| SKIGIN/ ACTION | | J.N. | DEPARTMENT OF STATE | |
|----------------|-------------|----------|---|--|
| M/B | ARA | -5 | AIRGRAM 05 14 Bray | |
| [· | 1 | AF | FOR RM USE ONLY | |
| ARA | EUR | FE | A-37 UNCLASSIFIED | |
| NEA | cu | INR | NO. HANDLING INDICATOR | |
| E | P | 5 | TO : DEPARTMENT OF STATE | |
| 12 | | 2 | | |
| L | FBO | 12 | INFO: RIO DE JANEIRO ANALYSIS & DISTRIBUTION AUG 1 7 1964 ANALYSIS & DISTRIBUTION AUG 1 7 1964 | |
| | | | | |
| AGR | СОМ | FRB | FROM : Amconsul SÃO PAULO DATE: August 11, 1964 | |
| INT | /O | TAR | SUBJECT: Port Reorganization Decree Meets with Some Reservations | |
| | | | | |
| TR 2 | ХМВ | AIR 5 | REF CERP, D-16 | |
| RMY | CIA 10 | 3 | | |
| 5 osd | USIA | NSA | The recent decree establishing directives for the | |
| 19 | | 3 | reorganization of the port system has been greeted by the São Paulo Federation of Industries with applause and some reservations. The cost of transport and port services has been of continuing concern to local industry. | |
| RMI | Q Fi | les | In an analysis of the measure, Sr. Oswaldo PALMA, a director of FIESP-CIESP, made the following points: | |
| 8 | 1,9/6 | 1 | 1. The 90-days given the National Department of Ports and Navigable Waterways to present studies on the reorganization of the port system are insufficient in view of the importance of the subject. | |
| | | | 2. The establishment of corporations for the commercial operation of the ports is salutary, but care must be taken that port corporations do not become political tools as did the federal railway system (Rede Ferroviaria Federal S.A.). | |
| | | | As in the case of the Rede Ferroviaria Federal, the government is to have 51 per cent of outstanding shares in the new port corporations and thus will have the power to elect the administrators who will undoubtedly be subject to the same pressures from which the Rede Ferroviaria Federal suffered. Since sufficient private capital is unlikely to be found to undertake the large investment required, government help is necessary, but past errors must be avoided. The New York Port Authority is an example to be followed. | |
| | | | FORM DS-323 UNCLASSIFIED FOR DEPT. USE ONLY In Out | |
| Drafte | ed by: | | ECON: ERHessler/id 8/11/64 Contents and Classification Approved by: | |
| Clear | Clearances: | | | |
| | | | | |

3. In establishing port corporations, administrative continuity should be assured; and directors should include representatives of industry, commerce, agriculture, and cattle-raising.

In conclusion, Sr. Oswaldo Palma said that the goal should be a sense of free enterprise with profit the aim of the undertaking, utilizing it for development and the creation of employment.

For the Minister Consul General:

Richard C. Desmond
Richard C. Desmond
Consul

UNCLASSIFIED

you