

El día 9 de Octubre mandé una nota a la persona que considero el mejor político, el señor Julio Bárbaro, que aconseja constantemente con sabiduría, que se debe TERMINAR con el manejo de LA GRIETA Y QUE TODOS debemos trabajar JUNTOS para SALVAR AL PAÍS, que se puede encontrar en una entrada del 10 de octubre en este sitio.

10 de octubre

MENSAJE ENVIADO EL 9 DE OCTUBRE 2018 AL SEÑOR JULIO BARBARO, CC. SENADOR PICHETTO:

Estimado señor Julio Barbaro,

Me gustaría entrar en contacto con usted para ver si tiene interés en el PLAN DE MODERNIZACIÓN DEL PUERTO DE BUENOS AIRES, que está haciendo un equipo del señor Mortola, que fue nombrado por el Ministerio de Transporte. El señor Mortola NO TIENE ANTECEDENTES en temas de PUERTOS.

El "PLAN" tiene un costo estimado en US\$ 1.600 millones y hay graves advertencias de la OECD/ I.T.F. que NO ES UN PLAN APROPIADO.

Esta advertencia debe llegar AL CONGRESO DE LA NACIÓN y al Presidente Macri.

UN RESPETUOSO SALUDO,

Antonio Zuidwijk

Pero lamentablemente me respondió que no tiene interés.

En la parte en inglés de este sitio de web, se puede encontrar una entrada del 3 de octubre, que echa luz sobre la situación en Argentina.

SOME THOUGHTS ABOUT ONE OF THE POSSIBLE CAUSES OF ARGENTINA 'S RECURRENT CRISIS

When I learned on September 13th that R. Lopez Saubidet of A.G.P. was going to make a "public conference" about THE PLAN FOR MODERNIZATION OF THE PORT OF B.A.,

I commenced my preparation to make the two allowed questions.

I immediately started writing some preliminary notes for several people representing the "stakeholders", the "participants who have interests in the efficient functioning" of the Port of Buenos Aires.

My idea was to lead the way why I intended to pose the question, if the sheer amount of the investment of their plan alone, was not sufficient reason to REQUEST an OPEN DEBATE.

And as a second question, what A.G.P. had done with the results of a "Working Group of the PRO FOUNDATION", the so-called "think-tank" of presidential-candidate Mauricio Macri, that acted between 2011 and 2015.

I started to send a series of notes to some of them, reminding them of interchanges of messages we had had with some of them in the last months of 2015, with the expectations of the new government.

I received very few confirmations of receipt I had asked for and only a few replies.

But those few replies were not what I had expected.

All had an attitude which is very common: they advised me to stop trying to start a debate, because the authorities would not pay any attention.

Therefore I sent this last note to them:

This message does not have any political color,
I think that in ARGENTINA...

- 1) Businessmen have always looked to the rulers in turn to make plans and projects.
- 2) New governments eliminated practically everything that the previous government did, the good along with the bad.
- 3) Criticisms were only heard in a low voice in the "corridors", but they were never published in an orderly manner.
- 4) So serious mistakes were made and the country went from crisis to crisis.
- 5) One of the most important things, was the total ABSENCE OF TRANSPORTATION POLICIES OF THE COUNTRY, DURING THE LAST 70 YEARS.
- 6) No one has paid attention that TRANSPORTATION has an important role in the ECONOMY. Global examples, especially those from the US CONGRESS should have been followed. There a commission was formed in 1976 to make TRANSPORTATION POLICIES UNTIL 2000. After 3 years, 3 Senators, 3 Deputies and SEVEN TECHNICIANS APPOINTED BY THE PRESIDENT began to form the first LAWS FOR INTERMODAL TRANSPORTATION. These laws are updated until today every 3 or 4 years.
- 7) The current crisis might become one of the worst, because ours was formed just when there are signs that a global crisis might begin, which may have very serious effects for the country.
- 8) All politicians should look for lessons from the past, with sincere self-criticism.

Within this scenario, I have been working since December 2015 to ask for public attention on transport issues and ports.