

Comments on the article published by CONTAINER MANAGEMENT

Port of Buenos Aires

"Do not cry for me Argentina".

Laugh now, Cry Later".

This article is part of many previous criticisms that can be found on this website and on www.nuestromar.org and should be read along with others, especially this one:

The Management of a Port Plan of the Nation within the framework of a bankrupt State (written in Spanish by Captain Daniel Caso).

There is no doubt that plans for the port of Buenos Aires should have received much more attention from the port authority (AGP).

Already in 1998, the A.G.P. announced that it was preparing a STRATEGIC PLAN FOR THE PORT OF B.A. However this Plan was never finished because many experts claimed that first debates should be opened, which are needed for such a plan.

(Instead of "DEBATES" we now speak of "Round Tables Conferences").

Nothing was done after a repeated announcement in the year 2000 and this is the reason that the problems accumulated and that there is now an enormous backlog, which is difficult to solve.

But the most serious errors occurred in January 2016, when the new government started a Plan for the Port of Buenos Aires, instead of inserting it in an INTERMODAL TRANSPORTATION PLAN for the country and within a PLAN OF ALL THE PORTS.

(See <http://www.antonioz.com.ar>: "The lessons that can be found in the unsuccessful attempt of the former Under-secretary of Ports and Waterways, (S.S.P. and V.N.), JORGE METZ" to form his Consultative Council.

Instead, the "trustee"/auditor of the A.G.P. was appointed to make Port Plans, while the law clearly states that this is the responsibility of the S.S.P. and V.N.)



ANTONIO ZUIDWIJK | Bienvenidos

Bienvenido

Already in 1978 a military institution, J.I.C.E.F.A., delivered a PORT MASTERPLAN FOR B.A.to A.G.P. which was made by the American consultant Bechtel: Engineering, Construction & Project Management.

This plan advised to fill in Basin A and begin to form linear berths, instead of the existing "finger-piers".

In 1986, another international consultant, ROGGE MARINE of Bremen delivered a second Master Plan for the Port of B.A., with exactly the same advice that was already given in the Plan of J.I.C.E.F.A. of 1978.

In 2010 the concessionaire of piers 1, 2 and 3, (T.R.P.) started to execute this advice and made a new quay wall against the old one, which could receive ships of 40 feet draft instead of the current 32 feet.

By uniting piers one and two and filling basin A, a linear quay of 426 m would be created.

However, this plan of T.R.P., which had the objective of reaching a capacity of 800,000 TEU, was not completed because the fragmentation of the port that was made in the 1994 tender had created a destructive competition, which nevertheless NEVER BENEFITED THE CARGO. (Beneficial Cargo Owners)

This is something that those who speak so much of the "need" for competition must take into account. Too much competition is as bad, or worse than lack of competition and it should always be analyzed how the competition works and who benefits from the competition. In the case of the Port of Buenos Aires, the competition only benefits the maritime carrier.

What is not correct in this article of C.M., is the part that says: THE CURRENT MAXIMUM DEPTH in Puerto Nuevo is 36 feet, which allows approx. 10.36 m DRAFT for navigation, which in itself is a confusion.

The draft for navigation depends on the depth of the access channels and the margin of safety that must remain under the keel.

What is also debatable is Sharma's statement that "Zarate will continue to be a feeder-port". In a report about "Lengths allowed in the Parana de las Palmas River" which can be found in the previous entry of this website, you can read that with the application of modern techniques, ships of 270 m may reach Zarate, which is enough to ensure a direct line to Terminal Zarate.

And in that sense, Buenos Aires must analyze how the Port of Antwerp reached the second place of container ports of Europe, behind Rotterdam and how the gap between the two narrows all the time. This was obtained by joint-actions of the Port Authority, the pilots and Antwerp's hydraulic institute, with simulators to come to the best path.

Even with the actual big ships of 20.000 TEU the growth of the Port of Antwerp is higher than the growth of the Port of Rotterdam and the gap is becoming smaller instead of bigger as was expected.

And I ask special attention for the words of Mr. Olaf Merk at the end, which are the ones that I have repeated in dozens of articles in my blog: the need for Argentine Shippers (Beneficial Cargo Owners) to follow the examples that exist since 1917 in two institutes of the U.S.A.:

The "National Industrial Transportation League" and
the "AgTC Agriculture Transportation Coalition."