

Dear readers,

Possibly some readers would like to have an idea of what is written in the Spanish texts of my blog,

For this I have translated a few items, but those who would like to get some more information, can open a longer explanation.

WHERE DOES ARGENTINA GO IN TRANSPORT POLICY?

Do you want to start well with the reading of this site and understand the ABUNDANT lessons that have existed since 1970 and that we STILL HAVE NOT LEARNED?

Pay attention to a PPT written for Intermodal Transportation classes in 2010 in a University program in ROSARIO, based on the best history of the CONTAINER.

It is the story of Arthur Donovan and Joseph Bonney's 2006 : THE BOX THAT CHANGED THE WORLD. It has been completed with some texts from 3 books of the Department of Transportation D.O.T. with the title INTERMODAL FREIGHT-TRANSPORTATION. Open here.

As a second step, you should read the presentation made in a MBA in the University of Buenos Aires,UBA, on November 12th, 2015: Foreign Trade and Competitiveness.. Open here.

As a third step I adapted the third part of the MBA of the UBA of November 12th, 2015, which occurred in a program organized by Mr. Eduardo Parodi, currently an official in the Secretariat of Planning of the Ministry of Transportation: open here.

Reflections on the problem of LOGISTICS.

There is much talk about LOGISTICA in the country. But what is logistics? see more

March 2016

AN IMPORTANT PRESENTATION MADE IN THE SECRETARIAT FOR PLANNING OF THE MINISTRY OF TRANSPORT.

Invited by Carmen Polo, Planning Sub-secretariat of the MINISTRY OF TRANSPORT and Emilio Alzaga, I made the presentation in March 2016: HOW TO DEVELOP A PORT POLICY. Open here.

AN IMPORTANT PRESENTATION IN THE C.P.A.U. (Professional Council of Architecture and Urbanism)

THE RELATIONSHIP OF THE CITY OF BUENOS AIRES WITH ITS NEW 2019 PORT.

A pending debate. Open here.

THE RIGHTS OF CITIZENS AND THE NEED FOR A PUBLIC HEARING.

On April 13, 2017 "Cronista" / "Transport & Cargo" published an article by Mr. G. Mórtola, Trustee of the General Administration of Ports, A.G.P. : **The port of Buenos Aires is planned with a concession to 50 years and u \$ 1 billion investment.**

When this was reproduced the next day in a website of "Nuestromar", I made 3 comments, which can be found in www.Nuestromar.org, under the original article.

Why did I make these comments? Because this article has a direct relationship with the stories that you can find later on this site, with the titles: "**Lessons that can be extracted from the failed Advisory Council of the Sub-Secretariat of Ports and VN**", and "**Growing confusion around the "Modernization Plan for the Port of Buenos Aires"**". The articles of the NUESTROMAR FOUNDATION are read in many circles and I wanted to get the following message to the public, as quickly as possible: That all CITIZENS in the country have the right to make the Port of Buenos Aires EFFICIENT, COMPETITIVE and INSERTED IN THE PLANS TO REDUCE POVERTY! That is why it is necessary to MAKE A BROAD DEBATE before making such a big expense.

And you should also read this article of Mr. Ricardo Sanchez of ECLAC in the newspaper "Cronista" of May 24th, 2017.Open here

PORTSTRATEGY

ARTICLES IN "PORTSTRATEGY", RELATED TO THE Port of B.A.

PortStrategy is an English magazine specializing in port issues, covering cargo, equipment, insurance, logistics, world trade and legislation. The magazine published several important articles related to the planning of the Port of Buenos Aires, which are worth reading.

The first article was on January 6, 2017. As informed above, in early January" Cronista" published an article on the "planning" of the port of Buenos Aires, which was reproduced by the Nuestramar Foundation, where I made a commentary. In addition to this, I sent the following letter to

"PORTSTRATEGY", detailing several very serious problems of the "Port of Buenos Aires", that deserve a lot of attention. This comment can be opened in this link.(see more in the Spanish text)
The free translation can be opened here.

Between January and February many other articles followed in newspapers and magazines, full of "optimism" and in the March edition, PORTSTRATEGY published a "follow up" letter of January 2017. (Can be opened in the Spanish part).

In all its articles, the A.G.P. mentions that it has several "international collaborations".

In addition to these assessments, at the beginning of January 2016 the Ministry of Transportation started to make arrangements with the O.E.C.D.E. for assistance, which would consist of the organization of a ROUND-TABLE CONFERENCE "

This would be in charge of Mr. Olaf Merk, the O.C.D.E maritime transport expert and in charge of the I.T.F. (International Transport Forum).

As you can read elsewhere in this blog, I had contact with Mr. Olaf Merk since the beginning of 2015 and I knew that he was in charge of organizing that Round Table, which strangely, did not receive any publicity in Argentina.

When the event was finally held on 10 and 11 April, only people invited by the Under Secretary of Ports and Waterways , (S.S.P. y V.N.) and some foreign experts, appointed by Mr. Merk attended.

This event had nothing of a ROUND TABLE CONFERENCE and the results did not meet the expectations, in fact almost went "unnoticed".

To leave his position clear, Mr. Olaf Merk published on May 8th some important statements in PORTSTRATEGY. (Original text can be opened in the Spanish section).

Apart from this, the newspaper AMBITO published an article with more details.

After reading these on May 12th I sent a letter to Mr. Olaf Merk about his notes and I received his immediate reply. (Which can be found in the Spanish section).

ANOTHER ARTICLE RELATED TO THE ABOVE, IN "AMBITO".

The OECD warned the Government that it lacked information on future cargo flows to design the new port of Buenos Aires and further argued that the planned size for the two terminals would be "insufficient." (This can be found in the Spanish section)

A WORRYING ARTICLE IN THE NEWSPAPER "PAGINA 12".

On January 21, 2017, "PAGINA 12" published the article THE CASE OF THE CAPITAN.

This publication MALICIOUSLY used the efforts MADE IN GOOD FAITH BY SOMEBODY who tried to avoid an erroneous decision, which had to do with the change of the territory of the port.

It "distorted" the subject and was used to attack President Macri's policies. This SHOULD HAVE BE AVOIDED. The article in spanish can be opened by putting in Google, PAGINA 12 EL CASO DEL CAPITAN.

**THE ROUND-TABLE-CONFERENCE , AN IMPORTANT EVENT OF APRIL 10, 2017:
WHY DID THE "ROUND-TABLE-CONFERENCE "PROMOTED BY THE O.E.C.D. NOT HAVE
THE EXPECTED RESULT?**

In the initial page of this blog, you can read that I started it in 2007 with the intention of making a continuation of the book of 2001 "Containers, Ships and Ports, parts of a Transportation System".

The objective of this book was TRAINING.

I can give ample evidence that this objective had a good degree of success, with messages from UNCTAD, a Supreme Court Judge on Maritime Transport issues in Venezuela and a senior Maritime Agent in Mexico, who is also a teacher in a College.

In that book, much attention was paid to the publications which **A.G.P. started in 1998** with its "STRATEGIC PLAN FOR THE PORT OF BUENOS AIRES". I emphasized that this "Plan" needed OPEN DEBATES.

Many people in Argentina believe that all studies in the country have to take Buenos Aires as a base. In my publications, I have tried to show that in a well-organized society, OPEN DEBATES are made in order to reach CORRECT conclusions. WHAT SHOULD BE DONE IN THE GENERAL INTEREST OF THE COUNTRY, WHICH MUST BE ABOVE THE INTEREST OF A CITY OR OF THE PARTICULAR INTERESTS.

In a well-organized society, THE PLAN OF THE PORT OF .B.A. WOULD BE INSERTED IN A PORT PLAN OF THE WHOLE COUNTRY, WHICH ITSELF SHOULD BE PART OF THE "TRANSPORT POLICY" THAT SHOULD BE SET FOR EVERYTHING IN THE COUNTRY.

The PLANNERS OF TODAY, ARE STILL MAKING THE SAME MISTAKES THAT THE A.G.P. MADE IN 1998. That's why I keep repeating my claims in this blog.

There is no doubt that there are experiences in my career that have left me lessons, which serve the general interest and deserve an analysis.

They are not "PROPOSALS FOR PLANS", but things that should certainly be taken into account. See more

Some facts of the past that must be taken into account, which have important lessons:

A review of what happened in 2008 and 2009, when the extension of the contract of the dredging-concession of Hidrovía S.A. was discussed. (This concession would expire in 2013 and an extension was planned until 2021).

Nobody talked about changing the "design vessel for channel safety" of the contract of 1995, although the pilots made that warning.

And now everybody complains that the channels are not wide enough.

This can be found in 3 PPTs in Spanish made in 2008.

- a) PPT in the BCR of May 2008..
- b) PPT in the Timon Club of August 2008 •
- c) PPT in the Public Hearing of UNIREN en Barranqueras February 2009 and REGISTERS of UNIREN.

OTHER POINTS WHICH DESERVE ATTENTION:

The constant DENIAL TO DISCUSS THE ADVANTAGES THAT COULD BE MADE IF SHIPS LOADED IN THE GRAN ROSARIO TERMINALS, WOULD GO TO SEA THROUGH AN IMPROVED MARTIN GARCIA CHANNEL, TO REDUCE DELAYS AND REDUCE TOTAL COSTS. NOW THESE VESSELS GO OUT THROUGH A SECONDARY BRANCH, THE PARANA DE LAS PALMAS AND THE EMILIO MITRE CHANNEL.

On February 16th 2017, gCaptain.com, an international blog, published an article about problems in the Paraná River : *Argentina's rising grains production strands vessels in river traffic*, with several interviews. These gave proof of serious failures in planning and therefore I sent a letter to the General Manager of CAPYM, Mr. G.Wade.

CAPYM is the Chamber of Activities of Ports and Maritime Matters of Rosario, which deals with these matters.

Other presentations, demonstrating the advantages of the departure of the ships loaded in Rosario, through an expanded Martin Garcia Channel can be found in the Spanish text.

Read also: An article about the "Advisory Council of S.S.P. And V.N. *"Lessons that can be drawn from the failed Advisory Council of the Undersecretary of Ports and Waterways"* And *The growing confusion surrounding the "Port of Buenos Aires Plan"*

Would we be in a better position now, if more attention would have been paid to some of these matters that can be found in the book and this blog about:

- 1) MODERNIZATION PLAN OF THE PUERTO DE BUENOS AIRES (P.B.A.).
- 2) DISCUSSIONS.
- 3) PUBLIC LETTERS.
- 4) A CALL OF ATTENTION.

1) THE FIRST "PLAN" TO TRANSFORM THE P.B.A. , WITH FINGERPIERS AND WAREHOUSES, , TO A PORT WITH LINEAR LINEAL QUAYS TO OPERATE WITH CONTAINERS, WAS MADE IN 1978. YES READER OF 1978, you read well. THIS WAS MADE BY J.I.C.E.F. FOR A.G.P

It advised A.G.P. to FILL Basin A and create a pier of 460 meters, uniting the First and Second Fingerpiers.

IN 1986 THE SECOND MODERNIZATION PLAN WAS MADE, AFTER AN INTERNATIONAL BID, BY ROGGE MARINE of BREMEN, WHICH ALSO ADVISED TO COVER BASIN A.

In 2010 T.R.P. Concessionaire of Terminals 1, 2 and 3 began to put this plan in execution and made a new quay-wall on the second Pierhead, with the plan to join piers 1 and 2 and make a dock of 460m. But the excessive competition did not justify the work and the plan was never completed.

2) DISCUSSIONS.

THE READING OF THIS POINT IS ESPECIALLY RECOMMENDED:

As mentioned above, before 2000 A.G.P. STARTED TO TALK ABOUT A "STRATEGIC PLAN FOR THE P.B.A. ". At that time I was writing a book and from that moment I am publishing my opinion that a DEBATE is needed. **Nobody supported this call, because it seems that in our country by debate, it is understood that an important meeting is organized to analyze a problem, where all those who attend want to speak and nobody wishes to listen, where little by little the voices are raised and the meeting ends in "A STRONG DISCUSSION"**, about many issues that have nothing to do with the intention of the call of the meeting. Now open "round tables" are proposed, with "debates" organized according to councils of the .O.E.C.D. (Organization for Economic Co-operation and Development). I AM CONVINCED, THAT THE LACK OF DISCUSSION IS THE REASON WHY ARGENTINA, THAT SHOULD BE BETWEEN THE FIRST 10 ECONOMIES OF THE WORLD, IS GOING FROM CRISIS TO CRISIS.

In order to evaluate the benefits, advantages and disadvantages of different proposals, they must be published, so that everyone can analyze them.

The proposal on which the A.G.P is working now, is not yet known.

Several times it has been reported that the plan was exposed to "labor unions,, ship owners and terminal operators", but no plan has yet been published.

Without intending to be considered as "plans", the following ideas may be a first step to the "much needed debate", NOT ONLY ABOUT THE PORT OF BUENOS AIRES, BUT ON A "PLAN OF ALL PORTS", which must be part of an "INTERMODAL TRANSPORT POLICY".

FOR THIS I PROPOSE TO READERS:

1) The port and the need for a debate.

In this regard, a PPT made at a seminar in the Port of La Plata in 2006 should be seen, with the recommendation of a Ministry of Transport.

2) There is also a need for in-depth discussion on intermodal transport policies.

For this you should read an article in the magazine of the Coast Guard "A BUEN PUERTO" (page 30), where you can find SUMMARY EXPLANATIONS on a presentation made at the XXVI INTERNATIONAL SEMINAR OF PORTS AND MULTIMODAL TRANSPORTATION on October 27, 2016.

3) The complete presentation of the presentation at the XVI Seminar on Ports and Multimodal Transport .

For English-speaking participants:

1) Open the link to an article in PORT STRATEGY.

2) Open (with a little patience) the presentation: DOES ARGENTINA NEED INTERMODAL TRANSPORT-POLICIES. This may lead you to other presentations of your interest.

3. PUBLIC LETTERS.

I HAVE DECIDED TO WRITE PUBLIC LETTERS to cover topics of MUCH IMPORTANCE, WHICH REQUIRE A CONSTANT ATTENTION.

I MADE THE FIRST PUBLIC LETTER on January 11, 2017 addressed to MR. JORGE METZ, SUB-SECRETARY OF PORTS AND WATERWAYS, when he started his ADVISORY COUNCIL.

Also a Public Letter to the Under secretary of Planning can be found there.

A third open letter was made about **Argentina's Rising Grains Production Strands Vessels in River Traffic** and the letter to Mr. Wade, which is mentioned before.

4) A CALL OF ATTENTION.

In this part in the Spanish section an overview is given of several matters-

And after that schemes are shown:

WHERE DOES ARGENTINA GO IN TRANSPORTATION?

A scheme with an example of structure of Transport policies in Brazil

And in order to make the transition from this "new part of this blog", which began in January 2016, when the new government started, I gave some explanations, which are as follows:

BACKGROUND AND EVOLUTION OF THE WEBSITE:

- 1) Background of this website.
- 2) The first steps of the site.
- 3) Situation in August 2015.
- 4) First proposal January 2016.
- 5) To whom it is addressed.
- 6) The Importance of Transportation.
- 7) The slogan "Yes, you can" of the new government.
- 8) The justification for my propaganda for the Murchison Group.
- 9) My participation in an "Advisory Council " of the S.S.SP. y V.N..