

On May 27th 2019 I published **PART1 of NOT ALL THAT GLITTERS IS GOLD.**
In many parts of the world, agreements have been made that seemed bright, but did not give the expected result.

And to demonstrate with examples why those initiatives did not give good results, the saying "NOT EVERYTHING THAT GLITTERS IS GOLD" is often used to start the analysis.

On June 3rd I published the second part of NOT ALL THAT GLITTERS IS GOLD.

I took as a basis a Dutch report, with the speech of 03-28-2017 by Prime Minister Mark Rutte at a lunch offered by the Dutch government on the occasion of the Argentine state visit to the Netherlands: It clearly shows that there were high expectations that these protocols would have great benefits for Argentina.

On July 1st the third part of NOT ALL THAT GLITTERS IS GOLD was published.

I reminded that in many parts of the world, agreements have been made that seemed bright, but did not give the expected result and considered that this was the case of the MoU that A.G.P. of Argentina signed with the Port of Rotterdam in March 2017, while King William Alexander (Willem Alexander) and Queen Maxima of the Netherlands and President Macri and his wife watched the ceremony.

In this part, I gave clear evidence that the execution of the Plan of Modernization of the Port of Buenos Aires WAS HANDLED VERY BAD by the "resurrected A.G.P". (It had been "in liquidation" during 22 years, with a "trustee" in charge).

I promised to publish the next week an important fourth part, dedicated to the Ministry of Transportation, which did many good things, but also made serious mistakes.

On September 4th I made a note requesting the readers to have a look again on several entries in this blog, which are of great importance in this series.

Only on October 1st the fourth part of NOT ALL THAT GLITTERS IS GOLD was published, DEDICATED TO THE MINISTRY OF TRANSPORTATION.

I explained that I had interrupted the series of articles with this title because of the very complex "political situation" in Argentina in the last month before the elections and that I didn't want to add more confusion.

The Ministry of Transportation did many very good things, but also made serious mistakes, especially there has been a total lack of TRANSPORT POLICIES and PORT PLANNING.

On October 11th I published part 5 of NOT ALL THAT GLITTERS IS GOLD :THE FALSE ARTICLE IN THE NEWSPAPER "DAGBLAD ROTTERDAM" OF APRIL 28TH, 2019.

I reminded readers of the entry of October 1st, dedicated to the Ministry of Transportation and explained why I took so long between the third and fourth part .Now that the government had recognized errors and was showing that it would correct them, I decided to publish this fifth part (with the note: You have to read part 4 before reading this one).

I informed that on January 25, 2019, I had made a clear request to the editor of the newspaper Leon Van Heel of Dagblad Rotterdam to publish an article with my arguments why I think that the Plan of Modernization of the Port of Buenos Aires is very bad.

I explained him clearly that it was my intention to warn the consultants of "the Port of Rotterdam" (PoR), that their good name is at risk if they do not clarify that they have NOT been the main advisor for A.G.P. .for this "BAD PLAN like A.G.P. is saying constantly in their local propagandas.

Actually, before signing a Memorandum of Understanding with PoR, the A.G.P had already worked with other advisors for more than a year and has followed the main part with them.

The participation of PoR has been secondary.

Because the A.G.P. has made their "PLAN" on a totally wrong basis, I wanted to give a sign that the eventual failure of the "PLAN" could affect the good name of the Port of Rotterdam (PoR).

The full text of the article in DAGBLAD ROTTERDAM, which is of utmost importance, with a Spanish translation, is in the Spanish part. This deserves to be summarized by a "knowledgeable" person.

If I receive signs of interest, I could make a trial.

A careful reading of this note, with the extensive interview of DAGBLAD ROTTERDAM with the CEO of PoR, René van der Plas and Professor B. Kuipers of the Erasmus University, give clear indications, how Port of Rotterdam always followed the indications of Mr. Gonzalo Mortola, to refuse to give real information on advice given by PoR.

This is a reason for me to believe that the Port of Rotterdam HAS DONE HARM TO PRESIDENT MACRI IN THE ELECTIONS.