

Logistic city and national Security

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Abstract: In this paper, at first we start by defining Logistic City and the related concepts, then we present the World Logistic map which was published by the World Bank in 2012 in terms of Logistic Performance. Then, using the provided definitions and articles, A basic conceptual map is designed which includes a theoretical basis of economic development and competition rules in business branches. This map provides us with the basis of more studies and follows a more detailed conceptual model which is provided by a scientific foundation for people who intent to develop other logistic cities. Then, we will examine national security and the related definitions, concepts, foundations and goals. At last, we will describe the relation between logistic city and national security and present a conceptual model of that.

Keywords: Logistic City, Logistic Area, Logistic, Security, National Security

I. Introduction

Logistic City can be considered as the most advance and completed kind of Logistic Hubs¹ which have been recently under the radar in the world. In fact, Logistic city is the perfection of a Logistic Hub. Logistic Cities which have only been considered in the recent decade. In fact, these centers have the ability to provide logistic services on international scales. Such centers require massive foundations like airports and harbors. National security addresses some requirements that assures the survival of national government via economic power, army, political capability and diplomatic means. National security is a Western and particularly American concept which became prevalent after 1945. Variety of definitions has been presented for national security. These concept, like other concepts of humanities, does not have a single definition which is acceptable to all, or at least most experts. The lack of agreement stems from the effort of people, groups and nations in their different understanding and interpretation of this word. Accordingly, for instance Arnold Wolfers² states: “National security is an ambiguous symbol which might not have an accurate meaning at all”.^[1]

2. The definition of logistic city

Generally, a logistic city includes logistic activities and related assets in a solid combination of Montage and manufacturing companies, business services, retailers, academic and education centers and ministerial and public service branches. The concept of logistic city, due to being new, is not provided with many definitions.

1. Hub, by definition means the focus of an area or a wider network’s activity.
- 2 .Arnold wolfers

In one source, logistic city is defined as follows:“A logistic city, is a geographical center which is related to the threshold of global business and includes a set of logistic foundations”. In this definition, logistic city is considered as a set of stations, airports, harbor, Cargo village and such which are related as a unified network in a geographical area.^[3]

2.1: Related concepts of logistics city

a. Urban distribution centers: There are in the lowest level of centers, which are responsible for distributing goods in urban areas.

b. New Towns:In urban areas and transportation terminals can improve the regional economy with the establishment of logistic villages or load villages and Decrease the costs of transportation.

c. Logistics parks:

Logistics park a little more advanced than new town and urban distribution centers and create this parks due to improve all of the activities in any level of urban domain.^[2]

2.2 : Specific areas of logistics

These areas are included wide geographic level from urban to international and logistics city is evolved form of these areas. Logistical centers have converted to logistics cities during a developmental process and these cities have been formed according to a national experience and social knowledge. So sudden mutation to the logistics city will be impossible without during the developmental stages^[2].

2.3 World's logistic map (2012)

Biannually, World Bank publishes a report titled "logistic performance index" in which it studies the logistic situation of 155 countries in the world.

In the latest issue of "logistic performance index" which has been published in the late 2012 by World Bank, Iran is ranked 112 among 155 countries.

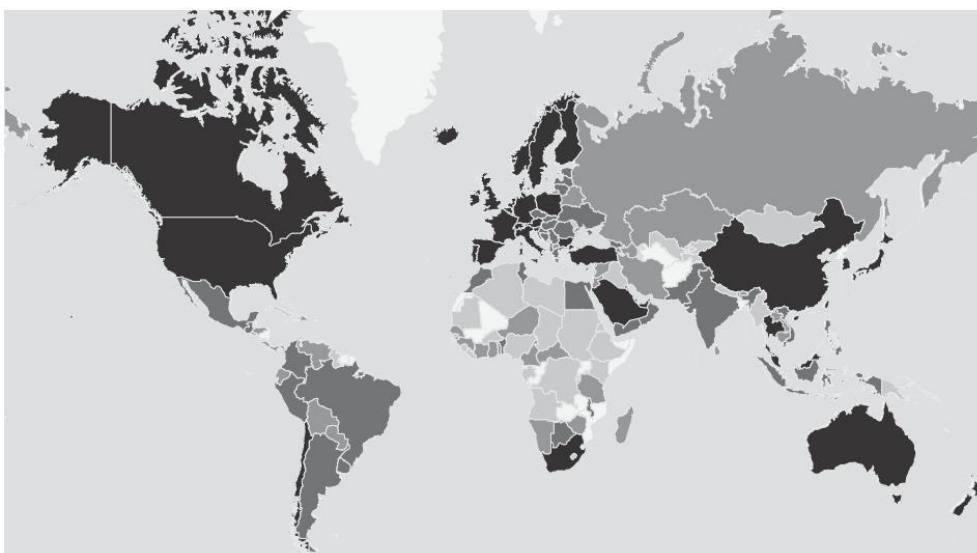


Fig 1. World's logistic map

Map guide

The colors have been distinguished based on the score of countries on the logistic performance index. It should be noted that 1 is the lowest and 5 is the highest score in the logistic performance index.



Also, the countries that are white, are not included in this global evaluation (Countries like Afghanistan and Pakistan).

According to the definition of the urban logistic instate, the goal of this procedure is efficiency of logistic activities and transportations conducted by private companies in urban areas while paying attention to commute areas, the traffic and energy consumption in the framework of market's economy. In other words, logistic city deals with all means via which cargo distribution can take place in urban areas and also with strategies that can improve the overall performance of this procedure and for instance decrease traffic and negative effects on environment. The first application of urban logistics, generally took place in Japan and Western Europe, because their cities suffer more than other countries from land shortage and in addition, the tradition of urban planning was well established in those cities. In recent decades, the level of cargo transportation in the world has drastically increased. According to the report of EU research foundation, in the years 2004 to 2010, the demand for goods transportation has increased nearly 38 percent and heavy goods transportation alone, has increased nearly 50 percent from 1998 to 2010. In 2010, the number of vehicles used for cargo delivery in European cities has been 10 percent of all vehicles on the streets.^[3]

2.4: Preliminary Conceptual Map Of The Logistics City Concept

To enable a first common understanding of the logistics city concept, a conceptual map, shown in Figure 2, has been developed.

Development of this map was based on initial interviews, the review of publications in terms of the logistics city designations and values, and the literature investigation of the four named logistics cities, as well as the logistics clusters of Singapore and Hamburg. We suggest that this conceptual model will allow the development of a future theory that represents the set of concepts within the logistics city domain and the relationships between those concepts. In order to achieve a sustainable global integrated logistics hub, there must be a strong foundation, which is referred to in the conceptual map as enablers. These enablers have been identified as important determinants in the development of a logistics city, and the map can be extended to include others in the future.^[4]

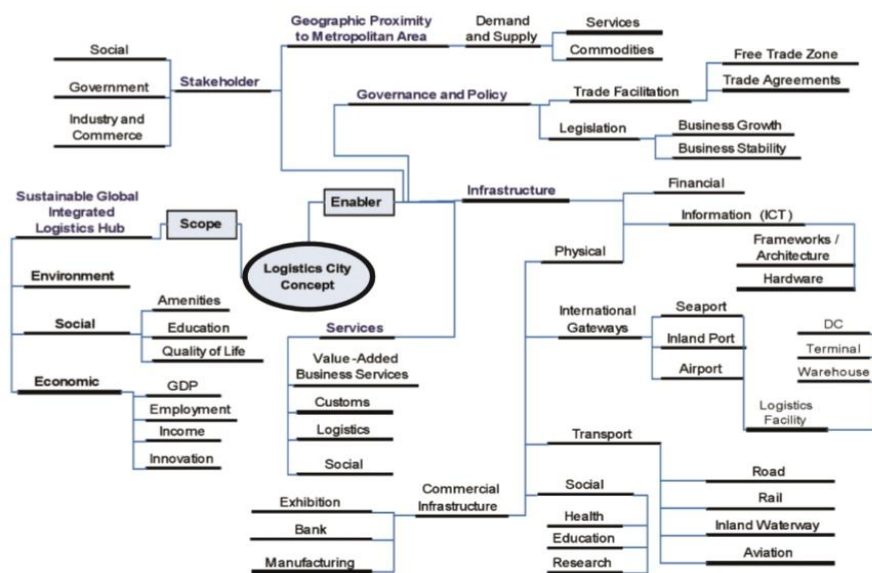


Figure 2: Conceptual map of the logistics city

In the model, physical, financial and information technology infrastructure play an important role in the logistics city concept. International gateways, such as seaports, airports and inland ports including their logistics facilities, are crucial to participation in the global and regional transport and distribution arena. It is clear that each logistics city and their associated gateways are unique. Two main types of logistics cities emerged that are naturally linked to their associated gateways. First there is an origin/destination city that includes so-called “export platforms” and/or “import platforms”. Secondly there is the transit-type logistics city environment, which represents the hub function as its main driver. It must be noted that commonly the two types coexist; however, one of these will represent the main function of the logistics city and its associated gateways. The gateways have an important role within the logistics city; however the quality of the connectivity between these gateways, the commercial infrastructure and social infrastructure, is the major aspect. This connectivity can be provided by transport infrastructure, such as road and rail, or by information and communication infrastructure. The increasing cost and complexity of modern systems have meant that even the huge budgets available to governments are no longer capable of meeting the increasing pressure for upgrading and extending existing systems.

As a result, it appeared that the capital needed for future infrastructure projects will not only be provided by public means. Private participation in the infrastructure investments have been discussed widely, particularly in the form of private public partnerships. In this respect the freight-user paid system has been introduced such as the German “Maut” system which was implemented in 2005. For the all motorways (Autobahn) and also some of the high frequency freight-used federal highways a toll for freight vehicles above 12 tonnes, which is based on the driven distance, number of axles and the emission category, is now mandatory. However, transport infrastructural excellence on its own does not mean efficient connectivity, and, further, while physical transport infrastructure is seen as a necessity towards connectivity it is insufficient alone to be considered as contributing to a logistics city. The physical flow has to be complemented by information flow provided by appropriate information and communication infrastructure. As mentioned earlier, Singapore is developing a trade-integrated information platform (one-stop platform) that will bring together the different systems to enable a seamless information transfer, supporting the already high quality existing physical infrastructure.

What appeared was that the main activities of those logistics services in a logistics city are all related to adding value to goods by facilitating connectivity to and from distant markets. This common relationship of shared responsibility for connectivity translates, in a physical sense, to a gateway function. Thus, with respect to the logistics industry sectors, it is clear that these lower value-adding activities such as terminal operation, transportation and simple storage are perceived as being essential activities within a logistics city. These lower value-adding activities depend on the kind of trade gateway involved. This leads inevitably to the conclusion that the quality of these basic gateway activities is decisive for the development of a logistics city and, in the long run, its particular character and competitive strength. The decisive factors in the definition of a specific logistics city are grounded in the presence of critical mass of higher logistics value-adding activities that are commonly linked to the main gateway function. Therefore without any higher value-added services such as light assembly, customizing, or packaging which are commonly executed in warehouses and without a well-developed and designed supply chain management system, a certain area should not be designated as a logistics city.^[4]

3. The definition of National Security

One of the definitions of national security means a nation's ability in repulsing foreign threats against political life or national interests. The first person who has provided a definition of national security is Walter Lipmann, the American author and researcher. He states that: A nation is secure once it can protect its principal values in case of avoiding war and can advance the war, should it happen.^[5]

Theorists have presented different definitions of national security, of which some are mentioned below:

Arnold Wolfers¹: National security means the lack of threats regarding obtained values by objective definition. By intrinsic definition, it means the lack of fear regarding principal values being jeopardized, the goal of which is creating international and national political situations that are suited for protection or development of principal values against potential and practical enemies.^[6]

John. A. Morose²: National security means relative freedom from pernicious threats.^[7]

Richard Cooper³: National security means a nation's ability to enjoy and promote values and culture.^[8]

Michael Lloyd⁴: National security consists of national defense policy and also civilian measures of the government in order to assure the full capacity of its survival (as a political entity) to tamper and attain domestic and international goals.^[9]

Encyclopedia of social sciences: National security is a nation's ability in protecting domestic values against foreign threats.^[10]

1 .Arnold wolfers 2.John E Mroz 3.Richard cooper 4.Michael lod

3.1 The concept of national security

This concept has multiple aspects. Because of this, numerous definitions have been presented of this concept. The general issue of security can be assigned to the feeling of freedom from fear of "feeling of security" that looks on mental and material security, which in that case, can bring about independence of opinion in a nation and government, and will have the ability to confront foreign interference and outside forces in domestic affairs.

There are two approaches of national security, A. Traditional approach B. New approach

The traditional and classic definition of national security; This approach, from a one-dimensional standpoint, considers the national security as study of threat, application and control of military forces which in this case is the consequence and ways of dealing with war and analyzing how national governments will effectively use military forces against foreign military threats. Arnold Wolfers in his classic analysis of national security states that national security is derived from the idea of national interest, and in fact, shows the shift of focus from welfare to security in the area of national security. He states that: " A nation is secure up to a level if it wants to avoid war, this intention will not result ruining its principal values and in case of war, it can protect the mentioned values by winning".^[11]

From Robert Mandel's¹ view (Robert Mandel, the changing face of national security, P.43).

In today's world, defining the concept of national security is a complex task.

The ability of a nation in protecting vital domestic values against foreign threats and the fact that how nations make necessary policies and decisions to support domestic values against foreign threats.^[12]

1 .Robert Mandel

Conceptual interference among security, politics and strategy, has resulted in ambiguity and reliance of security on areas of political, strategic studies and international relations. To solve the issue of conceptual interference in security or politics and strategy and as a result, to end the reliance of security studies on politics and strategy and international relations, the area of national security will be considered as more limited than areas of political and strategic studies and international relations. While in terms of appearance, the concept of

national security is prior to political, strategic studies and international relations, but we can apply this priority to the relation of security studies with political and strategic studies and international relations. Politics, in any meaning and sense, has “the relation of leadership in effect” as an inherit component and this relation requires the appearance of social life. At the same time, the birth of the concept of security has been meaningful in individual life and there has been a cause and effect relationship between security and politics, historically and conceptually.

Although comparing to other fields of studies, security studies is not as developed in terms of quality and quantity so that we can clearly discuss and analyze its historical and strategic divisions, security has always been one of the most important concerns of scientists in different fields.^[13]

Perhaps the categorization of national securities components has been done the best by Robert Mandel. He divides national security into five categories as follows: Military security, Political security, Social security, Environmental security, economic security, Cultural security.^[14]

4. Logistic city and national security

Logistic is rapidly advancing and developing. Attention to the logistic city can improve the level of quality and advancement in a country, which takes place as a result of national security. There’s a completely direct relationship between urban logistic and national security. As a result of national security, urban logistic can be enhanced. In the conceptual model of Fig. 3, we observe the relationship of urban logistic and national security with other important ports.

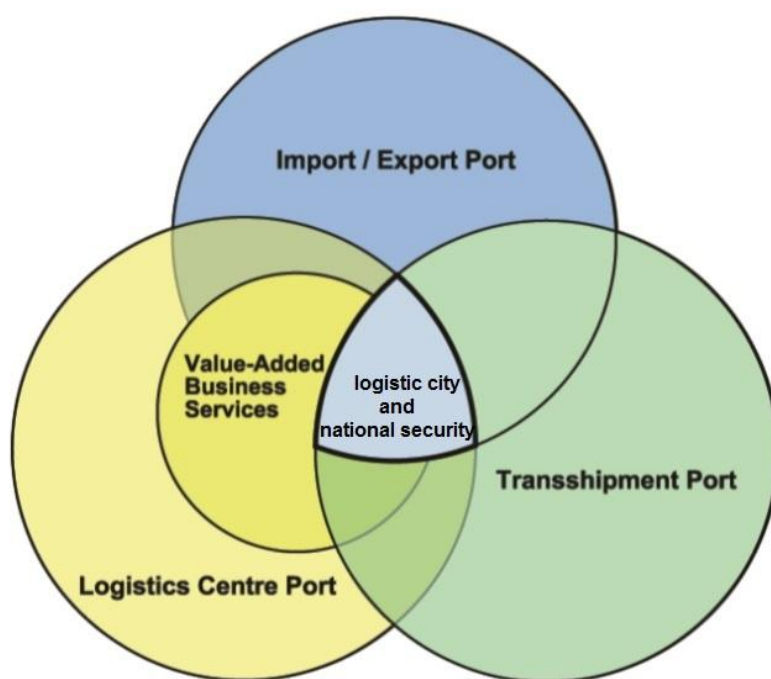


Fig 3. The relationship of logistic city and national security with other ports

As you can see in the Figure, logistic city and national security has a direct relationship with the ports of export/import, sea transportation, logistic center and business services of added-value and also the mentioned categories are interrelated.



Fig 4 .Conceptual Model of the logistics city and national security

Logistic city, by affecting its military, political, social, environmental and economic parameters, assures the development of national security. Logistic city is the precursor and enforcer of national security. The law and culture and environment have considerable effects on the improvement of logistic city and national security. The difference of culture and law in countries, is one of the most important factors in progress/ digress of national security and logistic city.

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