

In the article we can read Mr. **Mortola's self-praise**, but on the other hand there are severe national and international criticisms.

The most important are from the O.C.D.E./I.T.F. and Mr. Ricardo Sánchez of C.E.P.A.L. Hence it will be very important to analyze how the "Mortola Plan" was formed.

For this we begin with a look at the way in which the candidate for President, Mauricio Macri, prepared himself to START HIS TRANSPORTATION POLICY, if elected.

For that he formed a think-tank, "PENSAR" (which means THINK") where a working group for Transportation was formed (G.T.)

The first coordinator of that G.T., was Mr. Nicolas Grosman, between early 2010 and late 2011, when he went to the US where he received a scholarship.

Before leaving, he left the results of his work to his successor, which was condensed into a clear PPT.

After a long period without an active coordinator, another person with much lower capacity took coordination again in 2012 and it can be said that only from late 2013 to 2015 the G.T. worked again.

In 2014, Mr. Grosman's PPT of 2011 was repeated in the G.T. and accepted with more details, as the final proposal made in 2015.

In this work plan there was a clear sequence: First, the General Transportation Plan, with the general infrastructure, then a Plan for All Ports and then individual port plans.

But how did the government start in January 2016, in order to put this into practice?

The new Undersecretary of Ports and Waterways, Jorge Metz, had participated in the G.T. in 2014 and 2015 and decided in January 2016, to form his CONSULTATIVE COUNCIL for the Port Plans.

And what happened? At the second meeting of his C.C., Mr. Mortola, unknown in the port environment, introduced himself to inform that he had been appointed by the authorities as the new auditor of the General Administration of Ports, A.G.P.

The A.G.P. was created in 1956, but due to its great flaws, it was liquidated in 1994.

A.G.P. was only in charge of the port of Buenos Aires, because an article in the Law of Port Activities, Law 24.093, had been vetoed.

This Law had passed the ports to the provinces, with special regimes for 5 ports. The veto did not allow the passage of the port of Buenos Aires to the City of Buenos Aires.

According to Law 24,093, Mr. Jorge Metz was the NATIONAL AUTHORITY for the application of the Law, but this was not respected and Mr. Mortola acted alone, as responsible for the Modernization Plan of P.B.A. and many other topics.

Already in January 2016 he started with his group of people, whose background would have to be clarified. He chose his consultants, which he hired without any bidding, or control of someone superior.

Then something important happened:

When President Macri made a state visit to the Netherlands in March 2017, Queen Máxima arranged that a "Memorandum of Understanding" was signed, that the Port of Rotterdam would act as CONSULTANT for the A.G.P.

The details of this MoU were never published.

But just as he still does in the previous article, since then Mr. Mortola declares that PoR works as his main consultant.

But what has actually happened and what should be clarified for the good of the country, Mr. Mortola continued his plan as he had started in March 2016.

And as it appears when reading more details in the mentioned publications and the commentaries, now it is necessary to clarify if the results of the way Mr. Mortola made his very DISPUTED PLAN OF MODERNIZATION OF THE PORT OF BUENOS AIRES, justify that Mr. Mortola takes charge with his group, for a much more difficult task:

The tender for the concession of the dredging of the very long navigable waterways, from Timbues north of Rosario, to the area of "deep" waters near Montevideo.

These waterways go through the main exit of the Paraná River through the Martín García Canal, shared with Uruguay and the exit by a secondary branch, the Paraná de las Palmas and the Emilio Miter Canal.

And that is a very difficult study, which requires the work of many technicians in the field and many open debates, which has not been the way of acting of Mr. Mórtoła.

(I should have written this in the Spanish part, when I first started with the advice that NOW a COMMISSION OF THE EXECUTIVE AND LEGISLATIVE POWER BE FORMED IN CONGRESS.

That commission is not going to produce any "plan", but it will be the school for the TRUE Commission that the president who assumes in January 2020 should form).

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