils that plague this region is either the absence altogether or at least severe fragmentation of the market for a country's export produce. Just as agricultural planning demands considerable attention to the problems of marketing as an incentive to increase crop production, the manufacturing industries of Asia are facing a stagnating, if not shrinking market. Part of the problem stems from duplication of capital expenditures in several countries to establish industries whose products are already battling to enter a glutted marketplace.

The multi-national project provides a partial solution to this dilemma. This type of project has particular significance for the transportation industry. For example, a group of neighboring na-