

May 7th 2019

While the government invites political parties to reach an agreement of 10 points of State policies to which all candidates would be committed before the elections, an article was published today in several virtual magazines: Accelerating the-terms-to-give-the-port-of-Buenos-Aires-to a-sole-operator.

I have extracted some phrases from the article, to which I made the following comments.

Beginning of the first extract of the article:

In fact, the national and international public tender will be launched next Thursday by the AGP with the objective of awarding the process between October and November.

Although the process is almost simultaneous with the national elections, an eventual defeat of President Mauricio Macri should not interrupt the timetable since it is about public policies elaborated by the current government to be continued during the next decades, according to the Government. End of quotation.

I think, that a project with the highest investment of this government's program, should be included in the 10 points of "policies publicly prepared by the current government to be continued during the coming decades".

According to an article in Tradenews of December 31, this tender was said to be the most important infrastructure project of the country. The article can be opened at www.tradenews.com.ar and those interested in the subject could find details in an entry on my blog of January 4, 2018.

A.G.P. NEVER ADMITTED that this PLAN should have been the third step in an INTERMODAL TRANSPORTATION POLICY PLAN for the whole country.

Ports have a very important role in this issue and it is a serious mistake to start with the Port of Buenos Aires, enclosed in an urban system where 12 million inhabitants live.

The port of B.A. HAS SERIOUS RESTRICTIONS IN ITS ACCESSES BY RAIL, AND ACCORDING TO TECHNICIANS IN THE MATTER ARE IMPOSSIBLE TO OVERCOME.

In a circle of more than 50 km around B.A., passenger trains must have preference and "windows" are given to the freight railways, which must SHARE the same roads, which is a problem that exists in regions and countries.

In addition, the "shanty-town" Villa 31 makes it impossible to make the entry and exit routes that respond to the needs "of the port of the future 50 years."

The Plan of P.B.A. should have been a part of the SWOT study (Strengths, Opportunities, Weaknesses and Threats, OF ALL EXISTING AND POTENTIAL PORTS.

There is a lot of information on my blog in the Spanish text, but also in the English part. To begin with, you could look for an entry of October 17 2018: TRANSPORTATION POLICIES AND THE MODERNIZATION PLAN OF THE PORT OF Bs. As.

In addition, you should read the entries that refer to: "The lessons that can be drawn from the failed attempt by Jorge Metz in January 2016 to form his CONSULTATIVE COUNCIL.

Start of the second extract of the article:

The collaborators of Minister Dietrich add that the renovation of the port infrastructure will double the current capacity of cargo and will have a flexible design, adaptable to the needs of the market in a more competitive and sustainable manner.

They add that the project "will generate new "green" and recreational spaces for the community, integrating with the Paseo del Bajo and the Young District

End of citation.

Comment: There are severe local and international criticism of this plan and the A.G.P. has never accepted the invitations to open a public debate.

An offer of help from O.E.C.D./ I.T.F. to make a "Round Table CONFERENCE according to successful examples from Chile", was badly HANDLED.

See the reports in this blog of what happened on April 22, 2017 at the meeting called by A.G.P. in the office of the Under-secretary of Ports and Waterways , where the O.E.C.D. PARTICIPATED WITH INTERNATIONAL EXPERTS, AND THE LOCAL ORGANIZERS HAD NOT PREPARED ANY TEAM TO PARTICIPATE IN A DEBATE.

Instead of debates, there were presentations by international technicians, for a small group of people INVITED to listen to these presentations.

Start of the second extract of the article:

According to the authorities, this is a 50-year plan in which they were working together with the international consultancy ALG and the operators of the port of Rotterdam, which includes the unification of the three concessions currently in force to achieve greater competitiveness.

End of citation

On March 6, 2019 I made an entry with the title: Part 1 of A GENERAL VIEW OF THE RELATIONSHIP BETWEEN A.G.P. OF ARGENTINA AND THE PORT OF ROTTERDAM. (PoR)

Although the A.G.P. repeat saying that the Port of Rotterdam is the main adviser, A,G,P. has always refused to answer my requests to clarify what the Port of Rotterdam has contributed to the plan.

And by order of A.G.P. the contacts in PoR have not been able to give information about it either.

This "plan" does not respond IN ANY WAY TO THE IDEAS OF WHAT IN THE PORT OF ROTTERDAM IS CONSIDERED TO BE A FLEXIBLE PLAN FOR 50 YEARS.

2 CLEAR, WRITTEN QUESTIONS ON THIS SUBJECT IN AN EVENT WITH A "SO-CALLED LOCAL SHIPPER`S COUNCIL" IN JUNE 2018, WERE NEVER ANSWERED, NEITHER BY A.G.P.NOR PoR.