

For a good understanding of my experience that NOT ALL THAT SHINES IS GOLD, we must start with a new look at the first point of the "**Background of this web site**", where I explained how I began in 2001 to write the book "Containers, Ships and Ports, parts of a Transportation System ", of which this web site is a continuation.

With this I wish to say that the intention of this web site is to write about "**Containers, Ships and Ports, parts of a Transportation System**".

IN A COUNTRY THAT WANTS TO PROGRESS, THIS HAS TO DO WITH "TRANSPORTATION POLICY", SOMETHING THAT A MINISTRY OF TRANSPORT OF THE COUNTRY MUST DEVELOP. And when in this blog something is written that "NOT ALL THAT SHINES IS GOLD", it is not part of a NOVEL.

In the first point of the "**Background of this web site**" you can read in a part highlighted in green: ... Study trips continued to different ports in the US and Europe, where I also attended seminars and short courses. The most important were two short courses at an institute in Rotterdam, called TEMPO, formed by the Port Authority of Rotterdam and subsidized by the port. In these courses I had the happy opportunity to talk several hours with Engineer HENK MOLENAAR, the great man who developed the MAJOR PLAN OF THE PORT OF ROTTERDAM for the period from 1980 to 2000. This extra-ordinary MASTER PLAN is still valid until today. . (All this refers to a real brightness, which deserves to be called "a golden glow").

In point (3) C of the "Background" I mentioned a PPT made in 2010 for a meeting in the Working Group of the Sub-Secretary of Ports and Waterways, Ricardo Lujan, in the second stage of his "Master Plan of the Trunk Navigation System".

TO MY UNDERSTANDING, THE NEED TO COMPLETE THIS MASTER PLAN IS VALID UNTIL TODAY.

This was also discussed between 2012 and 2014 in the Working Group of Ports in the PENSAR Foundation, which delivered in November 2014 its advice to the Presidential candidate, Mauricio Macri.

THE NEED TO CONTINUE WITH THIS MASTER PLAN WAS CONFIRMED IN THAT WORKING GROUP. As stated in this site, I advised to start this in January 2016.

In this regard I repeat saying that the authorities should have paid attention to article in the newspaper La Nación on January 5th, 2016 with the title "TRANSPORTE INTERMODAL", which can be opened by putting these words in Google: La Nación"TRANSPORTE INTERMODAL".

As said before, in the first part (1) of the series "NOT EVERYTHING THAT SHINES IS GOLD", there is much praise that the port of Rotterdam deserves.

In part 2 we saw how Mr. Mortola realized that not everything that shines is gold, when he was informed that the "Port of Rotterdam International" the "consulting arm" of the Port of Rotterdam company, does nothing free. (Although he really should have known that no one does this kind of thing for free, although a Memorandum of Understanding is made in the eyes of the Queen of Holland and the President of Argentina, but according to the constant

propaganda he made about this being “free of charge” he apparently believed that it would be free).

And now that I have explained my "experience" to you, I am going to gather data for the next part 4 of "NOT EVERYTHING THAT SHINES IS GOLD".