

It is a great pleasure to announce that the **NUESTROMAR Foundation**, with a long history in Argentina, has made an invitation to start a debate on the advance of the Modernization Plan of the Port of Buenos Aires (P.B.A.)

For his purpose it has put its blog at the disposal of people who wish to participate. This invitation was made on July 8<sup>th</sup> in an article entitled: *Reflections and notices of international experts and projects for the Port of Buenos Aires*, where some backgrounds of the Plan were mentioned.

It is important to note that **NUESTROMAR** based its initiative on texts published in a new brochure issued by the Ministry of Transport about the Modernization Plan of the Port of Buenos Aires (P.B.A.)

This article starts saying that the Port of Buenos Aires, with all its undeniable "Weaknesses", still has many "Strengths" that the country will need for several years.

Since the Port Authorities of Buenos Aires announced the first "Strategic Plan" in 1998, I always claimed that public debates are necessary. Therefore I decided immediately to send a note that I wished to participate, which was accepted by NUESTROMAR and on July 14<sup>th</sup> my article was published as the " **first contribution for the debate**".

I am of the opinion that a debate on the Modernization Plan P.B.A. should start with the question to those who want to participate, if **they agree** or **disagree** with the initial statement of the invitation, that the Port of Buenos Aires (P.B.A.) still has many "Strengths", which the country will need for several years. This is a most important question.

At this moment, with so many doubts about the future, the most difficult thing to discern is how it will be possible to obtain a PLAN that offers the best results for the whole country, amongst all the undoubtedly valid interests, some of which are conflicting.

That is why, after this first question, other basic questions should be asked, so that the debate can begin with a clear objective: **THE GENERAL INTEREST OF THE WHOLE COUNTRY.**

Frankly speaking, I think that in my blog ([www.antonioz.com.ar](http://www.antonioz.com.ar)) I raised already some questions which could serve in this debate:

1. Is there awareness in Argentina of the importance which the "Transport Policy" has in the country's economy? Is attention paid to the good examples that are available in the world?

2. In January 2016, an attempt was made to start an "Advisory Council of the Under-Secretary of Ports and Waterways (S.S.P.y V.N.), which began with the subject of the Modernization Plan of the P.B.A.

3. This initiative did not have the expected results.

Were lessons learned from what happened between January 2016 and April 2016 of what was discussed in this "failed" Council?

4. The Modernization Plan of the P.B.A. is not a "basic plan", but should be a part of the National Transportation Plan and therefore a Part of the Plan of Ports throughout the country, from Barranqueras in the North to Ushuaia in the South.

For this purpose I made a presentation in March 2016 for the Under Secretary of Planning of the Min. of Transport with basic *ideas to form a "ports policy"*. [Open here.](#)

5. In September 2016, noting that little advance was made in the Plan of Modernization of the Port of B.A., an important presentation was made in C.P.A.U. (Professional Council of Architecture and Urbanism): *The relationship of the city of Buenos Aires with its new port 2019. A pending debate.* [Open here.](#)

I suggest to extract some basic questions from these articles and presentations, to be answered by the participants at the start of the debate.

- What reasons can there be that we cannot "refill" the whole Basin F, instead of half the basin as now has been planned?

This would open the possibility of creating truck flows for the port, which would cause the minimum inconveniences that all the ports of the world cause to the cities.

The cargo-flows which can be created by refilling Basin F are "unbeatable".

It should be noted that the "Bonded Warehouses" / "Depositos Fiscales" which are now in this zone, play an extremely important role in the port system of Buenos Aires.

What reason can there be to remove them from this excellent position to another place where the trucks will have to pass several times through the City?

- What results will a competition between 2 terminals have?

Now there are 3 and who benefits from this competition?

The cargo has never been benefited at all with this competition, as it is the ship-owner who chooses the terminal.

And the Port Authorities of B.A. have always created an excess of "competition" that is much worse than lack of competition: **THIS IS THE REASON WHY THE PORT OF B.A. NEVER COULD BE "MODERNIZED"**, although already in 1978 the first plan for modernization was made.

**It is because of this excessive competition that this critical situation of the P.B.A. was reached and should not be a reason for a new failure.**

I think that with these questions and answers, we could start a good debate.

**And that the responses of other participants and their suggestions will be a great contribution to achieve the necessary consensus.** (ANTONIO ZUIDWIJK)