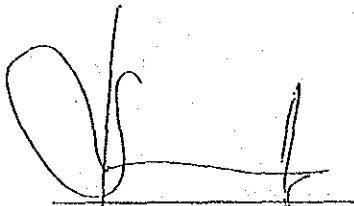


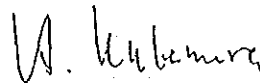
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SCOPE OF WORK
FOR
THE STUDY
ON
THE NATIONAL TRANSPORT PLAN
IN
THE POLISH REPUBLIC
AGREED UPON BETWEEN
THE MINISTRY OF TRANSPORT AND MARITIME ECONOMY
AND
THE JAPAN INTERNATIONAL COOPERATION AGENCY

WARSAW, 9th of NOVEMBER, 1990



Dr. Boguslaw LIBERADZKI
UNDERSECRETARY OF STATE,
THE MINISTRY OF TRANSPORT
AND MARITIME ECONOMY



Prof. Dr. Hideo NAKAMURA
LEADER OF THE PRELIMINARY
SURVEY TEAM,
THE JAPAN INTERNATIONAL
COOPERATION AGENCY

I. INTRODUCTION

In response to the request of the Government of the Polish Republic (hereinafter referred to as "the Government of Poland"), the Government of Japan has decided to conduct the Study on the National Transport Plan in the Polish Republic (hereinafter referred to as "the Study") in accordance with the relevant laws and regulations in force in Japan.

Accordingly, the Japan International Cooperation Agency (hereinafter referred to as "JICA"), the official agency responsible for the implementation of the technical cooperation programmes of the Government of Japan, will undertake the Study in close cooperation with the relevant authorities of the Government of Poland.

The present document sets forth the scope of work with regard to the Study.

II. OBJECTIVES OF THE STUDY

The objectives of the Study are:

1. to prepare a Master Plan for the National Transport Plan which will effectively encourage the economic restructuring toward free market orientation and the integration of Polish transport system into European and world systems from long term viewpoints, and
2. to propose the Priority Implementation Projects and Programmes in short/medium term perspective based on the above Master Plan, bearing in mind the importance of efficient and effective management and operation in the transport sector to support the economic structural transition in Poland.

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III. SCOPE OF THE STUDY

In order to achieve the objectives mentioned above, the Study shall cover the following items taking into account international trend.

1. Study on Future Economic Framework

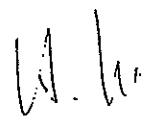
- 1) Analysis of National and Regional Economy
- 2) Review of National and Regional Development Plans
- 3) Analysis of Possible Economic Restructuring
- 4) Review of Future Economic Framework

2. Master Plan Study on the National Transport System

- 1) Analysis of Data and Information of the Existing Transport System
- 2) Transport Demand Analysis
- 3) Identification of Transportation Issues
- 4) Future Transport Demand Forecast
- 5) Transport Development Policy and Master Plan

3. Pre-feasibility Study on Priority Projects and Further Study on Priority Programmes

- 1) Priority Projects
- 2) Priority Programmes



IV. SCHEDULE OF THE STUDY

The Study will be carried out in accordance with the attached tentative schedule.

V. REPORTS

JICA shall prepare and submit the following reports in English to the Government of Poland.

1. Inception Report

Thirty (30) copies at the beginning of the field survey.

2. Progress Report

Thirty (30) copies within six (6) months after the commencement of the Study.

3. Interim Report

Thirty (30) copies within eleven (11) months after the commencement of the Study.

4. Draft Final Report

Thirty (30) copies within seventeen (17) months after the commencement of the Study.

The Government of Poland shall provide JICA with its comments within one (1) month after the receipt of the Draft Final Report.

5. Final Report

Fifty (50) copies within two (2) months after the receipt of the comments.

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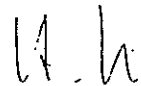
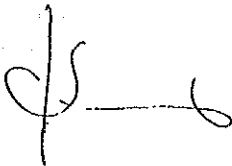
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VI. UNDERTAKING OF THE GOVERNMENT OF POLAND

The Ministry of Transport and Maritime Economy (hereinafter referred to as "MOTME") shall act as counterpart agency to the Japanese Study Team (hereinafter referred to as "the Team") appointed by JICA and also coordinating body in relation with other governmental and non-governmental organizations concerned.

1. In order to facilitate smooth conduct of the Study, MOTME shall take necessary measures in cooperation with the other relevant organizations as follows:

- (1) to permit the members of the Team to enter, leave and sojourn in Poland for the duration of their assignment therein, and exempt them from alien registration requirements and consular fees;
- (2) to exempt the members of the Team from taxes, duties and any other charges on equipment, machinery and other materials brought into Poland for the conduct of the Study;
- (3) to exempt the members of the Team from income tax and charges of any kind imposed on or in connection with any emoluments or allowances paid to the members of the Team for their service in connection with the conduct of the Study;
- (4) to bear claims, if any arises against the members of the Team resulting from, occurring in the course of, or otherwise connected with the discharge of their duties in the conduct of the Study, except when such claims arise from gross negligence or willful misconduct on the part of the members of the Team;
- (5) to secure permission for entry into private properties or restricted areas for the conduct of the Study;



- (6) to secure permission for the Team to take all necessary data and documents related to the Study out of Poland to Japan;
- (7) to provide the medical services as needed. Its expenses will be chargeable on the members of the Team;
- (8) to ensure the safety of the members of the Team when and as it is required in the course of the Study.

2. MOTME shall, at its own expense, provide the Team with the followings:

- (1) Available data and information related to the Study;
- (2) Counterpart personnel;
- (3) Suitable office space with office equipment in Warsaw and the Study area, if necessary;
- (4) Credentials or identification cards, if required.

VII. UNDERTAKING OF JICA

For the conduct of the Study, JICA shall take the following measures:

1. to dispatch, at its own expense, the Team to Poland;
2. to pursue technology transfer to the Polish counterpart personnel in the course of the Study.

VIII. CONSULTATION

JICA and MOTME shall consult with each other in respect of any matter that may arise from or in connection with the Study.

ANNEX

TENTATIVE STUDY SCHEDULE

Month	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
Work in Poland		[Bar]				[Bar]						[Bar]										
Work in Japan	[Bar]			[Bar]							[Bar]											
Submission of Report	▲ IC/R					▲ P/R					▲ IT/R							▲ DF/R			▲ F/R	

Note: IC/R...Inception Report
P/R ...Progress Report
IT/R...Interim Report
DF/R...Draft Final Report
F/R ...Final Report

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Minutes of Meeting

The JICA Preliminary Survey Team (JICA Team) for the Study on the National Transport Plan in the Polish Republic (Study), headed by Prof. Hideo NAKAMURA, visited Poland from November 4 to November 11, 1990 to discuss the basic framework of the Study with the Ministry of Transport and Maritime Economy (MOTME).

The followings are the main issues of the discussion on the Scope of Work (S/W) for the Study during the above period.

1. MOTME requested that the JICA Team should pay due attention to the followings in the course of the Study:

- 1) technical standards and regulations of European countries
- 2) prevailing documentation formats required by major international financial institutions

JICA Team took note of the above requests.

2. MOTME emphasized the importance and urgency of the Study. In this context, MOTME requested that the Study be started as soon as possible and be completed as early as possible without affecting the quality of the Study.

JICA Team replied that the Japanese side would make best efforts in shortening the 20-month period of the Study.

3. Both sides confirmed that the schedule attached to S/W is consistent with the schedule attached to T/R.

4. As to the interpretation of the contents of undertaking of the Government of Poland, both sides confirmed that MOTME should take necessary measures defined in Chapter 6 in accordance with, and within the scope of, applicable international and domestic laws, rules and regulations in force in Poland. If any specific doubt arises in the future concerning the interpretation of the contents, both sides shall consult and clarify the contents.

5. Both sides agreed that "restricted area" stipulated in para 1 (5) Chapter 6 of S/W shall not include state-secret areas and facilities.

6. MOTME requested to clarify the meaning of para 1 (8) of Chapter 6 of S/W. JICA Team explained that the Polish side should provide adequate information and assistance in emergency cases such as natural disaster and social disorder.

7. In the course of discussions of chapter 7 (UNDERTAKING OF JICA) of S/W, MOTME requested that the Japanese side consider the possibility of wider participation of Polish experts and organizations in conducting the Study. JICA Team replied that, if the participation of Polish experts and organizations is necessary, Japanese Study team will clarify the scope of the participation in the inception report and request MOTME to recommend suitable experts or organizations.

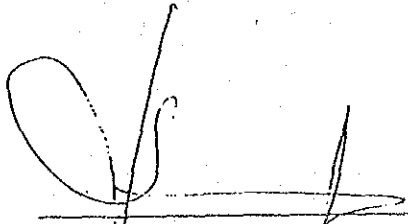
8. Both sides confirmed that "technology transfer" (mentioned in para 2 of chapter 7) is construed as to include transfer of "knowhow".

9. MOTME requested that the counterpart training in Japan and seminar in Poland be held in the course of the Study in order to pursue effective technology transfer. JICA Team stated that the request would be conveyed to the Government of Japan.

10. MOTME requested that necessary equipment such as facsimile, copy machine, wordprocessor, personal computer, be prepared by JICA for the smooth conduct of the Study. JICA Team also agreed to convey it to the Government of Japan.

11. Both sides confirmed that M/M and S/W be treated equally in terms of validity.

Warsaw, 9th of November, 1990



Dr. Boguslaw LIBERADZKI
Undersecretary of State,
The Ministry of Transport
and Maritime Economy



Prof. Dr. Hideo NAKAMURA
Leader of the Preliminary
Survey Team, The Japan
International Cooperation
Agency

List of Attendance

I. Poland Side

1. Prof. Bogusław LIBERADZKI - Undersecretary the Ministry of Transport and Maritime Economy
2. Tadeusz KULIKOWSKI - Director of the Department of Transport Systems
3. Adam KALINKOWSKI - Director of the Department of Foreign Cooperation
4. Bogdan CHUDZIAK - Director of the Department of Technics
5. Mieczysław BAJURSKI - Deputy Director of Department of Economics and Finances
6. Mirosław NAWÓJ - Deputy Director of Department of Transport
7. Tadeusz SUWARA - Deputy General Director of Public Roads
8. Zygmunt UŻALEWICZ - Deputy Director of Planning and Road Network
9. Józef GRAJEK - Chief Airport Inspector
10. Marek RĄCZKIEWICZ - Deputy General Director of P K P
11. Bonifacy SZYMAŃSKI - Deputy Director of Transport Directorate of P K P
12. Wojciech MISTERKA - Chief Expert of Department of Transport Systems
13. Grażyna LIBERADZKA - Expert of Department of Transport Systems
14. Otylia PABISIAK - Expert of Department of Transport Systems
15. Romuald BUCZEK - Chief Expert of Department of Foreign Cooperation
16. Czesław MASIKOWSKI - Chief Expert of Department of Foreign Cooperation
17. Michał BARTCZAK - Chief Expert of Department of Technics

- | | |
|-------------------------|--|
| 18. Mariusz GRZYBOWSKI | - Chief Expert of the Department of Foreign Cooperation of P K P |
| 19. Krzysztof JAWORSKI | - Chief Expert of Department of Maritime Policy |
| 20. Henryk ŻWIRKO | - Chief Expert of General Inspectorate of Civil Aviation |
| 21. Mieczysław PACHOCKI | - Expert of Department of Technics |
| 22. Stanisław ROMAŃSKI | - Expert at Research Insitute of Transport Economics /RITE/ |

II. Japanes Side

- | | |
|----------------------------|--------------------------------------|
| 1. Prof. Hideo NAKAMURA | - Team Leader |
| 2. Mr. Hiroshi UEDA | - member - Shipping & Port |
| 3. Mr. Yukio KATOH | - " - - Railway. |
| 4. Mr. Harumoto OGAWA | - "- - Air Transport |
| 5. Mr. Kunihiko TAKADA | - "- - Road Economy |
| 6. Mr. Hideo MATSUDA | - "- - Road |
| 7. Mr. Masayoshi TAKAHASHI | - "- - Economic Survey |
| 8. Mr. Keizo KAGAWA | - "- - Coordinator |
| 9. Mr. Akira HARA | - First Secretary, Embassy of Japan |
| 10. Mr. Satoru TAKAHASHI | - Second Secretary, Embassy of Japan |

附屬資料2. 要請書・対処方針

TERMS OF REFERENCE
FOR
THE STUDY ON
THE NATIONAL TRANSPORT PLAN
IN
THE POLISH REPUBLIC

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5. UNDERTAKINGS OF THE GOVERNMENT OF POLAND	83

I. INTRODUCTION

Poland has been in a drastic economic restructuring process in recent years from a planned economy to a free market economy.

It is envisaged that this restructuring will entail in the coming years that:

- a number of socialized and private enterprises will be established all over the country;
- these enterprises will require logistic and marketing system responsive to their production and sales activities;
- due to some lack of raw or intermediate materials for domestic production, import logistics including inland transport system should be improved with a view to encouraging domestic production;
- intermodal coordination should be pursued so as to minimize the time and cost incurred to the logistics and distribution of their products;
- transport industry should become more efficient to comply with the cost consciousness of enterprises; and
- to cope with a general tendency of urbanization, urban transport system should be improved to effectively accommodate the urban transport demand.

Improvement of the transport system including both infrastructure and services is thus an urgent requirement of the country to facilitate the economic restructuring. The existing transport system needs to be totally reviewed in view of the possible change of economic structure and the resultant change of transport demand.

2. OBJECTIVES OF THE STUDY

Based on the above background, the objectives of the study are:

- 1) to prepare a Master Plan for the National Transport Plan which will effectively encourage the economic restructure toward free market orientation from long term viewpoints;
- 2) to propose the Priority Implementation Projects and Programs in short/medium term perspective based on the above Master Plan; and
- 3) to facilitate technology transfer to the Polish counterparts through the study.

3. SCOPE OF THE STUDY

3.1 General

Railway and road transport have been playing an important role in Poland: Density of railway network reached as high as 8.6 km per 100 square kilometer which was the third highest density in the world in 1987: Density of road network accounted for 1.09 km per square kilometer which was higher than those of the neighbouring countries in East Europe although it is slightly lower than West Germany of 1.98, England of 1.53, and France of 1.46: It can be inferred that railway and road networks have been well developed in quantitative terms:

The most important issue of the transport sector is, most likely, lack of economic efficiency in terms of investment, maintenance, and operation: This is a conspicuous characteristic of the planned economy: An emphasis should be placed on the way how the efficiency could be improved in each mode of transport as well as intermodel coordination so as to be responsive to the transport demand of the free market economy taking into account the European and world trends: A primary attention should be paid to the maximum utilization of the existing transport facilities and services through rehabilitation, maintenance and institutional rearrangement in view of the well developed transport network as well as the present budgetary constraints.

3.2 Major Items of the Study

The study comprised three major components : (1) study on establishment of future economic framework; (2) master plan study on the national transport system; (3) pre-feasibility study on priority projects and further study on priority programs.

1) Study on Establishment of Future Economic Framework

- (1) Analysis of National and Regional Economy
 - population growth of the country and regions in the past
 - economic growth of the country and regions in the past
 - change of the sectoral employment of the country and regions in the past
 - change of land use of the country and regions in the past
- (2) Study of National and Regional Development Plans
 - population policy in terms of growth, regional distribution and urbanization
 - national economic plans including agriculture, mining manufacturing, energy, services, etc.
 - regional development plans including agricultural development and industrial locations
 - transport development plans including railway, road, sea port, inlandwater way and airport
- (3) Analysis of Possible Economic Restructuring
 - discussions with Central Planning Office and others
 - review of economic restructuring scheme prepared by IMF, IBRD and others
 - possible schedule of the industry sub-sector to move from the planned economy to the free market economy
- (4) Establishment of Future Economic Framework

Future economic framework will be established based on the above analyses and studies with the consideration to possible staged transition from the planned economy to the free market economy.

2) Master Plan Study on the National Transport System

(5) Analysis of Data and Information of the Existing Transport System

- Railway : railway line, rolling stock, train operation, passenger and cargo transport, fare level, investment and maintenance, employment, financial situations etc.
- Road : road classification and standard; road network; traffic volume, investment and maintenance, cost recovery measures, etc.
- Road Transport : Number of registered vehicles by type; cost of vehicles, domestic vehicle production, transport companies, passenger and cargo transport, fare level, rules and regulations, etc.
- Sea Port and Inlandwater Transport: name, location, facility and capacity, vessel calls; cargo handling volume; number of passengers carried, investment and maintenance, port charges; financial situations, etc.
- Shipping : shipping companies, rules and regulations, vessel composition; major routes, seafarers, fare level; financial situations etc.
- Air Transport : name of airports, location; facility and capacity number of passengers, cargo handling volume, aircraft, major routes, fare level, air transport companies, rules and regulations, investment and maintenance, financial situations etc.
- Pipeline : location, facilities; capacity, handling volumes, investment and maintenance; etc.
- Intermodal Coordination : highway connection with railway; seaport, inlandwater port and airport, unit load system, roll on and roll off system, intermodal transporters through bill of lading, etc.
- Problems of environment protection in the transport system

(6) Transport Demand Analysis

- Traffic volume survey at major railway stations, on major highway sections, at major ports and at major

airports

- Origin and destination survey at some selected locations of the above traffic volume survey, and with major producers of agricultural and manufacturing products
 - Identification of present transport demand by establishing present origin and destination matrices of cargoes and passengers, including their international transport
- (7) Identification of Transportational Issues
- transport demand and supply analysis
 - analysis of transport service quality in terms of time, cost and reliability
 - analysis of transport service cost
 - institutional issues
 - criteria of modal split
- (8) Future Transport Demand Forecast
- establishment of alternative development scenario based on the future economic framework
 - future transport demand forecast in terms of total demand; distribution between regions, modal split and route assignment
- (9) Transport Development Policy and Master Plan
- identification of expected bottlenecks and issue to be tackled through comparison between the existing transport infrastructure and future transport demand
 - prospect of available funds and institutional rearrangement
 - establishment of transport development policy including criteria setting for project and program selection
 - establishment of transport development master plan including priority projects and programs by the year 2005
 - establishment of recommended projects and programs for further study

3) Pre-feasibility Study on Priority Projects and Further Study on Priority Programs

(10) Priority Projects

- demand analysis
- cost estimate
- implementation schedule
- evaluation of projects through economic and financial analysis
- recommendations for project implementation

(11) Priority Programs

- rules and regulations for transport services
- encouragement of private participation in transport services
- fare level setting in view of cost recovery
- organizational restructuring for efficient operations
- intermodal coordination

4. SCHEDULE OF THE STUDY

The Study will be carried out in accordance with the attached tentative schedule.

5. UNDERTAKINGS OF THE GOVERNMENT OF POLAND

The Ministry of Transport and Maritime Economy (hereinafter referred to as MOTME) shall act as counterpart agency to the Japanese Study Team appointed by JICA also a coordinating body in relation with other governmental and non-governmental organizations concerned:

1) In order to facilitate smooth conduct of the Study, MOTME shall take necessary measures in cooperation with the other relevant organizations as follows .

- (1) to permit the members of the Japanese Study Team to enter, leave and sojourn in Poland for the duration of their assignment therein and exempt them from alien registration requirements and consular fees;

- (2) to exempt the members of the Japanese Study Team from taxes, duties and any other charges on equipment, machinery and other materials brought into Poland for the conduct of the Study,
 - (3) to exempt the members of the Japanese Study Teams from income tax and charge of any kind imposed on or in connection with any emolument or allowance paid to the members of the Japanese Study Team for their service in connection with the conducting of the Study;
 - (4) to bear claims, if any arises against the members of the Japanese Study Team resulting from, occurring in the course of or otherwise connected with the discharge of their duties in the conducting of the Study, except when such claims arise from gross negligence or willful misconduct on the part of the members of the Japanese Study Team;
 - (5) to secure permission for entry into private properties or restricted areas for the conduct of the Study;
 - (6) to secure permission for the Study Team to take all necessary data and documents related to the Study out of Poland to Japan;
 - (7) to provide the medical services as needed (its expenses will be chargeable on members of the Japanese Study Team);
 - (8) to ensure the safety of the members of the Japanese Study Team when and as it is required in the course of the Study.
- 2) MOTME shall, at its own expenses, provide the Japanese Study Team with the followings :
- (1) Available data and information related to the Study;
 - (2) Counterpart personnel;
 - (3) Suitable office space with office equipment in Warszawa and the study area, if necessary;
 - (4) Credentials or identification cards, if required.

Tentative Schedule of the Study

MONTH	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
MAJOR ITEMS																				
(1) STUDY on ESTABLISHMENT of FUTURE ECONOMIC FRAMEWORK																				
(2) MASTER PLAN STUDY on the NATIONAL TRANSPORT SYSTEM																				
(3) PRE-FEASIBILITY STUDY on PRIORITY PROJECTS and FURTHER STUDY on PRIORITY PROGRAMS																				

ポーランド国総合交通計画対処方針

本件要請書は4月に派遣された、「運輸、交通、環境分野プロジェクト形成調査団」との協議により作成されたものであり、「ポ」側も本調査の調査項目について基本的に了解していることから、S/W内容の本質的な変更はないものと思われるが、現地事情が流動的であるので、下記のとおり対処することとする。

記

1 調査内容

T/Rの調査内容は詳細かつ幅広い事項にわたっているが、本格調査の実施にあたっては限られた人員と期間を考慮し、効果的な調査を実施するため、調査の重点をおく事項について先方と協議し、ミニッツで確認することとする。

2 経済調査

「全国・地域開発計画」「将来経済フレームワーク」については、ポ側より提供を受け調査団が「評価」するとしているが、先方の要望が強い場合には要請書原案の「調査」及び「策定」にすることが出来る。

3 調査日程

調査期間は20カ月とするが、先方との協議により、調査内容を判断して、弾力的に対応することとする。

4 報告書

報告書の作成部数は30部（最終報告書は50部）とするが、関係者が多いことから増部を要望された場合には必要に応じて変更できるものとする。

5 技術移転

研修員受入、セミナー実施の具体的な要請があった場合、その内容をミニッツに記載することとする。

6 機材供与

本格調査実施にあたり、現地に車両、パソコン等機材の要請があった場合には、その内容を確認し、必要と判断される場合にはミニッツに記載することとする。

7 守秘義務

先方政府が調査報告書の取り扱い、調査で知り得た情報について守秘義務を要求した場合には、その期間を調査開始後5年間程度とし、ミニッツにて対応することとする。

8 その他

現地にて協議の結果、上記以外の事項で先方よりS/Wの変更を求められた場合、その内容が本質的な変更、若しくは調査経費に多大な影響を及ぼすような変更がある場合には、請訓の上その回答を待って対処することとするが、それ以外の軽微な変更等については調査団の判断で対処し得るものとする。

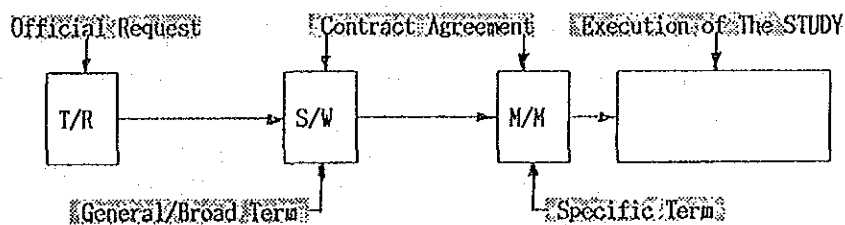
以上

PRACTICE OF AGREEMENT FOR IMPLIMENTING THE DEVELOPMENT STUDY
UNDER THE TECHNICAL COOPERATION PROGRAM OF JAPANESE GOVERNMENT

The following practices and definitions will be complied with the STUDY.

1. Term of Reference (T/R) is an official document issued by Polish Governmet for clarifying the contents of the requests of the STUDY accomplished by JICA.
2. Scope of Work (S/W) would be an official agreement on the STUDY to be conducted by JICA which constitute cotract bases between Polish counterpart (MOTME) and JICA in broad term. S/W has been approved officially by Japanese Government and JICA after reviewed by them. Therefore, it is rather difficult to amend the main framework of S/W. Accordingly, Minutes of Meeting (M/M) would play its supplimental roles.
3. M/M suppliments S/W in order to clarify and covenant specific agreements reached between MOTME and JICA after discussing S/W.

Schematic Sequence of Contractual Framework of The STUDY



Object of the Preliminary Survey Team (S/W team)

Preliminary survey team is dispatched to sign the Scope of Work (S/W) to conduct the Study on the National Transport Plan (Study) in the Polish Republic under JICA's technical cooperation programme for responding official request of Polish Government through diplomatic channel.

The members of S/W team are composed of officials of the Government of Japan and its affiliated organizations assigned by JICA.

Main tasks of S/W team during staying in Poland this time are:

- 1, to familiarize the national development policy, priority areas to be developed and financing arrangement for each project under the rapidly changing socio-economic environment in Poland.
- 2, to dialogue the basic framework of the Study and conclude S/W for signing after confirming the need of the request and deepening to know the background and contents of the request in terms of the scope of the Study, implementation schedule and duration, etc.
- 3, to visit potential project sites and related facilities and exchange views with relevant government agencies, etc.
- 4, to collect necessary information and data for further implementation of S/W.
- 5, to settle the necessary arrangements for conducting the Study in efficient manner.

S/W team returns to Japan and prepare the preliminary survey report which is included the specification to bid the consultants.

Main works of S/W team in Japan is;

- 1, to establish the guide line of the Study,
- 2, to examine the assignment of the Study team members,
- 3, to estimate the resource allocation (man month, etc.) of the Study,
- 4, to formulate the utilization of the equipment and local consultant for the Study if necessary,

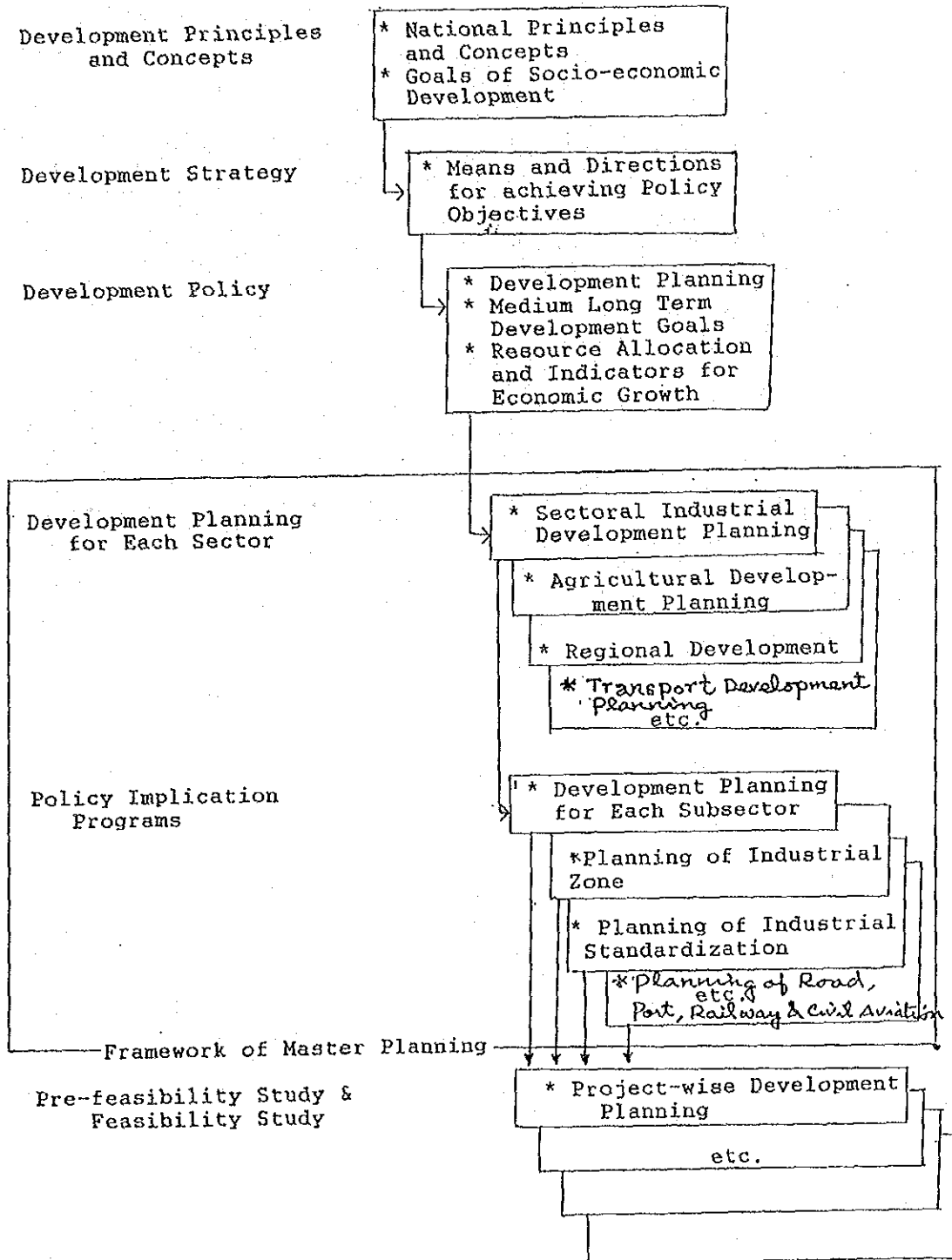
JICA allocates the budget for the Study.

The Study team is selected through the process of competition by technical proposal among the consultants;

JICA makes contract with the award consultant and dispatches the Study team composed of awarded consultant to Poland to carry on the Study.

S/W team is reorganized as Advisory team to assist the Study team.

Role and Function of Master Plan in National Development Planning



M/P : Master Plan Study

It is a study to formulate a basic development plan which indicate sectoral and/or subsectoral development plans and policy implementation programs. It is essential at the initial stage of socio-economic, sectoral, subsectoral, regional, and comprehensive development planning and integrated projects.

F/S : Feasibility Study

It is divided into two nature of studies in a broad sense : pre-feasibility study and feasibility study. Difference between two is the scope and preciseness of study.

Feasibility study is a study to research the possibility, ^{social impact} ~~property~~, and investment effect of the project. It is carried to prove that the project is feasible socially, technically and economically and financially.

Besides, goods as a result of the project is one important factor that policy makers use to judge the feasibility of the project in the country. It is also data of investigation that international financial institution use to judge the property of the project loan.

Undertaking of MOTME

Based on the report of the S/W Team, JICA selects a consultanting firm by assessing proposals by several consulting firms invited by JICA in order to conduct the study. Then, the consulting firm prepares the inception report in which a concrete study approach, method, study plan, undertaking and other matters are described for consultations with the MOTME to fulfil S/W and M/M .

It is difficult to show the exact numbers and assignment time of Team members before examining the proposals submitted by them.

However, it is assumed that the maximum number of Team members may be approx 15 in the same time in Poland. The daily business of the Team members are rather field work (outdoor survey) in fact finding stage which is necessary to know and understand current Polish situation. Team may employ some supporting staff such as interpreter and secretaries. To consider the situation, it is enough to arrange an office space for 10 to 15 persons with desks, chairs, locker, lighting equipment etc in MOTME.

Additionally, it is required one meeting room for 20 -30 persons to discuss within the Team and with counterpart.

Also, it is necessary to arrange 5 telephone lines for local call and 1 line for international call with facsimile connection.

附屬資料3. 先方政府提出資料

1) General

- G-1. Rocznik Statystyczny 1989 - The Yearbook of Statistics 1989
- G-2. Maly Rocznik Statystyczny 1989 - The Small Yearbook of Statistics 1989
- G-3. Polska Dane Statystyczne 1989 - The Statistic Data of Poland 1989
- G-4. Maly Rocznik Statystyki Miedzynarodowej 1990 - The Little Yearbook of International Statistic 1990
- G-5. Rocznik Statystyczny Wojewodztwa Jeleniogorskiego 1989 - The Yearbook of Statistics of Voivodship Jelenia Gora
- G-6. Gospodarka Swiatowa i Gospodarka Polska w 1989 Roku - The World Economy and the Polish Economy in 1989
- G-7. City Map Transport System 1:26,000
- G-8. Mapa Administracyjna - Administrative Map 1:750,000
- G-9. Atlas Geograficzny Polski - Geographical Atlas of Poland
- G-10. Premises of Choice of the Long-term Country's Development Strategy
- G-11. Country's Spatial Utilization Plan
- G-12. Kierunki Polityki i Program Rozwoju Transportu do 2005 - Guide-lines on Policy and Transport Development Program to 2005

G-13. PeKaes

G-14. Topo Map at Scale of 1:50,000 for the Cities of Warszawa, Gdansk/Gdynia, Szczecin, Katowice, Wroclaw, Lodz, Krakow and Poznan

2) Road Transport Sector

H-1. Samochodowa Mapa Polski - Road Map of Poland
1:750.000

H-2. Klasyfikacja Drog -Definicje - Classification of Roads - Definitions

H-3. Drogi Miedzynarodowe w Polsce - International Roads in Poland

H-4. Motorways and Expressways Roadnetwork Planned System

H-5. Public Roadnetwork According to the Stand on December 31,1989 -Siec Drog Publicznych wg Stanu 31 Grudnia 1989

H-6. Autostrady i Drogi Ekspresowe wg Stanu 1989. 12.31 - Motorways and Expressways According to the Stand on 1989.12.31

H-7. Srednioroczny Dobowy Ruch Pojazdow Samochodowych na Sieci Drog Krajowych w 1985 Roku - Year-average Vehicle Traffic in 24 Hours in the Network of National Roads in 1985

H-8. System Ochrony Stanu Nawierzchni SOSN" Wytuczne Stosowania - Pavement Protection System - Guidances

H-9. Mapa Sieci Drog Krajowych - Map of the National Road Network 1:500,000

H-10. Trans-European N-S Motorway

H-11. Public Road Expenditure

H-12. Organizatiin of Public Road Management

H-13. Organization of Public Road Employment

- H-14. Design Standard for Motorway
- H-15. Design Standard for Public Road
- H-16. Peak Hour Traffic in Warszawa
- H-17. Kompleksowe Badanie Ruchu - Complex Traffic Survey
- H-18. Kompleksowe Badanie Ruchu - Complex Traffic Survey
- H-19. Road and Bridge Construction Export Enterprise

3) Air Transport Sector

- A-1. Polish Airports
- A-2. Number of Passengers, Number of Air Operations
- A-3. Rozklad Lotow - Aviation Time-table
- A-4. Aeronautical Information Publication

4) Railway Transport Sector

- R-1. Polish State Railway
- R-2. Organization of PKP
- R-3. Railway Network
- R-4. Przewozy Ladunkow wg Rodzajow Komunikacji w Latach 1979-1989 - Railway Freight Transport According to Kinds of Communication 1979-1989
- R-5. Wykonanie Przewozow Wszelkich - All Kinds of Railway Transport
- R-6. Cargo Transport
- R-7. Passenger of Standard-Gauge Railways
- R-8. Passenger Transport in Major Depot
- R-9. Passenger Transport by Class and Distance and Tariffs
- R-10. Passenger Transport by Voivodships

- R-11. Passenger Transport in Urban Areas
- R-12. Passenger Transport by Interregional and International Transport
- R-13. Information of locomotive
- R-14. Revenue and Expenditure
- R-15. European Agreement on Main International Railway Lines (UNDP)
- R-16. Railway Signalling (IBRD)
- R-17. Sieciowy Rozklad Jazdy Pociagow PKP - Time-Table of the PKP Network
- R-18. Sluzbowy Rozklad Jazdy Pociagow Pasazerskich i Towarowych - Duty Time-Table of Passenger and Freight Trains
Zeszyt II - 44 - Booklet II - 44
- R-19. Zeszyt I - 26 - Booklet I - 26
- R-20. Zeszyt I - 7 - Booklet I - 7

5) Sea Transport Sector

- P-1. Lat Dzialalnosci - Years of Activity
- P-2. Polish Export of Major Foreign Trade Freights by Seatrtransport in 1985/1986
- P-3. Polish Import of Major Foreign Trade Freights
- P-4. General Cargo in Containers in the Year
- P-5. Plan of Gdansk
- P-6. Plan of Gdynia
- P-7. Plan of Szczecin
- P-8. Plan of Swinoujscie
- P-9. Port of Gdynia
- P-10. Szczecin, Swinoujscie Seaport Complex
- P-11. International Forwarders

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