Possible contributions of the startup of The Infrastructure Specialized Logistics in the Commerce National and International of Goods.

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Abstract:

This investigation speak about the potential contributions that would bring on the international trade merchandise the application of The Infrastructure Specialized Logistic, the investigation will be realized through secondary sources, in this way will be examined some projects that have relation to trade in goods, also will describe the relation that The Infrastructure Specialized Logistic have with this, in addition of this will be compared the contributions of similar platforms that were implemented in other countries.

The Infrastructure Specialized Logistics is a concept that comes to Colombia through the Article 2 of the Decree 736 of 2014, there is defined the ISL as a logistics platform that will allow you to perform all the processes of the distribution chain from a same place through of various nodes, the startup and development of this Project will bring to Colombia a series of benefits in terms of advance logistics, thanks to that by means of the infrastructure the companies could save a lot time and costs significantly. However, it should be borne in mind that Colombia is a backward country in terms of logistics infrastructure and the realization of a project of this magnitude requires large investments, as public as private sector, investments that might be used to finish and improvement of other projects that would bring many benefits to the national and international trade of goods and logistics.

Keywords:

Commerce.

Competitiveness.

Development.

Infrastructure.

Logistics.

Nodes.

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List of abbreviations

APB: Application of Permission of Boarding.

CDKN: Climate and Development Knowledge Network.

CIA: Colombian Institute Agricultural.

CRIT: Commission of Regulation of Infrastructure of Transport.

DTNC: Direction of Tax of National Customs.

GDP: Gross Internal Product.

GEF: Global Environment Facility.

IHMES: Institute of Hydrology, Meteorology and Environmental Studies.

ISL: Infrastructure Specialized Logistical.

MESD: Ministry of Environment and Sustainable Development.

MHSP: Ministry of Health and Social Protection.

NAI: National Agency of Infrastructure.

NCESP: National Council of Economic and Social Politics.

NCL: National committee of Logistics of Transport.

NIR: National institute of Roads.

NISMF: National Institute of Surveillance of Medicines and Foods.

NMA: National Maritime Authority.

NOLL: National Observatory of Logistics of Loads.

NPD: National Plan of Development.

NPD: National Planning Department.

NUMRD: National Unit for the Management of the Risk of Disasters.

OECD: The Organization for Economic Co-operation and Development.

PCL: Programmatical Coordination of Logistics.

SMEs: Small and Medium Enterprises.

SWFT: Single Window of Foreign Trade.

TULE: Technical Unit of Logistical Execution.

TUPIT: Technical Unit of Planning of Infrastructure of Transport.

WTO: World Trade Organization.

ZLA: Zone of Logistical Activities.

Introduction

The present investigation emphasizes in the Infrastructure Specialized Logistical – ISL, that can define of a simple form like the implementation of logistical platforms that expects will do the task of optimization in the times for the import and exportation of Goods, so that this will be effective, will be a function of this several logistic operators that are responsible for the processes flow of a way articulated in the different activities that have intervention with the supply of the goods to the final consumers. Of this way, what for looks with these new implementations, is that it generate an added value to the operation and handle of the national and international goods making a difference to how it is managed today.

The most significant characteristics that can stand out of this new figure of the logistical are: must be located in strategic places of the country, where facilitate the accesses to ports, must be built on a surface sufficiently wide for suitable handling of the goods, and that has sufficient capacity and the adequate infrastructure for the storage of the same.

To analyze the problematic, what will be done is to observe and to define what so beneficial would be these implementations in the country with base to the investigations and experiences in other countries with similar figures, bearing in mind that the main problem that one presents with this new model is that it exists little knowledge about the subject and that the market is not accustomed to or are familiarized with the concepts of Infrastructure Specialized Logistical and with Logistical Platforms as a way to facilitating the operative processes of handle of goods.

The investigation of these concepts and logistics figure made with the interest and the purpose to identifying the opportunities and advantages that can present with the received of this new way of improving all the logistical processes, which difficulties can present on the way to the adaptation and see how has been the process in other countries, for take them as a guide or example if it comes to opt

by this model. Of equal way establish which contribution in distribution and handle can bring to the trade of national and international goods.

For the methodological frame what was used were investigations of similar figures in other countries identifying which there are the main products for which they adopted the logistic platforms and benefits that they have brought for them.

1. Formulation of the Project.

1.1 Background.

García (2012) and the National University and to Distance (UNAD) (s.f) they Coincide in that the logistics had his summit with the entry of the globalization and that through the times has been developed according to the needs of the population, but always looking for a decrease for the cost of the products, so much by part of the distributors as of the consumers. In general the logistical search is to achieve a process sequence that starting from the internal level of the company until placement of a product in the outer, in the shortest time possible and with the least amount of expenses that may be generated.

Starting of the previous premise that speaks about the reduction of the costs, come associated to the concept of logistics, competitiveness, infrastructure, connectivity, Monterroso (20 15) speaks about of the importance of the goods logistics to the company and the advantages that generates the access to new technologies in field of distribution.

According to this and the related in the previous paragraph, it is understands that the companies need in addition to a good internal logistics, an environment logistically appropriate to the businesses, that is to say, the logistical intern of the country. It is not enough have only technological resources interns that allow the decrease of costs, because if the country or the other agents that do part of the process of mobilization of the goods is not prepared to realize the process of a suitable way, the costs will not be able to be minors and the products will be less competitive outside.

Thanks to the identification of the problematic that has in Colombia in front of the subject of logistical development, includes in the Decree 390 of 7 March of the 2016, new regulation Customs, the concept of Infrastructures Specialized Logistical –ISL that contemplates some nodes of supply eat: Wholesaler, Centers

of terrestrial transport, logistical Areas of distribution, air cargo, areas of logistics activities in ports, dry Ports and logistics areas, multimodal. With these nodes looks for that each one of these promoted and it could obtain a major competitiveness in terms of logistics at the international level, (Forero, 2014).

Similar projects to the ISL have been given in different countries of the world as for example in Mexico, Spain, Chile, among others. In these countries the advance in logistics has been presenting some improvements, in terms of efficiency and effectiveness, the same may give it in Colombia if this model is implemented, through the cooperation of the public and the private sector and the private, according to the authors Arango (2012) and Bernate (2015).

1.1.1 State of the Art.

There are not exist works that previously have deepened the topic of the Infrastructure Specialized Logistical, but in concordance and relation with the logistics infrastructure is among others:

- Kilcarr, Sean. The artificial intelligence.

The article informs that according with the provider of global logistics of artificial intelligence DHL expected to change the sector of the logistics. The treated topics include the artificial intelligence expects to help in the manufacture, the logistics and the delivery of goods, the use of the reality increased for the preparation of requests without the use of the hands and the use of the robotics to satisfy the demands related with the tasks of logistics. Other subjects include the acceleration of the logistics based in data with connection to internet of the things (IOT) and the rape of the data.

- Financial strategy. Decrease of costs through the logistical platform.

The purpose of this work is to help to clarify the understanding of the concept of logistical platform in order to release his potential for the benefit of the logistics sector. The company Alimerka has managed to reduce costs and gain in efficiency thanks to his new logistical platform, which for a few months is operative in the municipality of Lugo of Llanera, in Asturias. This platform, of 50.000 m² built on a plot of 120.000 m², has been totally automated by Mecalux, a company specializing in systems of storage.

- Fernández, Xosé Luís. Coto-Millán, Pablo. You married-Flontañón, Pedro. Castañedo, Juan. Pesquera, Miguel Ángel. Logistical platforms and efficiency in the transport of goods in Europe (2004-2012). In this work analyses the technical efficiency of the European companies of transport of goods by road during the period 2004-2012.

The results show that the companies of transport of goods by road that use logistics platforms appropriately are more efficient. Other interesting results also were obtained show that the liberalization of the sectors of the transport, the inventory management and the use of the Technology of the Information and Communications lead to improvements in the technical efficiency of the companies.

1.2 Approach of the problem

The logistical infrastructure in Colombia has not been the best, because this, is one of the countries less advanced in this topic and this effect in the activities of transport of goods leave in a position of disadvantage when compared, not only with the countries leaders in logistical infrastructure, but also with neighboring countries that have less infrastructure and development.

In Colombia the little development that evident today in the infrastructure of the terrestrial roads and in the processes of internal logistics of the companies, have resulted increase of costs in the products and delays in the delivery of the final product, as a result of the bad condition of the infrastructure is having little competitiveness to the time to export, import and transport internally the products in the country, lowering the performance of logistics companies on delivery times.

Colombia was ranked 94 on the index of logistics performance according to the World Bank (2016), for his inefficiency, this subject to confronting difficulties in terms competitiveness and high costs in the international trade and in the international supply chain.

For this in Colombia has increased as aim the improvement of this subject and has begun to talk about the Infrastructure Specialized Logistics-ISL, as solution of competitiveness in all the processes that have to do with the logistics, this is presented as a new model of implementation for the optimization and improvement of the intersection of goods with the ports and all the chain of logistics operators taking into account the benefits that will bring for the country.

1.3 Justification

Theoretical justification: By means of this investigation may be evident some of the benefits and the opportunities that will bring about the implementation the modality of Logistics Infrastructures in the country, it is important to realize this

investigation because of this way will be possible to observe if the ISL, it is truly a viable project or no for Colombia.

Social justification: the implementation of the Infrastructure Specialized Logistics will bring for Colombia development front various aspects as are, the generation of direct and indirect employments, progress of the economy of the country which will improve the quality of life of the Colombians.

Personal justification: This investigation is done with the purpose of acquire new knowledges, grow as persons of competence for the world of work, allowing improvements in the personal and the professional and taking advantage of development opportunities, in addition to this looks for of equal way access to the professional title of International Negotiator.

1.4 Objetives.

1.4.1 General objective.

To determine the possible contributions of the implementation of the Infrastructure Specialized Logistics in the Commerce of national and international goods.

1.4.2 Specific objectives.

- Relate to state projects with which pretend to facilitate the trade of goods.
- To describe in what consists the figure of Infrastructure Specialized Logistics and his relation with the operations of the commerce of national and international goods.
- Identify experiences of similar figures to the Infrastructure Specialized Logitics in other countries and the contributions that these had on the operations of commerce of national and international goods.

1.5 Methodological Frame

1.5.1 Method

Inside this object of investigation be will start the deductive method, since it collects information about projects and plans of infrastructure related with the trade of goods, until get to the figure of the ISL, once it have collected all the information, will use to the analytical method, to process it and give answer to the question planned in the problem.

1.5.2 Methodology

Using mainly to secondary sources, such as web pages, texts, works of the same field, and primary sources through interviews made to experts.

1.6 Scopes

The present investigation will explore the possible contributions to the trade of national and international goods in front of the figure of the Infrastructure Specialized Logistics – ISL - and that so beneficial was the implementation for Colombia. This investigation will cover in first instance, which it consists the figure of the ISL, in that it influences in the operation of trade of national and international goods, taking as example to other countries that have already implemented similar figures.

2. Execution of the Project

CHAPTER I

STATE PROJECTS THAT HAVE RELATION WITH THE INFRASTRUCTURE SPECIALIZED LOGISTICS AND THE COMMERCE OF GOODS.

1.1 National Politic Logistical.

The National Politic Logistical (2014) created with the end to help to Colombia to be able to withstand the economic recession and other problems brought about to the decrease of the exports, in other words is focused in lowering the costs and time of logistics operations to internal level to ensure the products are competitive for the final consumer.

This politics consist of the following 6 key elements:

- Strengthening of productive chains.
- Facilitation of the foreign trade.
- Management of the information.
- Infrastructure for the multimodality.
- Territorial legislation.
- Normative and institutional frame.

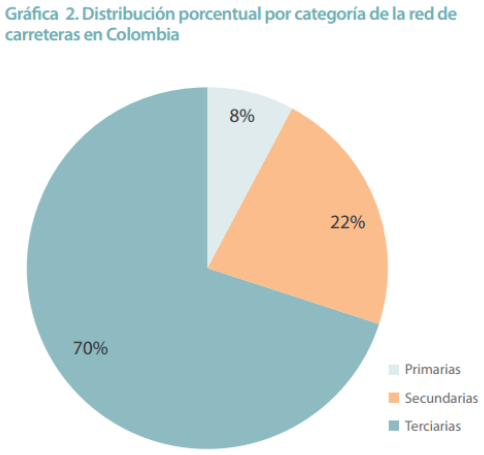
All these elements join with the aim to creating projects that allow to the country to improve the quality of the processes in terms of infrastructure refers, many of the projects that are going to be mentioned subsequently have been created from the emergence of this politics, and therefore supervised by the national commission of competitiveness and innovation, this is the organism commissioned of the projects and his development.

Figure 1: National Commission of Competitiveness and Innovation

Source: (DNP, 2014)***,*** *Taken of the page of the national planning department, this describes the composition of the National Commission of Competitiveness and innovation and describes each of the goods in charge of each area for the decision making of the respective projects.*

1.2. Road Infrastructure and transport in Colombia.

According to figures of the Ministry of Transport (2014), the road infrastructure of Colombia has an approximate length of 203.392 Km, of which 8% (17.342Km) correspond to road network primary, 22% (44.399 Km) to the road network secondary, 70% (141.955 Km) to the road network tertiary, see Graphic 2.



Graphic 2: Percentage Distribution by Category of the network of Roads in Colombia
Source: (Mintransporte, 2014)***,*** *Taken from the Plan of Adaptation of the Road Network Primary of Colombia of the 2014, in this specifies the share that each category of routes in Colombia and their participation in percentage.*

Colombia in his great effort and desire to overcome the arrears in infrastructure, logistics and transport of goods and added to this in the fact show and wanting to be a country acknowledged to worldwide in the field of competitiveness and logistics development, has invested him to a quantity of plans, programs and state projects, which has been unfolding since many years ago, each one of these proposals, find to charge of different state entities and despite the fact that each project focuses on a particular purpose all have an aim common, which is to help the logistics and the trade of goods can be improved in any way.

According to what mentions, Arciniegas (2014) signals that the investment in transport has been relatively low through the history, previously allocated less than 1% of the GDP to develop projects related with the development of infrastructure and the improvement that had already. For this reason the Colombian economy in general has seen affected negatively, to reason that organizations such as the Organization Economic for the Cooperacion and the Development-OECD, (2016) affirm and sustains that the infrastructure is a key element for the competitiveness of a country and contributes greatly to the economic growth and social development of the same. It is for this reason that the country in favor of the change and in the constant research of the development, social, economic, from some years ago has been investing 3% of the GDP and in addition to this have linked with a large number of private sector companies that have supported the government in the realization of all the projects that have been taken since then and those that are going to have in the future goods can improved in any way.

Thanks to this the government through of the NAI (National Agency of Infrastructure), startup the strategic project for the infrastructure of transport called the Fourth Generation of Concessions, this is the program of road infrastructure

that has as main to enable the country develop rapidly and be more competitive to meet the challenges of the global trade, thus becoming a major generator of employments and delivering to the Colombian roads of first quality. This is one of the most ambitious projects that has posed the Colombian government, since it encompasses in it is development each one of the modalities of transport that can handle in the country, according to the NAI (2014) between the main benefits that brings the development of the project are available, More than 40 new concessions, will be transform 8.000 km of roads, with more than 1.200 km in double carriageways to reach a total of 3.500, in total made an investment of more than $47 Billion of pesos and such works will be developing and work to 24 departments, in addition to generate more than 180.000 direct employments in the stage of construction. As well as this investment is ambitious, so are the results that are expect as part of the project, first of all it is said that this will have a multiplier effect of 1,5 % per cent in the GDP during the years of construction of the same, and from that this already this fact, it expects a potential growth of the GDP of 4,6% to 5,3% in the long term, it also looks for that the rates of unemployment in the long term, decrease in 1%.

The project is currently in its development phase, and has contributed some advances to the development of the infrastructure, however one must take into account that it is talking about long-term project and that it is still too early to discern if his profits will be the expected by the government and the entities of the private sector that help support the development of the same. (infraestructura.org.co, s.f).

Added to this in NPD- National Planning Department (s.f), in its publication mission system of cities, talks about the need for each one of the parts that give continuity to the supply chain of the goods have a harmonious relationship between them, that is to say that it be should take into account the development of the territories to internal level and the peculiarities of internal mobility in the urban areas to ensure that all work in pro to get the benefits expected internally and in the country.

To support the measures and projects that have mentioned previously, the government by Decree 947 of the 21 May of (2014), creates two Administrative Units to the interior of the sector transport, an attendant of the planning of the infrastructure of transport and another for the regulation of the infrastructure and transport. The first is the Commission Regulatory of Infrastructure and Transportation (CRIT) which will have as object the design and definition of the frame of economic regulation of the services of transport and of the infrastructure of transport. The second is, the Technical Unit of Planning of Transportation Infrastructure (TUPTT), which will support the first in regulation and the taking of decisions, (NDP, 2014). These 2 new agents facilitated to a large extent that all the projects posed by the government and individuals develop in the best way possible and with the compliance of the relevant regulations.

It should be noted that in the same way are generating new instruments that regulate on fuels, vehicular technology, transactions, provision of information on the of the operator and market entry, among others, all this with the purpose of looks for a politics that set standards are stable and standardized for each one of the actors involved and of this way guarantee the introduction of the improvements required in each one of the processes related with, mobility, logistical and infrastructure. (NDP, 2014).

In ones of his reports the NDP (s.f), sustains that the program roads Village among their main objectives would be to reach:

• The restoration of the accessibility of the roads, this is done by making the removal or cleaning of the landslides that prevent or hinder the flow of traffic.

• Recover and improve the accessibility and the walkability along the roads by repairing the critical places that hinder or prevent the vehicular mobilization.

• Recover the operation of the works of drainage, mainly of scuppers, ditches and drains, to facilitate and speed up the repair and so that the roads do not continue deteriorate in excess with occasion of the season of rains.

• Improve the conditions for the circulation and the vehicular security doing disassemble of the vegetation that practically invades the shod of the ways and hampers the mobilization and the visibility of the users.

• Effect repairs of works for the sustainability of the road in suitable operative conditions: scuppers, ditches, walls, pontoons and other similar.

• Generate savings for the road users, in costs of vehicular operation and in time of route, offering roads in physical conditions homogeneous along the entire route.

• Execute interventions that facilitate the employment of the greater number of people that reside in zones adjacent to the road.

• To achieve greater effectiveness as coverage length in kilometers of road network was bugged.

• Use the most efficient possible of the limited available economic resources for the repair, the improvement and the routine maintenance of the tertiary roads.

• Offer security to the personnel and to the users during the execution of the works.

• Striving to improve the security for the vehicular traffic and other users that use the ways permanently.

• Offer the transparency in the use of the resources and effect timely and accessible information of the results obtained.

Each of the above objectives with the goal of facilitating mobility in the way tertiary, that is to say, the pathways that connect to the sidewalks with their respective municipalities. This kind of tracks have been relegated for a long time of government in government, but play an important role at the time of talk of development in any of its connotations, the why is based on comparison with countries that are considered developed, where the vast majority of its roads is

paved and the accessibility to the same is possible without making a greater effort, in addiction to this, in Colombia, one of the major sources of food supply comes from these sidewalks, this means that in the measure that the transport is performed in a way more easy food can be cheaper, to turn the inhabitants of these villages could improve accessibility to education, health and other basic services, which will make these people not feel marginalized.

But these aims are difficult to attain, since the needs in improvement and maintenance of the tertiary network surpass the budgets, by said reason is necessary to use a series of criteria that allow the optimum and safe utilization of the resources and the sustenance of the results obtained, to attain this NIR, designed a methodology based in the structuring of small projects that allow the prioritization of roads and the good allocation of resources during the 4 years.

In the Management report 2014 of the Sector Trade, Industry and Tourism according to Mincomercio (2014) covers of a very wide way the subject of the logistics regarding the trade of commodities and the importance that has the development of a quantity of strategies that allow the improvement of the same.

1.3. Program of validation of processes of the module of logistics and transport and other projects related with the facilitation of foreign trade.

The Program of Validation of processes of the Module of Logistics and Transport of the SWFT - Manual of processes, treats like his name says it of the preparation of a manual related with the logistics and the transport, that allows to identify and articulate the activities that have to make each one of the actors that take part in operations of import and export of load so much in ports as in airports and taking in account the recent advances in the system of simultaneous inspection, between which include, documents of architecture, flows of processes, cases of use and complementary documents, and the development of the modules of administration of users and teacher of subheadings. Also there is another program called

Coordination with the entities of control of external trade and accompaniment in subjects of improvement of inspection and operations of external trade, in this program tackle the following subjects (Mincomercio, 2014):

- Infrastructure for the processes of external trade: with this looks for the design of prototype of only zones that fulfil with the requirements of infrastructure that signal the entities of control (CIA, NISMF, DTNC and Police Antinarcotics) to attain that they guarantee the optimum conditions for the manipulation and the review of the load so much in ports and airports as in steps of borders, at present have presented the designs of diverse terminal/zones, by this reason are advancing tables of public work-deprived to offer him his respective approval .

- Circular of free pratique to the start of operations, had National Maritime Authority (NMA), Ministry of Health, CIA and Migration Colombia, the draft Circular to amend article 91 of the Decree 1601 of 1984 (MHSP) to enable the early start of cargo operations before the completion of the free talk.

- Scanner, regarding the scanner, issued the Decree 2155 of 25 October 2014 that allows defining the standards of technology of the teams and creating the intersectoral Commission for the implementation and the follow-up of the systems of inspection non-intrusive. Likewise, it worked in the definition of the flow of the process of load containerized in export, import and customs transit (Mincomercio, 2014).

Also they add him to the facilitation of the processes, the new computer developments and the Optimization of documents, that commission, to expand the scope of the simultaneous inspection to the operations of loose load and mixed load under a same application of permission of Boarding (APB). And to delete the presentation of the Letter of Responsibility for load containerized of export, both

were put in practice a gradual way in what it carries of the 2015, and more than 127 companies already have seen benefited with these new regulations.

All the procedures that have mentioned previously, remain ascertained in the document NCESP 3744 of Abril 15 of 2013 - Political port for a more modern country. And so that his development and execution do of the suitable way, did him a series of recommendations to the ministry of transport that go to allow that the implementation of this strategy and other related with the trade of commodities and international relations, fulfil with the challenges posed. Between the most important rests that poses the government, find in obtaining the seen well of the processes by part of the OECD, also find formulate politics of copyright, conclude the agreements in the trade of services, analyze and improve the foreign investments, improve the exports, Fulfil with the commitments assumed in the Agreement of Facilitation of Trade of the WTO, to follow contribute to the facilitation of the circulation cross-border of the commodities, Consolidate through the legislation customs offices more efficient in the different diets, delete the use of the paper in the operations of external trade, attain greater traceability of the operations and strengthen the system of management of risks for his application so much to the operators as to the operations customs, between a lot of other challenges that have planned for the end of the quaternary.

Linked to this subject find the implementations done for the facilitation of the trade, evidence that in in front of the attainments included a Program of Productive Transformation: increase of the productivity and competitiveness, that would bear significantly the challenge in general that looks for the report of management of the year 2014. Between the main aims that have the companies in front of the transformation of the productivity find, the improve the logistical processes and the quality, controlling the times and reducing the costs of inputs and waste, among others, but these aims have to be projected to all the chain of supply of the company, and of this way can see the results expected.

1.4. Compatible roads in the climate.

On the other hand it finds another big State plan called compatible roads with the climate (A Plan of Adaptation of the Network Vial Primary of Colombia) chord to the posed in the document of Mincomercio (2014), Colombia thanks to his location and tropical climate is a susceptible country to any type of natural phenomenon and therefore his roads find exposed to big rains or extreme droughts, included in some parts of the National territory these also find to exhibition of tides. Before they began to see the effects of the climatic change boasted that the roads went to be resistant and went to attain bear the quantity of climates and events that could present , however when it occurred the phenomenon of The Girl 2010-2011 discerned that the roads planned with years of advance were not the sufficiently resistant as it was used to think, of this way the National Government comprised that for the development of future actions that cooperate with the strengthening of the infrastructure vial primary, as for example the program of concessions vials-4G focused in the construction, expansion and modernization of the main runners vials of international load, that connect the main centers of production and consumption with the maritime ports, airports and steps of border, is necessary previously make a diagnostic of the possible events that can have occurrence during all the years of use, for like this can propose effective strategies that allow to confront the challenges that impose the climatic variability and the climatic change, in other words is the attain have plans of attainable contingency to the hour of occurrence of some problem or accident.

Of course this program goes chained to all those that have mentioned previously, for this reason have the support, participation and backrest of: NIR, NAI, NPD, MESD, IHMES, the NUMRD and CDKN. So that the development der program was executed properly, the first strategy will be to choose to the most vulnerable points of the primary roads, these find conformed by the roads that integrate the main zones of production and consumption of the country, connecting them with the other countries, with the ports and airports of national and international level, classifying them according to importance regarding the traffic of commodities and

the mobilization of people and of course classifying also the level of occurrence of an event, like result will have a plan of contingency for the routes that are selected like criticisms. This project helps of significant way to the international trade of commodities, put to that provides a type of safe in front of the uncertainty that generate the consequences of the climatic change, is necessary to inform that roughly 73.2% of participation of the movement of national load, makes terrestrial road and in his majority through the network of primary roads, like consequence of the not having a plan of adaptation Colombia could not obtain the progress that looks for, thanks to that the roads would have to close by long lapses of time as it is habit, while it solves the disaster occurred by some type of natural phenomenon, this to his time does that the drivers stop the course and that these days of more in road have an impact in the final price of the products so much of import as of export, therefore the plan allows no only improve the quality of mobilization of people if no also the competitiveness of the products that that pass through these roads.

1.5. Other projects.

In the National Plan of Development (2014), remained ascertained a quantity of projects that helped to the idea of a Colombia developed in questions of logistical infrastructure between the most important stand out:

a) Some macro projects with impact in the regional and National development:

- Second tunnel of the line (Second Centenary).
- Train of the Carare.
- Navigability Of the rivers Magdalena, Caquetá, Putumayo, Guaviare and Putumayo.
- Channels of access to ports.
- Consolidation Railroad Network of Pacific.
- Consolidation of road corridors Megaprojects of Transport.
- New Port Fresh water.

- Consolidation corridor Bogota- Buenaventura.
- Consolidation corridor Bogota- Cúcuta.
- Consolidation corridor Bogota- Villavicencio.
- Highways of the Mountain.
- Transversal of the Américas.
- Routes of Sol.
- Arteries of the Flat.
- Connection South Colombia - Ecuador.

b) Logistics development.

- They will strengthen the actions of implantation of the National Politics Logistics (NPL) – Document NCESP 3547 of 2008.
- Will be created to the interior of the National Committee of Logistics of Transport (NCLT) (before COMIFAL), the Programme Coordination of Logistics (PCL) and the Technical Unit of Logistical Execution (TULE).
- The MT with the support of the DNP will be the first management of brokers logistics.
- Under the leadership of the TUTE, will set up the first National Observatory of Logistics of Loads (NOLL).

c) Intermodal transport, platforms and urban logistics.

- Through the TUTE will advance studies on the improvement of the navigability of the fluvial way and the operating capacity of the way iron, with recommendations for the promotion and integration of these ways.
- It will continue with the studies of feasibility for the construction of Infrastructure Specialized Logistics (ISL). The studies will include the analysis of the model of management for his development.
- Shall be regulated in a manner specific to the ISL.

d) Promotion of Infrastructure Specialized Logistics (ISL).

- Will be promote ISL (including the dry ports, zones of port logistical activity (ZLAP), areas of technical support in border, centers of aerial load, zones of consolidation and urban distribution, logistical platforms multimodal.
- The Plans of Port Expansion to which refers the Law 1 of 1991, will include specific contours to stimulate the private investment in zones of port logistical activity.
- Will be strengthened institutionally for the transport and the logistics.

All these State projects look for that the country have a development infrastructural adapted for the vision of the same, as it mentioned during all this first chapter what looks for is to attain through all these plans and projects position to the country like a competitive place, where do businesses is increasingly easy and more profitable in relation to the costs of transport of commodities.

As it could observe in the previous paragraph as project find the ISL all the respective to this new model, this information goes to be expanded in the next chapter and will be able to observe like final result a conclusion about the impacts that this project goes to generate to the country.

CHAPTER II

INFRASTRUCTURE SPECIALIZED LOGISTICS.

2.1. Concept of Infrastructure Specialized Logistics.

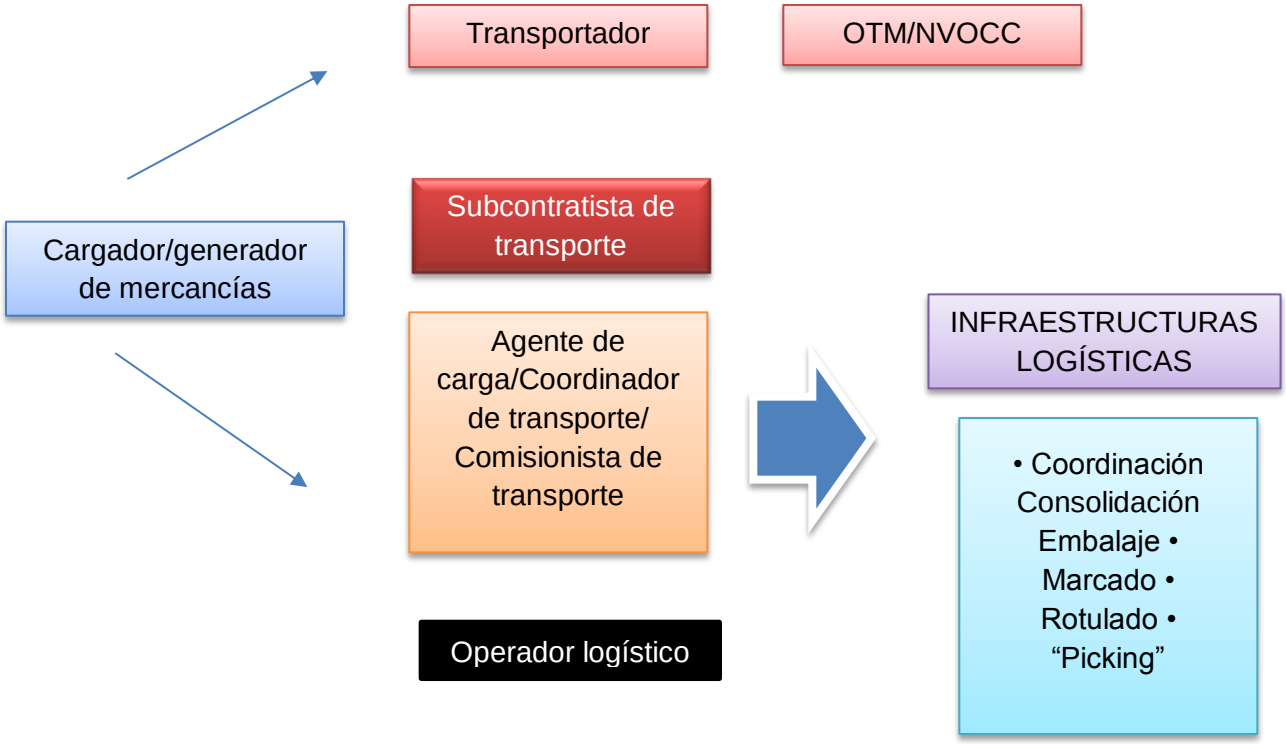
The logistical infrastructure defines according to the Project of Resolution of Intermodalidad (2014), like the group of works and installations that make possible the link between the nodes of gather, production and consumption to satisfy the requests of the chains of supply that interacts between them, by means of the use

of the ways of transport and the support of installations and skilled terminals where materialize the movements of load in combinations intermodals, by means of processes of transfer, transfer, split and transfer of the commodities, this search strengthen the technical basic functions and the activities of aggregated value for the trade of national and international commodities. In accordance with Trade & Logistics Innovation Center (2012), these places will make the operations customs defined by the DTNC, so that these infrastructures integrate to the logistical runners of strategic importance and facilitate the external trade taking advantage of the intermodal for the movement of commodities from and to the ports of origin and destination; there they will be able to situate the different operators of external trade, like deposits, frank zones, centers of logistical distribution, ports and airports. This can hit positively or negatively to big and small companies.

2.2. ISL Like logistical platform.

According to the article 2 of the Decree 736 of (2014), ISL is a logistical platform that represents areas delimited where make , by part of one or several operators, the relative activities to the logistics, loaning services of load that correspond to these activities, which are developed by logistical runners or active nodes referred to the reception of storage, dispatch, consolidation, give consolidation, picking, packing, labeling, preparation of requests, armed of kits, conservation in conditions of temperature and appropriate humidity, discustom, border inspections, phytosanitary and of security. Between others, the transport, the manipulation and distribution of commodities. This contemplates nodes of wholesale supply, centers of terrestrial transport, logistical areas of distribution, centers of aerial load, zones of port logistical activities, dry ports and logistical multimodal zones. The infrastructure of transport is a priority in the strategic diary of the country, and this has to understand like a system, so much in the complementarity of the different ways, as in his importance in front of other sectors of the economy, according to Franco Zárate (2015).

According to the National Department of Planeacion (2013), The ISL has a variety of types of logistical platforms that complement between yes, as they are it the centers of distribution unimodal which refers to infrastructures that act like warehouse and orient mainly to the management of the flow of commodities to the final customer and of the inventory associated, being able to participate in this infrastructure one or multiple companies, without that this involve necessarily some degree of integration of operations. This type of infrastructure is typically unimodal and mainly oriented to the terrestrial transport by road, also are the platforms multimodal that are the logistical nodes that connect different ways of transport of a transparent form for the user, where the emphasis of the process is in the services of aggregated value to the load and no in the way of transport used. This type of infrastructure knows also like infrastructure type hub, usually tied to the existence of a port to take advantage of economies of scale in the international routes. In particular, his function nodal no only includes relative activities to the transport, but it adds logistical activities and of distribution of national and international coverage, with a commercial base more than operational and generally is carried out by several operators, and finally find the logistical zones these involve a greater degree of integration of operations by means of activities of consolidation, location and redirect of inventories. These logistical infrastructures include points of concentration of traffic and of split of load, connecting it with other points through a way of distinct transport. As it is evident, this type of infrastructure incorporates to the less two ways of transport, by what is possible to implement some strategies of distribution and Cross docking. (Nations joined CEPAL, 2009).



Graphic 3: Logistic Activities realized by several operators

Source: (Colfecar, 2015*), taken of colfecar, in this specifies process that makes the Carrier/Generator of the mercancia from the main that is the contrataciorn of all the operators, until arriving to the final consumer.*

2.3. The ISL and the logistical runners.

According to the Office of Communications and Transports (2015), to ISL has the main logistical operators that designate logistical runners which are those that articulate of integral way origins and destinations in physical and functional appearances like the infrastructure of transport, the flows of information and communications, and the commercial practices and of facilitation of the process of the logistics. However, around the concept of logistical runner, turn other concepts like the ones of runners of load, runners of external trade, runners of transport, runners intermodals, runners multimodal and green runners or green corridor, the most stood out and used are the runners of transport, runners multimodal,

logistical runners and economic runners, each one fulfils with a different function with the end to facilitate all the logistical process from the beginning of manipulation of the commodity until his final delivery; the runner of transport defines as they are the geographic and functional extremes with offer of services of transport, being his components the products transported, the infrastructures and teams and the administrative and commercial operations; also it finds like important factor, which are the runners multimodal being defined by the Decree 1478 (2014), like origin, destination, these along the process have infrastructure of transport and the necessary eases for the transfer of the load, in which they loan integrated services and designed to attend specific needs of the users of the transport and of the national and international trade; the logistical runners are those that articulate of integral way origins and destinations in physical and functional appearances like the infrastructure of transport, the flows of information and communications, the commercial practices and of facilitation of the trade; and by ultimo are the economic runners play an important paper since, serve like channels of trade between distinct locations and can be articulated by roads, waterways or by economic zones clear-cut, (Catalog of Logistica, s.f).

In accordance with the Camera of Trade of Cali (2013) Also in the ISL speaks that it exists a logistical operator which ands a strategic ally of the producing companies and trading companies of prime matters, supplies and products finished or of services, the one who by commission, designs and develops of integral or independent way the processes of one or several phases of his chain of supply transport international, procurement, terrestrial transport, storage, distribution, outsourcing and even formalities of legalization and documentation of the commodities. The logistical operator executes, manages, administers and controls the development of the operations, employing of efficient form and safe infrastructure physical, technology, systems of information and human talent, that can be supplied by the customer or be the owner of the logistical operator, this brings a series of profits which help with the reduction of costs of storage, transport and distribution of the commodity, the variable logistical costs want to

say that only it pays by the services received, the decrease of losses of products this is the experience in the handle of the commodities and the responsibility that assume the logistical operators these do that they reduce the losses of inventory, the development of the “core business” allows that the companies devote to the development of his business whereas the logistical operator commissions of the processes in that the company does not have big fortresses, and finally the access to technology the big volume of operations that develops a logistical operator, allows him have access to technologies that, for companies of lower size, are not accessible, according to the Decree 736 of 2014.

2.4. Relation of the ISL in front of the decree 390 March 7 of 2016.

The infrastructure Specialized logistics, as the established in the Article 12 of the Law 1682 of (2013), in concordance with the Decree 390 of (2016), say that they are areas delimited where make, by part of one or several operators, activities related with the logistics as they are it, the transport, the manipulation and distribution of commodities, and also the technical basic functions and activities of aggregated value for the trade of national and international commodities.

These contemplate nodes of wholesale supply, centers of terrestrial and aerial transport and logistical of distribution, also have, centers of aerial load, zones of port logistical activities, dry ports and logistical zones multimodal.

As the said in the Decree 390 of (2016) the ISL will be able to make the customs operations defined by the Direction of Taxes and National Customs-DTNC, so that these infrastructures integrate to the logistical runners of strategic importance and facilitate the external trade taking advantage of the intermodal for the movement of commodities from and to the ports of origin or destination.

In the ISL will be able to concurred different operators of external trade and develop the formalities customs own of the customs diets or of planned operations

in this Decree 390 (2016), joining up to the conditions and terms that establish the DTNC.

As the described in the Decree 390 (2016) in the Article 94 says that the place enabled by the DTNC in which they can store commodities under customs control. The habilitations will award to the deposits situated in the places of entry and exit of commodities of the customs territory national or in the ISL, also says that into DTNC will be able to award habilitations in the next zones of the places of entry and exit of commodities, of agreement to what regulate the same entity for the effect.

The commodities stored in these deposits can subject to operations of conservation, manipulation, packaging, repacking, classification, cleaning, analysis of laboratory, surveillance, labeling, marking, placing of legends of commercial information and separation of lumps.

A commodity that find in a temporary deposit only will be able to allocate to a diet of import or of export. Likewise, the commodity can subject to the destruction, the abandonment or the reshipment.

In the Article 111 of the Decree 390 (2016) refers to the centers of international logistical distribution. They are the deposits of public character enabled by the DTNC, situated in ports, airports or in the ISL when these have places of arrive enabled. To the centers of international logistical distribution will be able to ingress, for the storage, foreign commodities, national or in process of ending of a diet suspensive or of the diet of transformation or assemble, that go to be object of distribution by means of one of the following forms: reshipment, import and export.

The commodities that it treats this article will be able to be subjected to the operations of conservation, manipulation, packaging, repacking, classification, cleaning, analysis of laboratory, surveillance, labeling, marked, placing of legends of commercial information, separation of lumps, preparation for the distribution and improvement or conditioning of the presentation, whenever the operation do

not alter or modify the nature of the commodity or do not affect the taxable base for the settlement of the rights and taxes (Decree 390, 2016).

CHAPTER III

EXPERIENCES OF SIMILAR FIGURES IN OTHER COUNTRIES OF THE ISL.

Of agreement to the already made investigations about the logistics platforms, here will give evidence of experiences in other countries with the implementation appear similar to which wants to develop in Colombia.

To continuation presented some cases in the countries with these platforms:

3.1 Chile.

The Logistical Platform of the Bío Bío: of agreement to BIO BIO Platform of Chile (s.f), this platform is situated in Suramérica, in Chile, totally on the peaceful coast, in the region of the Bío Bío, of there his name, to so alone 500 km of the Chilean capital, in all the region of more movement of commodities of Chile, Concepción, in the commune of Talcahuano.

According to the BIO BIO Platform of Chile, The construction of this platform arose with the need to look for new alternative and methods for the reception and distribution of commodities so much was as to the interior of the country, this due to the fact that Chile in the last years has come presenting an evident growth and competitiveness of Latin America, what has carried it to include in a process of world-wide integration thanks to the opening of his economic borders, does not be necessary to shelve that the success of this project will be tied to the economic stability that go presenting the country.

Figure 4: Principal Connections of the Logistical Platform BÍO BÍO

Source: (BÍO BÍO Logistical Platform, 2015), *taken of BIO BIO Logistical Platform in this could identify the exact place where finds situated the platform BIO BIO and as it is surrounded assertively of the ports and Chilean airports for the access of commodities.*

One of the main attributes of to Logistical Platform of the Bío Bío is that it is situated strategically, because, according to BIO BIO Platform of Chile, account like another place, with ease of access of all the commodity that want to be exported or distributed in the country, any commodity indistinctly by the half of transport in that this being mobilized (aerial, terrestrial, maritime and rail), has a lot of roads of fast access to the platform, awarding him like this an index of development and competitiveness.

It finds near to nine ports of Chile, standing out as main to Saint Port Vicente, Port of Talcahuano, Port Lirquén, Port of Colonel, to the airport Carriel South, without shelving the big quantity of connectivity vial, to which contributes him a total access offered especially by the Route Inter port and the Route Jorge Alessandri, since has the capacity to leave transit to 2.000 vehicles/hour with a speed of 100Km/hour, with direct accessibility to the airport and likewise with many of ace regions of the country, this of agreement to Bío Bío Logistical Platform Chile (2008).

- Of agreement to BIO BIO Platform of Chile, the platform of Bío Bío finds divided in zones, each one with different functions for the distribution, which are subdivided of the following way.

- ZONE to: Centre of Logistical Services: designed to exert the control and all the related with the mobilization of load.
- ZONE B: Zone of Logistical Activities (ZLA): designed for the services operatives like customs agency, centers of distribution, warehouse, storage, assembling, entitled, packing, picking, head offices of stock, etc.
  ZONE B1: I Gather Storage.
  ZONE B2: I Gather Storage.
- ZONE C: Centre of Distribution and Logistical Support: designed for the handle inside the centers and stations for the suitable manipulation of products, storage, stations for the mobilization of load, workshops, refrigerators, companies of transport, assembling, packing, control of the commodity in stock.
- ZONE D: Centre of Services inter port: designed for commercialization of products, center of exhibition in general, warehouse and stations of exchange of load.
  - ZONE A: Centre of Gather and Transfer: designed for the establishment centers of gather especial for with forks, station for trains, for the mobilization of load, and center of trucks.
- ZONE F: industrial productive Park: designed for the establishment of commodities with managements special, like Industries harmless and molest with impacts mitigated.
- ZONE G: Technological Park: designed for Centers of study, centers of investigation with applicability to the productive activities.
- ZONE H: Centre of gather and port support: designed for the Fields of gather, bulk liquid and solid, jetty, terminal maritime.
- ZONE I: business Centre designed for offices, all the related with studies and investigation, universities, institutes, center of exhibition, fairs, etc.

- ZONE L: Ecological protection zone: consists of green areas, recreation, ecological circuits, observatories and research centers, centers for consultation and research search.

A project of this magnitude, having the big profits that have posed previously, can give a lot of positive expectations of growth and development to the country, but to measure that go materializing the ideas and begin to make the works, is when they go presenting a series of interests like that so viable can be a project like east, one of the s ideal that has the logistical platform Bío Bío is that the investment do it so much the public sector like the private, but is something that when seeming has not attained materialize until the day of today, because according to BioBiochile (2014), ensures that although the project was presented around ten years and was received positively due to the fact that they were aiming to

redesign the networks of distribution and the exchange of commodity in the ports, nowadays confront to the difficulty that they do not find industries of the private sector that want to do part or invest in said project.

3.2 Spain.

With the crisis to which was presenting in Spain around the year 2008, also were seeing affected the processes of implementations of platforms to revolutionize the logistical processes that was using in that then.

Around ten years initiated the principal's initiatives of Integrated Centers of Commodities. Spain at present has made big projects and logistical infrastructure taking big advantage of his geographic location and having greater possibility to arrive to the markets Europeans with the technological advances sufficient for like this award an amply range of logistical services.

Although Spain still is not totally recovered of the crisis, has been the country that more knowledge and experiences has offered him to the world of logistical

advances, of agreement to the magazine Zone Logistica (2014), from sometime this country has come developing a series of projects and advances taking advantage of the geographic advantage with which explains, and of this way also serves like point of access of other near countries that require it. In Madrid, Spanish capital, find three of the main logistical centers, the Dry Port of Madrid is a key point for ingress to the European continent, the Airport of Madrid – Stir zones of big commercial activity and the Centro of Transports of Coslada by his city council. But the logistical project that more has offered advances to the Spanish infrastructure is the Logistical Platform Square.

The Logistical Platform of Saragossa - Square according to the magazine Zone Logistica (2014), is the logistical platform bigger with manipulation of any type of products with which can explain Spain, considered like the place where the companies can make effective manipulation of his loads and do use of the system of transport multimodal, without shelving the access that has to the most notable points of the country.

Figure 5: Platform Zaragoza

Source: (Association of Centres of Transport of Spain , 2016), *can observe the big magnitude that possesses the logistical platform of Saragossa and of each one of the independent zones of logistical work like the picking, agency, pallet, among others, awarding the capacity of manipulation of load in big quantities.*

Big companies of Spain and out of her find working at present from this platform, to make all the activities of logistical processes thanks to his strategic location,

inside the companies that find working by means of this platform are Universe TELECOM, DHL Express, and INDITEX ZARA, The infrastructure that this logistical platform has to disposal of his rail roads, terrains of reservation for next enlargements ferries, networks vials and parking, areas of activities commercial and business, zones of airports, parking watched, and green zones,

The magazine Zone Logistica (2014), also ensures that thanks to the intermodal that has implemented has given the possibility of flexibilization some operations and to assume distinct positions in each one of the links of the logistical chain.

Following with Spain, goes to relate the platform of logistical services bigger, focused in the pharmaceutical industry, more known like FARMAVENIX, although it was not focused mainly in the preparation of commodities for the export, is a clear example of the profits that can involve the implementation of logistical processes more sophisticated, and that to his time does an excellent distribution and improvement of the time and of the spaces inside a logistical center, (Zone Logistica, 2014).

FARMAVENIX Possesses a variety of services inside his platform:

- Direct logistics: that consists in all the processor related with the preparation of the products, what involves the reception, location, storage, preparation of requests, expedition, including his traceability.
- Reverse logistics: all the process related with Analysis of returns, destruction of products (if it is the case), register computer, certification by agent authorized.
- Skilled services: all the process related with chain of cold, secondary conditioning, logistics of clinical essays, hospitable services, and narcotic.
- Complementary services: all the process related with the entry of requests, prepare the implements promotional, special manipulation, turnovers to the customers of the laboratories, follow-up of unpaid, (Farmavenix, s.f).

Of agreement to Farmavenix (s.f), Makes an integral logistics for the Laboratories, with coverage in all the Iberian Peninsula and Canaries, the installations of Farmavenix in Marchamalo are his main logistical center in the Iberian Peninsula.

- 15.200 m2 of surface.
- 21.680 gaps of pallet.
- 188.300 m3 of volume.
- 45.000 locations of tray.

According to Farmavenix (s.f), his headquarters are built strategically near of the centers of production of the main laboratories and of the leader in pharmaceutical distribution, what offers to possibility to the customers have near and to disposal his products in lower time in the final destination. To continuation the distinct strategic points in which it finds working the logistical platform of Farmavenix.

Figure 6: Offices Pharmaceutical Platform

Source: (farmavenix, 2016)***,*** *identify each one of the places where find situated the headquarters of the biggest pharmaceutical platform in Spain, where can observe that each one finds in the limits of the country, giving like this better access of the products to the interior of the country.*

They exist some Latin American countries that also want to experience this type of projects, doing a series of evaluations of key and strategic sectors that they could be the roads of access that would connect the country with the external world, projects that possibly would be him offering to the countries go back an attractive market, strong infrastructures, more competitive and that would be opening

advantages in front of others that are not him aiming to this series of logistical processes revolutionaries.

3.3 Ecuador.

Ecuador is one of the countries that also finds doing approaches for the execution of this type of projects, with help of the National Government, through the Ministry Coordinator of the Production, Employment and Competitiveness, have done the proposal of a model of logistical platform of agreement to the structure of territorial division for a good integration of the roads, as the posed the model is based in the principle to concentrate flujyou of commodities in the main strategic points logistical and of this way generate economies of scale, for like this ensure the internal production and award him aggregated value to his products, (Camae, s.f).

Of agreement to Camae (s.f), Iyou points that classified like important to take into account for the development of a project of this type are the following:

- Reduce the global logistical costs of the system.
- Centralise the processes of manipulation and classification of the flows of loads.
- Allow to the operators of transport benefit of the economies of scale that presents the consolidation of flows.

The main industries of Ecuador find in Guayaquil and Remove, gone on down Cuenca and Sierra Centres, without shelving the others near regions where his main activity is the extraction of oil, work that does not leave to be indifferent for Ecuador, being near to the port of Emeralds that positions like the main port for the imports and exports of crude, (Camae, s.f).

Of this way have attained to identify which would be the ideal strategic points for the construction of the Ecuador logistical platform.

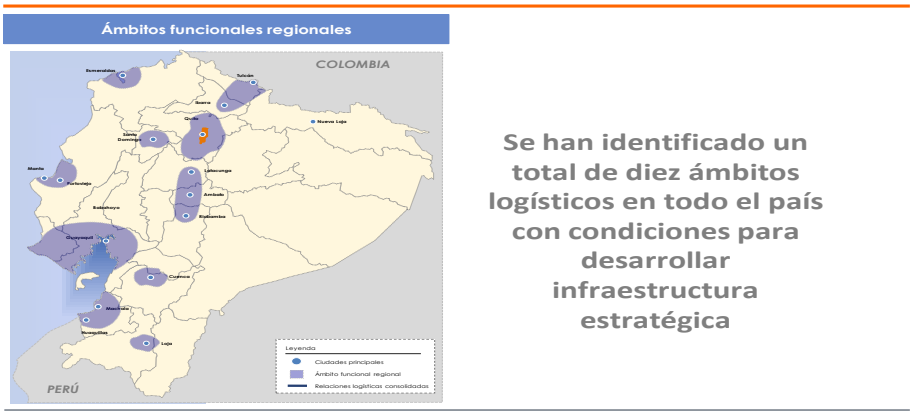


Figure 7: Identification of nodes

Source: (Camara Maritima Of Ecuador, 2016), *Here attains identify each one of the roads of access that could have the platform in his implementation.*

The approach of this project is in the identification of which are the main runners or roads that have greater mobility of load with destination to be exported, with the suitable identification of these have the intention to expand the quantity of roads so that they possess ease of access and that the concentration of commodity no east under regret between Guayaquil and Remove. (Camae, s.f).

Of agreement to Camae (s.f), sand have attained to situate seven potential territories to be allocated like logistical platforms, with high national impact in the productive sector-logistical ecuadorian, in which they would find logistical areas, consolidation of load, center of loads areas and platforms multimodal, as well as it can see in the following image.

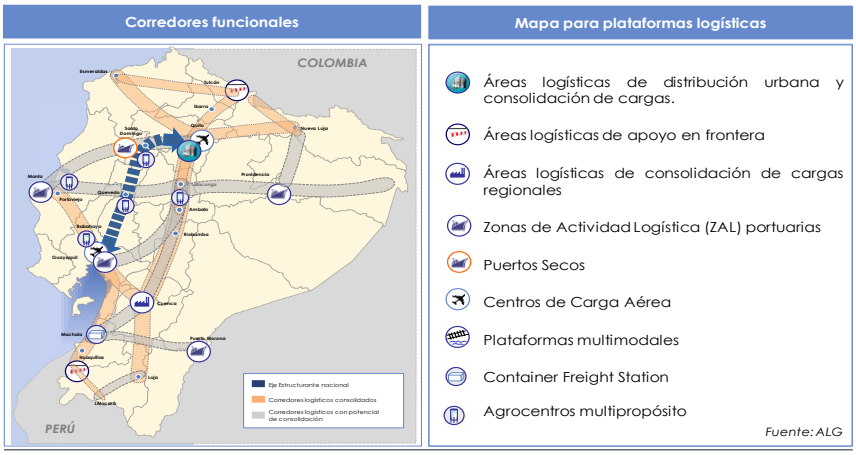


Figure 8: Identification of the routes

Source: (Camara Maritima Of Ecuador, 2016), *Is the result of the investigation of the main roads of access, improvements and investment that did in Mexico, attaining identify like this eight strategic points for the construction of a logistical platform.*

3.4 Argentinian.

To the equal that Ecuador, In Argentina also has wanted to develop this type of project, but more known like Zones of Logistical Activity – ZLA, where have found the little support by part of the companies in the investment of the platforms.

According to the Argentinian Camera of the Construction (2014), and Argentinian the impulse of the ZLAs was incentive mainly by the private companies. In the lasts ten years, observed the growth of a lot of entrepreneurship, situated in the main cities. The logistical platforms in Argentina do reference to the strategy for the organization of the loads and of the urban distribution, to boost and transport of long distance.

Although the initiatives of these projects is that so much the public sector and deprived invest for his profits, in the ZLAs of Argentina all the contrary to what occurs with the platform of Chile, attains observer little interest of participation of the public sector in the realization of the ZLAs from a point of view of growth and strategic planning. (Argentinian camera of the Construction, 2014).

3.5. Mexico.

As far as it informs the American Banking of Development (BID) (s.f.), The Office of Communications and Transports and the Office of Economy of the Government of Mexico, together with the Inter-American Bank of Development (BID), exposed an investigation with the end to show the definition and the plan of implementation of the project “national System of logistical platforms in Mexico” (SNPL). The study finds focused in identifies action of the strategic logistical nodes of the country, to the equal that the approach of the previous projects, this project proposes 85 logistical platforms of 8 types for these nodes with need to be promoted with bases of public politics to promote them. The next step to be followed to advance with the SNPL is a study of feasibility institutional, and the studies of market for a group of logistical platforms.

With base in the studies that has made the SNPL and with the idea of the 85 platforms and 8 types of nodes, takes the presentation made of which are the points chosen like strategic in Mexico.

Figure 9: Results of investigation in Mexico

Source: (logistics portal, 2016)*, is the result of the investigation of the main roads of access, improvements and investment that did in Mexico, attaining identify like this eight strategic points for the construction of a logistical platform.*

To the hour to implement of full the operation of the logistical platforms, did previous studies, all these studies were made evaluating each one of the parts involved in all the logistical chain, for example, evaluated which have been the

population growth that has presented Mexico in the last 10 years, which would be the possible challenges to which could confront in the environmental field, in the regulations of vehicular circulation, as they have evolved until the day of today the channels distribution and that have come him contributing regarding growth to the country, as a result of all evaluations arrives to the conclusion that have to make a series of improvements and maintenance to level of infrastructure vial to add a bit of competitiveness to his country and like this can begin and conclude sure enough the projects vials strategic, thanks to these evaluations attained to identify which are the products that have greater flow of a sector to another, increase the capacity of the ports for the handle of the fuselages with elder calando and boost the development of the main ports that potential the location strategy of the country, taking advantage of the strategic point of the country, having in consideration that the products that greater profitability generate him to the country are containerized, improve the use of the majority of the airports due to the fact that one's find saturated and the other are not being used in his maximum capacity besides do not have the sufficient airports in the center of the country, of the which goes out the greater part of the commodity and the suitable connection from among the main nodes of production with the ones of distribution and consumption. (Secretary of Economy (), 2013).

CHAPTER IV

POSSIBLE CONTRIBUTIONS AND ADVANTAGES TO THE TRADE OF COMMODITY BY PART OF THE ISL IN COLOMBIA.

According to the Camera of Big users of Services Logistics (2011), this new political search incentive in different zones of the country, the construction of skilled logistical infrastructures, where make, by part of one or several operators of private or mixed character, activities relative to the logistics eat.

- Transport.

- Manipulation and distribution of commodities.
- Technical basic functions and activities of aggregated value for the trade of national and international commodities.

In accordance with the document of Bases of the National Plan of Development (2014) lace ISL contain with opportunities to design strategies of mobility of commodities in the big cities and looks for to adjust strategic places where situate these infrastructures of way organized, determining destined terrains to the location of the ISL in urban floor, of urban and rural expansion.

According to the NCESP 3547 (2011) in concordance with Camera of Big Users of Logistical Services, sand will define the mechanisms through which incentive the renewal and modernization of the vehicular fleet, so that they result appeals and cover the timely needs. Between the mechanisms evaluated will include the creation of lines of rediscount with tax compensated for the finance or refinance of the investments, as well as the support through banking guarantees and/or the grant of values or bonus of economic recognition. (ToNDI, 2011).

Also it looks for the competitiveness in national and international markets optimizing time and costs of transport, facilitating the storage and distribution, from the phase of supply until the final consumer. In this figure the logistical is the key of the improvement of the national competitiveness and hits the industrialization of the country. It integrates the regional and global chains of the production, diversifies the productivity and transforms structurally the national economy, generates social profits and labor specialization. (ANDI, 2011).

The Strategic Logistical Runners facilitate the exchange and the development of the Trade Links between the nodes of production and consummate Integration and Territorial Cohesion.

- The increase in the offer of infrastructure of the country in each one of his ways.

- The improvement of the operational conditions of the infrastructure of the national territory.
- The update and improvement in the offer of services annexes to the logistical activities (logistical services and of transport).
- The creation of a frame regulatory that allow greater ease to the logistical operations.
    - The greater traceability of the load.
- The appropriate management of the logistical runners that structure the operations of load in the country.

In accordance with the author Castro (2015), through the ISLs the corresponding formalities to take out a commodity of a Colombian port takes an average of 216 hours, that is to say 9 days, while the international standards take a period of time of 48 hours, or was alone two days, one of the novelties of the statute is that it went in to determine the high risk, half and low since, this will involve variables like the time that the user of the management customs carried in the market, the type of commodities that handles and if it has been or no sanctioned in the past. According to Ocampo (2015), are owe to have a diet of free concurrence for all the companies interested in executing all this type of activities; also they owe to be resupplied of all the necessary collective teams for the operation of the logistical activities, having the common services for people, vehicles and users; likewise, it can be administered by an only entity, publishes, private or mixed. By his part the logistical operators can be proprietary or tenants of the teams and installations like warehouses, areas of stock age, offices, parking, docks among others. The functions for making in a logistical platform depend on the activity and the type of logistical operator that uses them. Between the logistical platforms with an alone way of transport find the centers of road or centers of service of transport, the centers of urban distribution or city logistics, the parks of distribution or distriparks and the centers of transport. The logistical platforms with more than a way of transport are: zones of port logistical activities, centers of aerial load, dry ports and logistical platforms multimodal, (Bulla, 2015).

The Secretarito of Communications and Tansporte (SCT) (2008), to ISL guarantees a correct link between the production and the markets, these owe to be his priority, for the companies that pretend to take advantage of the opening of the markets and be the pioneers in the competition of marks, products and time of delivery, for this is necessary to have of human resources, technological and of infrastructure that allow a suitable planning, manufacture, storage, transport, distribution and support of the products that commercialize . According to the SCT (2008), a lot of companies that do not have the whole of said resources or those that look for to diminish costs and improve the quality of the processes, opt for receiving to the logistical platforms that provide all the activities of logistical operators facilitating the processes and all what need for this.

According to SCT (2008), Like part to reduce the logistical costs that confront the exporters and importing to move his commodities through the country the government has entered in the plan of development the concept of skilled logistical infrastructure to look for an easy operation by means of the use of the ways of transport and the support of installations and skilled terminals where concretize the movements of load in combinations intermodals, by means of processes of transfer, transfer and split of the commodities. The ways of transport for the ILEs are the aerial spaces, terrestrial or aquatic borne by the skilled infrastructure, in which transiting the respective means of transports and through these load the commodities. It says SCT (2008) that andl way of transport comprises the infrastructure road, iron and by wire; the aquatic way, the maritime infrastructure, fluvial and lacustrine; and the aerial, the aeronautical infrastructure and airport. The means of transport do reference to the vehicles used in each way of transport these are half of transport by which move the commodity and the nodes of transport are those that refer to the development of activities for the exchange or transfer between one or more half or ways of transport. Wanting to say that the nodes of transport are airports, ports, steps of border, logistical platforms like the ISLs where loan besides services associated or Conexus that contribute him an aggregated value to the transport. The points of origin and

destination of the trip are also Nodes. In concordance with the said The ISLs also take into account the vocation of the load wanting to say that the ways and means of transport more adapted for mobilization of determinate loads, considering his physical conditions, environmental and legal requirements, looking for a suitable manipulation and of transport for each commodity since this facilitates the processes that take part in each product. One of the elements that characterize the approach of it intermodal in front of the ISLs has to see with the perspective of an integrated transfer of the origin to the final destination. It is thus that in general one of the aims that pursue the systems intermodals is to soften in the possible measure the interfaces between the ways of distinct transport that require to determine his transfer. This concept has greater application between the transport of commodities, which is relatively is the most frequent, being efficient and sure, to reflect the high productivity to the user. (Secreteraria Of comunicaciones and transport, 2008).

According to the author Gomez (2010), lace ISLs take into account the finish them and points of exchange, the provision of services of the agents that participate in the logistical management associated to the distribution of load that will have to adopt the measures that are necessary to guarantee the service to the users of the load during the twenty-four hours of the day of the seven days of the week in the different maritime ports and other centers of concentration of external load, also works by the strengthening of the organisms of control like the Superintendence of ports and transport. For like this attain the improvement in the services of transport and infrastructure of quality and The creation of the Bottom of Renewal of Vehicles of Public Service of Terrestrial Transport Railcar of Load ascribed to the Ministry of Transport, allocated to boost the business formalization and the modernization of the fleet of vehicles to the development of a sector of world-wide class, looking the environmental sustainability and strategies of mitigation to the climatic change proposed of sustainable transport for the Global Environment Facility (GEF). The GEF of sustainable transport that contribute to mitigate the effects of the climatic change, through the reduction of broadcasts

contaminants and of gases effect greenhouse in gave them referents systems of transport, according to the author the Gomez in the document of Infrastructure of Roads (2010).

The Law 1682 of 22 November of (2013) says that the actions of planning, execution, maintenance, improvement and rehabilitation of the projects and works of infrastructure of the transport materialize the general interest foreseen in the Political Constitution when boosting the development and economic growth of the country; his international competitiveness; the integration of the National Territory, and the enjoy of the rights of the people that constitute an element of the sovereignty and security of the State. In reason of this, the development of the before indicated actions constitutes a public function that exerts through the entities and competent organisms of the national order, departmental, municipal or detrital, directly or with the participation of the individuals. The article 6 of this present Law says that the infrastructure of the transport in Colombia will have to take into account the norms of accessibility to the ways of transport of the population in general and especially of the people with disability, as well as the integral urban development and sustainable.

The implementation of the Logistical National Politics in Colombia allows to strengthen the competitive role of the internal trade, hitting directly the local economy and the accessibility of the inhabitants to products and services of the external trade Colombian, through the optimization of processes of transport and national distribution of goods and commodities, guaranteeing the correct articulation of the territory and his connectivity with the networks of transport and the nodes of external trade. With this will attain reconfigure the modal matrix of national load increasing the participation of the fluvial ways and iron, in front of the current influence of the way cartwright in Colombia. The profits that brings this figure to the country are the increase of load mobilized on the fluvial pipes and the network iron national, in addition to this brings implicit savings in the decrease of costs of transport in front of the terrestrial way, this will allow to his time observe social profits associated to the decrease of the negative externalities in the roads,

such like congestion, accidental and pollution. The Logistical National Politics search generate conditions that allow the fulfillment of the aim of long term, activating mechanisms for the

bonding technical of the

bonding committed in his formulation and implementation, the facilitation of the external trade, the promotion of ISL, the stabilization of systems of information and the adoption of better practical logistics in urban surroundings, among others, this will be what will contemplate this figure. This will translate in actions of diverse nature, between the most notable, the entrance in force and follow-up of the Fluvial Master Plan National, the forming and operation of a Logistical National Observatory, the technical structuring, legal and financial of infrastructures of use devoted in the different logistical fields of the national territory, normative developments that look for the strengthening of the service of transport of load and logistical, the implementation of logistical runners, the introduction of the TIC in the logistical processes, among others; all this with the help of identities records for all these processes. The set up of these actions, added to the generation of rule oriented to the intermodal and the optimization of the business diagram of the providers of logistical services, will make possible the concretion of strategic initiatives for the National Government, such as:

- The Plan for the navigation of the River Magdalena.
- And impulse to the transport intermodal, platforms and urban logistics and the promotion of Infrastructure Specialized Logistics (ISL).
- The Plan of National Centers and Binational of Attention in Border and the optimization of processes in ports, airports and borders like measure facilitator of the external trade.
- The strengthening of the institutional frame and logistical information.
- The improvements to the control and facilitation of the external trade.
- Environmental sustainability and strategies of mitigation to the climatic change (logistics of sustainable loads).

- And establishment of a politics and regulation of the services of transport, in particular the transport railcar of loads, that support to his modernization like sector.

Colombia does this with the end to contribute to the competitiveness through the reduction of the costs and logistical times so much of import and export like the related to the internal trade. The specific aims are to help to the institutionalization of the Logistical National Politics. To continuation this does reference to some profits of social type and to obtain after the implementation of the Logistical National Politics.

- Reduction of total costs of Import and Export.
- Reflation of the Navigation of the River Magdalena.
- Reduction of costs and generation of employment by operation of Logistical Platforms.
- Profits by the integration of TIC in logistical processes.
- Optimization of logistical operations in urban surroundings.

According to the COPES (2013), lace ISLs have profit and opportunities varied front appearances, apart from the appointed, are those that provide business economic development and social in a global decrease as in the regional surroundings; this improvement the competitiveness of the productive sector and of the logistics and the transport, since they constitute a skilled base of complementary services for the economic activity, in addition to this generate a growth of the other economic activities.

According to the author Giani (2015), The technological development also can be originated in a logistical platform, since the activity has experienced a process of technological transformation that has meant investments in teams and innovative systems of last generation, taking into account the demand of services outsourcing, oriented to the design, implementation and maintenance of systems

of gestation of the logistical plants taking advantage of the space and profits that incorporates knowledge's in the levels so much of storage, distribution and control of the commodity.

According to the Magazine Logisticamx (2015), this goes of the hand with the management of the mobility since, lace logistical platforms act like instruments that facilitate the mobility and the logistical processes, so much for the vehicles of transport of commodities, as for the workers internally in the company. The existence of logistical centers facilitates the work to group and optimize the movements of commodities so much national like international.

The ISLs work with the environment since, the impact of these logistical platforms is lower than the one of other economic activities, like example are:

- The industrial polygons are.
- The energetic Infrastructures.

This wants to say that in any case, can minimize the effects adopting the suitable actions according to the ISLs. The environmental points that manage in the development of the platforms ISLs are:

- Control of the broadcasts of gases contaminants.

The logistical platforms ISLs can possess instruments of control of broadcasts contain before the transport thanks to the effects of rationalization, concentration and canalization of flows highly disperses with help of the decrease of transports. It concentrates action of activities and of suitable places of the platforms reduces the movement between plants and places of distribution improving the times of delivery and diminishing the costs of transport, contributing to the environment by means of the decrease of use of petrol and gases contaminants.

The platforms ISLs have in comparison with other platforms, a low consumption of water and of electrical energy, since these do not require the use for the logistical

processes and only use it for the basic needs. These platforms also loan for the activities of recycling as they are it the recollection of cardboards, plastics, disabled commodities and small quantities of special waste like oils, fats, petrol. The waste generated by the platforms logistics are, in general, innocuous. (Giani, 2007).

3. Findings

- The setup of the project Skilled Logistical Infrastructure will contribute him to Colombia a lot of profits regarding time of delivery, competitiveness, development, revolution in the way of packed and distribution, among others.
- Colombia at present finds developing a significant quantity of projects related with logistical infrastructure that still find unfinished, therefore it does not have evidenced the real magnitude of the impact that these would have in the trade of national and international commodities, therefore without having clarity of this does very difficult that the creation of new projects give the fruits expected.
- The tendency in Colombia is that with each presidential period believe new projects ascertained in the National Plan of Development, which in the majority of the cases do not have a relation of continuity with the ones of the previous period, by this the budget for the realization of the same during each mandate tends to be reduced, for this reason the State has to look for help in the individuals and depend on these for the suitable execution and culmination of the same.
- It identified that one of the factors that hampers the execution of projects in Colombia are the climatic conditions of the country, what involves delays and on costs in his termination.
- One of the purposes of the ISL is that the public sector and deprived cooperate in the development of the project, due to the fact that both benefited of the results that these bring.
- Cardboards, plastics, disabled commodities and small quantities of special waste like oils, fats, petrol. The waste generated by the logistical platforms are, in general, innocuous. (Giani, 2007).
- evidence That the countries that have implemented similar platforms to which wants to develop have a flow of commodities higher that in Colombia, equally these countries in first instance identified the key points of the chain of supplies (nodes) to define the strategic location of the construction of the platform,

attaining that these are more competitive and giving aggregated value to the same.

- In some countries like Chile and Argentina exists disparity regarding the participation that has to have each sector in matter of monetary investment, in one the private sector is not interested in being participle of the execution of these projects whereas in the another the private sector if it finds interested, respectively.
- One of the main changes that brings achieve the ISLs under the unification of processes through the systematization, this improves to a large extent the picking, packing, storage, palletized, uncustoms, consolidation, among others, attaining a reduction of important times that translate in saving of costs for the companies.

4. Conclusions and recommendations

4.1 Conclusions

- The project ISL is really ambitious therefore it requires an investment of equal magnitude, but in Colombia the majority of the companies are SMEs that really do not have the capital to make this type of investment, and the big companies that find in the country already have his own network of distribution established.
- One of the main difficulties that central ISL is that in Colombia there is another type of logistical implementations like the Frank Zones, that in if they make the same functions, but like aggregated value, the companies obtain profits tributaries like decrease of taxes and extents of some rights of payment of import.
- The ISLs represent progress and development to the Colombian logistics, however the country still does not find prepared to assume a project of this magnitude.
- The profits of the project will see on a long-term basis regarding the decrease of costs in the final product, what will hamper the see the profit of the logistical competitiveness in the country.

4.2 Recommendations

- The Government has to focus in concluding the projects initiated and treat to reduce those that they are not so important for the logistical development of the country.
- The ISLs are an ambiguous project of the that does not have still a clear idea, therefore it recommends evaluate again the opinion that have so much the public sector like the private and determine of where will come the bottoms for his development, likewise project his time of execution and the correct identification of the strategic points to attain dimensional if really it will contribute the profits expected.

- Agree with the next government the continuity of the project to be able to culminate his execution.
- Evaluate which projects that precede to the ISLs have culminated and which are under way to identify that it does fault so that the project can have the execution, development and suitable culmination.

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