

Development and resistance. Public investment projects in the Istmo de Tehuantepec, Oaxaca

Desarrollo y resistencia. Proyectos de inversión pública en el Istmo de Tehuantepec, Oaxaca

PÉREZ-LARRAÑAGA, Héctor*†, CASTILLO-LEAL, Maricela, MARTÍNEZ-CASTRO, Cesar Julio and GARCÍA-MARTÍNEZ, Katia

Tecnológico Nacional de México/Instituto Tecnológico de Oaxaca, División de Estudios de Graduados e Investigación.

ID 1st Author: *Héctor, Pérez-Larrañaga* / ORC ID: 0000-0003-0571-0354, CVU CONACYT ID: 927316

ID 1st Co-author: *Maricela, Castillo-Leal* / ORC ID: 0000-0002-3281-4135, CVU CONACYT ID: 147104

ID 2nd Co-author: *Cesar Julio, Martínez-Castro* / ORC ID: 0000-0002-7755-0233, CVU CONACYT ID: 760458

ID 3rd Co-author: *Katia, García-Martínez* / ORC ID: 0000-0002-5018-9791, CVU CONACYT ID: 815761

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Abstract

Public investment projects are "proposals for change that, based on specific investments, policies and action strategies, seek to expand people's opportunities and options for development" (Bobadilla *et al.* 2012). Among the most common are nuclear power plants, hydroelectric and petrochemical facilities, industrial zones, large economic and public transportation corridors. This research will refer to the main public investment projects implemented in the Isthmus of Tehuantepec region, with emphasis on the Interoceanic Corridor. The purpose of this is to analyse the impact of public investment projects that have been carried out in the Isthmus of Tehuantepec region on the promotion of local development. Thus, the historical results of the public investment projects were analysed according to the dimensions of local development, comparing them with each other, in order to later analyse the historical results and in future research project the impacts of the interoceanic corridor through its design, to confirm the social relevance of said project, whether it will be different or not and that it satisfies the axes of local development.

Development, Isthmus, Impacts

Resumen

Los proyectos de inversión pública son "propuestas de cambio que, a partir de determinadas inversiones, políticas y estrategias de acción, buscan ampliar las oportunidades y opciones de desarrollo de las personas" (Bobadilla *et al.* 2012). Dentro de los más comunes se encuentran las centrales nucleares, instalaciones hidroeléctricas, petroquímicas, zonas industriales, grandes corredores económicos y de transporte público. Ahora bien, en esta investigación se hará referencia a los principales proyectos de inversión pública implementados en la región del Istmo de Tehuantepec en Oaxaca, con énfasis en el Corredor Interoceánico. Esto con la finalidad de analizar la incidencia en el impulso al desarrollo local de los proyectos de inversión pública que se han llevado a cabo en la región del Istmo de Tehuantepec. Es así que se analizaron los resultados históricos de los proyectos de inversión pública acorde a las dimensiones del desarrollo local, comparándose entre sí, para después analizar los resultados históricos y en futuras investigaciones proyectar los impactos del corredor interoceánico a través de su diseño, para confirmar la relevancia social de dicho proyecto, si será diferente o no y si satisface los ejes del desarrollo local.

Desarrollo, Istmo, Impactos

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* Correspondence to Author (d20161936@itoaxaca.edu.mx)

† Researcher contributing as first author.

Introduction

Public and social investment projects are agents of change, which theoretically seek to have an impact on improving the well-being and quality of life of the population, in terms of access to basic services (education, housing, health, security, clothing), technology, employment, wages, etc., through various strategies and lines of action. However, they are also defined as large-scale complex enterprises that usually cost millions of dollars, take a long time to develop or build, involve many public and private interests, turn the region in which they are installed upside down, and affect millions of people (Flyvbjerg, 2017). They also have a lasting impact on their environment, both socially and spatially, and on future generations (Eskerod & Ang, 2017).

These projects, whether economic corridors, hydroelectric plants, refineries, wind farms, roads, among others, involve the construction of large infrastructures and have proven to be a very important way to achieve the development of regions and countries, however, often the established objectives are not achieved, therefore, the results do not meet the needs of local communities, coupled with the effects that are generated in the environment, culture and lifestyle (Cuganesan & Floris, 2020).

It is here that various concerns arise, as these projects generate a variety of impacts, some positive (mainly in regions, states and countries) and others negative (particularly in local communities), depending on the perspective from which the project is viewed, which come before the generation of the impulse for local development where controversy arises for various stakeholders, as for some these projects generate development and for others dependence, according to historical data, which in turn leads to local resistance.

In this sense, various investigations have identified the most common negative impacts of project development, which are a myriad of fixed and variable costs related to transport, machinery, labour, accidents, traffic on the roads where the project is developed, among others, as well as the cost of the land used for the construction of the project, air costs which involve atmospheric pollution due to gas emissions from motorised units and noise emissions, and hydrological impacts.

External costs derived from the consumption of products from non-renewable resources and impacts deteriorating the land, mountains, flora, fauna, etc. (Korytárová & Hromádka, 2014).

These are often a catalyst for resistance from local communities due to their high economic cost, environmental threats and the lifestyle they are accustomed to leading on a day-to-day basis (Cuppen *et al.* 2016), leaving the expected benefits for development with less impact, although local communities do not have formal decision-making authority over projects proposed by the Presidency of the Republic, research indicates that resistance results in additional costs, prolonged delays, abandonment of projects, among other issues that hinder such development (Dewey & Davis, 2013).

Public investment projects in the international context

Within the international framework, a wide range of public and/or social investment projects have been implemented over the years, with the aim of generating development in the regions or areas of impact. However, in some cases there has been resistance from local inhabitants, despite the fact that their implementation is justified and publicised by the authorities, in order to achieve a common goal, which is to generate local development that will theoretically benefit the different stakeholders, including society in general. In the world there are well known public and/or social investment projects, which are analysed and mentioned below.

Panama Canal

The Panama Canal, a consolidated public investment project (megaproject) formally inaugurated in 1914, is strategically a meeting point for the most important trade routes, containerised cargo, grains, oil and its derivatives, among other products, being a fundamental part of the supply chain between East and West (Intracorp, 2006).

Some of its main trade routes (Figure 1) that make use of the canal are from the east coast of the United States to the Far East, from Europe to the west coast of the United States-Canada and from the east coast of the United States to the west coast of South America (Micanaldepanama.com, 2018).



Figure 1 Panama Canal trade routes
Source: (Micanaldepanama.com, 2018)

This Canal unites the American continent and optimises world maritime navigation, reducing times and distances between consumer and producer countries, which is why this global logistics centre favours economic development in the areas through which it passes, since its commercial movements, per year, produce 11,000 million dollars in imports and exports, with more than 2,000 established companies and more than 400 hectares (Sabonge & Sánchez, 2009).

However, the impact is not only economic, it has also generated various benefits over time, for example in the period between 1939-1946 commercial traffic was reduced but gave way to the production of liquor, sugar, milk and slaughtered livestock derived from its Canal connections (Valdés, 2021), likewise the Panama Canal is a driver of tourism whose average every four months exceeds 900,000 visitors, within them 79.3% are tourists, 13.1% cruise passengers and 7.6% day visitors (Office of the Comptroller General of Panama, 2016).

On the other hand, approximately 60% of the budget allocated for the construction of roads, schools, hospitals, aqueducts, sewage systems, etc., comes from the Panama Canal (El Faro, 2006), which undoubtedly proves the importance of the project in contributing to the development of the inhabitants of the communities in the areas of influence of the Canal.

China's Special Economic Zones

At the end of the 1970s, China implemented a solid policy of innovation in the country, which over the last four decades has led to economic growth indicators of over 8% per year. This policy proclaimed the construction of four special economic zones in the south-east region of China (Orozco, 2009).

According to Graham (2004, apud Orozco, 2018), the creation of Special Economic Zones emanated in the 1970s with the investment drive. The main strategy within this investment drive was to attract technology, as the industrial sector lacked it, and in turn improve services within the country. It is a set of economic zones focused on agricultural, industrial, trade, housing, tourism and services; primary export management with a focus on tourism; and foreign and domestic organisations.

The foreign direct investment that the Special Economic Zones have brought to China has contributed to the development of communities by improving the quality of life in different ways, such as modifying the export process in heavy industry, generating profits in the tourism sector, innovating business procedures, increasing employment, strengthening human capital, boosting the development of industrial sectors and addressing globalised market trends in the scientific, technological and economic areas (Orozco, 2009).

Gibraltar-San Roque Refinery

The Gibraltar-San Roque refinery arose due to the priority needs of the inhabitants of Campo de Gibraltar, to confront the economic and social depression that prevailed in the area, in addition to other political restrictions.

This is how the Campo de Gibraltar Development Plan was created, where it was decided to build the refinery on property in the Bay of Algeciras, specifically in the municipality of San Roque.

Today, the refinery is an integral industry, not only with its petrochemical activities, but also with the rest of the surrounding complexes in the area, to which it supplies energy resources.

It has the unique feature of integrating a significant petrochemical area and lubricant manufacturing facilities, so that the units produced go beyond the refining facilities. It covers an area of 1.5 million square metres and its maximum distillation capacity is 12 million tonnes of oil per year and 337 million euros in a semester (EuropaSur, 2021).

At the same time, its activities not only have an impact on the economic development of the region, but also improve the living conditions of the people, mainly from the closest communities, as the workforce is made up of 84% inhabitants of the province of Cadiz, 13% from the rest of Spain and only 3% foreigners. It has a training school where more than 200,000 hours a year are taught, updating and training human capital in the area. Similarly, the refinery supports cultural, sporting and social activities. It is socially responsible as it supports the "Marillac Home", an organisation that supports people with AIDS, the "New Future" orphans' home and the Botafuegos prison, which are subsidised by the refinery. Likewise, there is a canteen for indigenous people "El Carmen" in Algeciras, as well as the "Centro Español de Solidaridad" for the prevention of drug addiction.

In order to preserve customs, it promotes a significant number of activities, sponsoring festivals, literary works, science and art fairs, as well as supporting archaeological research (CEPSA, 2021).

Public investment projects in southeast Mexico

Public investment projects to boost development in the Mexican southeast began with a project for inter-oceanic communication in the Isthmus of Tehuantepec and the state of Veracruz, which was first proposed in Hernán Cortés' Fourth Letter of Relation. According to García (2019), the project continued in the treaty (Mc Lane-Ocampo) which Benito Juárez signed with the United States. The project was originally designed for trade between the Pacific Ocean and the Atlantic Ocean, but it did not last long as it only functioned from 1907 to 1914, since at the end of that year the Panama Canal was inaugurated, which monopolised international commercial transport through the Isthmus (Oropeza, 2019).

Likewise, when General Porfirio Díaz was president of the Mexican Republic in this area known by many as "the belt of Mexico", he wanted to carry out an ambitious mega-project that would link the Pacific Ocean with the Gulf of Tehuantepec. In the first instance, the idea was to build a maritime route through a canal, but due to the morphology of the land and the high seismicity of the region, it was decided not to proceed, instead it was concluded that the ideal solution was to build a train.

In 1967, President Gustavo Díaz Ordaz encouraged the exchange of goods between oceans with freight transport, starting with the construction of the Pajaritos petrochemical plant in Coatzacoalcos, Veracruz. Three years later, in 1977, José López Portillo promoted the Alfa-Omega plan by means of a railway route through the Isthmus using containers. During his term of office, he opened the Cangrejera petrochemical plant and the Salina Cruz Refinery. In 1985, during the presidency of Miguel de la Madrid, the construction of the Nueva Teapa Salina Cruz pipeline began. In the following years, President Ernesto Zedillo wanted to revive the project under the name Plan Alfa Omega, and during the six-year term of Vicente Fox, an attempt was made to promote it under the name Plan Puebla Panama.

In 2007, President Felipe Calderón announced the Isthmus Logistics System to tender container terminals in both ports and the operation of a modern freight railway accompanied by a multimodal corridor. In 2013, Enrique Peña Nieto announced the Isthmus Gateway to America Plan and its follow-up through the Exclusive Economic Zones announced in 2016 (Contreras, 2020).

It should be noted that all of these projects have been opposed at the time, with the aim of preserving and caring for the lives of the 12 indigenous peoples of the Isthmus region in both states (Oaxaca and Veracruz). Today, these peoples are resisting the proposals of the current president of Mexico, Andrés Manuel López Obrador, who published the book *Un proyecto alternativo de Nación* in 2004, in which he outlines a comprehensive programme for the development of the Isthmus.

Public investment projects in the Isthmus of Tehuantepec, Oaxaca

The first action to promote the development of the Isthmus of Tehuantepec dates, as already mentioned, from the intention to connect the trade between oceans since the letters of relationship written by Cortés between 1519 and 1526, then it gained strength again more than 100 years ago, specifically when the railway linking Salina Cruz with Coatzacoalcos was installed, with a flow of 60 trains a day, which only lasted from 1907 to 1915 when the Panama Canal was inaugurated and the transformation was irreversible.

In 1938, the mouth of the Port of Salina Cruz was reopened and the fishing fleet and the arrival of oil tankers began activities, expecting development, but instead it brought sensitive effects on the social fabric and regional economies at both ends of the Isthmus, as well as fragile ecological imbalances (Programa de Desarrollo del Istmo de Tehuantepec, 1990).

The harmonisation of this new development with agricultural activities once again became a conflict and a challenge when the Benito Juárez Dam was built and the 19th Irrigation District was created, as well as the Santo Domingo sugar mill, which was added to the Espinal sugar mill and 34 industries established between 1940 and 1980. Similarly, as a result of a thorough proposal in 1975, the project of the refinery "Ing. Antonio Do valí Jaime" was initiated, which would consist of three stages so that the start-up of the primary plant would be in 1978, which was intended to lead to economic development for the region as it produces 350 thousand barrels per day, petrochemicals and gasoline to feed the Pacific ports from where they are distributed to load gas and a space to attend tankers supplied with petroleum products from Coatzacoalcos (SCT, 2017).

It is well understood that these projects had not been successful due to the lack of attention to the needs, perceptions and concerns of local inhabitants.

In short, since 1990 the Constitutional Government of the United Mexican States has had in mind the implementation of initiatives that generate the integral development of the region, since the Isthmus represents, and perhaps synthesises, the challenges that socially, but also economically and politically, impose access to a qualitatively different development, to a more just, participatory and stable collective existence, built and guaranteed by the efforts of society as a whole (PDIT, 1990). Now, more than 30 years ago, the possibility of development in Tehuantepec was sought through the Development Programme for the Isthmus of Tehuantepec (1990), by means of six agreements that would make up this integrality:

- Regional Agreement for Welfare and Urban Redevelopment
- Regional agreement for agricultural and forestry development
- Regional agreement for water use and development
- Regional agreement for the modernisation of communities
- Regional agreement for the modernisation of fisheries and aquaculture.
- Regional agreement for industrial and commercial development

Likewise, in 1996, the integration of projects to promote the development of the Isthmus of Tehuantepec was presented, proposing alternative investment projects to the Panama Canal (integration of productive chains, selected detonators, etc.), evaluating the current transport infrastructure in the Isthmus and proposing a new development in the Isthmus. And now actions are once again being implemented in this territory, in particular with the so-called Interoceanic Corridor, which points out public investment as one of its main strategies, with the aim of boosting development in the south-southeast of the country.

This project according to Candelas, (2019), in the informative folder 119 of the Interoceanic Corridor project points out that it consists of seven stages, starting with the modernisation of the old railway route that currently connects the cities of Coatzacoalcos, Veracruz and Salina Cruz, Oaxaca, once this stage is completed, the goods train will have a capacity to transport 300,000 tons per day.

The project contemplates the installation of a fibre optic network; modernisation of the ports of Coatzacoalcos and Salina Cruz; rehabilitation of the refineries of Salina Cruz and Minatitlán; installation of industrial parks in the Isthmus corridor; attraction of industrial and service companies, as well as the creation of a free trade zone.

This project is part of the programme for the development of the Isthmus of Tehuantepec (Table 1), which includes 12 objectives that will be achieved during the development of this project.

Infrastructure in the Multimodal Corridor		
Transisthmian Train + Ports + Roads + Airports. + Connectivity + Supply of services + Global network of means + transport systems Keys to understand the project as a social issue.		
1. Improved living conditions of the population.	2. Participation and alliance of the population in strategic projects.	3. Inclusive and sustainable economy.
4. Respect for the integrity of indigenous peoples.	5. Respect for the environment.	6. Harnessing the social and cultural wealth of the people.
7. Implement a new concept of development.	8. A new model of economic growth that distributes national income.	9. Breaking old inertias that generate inequalities between the country's regions and social groups.
10. New bases of social and solidarity economy.	11. Productive projects that generate employment and income for the local population.	12. Identity, pride and preservation of local identity and culture.

Table 1 Programme for the Development of the Isthmus of Tehuantepec

Source: (Candelas, 2019)

Originally this project covered 79 municipalities in Oaxaca and Veracruz; however, the most updated version of the project has been expanded to 99 municipalities to cover two more states: Chiapas and Tabasco. In addition, as part of the route, it is intended to connect the train line with the Tren Maya route that goes to Mérida and Valladolid, Yucatán, in order to achieve development not only for the region but for the country as a whole.

Resistance to public investment projects

Historically, large initiatives to generate development, known as public investment projects, have generated various groups of opposition or resistance, from different perspectives and with different levels of influence. "Given the complex characteristics of the urban territory, an irruption of such magnitude is at odds with the interests of third parties, be they residents and local economic activity or environmental conditions" (Bernabe, 2019).

Likewise, research such as that of Gómez (2019) indicates that "generally, state decisions regarding when, where and how to exploit natural resources or promote public investment projects are justified in the name of the interests of the nation, which are often interpreted as reflecting the interests of the majority. Hence, the conclusions are up to each indigenous people".

In the same context, Isla (2022), in his research on the impacts of extractivism on populations in Central and South America, concludes that "most of the projects are paid for with bank loans granted to the state to benefit corrupt local officials and international mafias. Cultural and natural heritage (oil, mining, air, water, forests, landscapes, etc.) are expropriated by multinational corporations. Signed international consultations (Convention 169, OAS and other UN resolutions) become meaningless. Moreover, when Latin American citizens protest, they are killed or disappeared by the police and their undercover agents, as well as by paramilitaries in some countries.

Or the article by Silva (2017), which analyses resistance against the arrival of capitalism, indicating that "resistance as a characteristic of the defence of territoriality not only becomes an alternative for survival but a way of life to perpetuate in a dignified and cosmogonic way the relationship that humans have with the Earth".

As a result, various articles (example in box 2) make evident the resistance of local communities, so that these projects do not generate negative impacts.

Name of article	Variables	Author (es)
Megaprojects in consultation: rights or simulations?	Opportunities and risks of megaprojects	Gasparello, Giovanna (2020).
Indigenous consultation: a prelude to dispossession or a strategy for the defence of their territories?	Type of indigenous consultation	Gómez, Magdalena (2019).
The EZLN's defence of territoriality in the face of socio-environmental capitalist development	Territory at risk of dispossession	Silva, Marcos (2017).
Is the Sustainable Development Goals (SDG) index an adequate framework to measure the progress of the 2030 Agenda?	Neoliberal project	Díaz, José; Jato, Daniel; Castro, Daniel. (2017).
Investigating perspective taking when infrastructure megaproject teams engage local communities: Navigating tensions and balancing perspectives	Indigenous peoples	Cuganesan, Suresh; Floris Maurizio. (2020).
"They will not automatically benefit": The politics of infrastructure development in Laos's Northern Economic Corridor	Defence of territoriality	Dwyer, Michael. (2020).
Urban megaprojects from the second half of the 20th century, their social and political implications in Mexico City.	Global development indices	Bernabé (2019).
Political subjectivation in the struggle against wind megaprojects in the Isthmus of Tehuantepec.	Effective assessment of the implementation of the 2030 agenda	Tripp (2019).
Urban infrastructure megaprojects, social impact and social movements, case study: "Mexico City's new airport" (2000 -2019).	Perspectives of megaproject teams	Ulloa (2019).
Megaprojects and dispossession of territory in the Tarahumara region	Perspective of communities	Ávila (2018).
The sense of community and the construction of megaprojects: the case of the thermoelectric plant in Huesca, Morelos.	Effectiveness of megaprojects	Hernández (2016).

Table 2 Investigations of public investment projects

Source: Own Elaboration

Unit of análisis

This research had as its unit of analysis the region of the Isthmus of Tehuantepec, Oaxaca, which according to COPLADE (2017), covers an area of 20,755.26 km² and is subdivided into 41 municipalities grouped into two districts: Tehuantepec and Juchitán (Figure 2).



Figure 2 Isthmus of Tehuantepec region

Source: CIESAS, 2014

Likewise, the region represents the second largest population concentration in the state (629,036 inhabitants) and constitutes 15.9% of its total population. The municipality with the largest population is the H. Ciudad de Juchitán de Zaragoza (98,043 inhabitants) and the smallest is San Miguel Tenango (729 inhabitants).

In the 41 municipalities of the region there are 1,352 localities, counted in the 2010 Population and Housing Census. The population is concentrated in the Tehuantepec-Juchitán-Ixtepec corridor, but is also widely dispersed in mountainous and jungle areas, 39.9% of the region's population is located in cities and 33.1% in towns with 1 to 499 inhabitants, which are generally rural and difficult to access.

Within the same context, the Isthmus is dominated by the indigenous population of the Zapotec, Mixe, Chontal, Huave and Zoque ethnic groups. There is a concentration of the population aged 3 and over who speak an indigenous language (32.8%), a figure very similar to the state average (32.2%), and more than 60% of the population considers itself indigenous, a figure lower than the state average of 65%.

However, the Isthmus region has great potential in the wind energy industry, and in 2015 there were close to 1,000 wind turbines in 23 wind farms controlled by 10 companies, including the Federal Electricity Commission (CFE) (COPLADE, 2017).

Method

A documentary study was carried out with historical data in order to analyse the development and resistance of the communities of the Isthmus of Tehuantepec to public investment projects and to derive the required knowledge, with the aim of understanding and deepening our understanding of the problem.

The historical results of public investment projects were analysed according to the dimensions of local development, which is a "participation scheme to promote strategies and mechanisms for the satisfaction of the basic needs of the population or a methodology that promotes the intervention of all social actors working towards a single objective: to develop human resources so that, as active subjects, they can be protagonists of the changes that society requires" (Moreno, 2003, apud Miguel *et al.*, 2011) that should be integrated into all public investment projects. These dimensions are:

1. Culture
2. Environmental
3. Social
4. Political
5. Gender
6. Economic
7. Tourism

In this stage, use was made of the content analysis method, which is based on the principles of objectivity, quantification and systematisation of content, adding the interpretation and inference of data derived from the reference environment. This was done through the analysis of consolidated public investment projects, under development and past development plans and programmes in the Isthmus of Tehuantepec, Oaxaca (Cea, 1996, apud Ortega & Heras, 2021). On the same basis, a descriptive-explanatory scope was estimated, since the objective of this study was to describe situations, contexts and events based on the negative and positive impacts of public investment projects implemented in the Isthmus of Tehuantepec region.

Conclusions

Among the distinctive features of public investment projects are the diversity of impacts, actors and interests that may be involved in or affected by their construction or implementation, which is why there may be resistance from certain interest groups, including people living in settlements near the project.

In this regard, some research currently indicates that due to the complexity of public investment projects due to their impacts, the high political and social interest, as well as the large number of people involved, leadership is generally unclear or not clearly identified (Denicol *et al.*, 2020), since their management or development involves different teams, such as joint ventures, consortiums and governments, which increases and varies the information, communication, stakeholders, etc., and consequently, the entropy of the projects (Jones & Lichtenstein, 2009).

Then, as a result of this entropy generated by the multiple situations mentioned above, it has been proven that this generates distrust on the part of local inhabitants and consequently resistance to these projects, which often causes them to fail so often (Cerić *et al.*, 2020).

This distrust in turn generates fear as exemplified by Pazarán (2021), in his thesis on resistance in the Isthmus of Tehuantepec where he addresses the matrix of capitalism, stating that "everything becomes objectifying and interchangeable, permanently available as a commodity; thus, the world becomes a network of objects and commodities that has no experience of limits or brake on desire fed into the market as a necessity; emanating desires that will never be fully satisfied" by the orchestrators of public investment projects.

Similarly, it is worth noting that achievements to mitigate negative impacts, such as reforms, regulations or policies that assess environmental and social impacts to protect local communities, have been the product of resistance and struggles between development banks, governments, civil society actors and local people over these infrastructure projects (Dwyer, 2020).

Consequently, it can be concluded that various international research identifies that different types of public investment projects can serve as a means to promote development in regions, leading to various collective benefits, such is the degree of relationship with development, that The Economist (2008) announced that "the biggest investment boom in history is underway", where it is estimated that 57 trillion dollars will be spent on infrastructure investments between 2012 and 2030 (Flyvberg, 2017), however they also describe many types of repercussions stemming from the historically poor performance of public investment projects with insufficient community involvement in project planning and implementation by the project team (Dewey & Davis, 2013), impacts on the environment, culture, customs of local inhabitants, without taking them into account, thus causing resistance, which slows down and hinders the positive outcomes intended.

Within the same framework, in research at the local level, the problem addressed is similar, since on the one hand, on the positive side, it is confirmed that they are a fundamental means to achieve socio-economic results, managing to reduce inequalities in various aspects, but at the same time, with the precedents experienced in Mexico derived from the methods and tactics employed, The results that have been achieved to generate development have not fulfilled their objectives, much less met the expectations of the local inhabitants, which often provokes resistance manifested in protests, community conflicts, disagreements, among other circumstances, causing delays and budget overruns in the projects.

In this context, the point of congruence between authors lies in emphasising the negative impacts that these projects generate, mainly due to the resistance that does not allow the free flow of actions on the part of those in charge of projects, caused by historical events, the way in which they develop and impose decisions. In this way, it is pertinent to analyse the results obtained by the various public investment projects implemented in the area of analysis and, with the data obtained and the design of the inter-oceanic corridor project, to identify prospective scenarios in future research that visualise and document the possible benefits, to be disseminated among the inhabitants of the surrounding communities and to be able to anticipate actions to take advantage of them and promote local development.

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