

Free translation:

March 10th 2020.

The coronavirus is now entering a phase where it attacks nearly all economies in the world and the stock-markets in most countries had a BLACK MONDAY today.

Moreover a grave conflict between the government and agriculture (farming) in Argentina caused by tremendously high taxes, which caused a serious crisis in 2008, is now on the brink of exploding again, with farmers refusing to bring soy to the markets from today till Thursday.

But the difference between 2008 and 2020, is that the ton of soy traded at US\$ 500,-- or more in 2008 and is now around US\$ 220,-- as a reporter told today, which makes the situation much more complicated for both parties.

There can be no doubt that this means the Argentina is now in the deepest crisis of its history, about which you can find already a lot in this website.

There still is a "Foundation Our Sea", which in other times had great economic support from other parties and can show that it has made many very important contributions to "society". Unfortunately this support does not exist anymore. Still the new authorities of the Ministry of Transportation will be able to find more in the records of their site, than tendering "a study" to National or International Consultants "that would cost millions of dollars".

The new officials and / or their advisors, should start with the reading of the "**Compiled articles and news about the future of the Port of Buenos Aires**", which needs an urgent update.

This recompilation begins with these words: (Website [www.nuestromar.org](http://www.nuestromar.org)).

At the request of some readers we compile here, for easy reading, the latest articles, news and opinions about the future of the Port of Buenos Aires and the metropolitan area, encouraging them to express their comments, send us "opinion articles", studies, and related news, which we shall put in THIS SPACE FOR DEBATES, to be able to contribute amongst all, integral approaches for the best port development of Buenos Aires, the region, and Argentina.

An important article was written on January 14, 2019: Puerto Buenos Aires a call for action to the Business Chambers and the Congress".

The authorities must accept this generous offer from the Foundation that has made its site available for the DEBATE THAT IS NEEDED.

For this the Foundation needs SUPPORT to be able to make the organization that this requires.

I propose to begin the debate with this article that has been published in the virtual magazine "Netnews" "The Challenge to Exportar" and my website [www.antonioz.com.ar](http://www.antonioz.com.ar).

"THE BIDDING OF THE DREDGING OF THE WATERWAYS AND A PLAN FOR THE PORT OF BUENOS AIRES"

This tender of the Waterway is the most important task that the new government must solve, which apparently is demonstrating that it does not understand the complicated situation that prevails, as a result of the serious failures incurred by the three previous governments.

The importance of this tender is that it will establish the conditions for the competitiveness, or not, of our country, making it a key point for the development of our economy.

The cost of logistics, which is deducted from the price of grains abroad and establishes the price that the producer will receive, will depend on the conditions established in the tender specifications.

In the same way, it acts for consumers when they buy imported goods in supermarkets or neighborhood stores.

That is to say, that the chain of interested parties which should check that the terms established in the specifications are correct, should start from the government itself and go through all producers and also consumers of imported products.

As for the work that should be done, the ones already presented by private parties are important and should be taken into account.

River Pilots ALREADY claimed in 2006 that there was the need for deeper and wider channels.

In the years 2008 and 2009, formal presentations were made several times, claiming the need to make a new design vessel for dredging.

None of those efforts received attention.

The current situation finds the new government at a crossroads that must be resolved soonest, what will be done with the tender of port concessions in the Port of Buenos Aires that moves 80% of the merchandise of international trade.

The silence of the authorities, which in 80 days of government have not ruled on what they will do with an international tender that is ongoing and whose envelopes would be opened on March 20, is taking the country to the brink of serious conflicts

One of the terminals that does not know what will happen in the coming months, informs that the situation is unbearable and that it will have to fire personnel.

This situation alerted the unions, with the threats to begin with strikes in the short term, a fact that would add new damage to the country.

Businessmen firing staff, trade unionists making strikes and a government that seems not to see the bomb it has in its hands that soon will be exploding, would demonstrate not only the lack of a transport plan - a fact that would scare off potential interested parties in both tenders - but it also could affect negotiations with the IMF.

Meanwhile, the advisers of President Fernandez, have given him the very wrong advice, that 6 governors should take charge of the Hidrovia tender.

The result has been that the involved Governors try to build political power, adding "booties" with each appointment, with the result that the elected officials mostly are unfit for their tasks..

With these results in sight, an advice has been given to President Alberto Fernández to form a joint commission in Congress.

The solution, which is NOT simple, but the only one possible in this delicate situation, is given in the formation of a mixed commission in Congress.

The formation of the Commission is the most important task and must be done with the contribution of all interested parties: It must include the necessary number of

deputies, senators, and the necessary experts, who must be selected by contest to try to prevent the entry of lobbyists with spurious interests to the detriment of the interests of the Nation, of the producers and users of the waterways.

The solution can ONLY come from that commission, which can already count on important contributions made by private entities.

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This solution is NOT simple, but the only possible one in this delicate situation.

In addition, during the work of this mixed Commission solutions will be found for the transport policies that the nation need and President Alberto Fernández could demonstrate points that will help to put Argentina on its feet.