PORT SECTOR LOGISTICS CHAIN and vulnerability situations to exercise human rights in Cartagena de Indias
The Regional Center for Responsible Business and Entrepreneurship (CREER) investigates, evaluates and promotes respect for human rights and sustainable development within the framework of business activities.

Alongside the Institute for Human Rights and Business (IHRB), CREER promotes a comprehensive agenda that connects governments, communities, companies and civil society organizations through:

- Collective construction of knowledge
- Trust-based Dialogue spaces
- Strengthening local capacities

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Introduction

In 2021, the Institute for Human Rights and Business (IHRB) and the Regional Center for Responsible Business and Entrepreneurship (CREER) began a research and participation process in the city of Cartagena de Indias, Colombia, with the support of the Rafto Foundation. Its purpose was to identify in the local context, the challenges and opportunities to promote joint agendas on Oceans and Human Rights in their relationship with Built Environments, which have to do with the planning, design and construction process of the city.

With this purpose, in 2022 CREER made a first approach to the situations that may affect human rights under the operations of the port and tourism sectors.

In 2023, given the complexity of the port sector logistics chain, CREER, with the support of the Rafto Foundation, will delve deeper into these effects, based on the identification of the different parts that make up the sector chain.

Therefore, this document consists of two parts: first, an explanation of the port sector operation, and a second part where emphasis is placed on the territory dynamics that generate vulnerabilities to human rights in a city like Cartagena under the framework of Port operations.
Port sector logistics chain

ORIGIN LOGISTICS OPERATORS

Exporter → Transport → Port → Transport

DESTINATION LOGISTICS OPERATORS

destination port → Unloading → Importer → Users
The exporting company acquires the raw materials and, with its infrastructure and technology, manufactures the products to export. This is done through a Customs Intermediation Company – SIA, which carries out the export procedures through the port or through the borders of the country from which it is exporting.

In the factory, general cargo or finished products are packaged, boxed, wrapped and stored, sometimes individually or palletized and sometimes not. However, they are always available in the inventory of the finished products warehouse to be transported to the ports, by any means of transport (sea, river, land, rail or air), where they are stored, labeled and/or palletized or containerized and subsequently distributed to the ports through which they will be exported.

(Paredes Morato, 2010)
In most countries, land transportation is the most common way to locate goods in ports or distribute them throughout their territory, since most of these places are connected through a road network. Furthermore, from a cost of transport point of view, the one with the lowest cost is land transport.

The transportation function deals with all activities related directly or indirectly to the need to place products at the corresponding destination points, taking into account safety, service and cost.

**Operations that make up cargo transportation:**
- Loading from the factory or mine to the trucks or railroad cars
- Primary transportation, when it is not taken directly to the port storage site
- Unloading and loading operations, when taken to the storage site and from there to the port
- Secondary transportation, when taken from the storage site to the port
- Unloading, storage and loading operations at the port

(Paredes Morato, 2010)
In some countries, there are Logistics Platforms, within the port or near it, and transportation related activities, logistics and distribution of goods are organized there, both for national and international transit, this is the case of Cartagena. Other countries have their industrial zone around the port, from where all these activities are coordinated and carried out.

Hydrocarbons and fuels: conduction pipes to the storage places from where they are also carried by pipes to the specialized tankers for their transportation.

Solid bulk commodities: road and/or rail to the General Warehouses storage silos or to the specialized ports silos or storage warehouses in the loading of solid bulk commodities.

coal Bulk commodities: road and/or rail to the coal terminals storage yards, from there they are then taken through the available logistics at the port to the ships that will take them to the importing country.
Ports have evolved over the years to become large logistic junctions. This has allowed ports to become a service of foreign trade instrument, being a distribution and storage center, offers valuable logistic services to the entire international logistic operators chain.

**The efficiency of the ports depends on:**
- good infrastructure,
- superstructures,
- equipment and communications.

(Paredes Morato, 2010)
Logistics is defined as the set of necessary means and methods needed to carry out the organization of a company, or a service, especially distribution at the lowest cost and in the shortest time. Ports are companies that are part of the global logistics chain integrated system. Where goods are not only in transit but are also handled and distributed, and in some ports are manufactured.

It strongly influences the final sales costs and quality of products.
General cargo

- Loose and irregular load
- Mineral, cement and cereal cargo, divided into different holds covered with hatches

Bulk commodities carriers

- Containers under ISO regulations

Container ship

- They are so large that they need to unload at offshore pumping stations

Tankers

- It is stored in special spherical tanks under high pressure and often low temperatures.

Liquefied gas
Colombia Comptroller General (2010): «ports play a very weak role as drivers of economic and social development for the regions»

Colombian ports Mixed administration model

- The Regional Port Societies – SPR are owners of the equipment and technological innovation
- The State owns the infrastructure and buildings

Law 1 of 1991

Colombia 2019 Unemployment rate

<table>
<thead>
<tr>
<th>Country</th>
<th>Unemployment Rate</th>
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<tr>
<td>BAQ</td>
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Colombia Labor informality

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<td>BAQ</td>
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Transportation: the most developed activity in these cities

<table>
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<th>Country</th>
<th>Transportation</th>
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<tbody>
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<td>Colombia</td>
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<tr>
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<td>BAQ</td>
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Some issues that generate vulnerability to human rights to citizens, social leaders and human rights defenders in Cartagena.

- Environmental effects
- Information sources and Treatment
- Trust and cooperation
- Port sector Integration to the city
Environmental effects

The environmental effects have community consequences, associated with bad smells in the bay, heat concentration due to the construction of large infrastructures that block the wind, decrease in the number of fish, greater erosion on the coasts surrounding neighborhoods, as well as an increase risk for fishermen who are affected by water currents, as a result of excavating of the Port.
Community leaders and human rights defenders from the areas surrounding the Port point out the need to have timely, clear and understandable information to resolve current conflicts and prevent future conflicts.

They point out that in public environmental hearings, in spaces for socialization of the management measures of Environmental Impact Studies, as well as in other spaces for dialogue, socialization and consultation, the information presented is not clear, in many cases it is very outdated or there are gaps that the community considers important, such as the traditional activities of the residents.
Mistrust and low levels of cooperation

**business sector**

Perception

They perceive they must approach the communities with great caution so as not to generate expectations. Communities and even some public institutions may come with claims and requests that are not part of the companies’ mission, role or responsibility, as they are demands that must be responded to by the State and its government entities.

Barriers associated with the representation of the communities: since there are no strong social organizations, it is difficult to know who the interlocutor is with to dialogue and reach agreements.

Faced with these situations, the private sector feels little support from the State.

**Communities**

The communities distrust the practices of some companies that bring foundations that end up consolidating databases on the condition of the properties in the area of influence, compared to ownership, possession or their public deed. This generates the perception that the company enters with a corporate social responsibility agenda, but has another idea of expanding the Port.

They consider that actions taken do not satisfy the real needs of the neighborhoods in the area of influence. Because communication is not broad and fluid between the parties, port companies arrive with projects or services that do not necessarily aim to solve situations that are seen as priorities by the community.

**State**

Disorganization by community organizations.

Community Instrumentalization by organizations with particular interests.

High levels of informality and occupation without environmental regulations or licenses.
Integration of the port sector to the city

The port sector is abstracted from the dynamics of the city and vice versa.

The lack of strategies to increase productive chains has prevented a larger part of the population in Cartagena from obtaining employment, while the industrial development of the city is leveraged.

Perception that there are low levels of employment opportunities and services for the communities that are part of the area of influence*.

* Although some company sustainability reports indicate that the percentage of local hiring is high, it is not clear whether this is part of the surrounding neighborhoods or other parts of Cartagena.
Bibliography


