

Why is it necessary to form as soon as possible a joint committee of the EXECUTIVE POWER AND THE LEGISLATIVE POWER IN CONGRESS

(Facebooks like: "I support Macri, Vidal, Lilita" and others).
Here are the reasons:

- 1) Because ARGENTINA has not had a TRANSPORTATION POLICY for 70 years. This is very serious and one of the reasons why Argentina lost competitiveness and could NEVER REALIZE ITS GREAT POTENTIAL. And forming a TRANSPORTATION POLICY, REQUIRES THAT SUCH A COMMISSION IS FORMED IN CONGRESS.
(The best example of the world is found in the USA, where by order of the President this commission was formed in 1976, with the order to make guidelines for the Transport Policy until the year 2000. Examples and results will be given in this in this post on Monday, February 18th).
- 2) Argentina went from crisis to crisis, because LAWS OF THE STATE were never made, that is to say, a Law made by all political parties and not by the government in office.
- 3) There is only one exception, THE LAW OF PORT ACTIVITIES 24,093, which was born during the government of President Alfonsín and was promulgated in the government of Menem. There is much information available in this blog, as it all began with study groups of CEMARFLU (of radicals) and CEDEPORMAR (of Peronists).
- 4) Now all politicians think only about elections, but on Monday some warnings will be added on this site, which should reach all political parties.
- 5) When the authorities started in 1993 with their first plans to "privatize" the operation of terminals in the port of B.A., the company "Murchison" was the PIONEER in the Containerization of the cargoes. It was the only company that in 1980 had taken an enormous risk and accepted an invitation from the General Ports Captain, who offered 5 companies individually or jointly to put a gantry crane (ship to shore containercrane), in the public port, dominated by the A.G.P. Murchison immediately bought a Liebherr T100 crane.
- 6) In 1993 Murchison participated in the meetings of the Navigation Center and proposed Captain Porcille of the N.C. to advise A.G.P. to USE THE SYSTEM of NORTH-EUROPE, where the shipowner hires the terminal, with clear conditions in the contracts between the terminals and shipowners. For instance, that the CARGO (B.C.O.) will have a free period of stay of the cargo in the terminal and only in the case that the "cargo" would stay more days in the terminal BY THE FAULT of the "B.C.O.", the terminal can bill the extra-costs that this means for the terminal, directly to the "B.C.O.". (These rules correspond to an International Convention on Rules for Bills of Lading of 1924, the

"Hague Rules" which has a protocol in 1965, but still is used for 80% of world shipping.

Not only this advice was not followed, but the maximum rates which the terminals were allowed **to charge the B.C.O. directly** are based on COSTS OF OPERATIONS in the days of the "OPEN PORT.

Most containers were discharged in "Basin (Dársena) D", but went to one of the so-called "emergency stowage areas" that were used, from one extreme in the "Open Port of B.A" to the other, from "Dársena E to Dique 4". Finally the container could end later in the Customs Yard (Ericson) in the case that the cargo was classified as by Customs as "deposit discharge", cargo which had to go to a shed or yard of A.G.P. for customs inspection.

All those costs HAVE NOTHING TO DO WITH THE OPERATION OF A CONTAINER TERMINAL.

And in addition the shipowners have billed T.H.C.s to the cargo. This has had a certain justification at times that in the excessive competition generated by the shipowners themselves, freight rates were so low that they did not cover the direct costs of transport.

- 7) A new bidding document has now been made for the Modernization Plan", a project that receives strong international and national criticism. The clearest criticisms are from the OECD / ITF and Ricardo Sánchez from ECLAC/United Nations.

The A.G.P. invited interested parties, to ask questions and suggestions on this proposed tender document, which were published. People with knowledge of the reality who carefully read the questions and answers, will come to the conclusion that this tender will fail.

The A.G.P. has refused to discuss ideas of a working group, "PENSAR" a think-tank, of the governing party, PRO itself.

"PENSAR" prepared plans for candidate Macri in 2014.

THEY PROPOSED TO MAKE FIRST OF ALL A "GENERAL PORT PLAN", THEN A PLAN FOR CONTAINERS, INCLUDING THE SO-CALLED METROPOLITAN PORTS BETWEEN LA PLATA, 65 KM CLOSER THAN B.A. TO THE MOUTH OF THE RIVER PLATE AND ZARATE A TOWN 100 km upriver from B.A. AND ONLY AS A THIRD PHASE, A PLAN FOR THE PORT OF B.A.

But in January 2016, A.G.P., ignoring the enforcement authority the Undersecretary of Ports has by law 24,093, **did not allow him to form his CONSULTATIVE COUNCIL.**

His plan was to follow the correct sequence and make first of all the General Port-plan, with "cost- benefits studies" for the dredging of VERY LONG "ACCESS CHANNELS". The PLAN for P.B.A. was only the third step.

THAT IS THE REASON WHY **AS SOON AS POSSIBLE**, A JOINT COMMISSION OF THE EXECUTIVE POWER AND THE LEGISLATIVE POWER MUST BE FORMED IN CONGRESS.