

LAGERKVIST & PARTNERS

Estocolmo, Helsinki, Bruselas, Milán, Londres, Tallinn,
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ARCHIVO

Santiago, 24 de Marzo de 1993

Señor
Carlos Bascuñan Edwards
Gabinete Presidencial
Palacio la Moneda
Presente

REPUBLICA DE CHILE			
PRESIDENCIA			
REGISTRO Y ARCHIVO			
NR.	93/6251		
A:	24 MAR 93		
P.A.A.	<input type="checkbox"/>	R.C.A.	<input type="checkbox"/>
C.B.E.	<input checked="" type="checkbox"/>	M.L.P.	<input type="checkbox"/>
M.T.O.	<input type="checkbox"/>	EDEC	<input type="checkbox"/>
M.Z.C.	<input type="checkbox"/>		

Estimado Carlos,

Mediante la presente, me complace informar que la nieve en Estocolmo ya se desvanecieron y la primavera llegó con toda su fuerza.

La persona quién estará en contacto con Ud. es el Sr. Lars Olov Brillioth de nuestra Empresa Lagerkvist & Partners AB de Estocolmo.

Para más información, adjunto a la presente :

- a) El Convenio de Cooperación entre La Dirección General del Territorio Marítimo y M.M. y B.B.K. Architects & Engineers. Esta Empresa Sueca se encuentra actualmente en este instante trabajando con los proyecto en la Bahía de Valparaíso.
- b) Fotocopias de dos correspondencia dirigido por nuestro CEO, Sr. Magnus Lagerkvist a su Excelencia Don Patricio Aylwin y al Sr. Ministro Hurtado.

Ambas cartas no fueron correspondido pero para mi opinion estas siguen siendo válido.

Aprovecho desearle un buen viaje y como tambien deseando lo mejor posible de nuestro apoyo para su asistencia a nuestro país.

Sinceramente,



Johnny Steen
LAGERKVIST & PARTNERS CHILE LTDA.

LAGERKVIST & PARTNERS AB

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JS⁶

PERSONAL AND CONFIDENTIAL

His Excellency the President of Chile
Mr Patricio Aylwin
Palacio de La Moneda
Bandera 52
SANTIAGO
Chile

DHL - Kurier

Stockholm, June 11, 1991

Yours Excellency,

Lagerkvist & Partners is an international strategic management consultancy firm, operating in Scandinavia, Europe, and through our partners, throughout the world.

We have at the end of last year also started an office in Santiago de Chile.

We are basically working with strategic analyses for big international firms as well as mergers and acquisitions on a world scale.

We have through our activities in Chile, had discussions with a lot of people in Chile about the future of companies operated by the state. We have been talking with the management of Corfo, Mr Tironi, as well as the financial director of Corfo, Mr Foxley. We are also aware of the fact that there has been a debate in Chile about the selling out of state-owned companies, where some have had the opinion that the pricing of the companies have been too low. In some respects there has also been opinions that the price-settings could have been too high to make it possible for the new owner to operate effectively in the future, without the burden of a capital investment too high.

These debates have been going on in other countries in Latin-America as well. I think this is inevitably the case, or was, when the state is moving into a privatisation programme.

As you probably know, these debates have been going on for example in the United Kingdom, where the state has faced the same type of criticism and comments, around

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the proper price-setting, but also to whom the state-owned companies have been sold out. Some think that they should be sold out to the open market in small lots. Others think that especially the big companies need strong private owners. This means that there has to be a private placement to a few actors, who will be able to handle the companies in the future.

We have been through this process also in Scandinavia, especially in Sweden, and we have had the same sort of debate here also.

Since everything the government does will be in the limelight, I think you cannot avoid criticism or debates around the measures taken from the state.

Out of the international experience from different states, you can say that some patterns are repeating themselves. First of all, in some states smaller companies and bad governed companies have been sold out first. Then they have been restructured by the new owners and turned into profitability. After some years you then get comments that the state sold the companies too cheap. It should have been better that the state has restructured them and turned them into better profit, before selling them out.

When it comes to the bigger companies, or companies like telecommunication, water supply, etc, there has been questions whether these types of companies should be sold out or at least kept by majority of the state also in the future.

We have gained a lot of experience thorough the years of these types of questions, and we think that it is important to make a thorough analysis to have a firm strategy how to handle the outselling of the state-owned companies.

Just to give you some information about our thinking, we have experienced that sometimes it is better to sell out the best governed companies first, and get a good price for them. Use some of this money to restructure the less profitable companies, in order to sell them out afterwards. Regarding the price-setting it is easier to defend the measures taken if you control the analyses and judgements yourself. Just to hand it over to a merchant bank or a consortium of merchant banks, can mean that you hand over too much of the decision to them and cannot, in fact, control the process.

It is also the case that sometimes the banks are more loyal to their future customers, the private-owned companies and conglomerates, more than necessary. Of course, you always have to judge the possibility to get the deal done and get as good a price as possible. We therefore think it could be useful for you to make

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an over-all study of the possibilities, the tempo, the prices, and the measures of how to sell out parts of the companies, or all-in-all. We hereby mean the state-owned companies you now are planning to sell out, or at least considering to sell out, to the private sector.

We are writing to you as we understand that these are questions of such magnitude, that they normally in the end will fall on your table.

If you consider this an interesting matter on your part, we think it could be of mutual interest to have a discussion around these questions the next time I am in Chile. In the meantime, our Managing Director in Chile and his people can have preparatory discussions with your people, if you think this is a useful way to pursue the matter.

Sincerely yours,

~~LAGERKVIST & PARTNERS-AB~~

Magnus Lagerkvist

Encl: Brochure

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Ministro de Obras Publicas
Carlos Hurtado Ruiz Tagle
Ministerio de Obras Publicas
Morande 59, 6 Piso
SANTIAGO
Chile

DHL - Kurier

Stockholm, June 11, 1991

Dear Sir,

We appreciated very much that you had the opportunity to receive us when I was in Santiago. Although we did not have so much time, I hope that we were able to give you some of our views, especially on the BOT (Build, Operate and Transfer) possibilities, regarding some of the more important investment projects in Chile.

Just to conclude our discussion, I want to summarize some of our main points:

- 1 The BOT concept can be a very effective way to get investments implemented. It means that the builder takes the full responsibility for building and construction of the project as well as financing. During a prescribed period of time they are then operating the project, be it a road, a port, a purification plant for Santiago water, e.g. After a certain period of time it is transferred to the state or the municipality, or the owner of the land.

There is some important matters to pinpoint, though, when it comes to BOT projects. The operator or builder must have full control over the project from the start until the transfer has taken place. This means also that a contract must conclude an agreement on pricing in such a way that the builder or operator can be sure that they can get their money back, at least if the development of the traffic or, whatever it is, is normal.

Of course, there is always a risk that something will happen, which for example lower the flow of traffic, or in other ways disturbs the project during the operational phase. This risk the

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operator or the builder has to take, but otherwise in a state of "business as usual", they must be sure they can get their money back with profit.

This normally constitutes a problem in the negotiation phase. The buyer or the client on its side must have some measures to control that the project is not overpriced, or that the profit is too high over the period when it is operated by the builder.

The way for the buyer to control prices is, of course, to get different offers from different operators, not only on the project as a whole, but also on different parts of the project. This creates a problem for the operator because it means they are lacking control of the project, which lessens their interest in taking it on, because it involves too much a risk.

The way to handle this is to have an intermediary, who is well acquainted with the prerequisites that are important to the state or the buyer of the project, and also knows well how a builder is handling it from their point of view.

This means that there can be a professional negotiation. The risks from the buyers' side to be cheated and from the contractor to miscalculate the project is lessened, which gives a better project in the end.

We have in this respect experiences to be intermediary. We think this is an effective way to get things moving and still not lose control. We think it perhaps can be useful for you to try this outline in a specific case. Normally we start with a short feasibility study which can be a base for discussion of the terms of the deal, with you or the buying entity, before going out to different builders/operators demanding an offer from them.

- 2 The second subject we wanted to raise, but did not have time to discuss when we met, is about the purification of the water of Santiago. This is a very big project and will cost the society, and in the end the users, a lot of money. We think that also in this case a BOT-design could be a way to handle the whole question. We have discussed the purification project with some people, including some representatives from Emos and we think that there is a risk that they here will miss crucial questions and immediately move into the technical solutions how to handle and finance the purification of the water.

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We think that the most crucial question is to find a reasonable design for the total project, hereby deciding what could be the most cost-effective solution that also is possible to implement, in a reasonable period of time.

These crucial questions are among others, what level of purification shall you chose in accordance to get the most cost effective solution. Perhaps it is better to have a 90% purification of the water to half the cost of what a 99% purification will cost. Perhaps you should start in some areas and develop the project successively in order to get a reasonable timetable for the payments. Perhaps there should be a BOT solution where, of course, a question is how the pricing should be handled so the BOT operator can in a secure and reasonable way, get their money back.

From the more serious deliverers in the world market, it is not so easy anymore to get turn-key projects in these cases, because the risk for such a delivery is too high. Nevertheless it is important to control that the quality of the delivery is as high as expected, since a lot of money is at stake. Therefore, it is important to have an intermediary who also can discuss with the deliverers about the total design of the project including pricing, financing, time schedule, etc.

To summarize, we think that an over-all view of how the project should be implemented, is important and very profitable to have before the actual project has started. In this way you will be more sure of what you really will get and also have better control over the project.

When it comes to the purification project, we also think that the money that has been given through Banco Destado to Chile from the Swedish authority BITS can be used for these types of design studies, which we think could be of great value.

We are fully aware of that there are several authorities who are involved in the decision taken about this projects. Therefore, we think it is the best way to start to elaborate our thoughts about these things for you. If you find them interesting we can come up with more concrete solutions.

Finally during my stay in Santiago, your Secretary of State, Mr Montenegro, asked us if we could help you with an inofficial or semi-official programme for your visit to Sweden. That was the reason why we elaborated the programme that we thought we could handle easily.

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As you did not have the time to visit Sweden this spring, we can, if you still think in this direction, help you if needed. Of course we inform the Embassy of these things. If you have any needs in the future, we will only be glad to help you.

Sincerely yours,

~~LAGERKVIST & PARTNERS AB~~

Magnus Lagerkvist

Encl. Brochure

CONVENIO DE COOPERACION

ENTRE

LA DIRECCION GENERAL DEL TERRITORIO MARITIMO Y M.M.

Y

B.B.K. ARCHITECTS & ENGINEERS

En Valparaíso, a 01 de Marzo de 1993, entre la DIRECCION GENERAL DEL TERRITORIO MARITIMO Y DE MARINA MERCANTE, en adelante "DGTM." representada por su Director General, Vicealmirante, señor Juan MACKAY Barriga, chileno, casado, Cédula de Identidad y R.U.T. 3.428.372-9 y B.B.K. ARCHITECTS & ENGINEERS, Departamento de Planificación de Recursos Naturales de Uddevalla, Suecia, en adelante "EL CONSULTOR", representada por Carl-Axel Hallén se ha convenido el siguiente Convenio de Cooperación:

PRIMERO: El CONSULTOR B.B.K. ofrece a la DGTM la realización de un estudio del lecho marino y su biota asociada en las costas de Valparaíso, Chile, como asimismo la inspección de la descarga por tuberías mediante la utilización de un vehículo ROV, con respecto a las futuras descargas de efluentes en el contexto del proyecto SANEAMIENTO DEL GRAN VALPARAISO.

SEGUNDO: El objetivo del estudio es caracterizar el ecosistema Bentónico y estimar el probable impacto ambiental que ocasionarán las descargas domesticas en dicho sector; y con los datos que se obtengan proceder a la construcción de mapas digitalizados en una segunda etapa del proyecto.

TERCERO: El financiamiento de dicho estudio será proporcionado por la agencia sueca de cooperación y desarrollo BITS, excluyéndose cualquier responsabilidad u obligación para la DGTM en caso de incumplimiento o retraso en el pago del financiamiento del estudio a que se refiere la cláusula primera. El costo de financiamiento y la forma de pago mediante la cual el CONSULTOR será remunerado por BITS, quedará estipulada en un anexo especial de financiamiento el que será suscrito por BITS y B.B.K., y que será conocido como anexo de financiamiento. B.B.K., representado en la forma indicada en la comparecencia renuncia desde ya a cualquier acción que pudiera intentar en contra de la Armada de Chile (DGTM) derivada del incumplimiento del anexo relativo al financiamiento por parte del organismo de cooperación sueco BITS, cualesquiera sea la causa por la que el incumplimiento o retraso en el financiamiento se produzca.

CUARTO: La DGTM, representada en la forma ya señalada y como beneficiaria del estudio que se ofrece a prestar B.B.K., acepta la realización de dicho trabajo de investigación conforme a los terminos y plazos que en un anexo técnico se acompaña y que se entiende formar parte del presente convenio, comprometiéndose a su vez a prestar la siguiente labor de apoyo:

- a) Poner a disposición de la consultora de una lancha de patrullaje costero para embarcar el vehículo ROV y equipo auxiliar necesario en el que se se llevará a cabo la investigación a que alude el punto primero.
- b) Proporcionar un generador eléctrico portátil conforme a las especificaciones que se indican en el anexo técnico del convenio.
- c) Proporcionar un winche (50 Kg) para el vehículo ROV

- d) Alojamiento en el Hotel Mare Nostrum para dos personas durante dos semanas, prorrogables según las necesidades del estudio lo requieran.
- e) Permisos necesarios para la operación.

QUINTO: El presente convenio de cooperación entrará en vigencia desde la fecha de su suscripción y se desarrollará conforme a las estipulaciones que se indican en el anexo técnico que debidamente suscrito por los comparecientes forma parte del convenio.

SEXTO: La DGTM no será responsable de ningún acto, omisión o incumplimiento de B.B.K. y su personal, como asimismo de actos o negligencia de terceros que puedan hacer recomendaciones al CONSULTOR (B.B.K.) en relación a sus servicios.

SEPTIMO: B.B.K. se obliga a contratar y mantener durante la vigencia del presente convenio una cobertura de seguros tanto con respecto a equipos como los relativos a la responsabilidad profesional y protección de su personal como asimismo de terceros.

OCTAVO: B.B.K. se compromete a proporcionar entrenamiento a los asesores científicos de la División de Preservación del Medio Ambiente Acuático sobre el uso y manejo del ROV, digitilización e interpretación de los datos obtenidos por video, sin perjuicio de otros medios de entrenamiento, que se definirán en el curso del estudio.

NOVENO: B.B.K. y su personal no será responsable por el pago de impuestos, tarifas y cargos por servicios u otras imposiciones que le imponga la legislación chilena en relación con la ejecución de este convenio.

DECIMO: Si surgieren circunstancias o eventos imprevistos que escapen al control del CONSULTOR o de la DGTM y que impidan la continuación o finalización del presente convenio, éstas deberán informarse recíprocamente y de inmediato para que, bajo las nuevas condiciones, entre los comparecientes se acuerden las acciones a tomar.

Asimismo, si se produjere una suspensión del estudio, sea por cambio de circunstancias o por disposición de la DGTM y esta durare más de 45 días, B.B.K y la DGTM podrán poner término a este convenio. En caso que se acuerde suspender o finiquitar los servicios, el consultor tendrá derecho a percibir los dineros que por su trabajo hasta ese momento se le adeude por parte de BITS.

UNDECIMO: Este acuerdo deberá ser interpretado y analizado en conformidad con la Legislación del Estado de Chile.

Los estudios que se realicen en conformidad al presente convenio, se transcribirán en el idioma español.

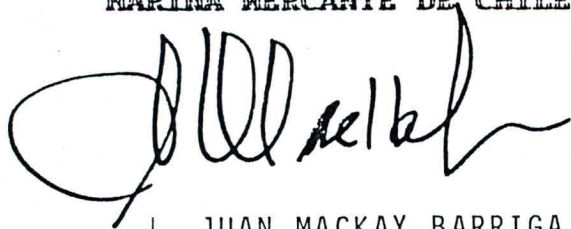
En el caso que los documentos originales proporcionados por una parte u otra se encuentren en otro idioma, la parte que los proporcione deberá acompañar una traducción al idioma español.

DUODECIMO: En el caso en que surgieran circunstancias que hicieren necesaria la modificación de los términos del presente convenio, dichas modificaciones sólo se incorporarán de acuerdo a lo que los comparecientes establezcan por escrito.

TRIGESIMO: Los comparecientes fijan su domicilio en la ciudad de Valparaíso y prorrogan competencia para ante sus tribunales.

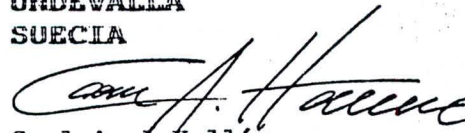
En comprobante firman.

ARMADA DE CHILE
DIRECCION GENERAL DEL
TERRITORIO MARITIMO Y
MARINA MERCANTE DE CHILE

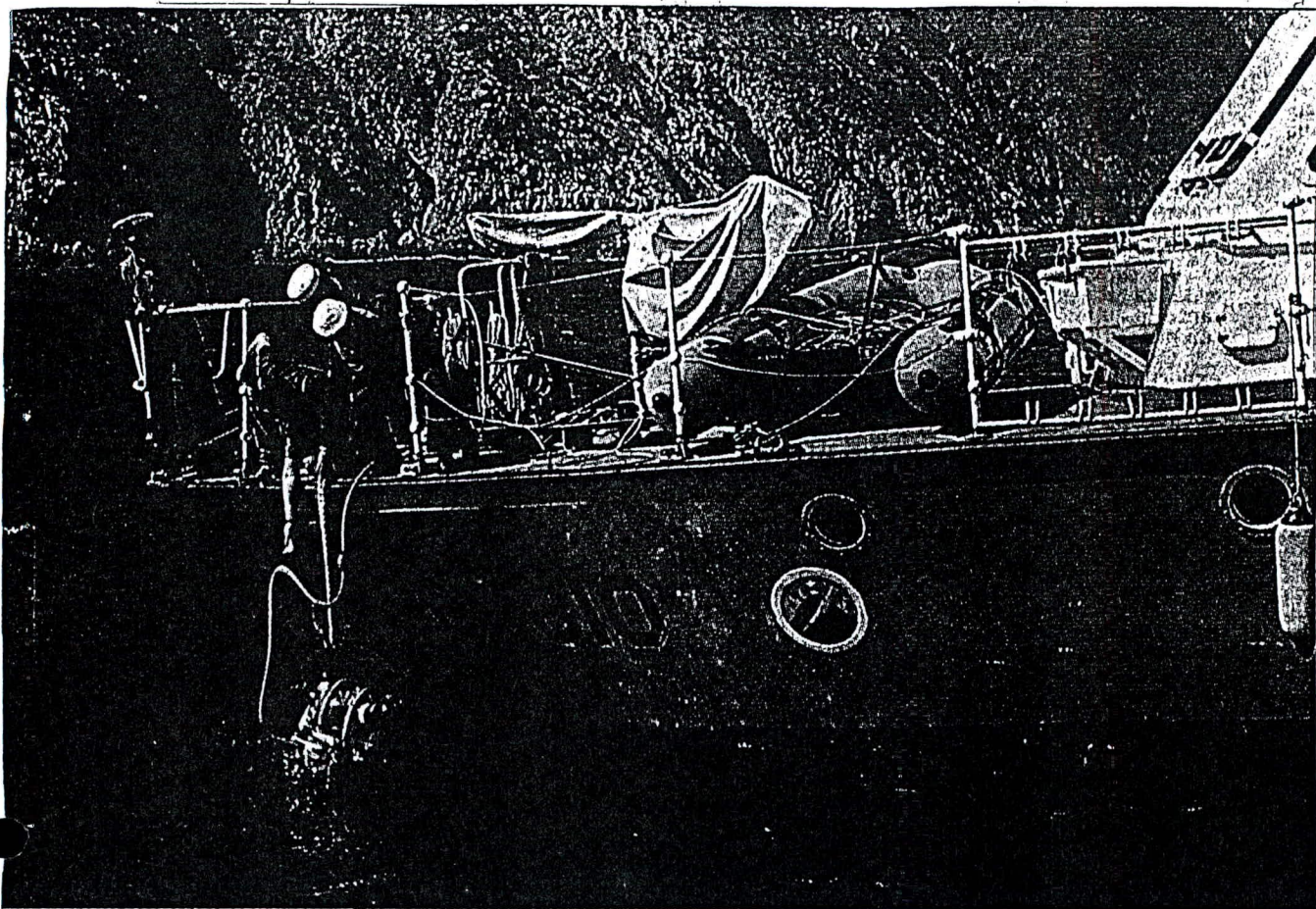


JUAN MACKAY BARRIGA
VICEALMIRANTE
DIRECTOR GENERAL

BSK ARCHITECTS AND ENGINEERS
NATURAL RESOURCES PLANNING DEPT.
UNDEVALLA
SUECIA



Carl-Axel Hallén
Gerente Departamento



ROBOT SUBMARINO PARA MEDIR LA CONTAMINACION. — Para determinar la contaminación en la bahía de Valparaíso y establecer un patrón para cuando entre en funciones el gran colector de la Quinta Región, expertos suecos, en convenio con la Armada, realizan estudios del fondo marino con el empleo de un robot, el cual grabará videos que luego serán llevados a Estocolmo para el procesamiento de la información que haya recogido. En la fotografía, el biólogo sueco Lars Harry Jenneborg, junto a personal naval, deposita en el mar el aparato mecánico. (C-1)

Valparaíso: Robot Submarino En Limpieza Marítima

El moderno equipo se desplaza por el fondo de la bahía del vecino puerto a fin de medir los niveles de contaminación.

Su primer informe indica que las corrientes marinas no devolverán las aguas servidas que botará el nuevo colector que se construye en la V Región.

VALPARAISO (Hernán Cisternas Arellano). — Mediante el empleo de un robot submarino o vehículo de operación remota se inició en este puerto el estudio del fondo marino de la bahía local, con el fin de determinar el actual grado de contaminación que la afecta y fijar un patrón que permita establecer

comparaciones a futuro, una vez que entre en funciones el gran colector que se construye en la zona y que evacuará las aguas servidas de las comunas del interior, de Viña del Mar y de Valparaíso al sur de esta ciudad.

La tarea está a cargo de especialistas suecos en convenio con la Dirección General del Territorio Marítimo y Marina Mercante.

Luego de dos semanas de trabajo de terreno en la bahía, los videos que está grabando el robot serán llevados a Suecia para el procesamiento de la información que se haya recogido y la obtención de mapas digitalizados del fondo submarino, con la determinación exacta del tipo de contaminantes, cantidad de los mismos y ubicación de éstos.

Los mapas, junto con caracterizar el grado de contaminación, reflejarán el deterioro que tiene cada una de las zonas que están siendo investigadas. Tales resultados estarán disponibles dentro de dos meses.

Una de las conclusiones derivadas de la primera semana de trabajo del robot o vehículo de operación remota, que es controlado desde una de las patrulleras de la Gobernación Marítima, es que contrariamente a lo que se creía, las corrientes marinas de la bahía avanzan hacia Laguna Verde, con lo cual se ha determinado científicamente que las descargas del gran colector, que se harán por el túnel Bustamante, se alejarán de Valparaíso y Viña del Mar, lo que asegurará la descontaminación de las playas de ambas comunas.

La evidencia de este hecho se logró gracias al trabajo de la moderna maquinaria, que comprobó en el fondo submarino que los organismos faunísticos que se alimentan de materias orgánicas en descomposición, como cierto tipo de caracoles, al igual que determinada vegetación asociada, están disminuidos hacia el sur y no se encuentran dentro de la bahía.

El trabajo que realiza el biólogo marino sueco Lars Harry Jenneborg y un operador de la misma nacionalidad fue observado en la mañana de ayer por periodistas de distintos medios que

se embarcaron en la patrullera Aconcagua y en pleno mar pasaron a bordo de la patrullera Copahue, desde donde se opera el sofisticado equipamiento, el

Robot

(De la página C-1)

que dentro de dos semanas volverá a Europa.

Julio Neuling, del Servicio de Intereses Marítimos y Medio Ambiente Acuático de la Dirección General del Territorio Marítimo, señaló que los equipos pertenecen a la empresa privada sueca BBK, que para realizar esta labor, es financiada por la agencia de cooperación técnica gubernamental BITS, de Suecia, en convenio con el gobierno de Chile.

La labor de ayer estuvo concentrada frente al túnel Bustamante, a 80 y 100 metros de profundidad. La próxima semana se trabajará frente a Concón, donde está el otro sector álgido de contaminación de la bahía local, que corresponde a la desembocadura del río Aconcagua.

El robot, que cuenta con propulsión propia, se desplaza libremente por diversas profundidades. Así como trabaja en el fondo, también lo hace a media profundidad y en la superficie. Está implementado con equipos de filmación de videos y un ecosonda, que permite determinar los alrededores y roqueros a 360 grados. Diagrama en una pantalla de computador con diferentes variedades de colores, todo lo que observa, lo que permite determinar si se trata de arena, roca o alga.

Se indicó que este análisis sólo es un estudio inicial, ya que permitirá evaluar las posibilidades de hacer otros más completos en el futuro en toda la bahía de Valparaíso.

El estudio, que se realiza con una tecnología que por primera vez se aplica en el país, complementará la serie de monitoreos que en forma periódica efectúa la Empresa de Obras Sanitarias, destinados a conocer los cambios de condiciones y a adoptar las medidas que recomienden las distintas situaciones.

ACTIVIDADES SUBMARINAS DE BBK

BBK

ARQUITECTOS E INGENIEROS
DEPARTAMENTO DE PLANEACION
Y RECURSOS NATURALES

NUEVA COSTANERA 3601
SANTIAGO, CHILE

Tel: 2/2429213, 2/2429214
Fax: 2/2429212

Desde el barco de investigación R/V Beroe dirigimos nuestro ingenio submarino ROV, equipado con sonar, video y cámaras fotográficas, hasta 300 metros de profundidad. Fenómenos en el fondo marino se visualizan a través de una pantalla y se registran simultáneamente en una cinta de video.

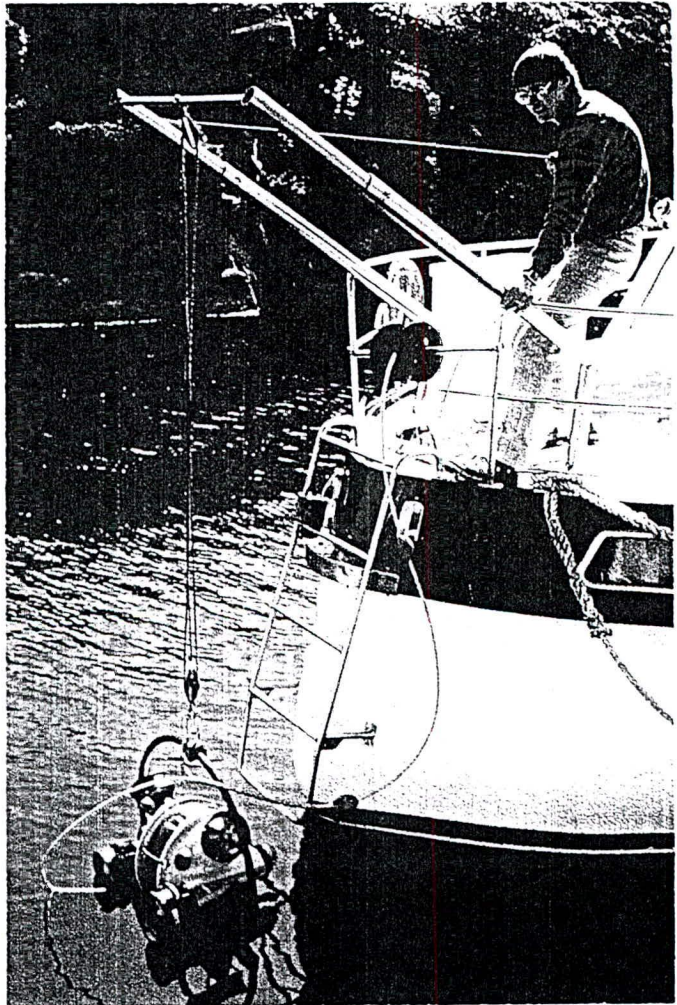


Foto: Owe Tollesby

ALGUNAS DE LAS AREAS QUE ABARCAMOS

- * INVENTARIOS DEL MAR Y PRESENTACIÓN EN FORMA CARTOGRAFICA
- * ESTUDIOS MARINOS DE LAS SOCIEDADES ANIMALES Y VEGETALES VIVIENTES EN EL FONDO DEL MAR
- * ESTUDIOS DE LOS EFECTOS QUE LOS DESECHOS CONTAMINADOS Y LOS CAMBIOS EN EL MEDIO AMBIENTE, TIENEN EN LOS FONDOS MARINOS
- * TRAZADO DE MAPAS DE LOS MATERIALES DEL FONDO MARINO: MONTANAS, PIEDRAS, GRAVA, ARENA, ARCILLA, CONCHAS
- * INDICACIÓN DE LOS LUGARES ADECUADOS PARA DESCARGAR LA DRAGA
- * INSPECCIÓN DE CABLES, DESAGÜES, TOMAS DE AGUA, PUERTOS, CULTIVOS DE PECES
- * INSPECCIÓN DE NAVES, NAUFRAGIOS, MINAS















SUBMARINE SURVEY AND MAPPING

BBK ARCHITECTS AND ENGINEERS

**NATURAL RESOURCES
PLANNING DEPARTMENT**

**Agnebergsgatan 2
Box 56
S-451 15 UDDEVALLA
Tel +46-52281800
Fax +46-52235274**

MARINE BOTTOMS

	CLAY
	SILTY SAND/SAND
	ROCK
	REDALGAE
	AND
	
	KELPS
	
	BLADDER WRACK
	EEL GRASS
	SULPHURIC BACTERIA
	COMMON MUSSELS
	BRITTLE STARS
	SEA FANS

The R/V vehicle, which is equipped with sonar, video and still cameras, operates to a depth of 300 m, and is controlled from the research ship. An onboard screen makes it possible to study the sea bed.

The information is video-taped for documentation, as well as computer processed in digital format, for analysis and for presentation as coloured maps of plant and animal life on the sea bed.



NATIONAL PHYSICAL PLANNING

BBK Architects & Engineers
Natural Resources Planning Department
Nueva Costanera 3601, Santiago, Chile
Tel: 2/2429213, Fax: 2/2429212



The main purpose of National Physical Planning is to create a system to find out where exploitation of new land and water is possible regarding the consequences for other interests. There is also a need to co-ordinate the planning of different authorities, and there are vital national interests that require land such as heavy industry, electric power producers, the Defence Establishment, etc. In addition there are national interests involved in the protection of certain areas for agricultural use, outdoor recreation, nature conservancy, the preservation of historic buildings and ancient monuments, etc. It is important for everyone that lakes, rivers and coasts are protected from pollution and other noxious emissions.

There is no single plan for the whole country regulating where development can or cannot take place or how land or water areas are to be utilized for different purposes. National Physical Planning is a method determining which demands on land and water resources are of national interest as well as being a system of plans and land use regulations ensuring that vital national interest are taken into consideration when making decisions on national, regional or local level. National Physical Planning involves the interplay of local authority planning and government guidelines.

To solve conflicts about utilization of for example sea and coast areas it has been necessary to find the most valuable areas for fishery, nature conservancy and outdoor recreation as well as for industry and development. Sometimes there is a clash of interests giving conflict areas.

Within the frame of a law of natural resources every new situation requires careful attention to make the right priority. The National Physical Planning has to aim at giving priority to achievements for a permanent utilization as well as the sea and coast areas productive environments.

In tropical areas the coast areas, coral reefs, mangrove woods and sea grass beds, with their production of nutritive substance, are of a special importance among other things because of reproduction areas for fish, which means that they play a big part in the fishing industry.

Mapping of such areas is a part of the National Physical Planning for coast areas.

At BBK, National Resources Planning Department, we have been working with this kind of planning for many years mainly on the west coast of Sweden. Therefore, we have a great deal of experience.

Our physical planners and marine biologists form, with the national physical planning, the basis for decisions about the long-term utilization of the natural resources in coast areas. This experience of applied law of natural resources also ought to be usable in other parts of the country with similar problems