



**SOCIO-ECONOMIC IMPACT
PORT OF URABÁ**

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Summary

Given the confluence of factors unique nature that occur in the region of the Gulf of Uraba, such as geo-strategic location in continental corner international meeting, its boundary with the Panama Canal, the agro-economic potential of the area and the experience gained with the private port that is currently operating in its territory, among other representative aspects of the area; propitiate the decision to locate a new deep water port in the closest to the economic centers of great importance inside Colombia Colombian Atlantic coast; as the case of the same department of Antioquia and Valle de Aburrá, in its being the foci of increased demand for marine port services on the Atlantic coast; among other no less relevant circumstances that led you opt for that region of Uraba to host a seaport of great significance that can fulfill the function of a basic infrastructure that can rightly contribute to the competitiveness of Colombian trade internationally; causing widespread perception that this project has, cause socioeconomic impacts of high incidence, whose analysis and prospecting, will be the main purpose of this paper grade

Abstract.

Given the confluence of exclusive nature factors arising in the Antioquia's Gulf of Urabá region, such as geostrategic placing in international confluence continental corner, its closely vicinity with the Panama canal, the agro-economical potential of the zone and the experience gained with the existing private port, which currently operates on its territory; among other representative aspects which originated the decision of location of the new deep water port on the Colombian Atlantic coast closest to the economic centers of great importance in the interior of Colombia; like it is the case of be precisely Antioquia department and the Aburrá Valley, foci of higher demand for sea port facilities on the Atlantic coast; among other no less determinant circumstances that originated it choose the Urabá region of Antioquia as the headquarters of a marine deep-water port that can fulfill functions of basic infrastructure that can certainly contribute to the competitiveness of the Colombia trade internationally. This project, will cause, socioeconomic impacts of high incidence, whose analysis and exploration, will be the main purpose of the present degree project.

Keywords:

Globalization, treaty, logistic, canal, economic block, container

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List of abbreviations.

4G: fourth generation.

ADRA: adventist development agency and natural resources.

ANDI: national association of industriales.

ANDIGRAF: colombian association of graphic communication industry.

ANI: national infraestructura agency

ASOPARTES: asosociation of automotive and parts.

AUGURA: banana growers association of Colombia.

BACRIM: criminal gangs.

BBC: British Broadcasting corporation.

BIRD: bank regional initiatives for the development of antioquia.

CAMACOL: colombian chamber of contrucction.

CCI: colombian international corporation

COLFECAR: colombian federation of cherge carries

CONPES: National council for economic and social policy

CORPES: regional planning council of economic and social.

CUN: inified national higer education corporation.

DANA: national planning departament.

DIAN: tax and national customs of colombia

EPM: Empresas Públicas de Medellín.

ESUMER: high school marketing

FENALCO: National federation of merchants.

FENAVI: National Federation of poultry Famers.

FESU: University Foundation of higher states.

IDEA: Departamental institute for the Development of antioquia.

INCO: National Institute of conseciones.

INDUARROZ: Industrial rice.

MESU: Higher Education table uraba.

NAFTA: North American Free Trade Agreement

OEA: Organization of American States.

ONG: Non governmental Organization.

PIB: Gros Domestic product

PIO SAS: Port investments and wors.

PIR: comprehensive Project for developing uraba.

PYMES: Small and médium businesses.

SAC: Agricultural Society of Colombia.

SENA: National learning service

U de A: Antioquia University

UNAD: National Open university

UNIBAN: Union uraba banana

UNIMINUTO: University corporation god,s minute

UPTC: Pedagogical and technological university of colombia

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Introduction

It was decided to investigate this issue, being a topic of general interest, both locally and nationally, which, it is evident from the expectations and concerns of all kinds that are perceived from different sources that have spoken about the aforementioned draft construction of a port in the subregion of Urabá, whose purpose and basic context are logical relevance to the profession of International Business, for which, they are opting for obtaining the respective professional title, the novelty of theme " socio-economic impact of the port of Uraba," it is that because the projects currently being gestated right in the department of Antioquia, in response to the current prevailing global historical moment in our planet, Colombia addressed him with great commitment from the point of view of establishment and signing of treaties, agreements and economic and trade agreements without first prepared in their internal infrastructure; as a direct result, these negotiation processes, are flanked by the potential risks which may represent for the economy, as domestic production is being displaced by from other countries, this is due to some of the limitations and restrictions most severe that have plagued our nation, as is the deficiency or absence of systems of road networks for the most suitable land transport carrying cargoes at low cost to and from a marine terminal that is of greater proximity to the economic centers most representative located within the region, as proof of this, the paradox that "it is less expensive to bring a load of any goods from China to Colombia, which carry the same from Bogota to Cartagena", as presented being the busiest port in the country; therefore, it is very necessary and timely for Colombia, the implementation of mechanisms and resources to strengthen the logistics potential to have, in order to provide ostensibly competitiveness of GDP Colombian externally; It is precisely in order to fulfill those purposes and pave the aforementioned shortcomings that the construction of the megaproject Puerto Antioquia as deepwater marine terminal located in the subregion of Urabá is addressed complemented by the " Highway to Prosperity", forming an infrastructural set open to the world doors, in the field of national exports and imports as a direct result of such trade negotiations of international type, which will be complemented by the promotion and world tourism attraction to this same region of northwest Antioquia, the best corner of Antioquia; this department, in turn, as the best corner of Colombia, like our country, as the best corner of America.

This research study will be addressed through consultation both on primary sources, with field visit to the main entities related to the project in question in the region of Urabá, and through the panning of secondary sources of information, such as much formal and

informal in order to collect more extensive testimony and detailed from the widest possible diversity of concepts and perceptions as information of the heterogeneous perception and both official nature as popular, which due collection will take place both during the aforementioned visit field and contained in magazines, newspapers, written reports in general and literature, as available on the web. From the collected information and statistical data, we proceed to analyze the situation and, on that basis, will try to project a new reality tending to emerge into the new economic scenario.

It is expected, based on this work developed, achieve a detailed knowledge about the new panorama that opens on foreign trade and logistics input supply , in particular for the subregion of Urabá and Antioquia department , a phenomenon that will be reflected throughout the country given the magnitude and significance of the impact generated by the mega project in question. Based on the acquired knowledge, it aims to make a contribution that adds to others that have been made and as a reference for others that will surely be generated given the interest and great concern aroused a work of similar proportions and unusual power of positive influence on the regional economy.

Project Formulation

1.1 Background

The port of Uraba is located in Boca Tarena, area above the west coast of the Gulf of Uraba, in the rhotic bay and near the Atrato River, the border between the departments of Antioquia and Choco end; when he was born the idea of the port was conceived exclusively as a bulk carrier, considering different names, in the first instance, proposing some, such as Puerto Bahia Colombia Uraba, since it would be located in the bay of the same name in the Gulf of Uraba. The following images illustrate the (Figure 1.1.) Projected design and location (Figure 1.2.) To Puerto Antioquia

Figure 1.1. Puerto Antioquia is a reality



([Http://antioquia.gov.co/uraba/index.php/blog/225-puerto-antioquia-es-una-realidad](http://antioquia.gov.co/uraba/index.php/blog/225-puerto-antioquia-es-una-realidad)).

Figure 1.2. Panoramic projection of Puerto Antioquia

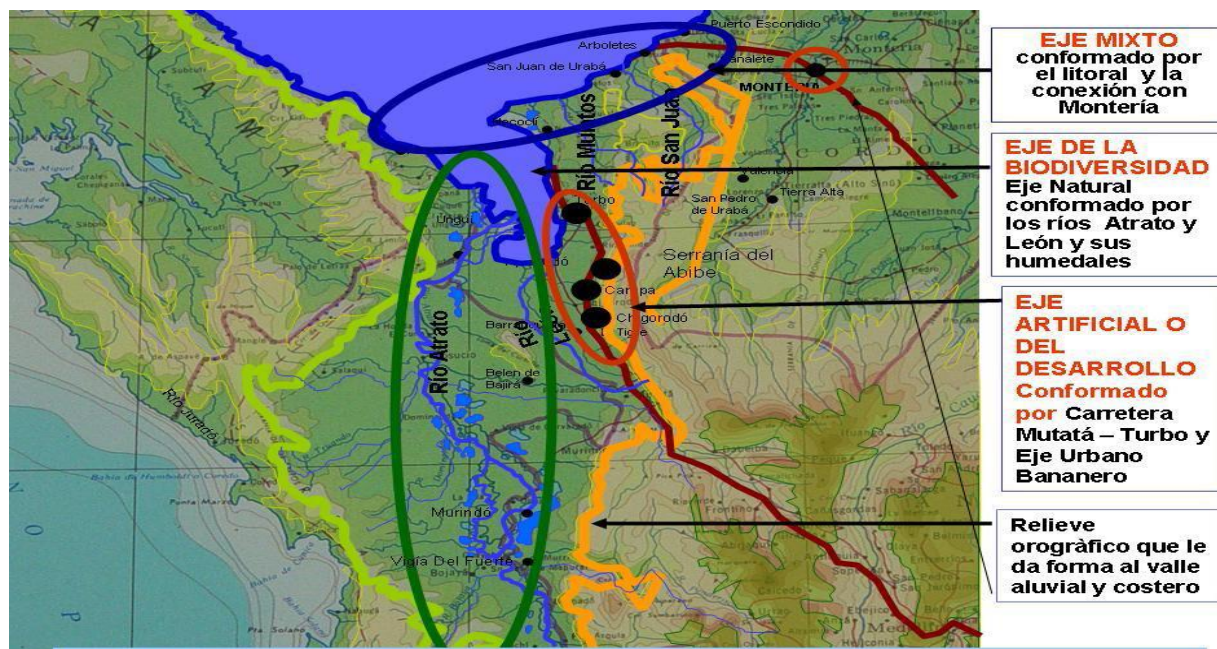


(PIO Render SAS)

The Gulf of Uraba , is part of a region with an area of 11664 square kilometers , which is 18.6% of the department, with heights above sea level between 0 and 200 meters; its average temperature is 28 ° C ; the approximate distance by road from Medellin is 338 kilometers past Jerome , Santa Fe de Antioquia, Giraldo, Cañasgordas , Uramita ; with bound by the barrel of the police car and wet tropical area where also are several indigenous reserves between Dabeiba and Mutatá , as a municipality gateway to step Antiochian Urabá The subregion consists of eleven municipalities , they being , Zona Norte : Arboletes , Necocli , San Juan de Uraba and San Pedro de Uraba. Central Zone: Apartado, Carepa, Chigorodó, Mutatá and Turbo. Medio Atrato area: Murindó and Vigia del Fuerte; Apartado and Turbo, are the economic epicenters of the region, which have large banana plantations and banana as agro-industrial activities predominate in the region, equally, there are other activities and sectors of agricultural type with interesting influence are located in the economy in the region, such as palm oil, wood, pineapple and livestock.

Currently, it is estimated that the Gulf of Uraba, given its key geostrategic location, will be the epicenter of the port society of Antioquia, through which, it is hoped that the social, logistical and economic development for both the same region is stimulated Urabá to the department of Antioquia and Colombia. This, can be displayed on the map below in Figure 1.3:

Figure 1.3. Intervention area of Puerto Antioquia in the Gulf of Uraba.



(The Antiochian Urabá a sea of opportunities and potential, subregional profile).

CHRONOLOGICAL HISTORY

According to monograph by J.P. Arbelaez, Daniel Builes and John Jaime Montoya (2014), entitled " Puerto De Urabá , a bet of Operation and logistical improvement " in the year 1926 , under a contract between the department of Antioquia and the German firm Siemens Baunion are made studies in the Gulf of Uraba , consisting of weather observations , tides and major rivers flowing there. However, this never materialized, given the apathy and lack of official interest in projects for the region, coupled with the poor development in that area since then until the decade of the 60s, a period in which special features are given to the decline of the banana cupcake area, originándola appearance of the banana industry in this coastal region of Antioquia, identified as the production of better quality in the international market. Thus in 1964 the first banana exports begin. From that moment, the beginnings are presented in the growth of the banana region through which becomes interesting that region and the port of Uraba emerges as imminently necessary, then catapulting as one of the most important in the country. In 1978, National Planning, awarded the study a port for the Urabá region, sponsored by the OAS; the calculation of the required magnitude, should be a port that would cover the demands of time and the near future the region additionally includes selection of the most likely places according to most appropriate technical and economic aspects. Later between 2014 and 2015, an evaluation of operational and logistical improvement is addressed, obtaining some general recommendations on the characteristics of the port, as well as estimates of preliminary costs, leading to the conclusion that one of the main weaknesses of the port today is the limitation imposed by a natural draft of 10 Mts., which is not optimal compared to 13 Mts. required by the post-Panamax ships carrying 10 or more containers , causing their volume , reduce the cost of portage between 7% and 17% per container. The port currently moves about 1.8 million tonnes between imports and exports to non- banana companies. More than 500 ships arrive annually Uraba banana and leave loading inputs, fertilizers and paper. Teams load along the river use different operating systems, from modern traveling cranes with capacities varying between 10 and 30 tons suitable for moving containers to endless rail systems (hoists) used to move cargo on pallets. Similarly, there are fixed and mobile cranes of different capacities. The ability to handle loads in New Cologne and Zungo, serves approximately 2.5 million tons / year of bananas. (EPM). Based on the study of the OAS and given the urgent need port UNIBAN asked the CONPES (National Council for Economic and Social Policy), permission to build a port on the Gulf of Uraba, obtaining the license in May 1981. In 1992 the western Corpes forward a study for the construction of shallow water port in Bahía Colombia. In 1995, the Corpes Western firms contracted with Alvaro Pachón y Asociados Ltda. E Hidroestudios S.A. The preparation of the feasibility study for the construction of

Urabá port and associated industrial zone. This study considered five most feasible options for construction, being ellas Puerto Cesar Turbo Bay, La Union , Punta Coquito and Leon River estuary

Promoter Society Projects S.A. (UNIBAN , BANACOL , AUGURA , Proantioquia , CCI and -Bananeras Group) in charge of pre-feasibility study for the construction of the port of Uraba , it concludes that according to various studies conducted by the Spanish group Sener in 2006 the project is viable , stating that building it would cost about US \$ 350,000 million. The investment for the first phase of the port of Urabá would be the order of \$ 50 million and total amount to 350 million dollars, resources that come from the private sector and possibly the financial sector through multilateral agencies. (Puerto De Urabá, a bet of operation and logistic improvement, repository.udem.edu.co,2014) .

1.1.1 State of the Art

According to the promoters of the project, head of the company PIO S.A.S, we have estimated a preliminary investment of US \$ 500 million; the start of construction is planned for the month of October 2016; such infrastructure is the larger projects currently in the country, which bodes very important both for economic development and for the Urabá Antioquia department and the country. For its construction , it is estimated that about 1500 people and additional about 1000 will be used when it enters into operation as it will be the most important closest to the Panama Canal port terminal and production centers of Antioquia

The road infrastructure is already running through the current construction of the aforementioned dual carriageway that connects the city of Medellin that region of Urabá, currently in this area, it only has docks loading and unloading (Zungo and new colony) which are operated by private companies as BANACOL and UNIBAN.

Since the beginning of the twentieth century, the construction of the port terminal has been the subject of several studies and proposals to determine both its suitability as capacity and more appropriate location, companies inmiscuidas in this project have suggested and proposed operation schemes ranging from building a deepwater port for large ships to a second instance and shallow water port for medium boats. (Legiscomex.com, 2013).

The National Infrastructure Agency (ANI), said that the port terminal has been handled by the banana companies using the anchorage areas for both the banana export process as for the import of inputs required for the production thereof; since 2009 the national

government included this megaproject in its development plan, by which he promised to improve conditions of mobility between the Aburrá Valley and the region of Urabá, through the road link which is part of national plan called "highways for prosperity", which in turn is part of the highway of the Americas or via Panamericana, this will be complemented by this same road plan, with three so-called project "Connecting Pacific" that communicate so efficient centers of production inputs and north of the country, in the departments of Magdalena, Atlántico, Bolívar, Córdoba, Sucre and Antioquia, with the Zona Cafetera, the Valle del Cauca and the Pacific Ocean. These road projects will entail ostensible benefits to the people and economy of these regions, which will lead to greater competitiveness, considerable fuel savings and reduced travel times. ([Www.ani.gov.co/tags/autopistas-para-la-prosperidad](http://www.ani.gov.co/tags/autopistas-para-la-prosperidad)).

Additionally, it is proposed to seek greater participation different from the bananas, which might interest the handling of freight that area of Colombia, driving as an essential incentive reference the ostensible decline in operating costs given the proximity with Medellín private industry, the center of the country and the coffee.

The port of Uraba, will be located in the village new colony, with an area of 60 hectares to the southwest of the county seat at bay and bring to Colombia Colombia more to Central America and North America.

According to studies conducted between 2010 and 2013 , by the project promoters led by engineer Guillermo Enriquez Gallo, this port consists of a maritime infrastructure involves many benefits not only for the region but for the nation, being the fundamental idea to encourage antioqueños industrialists to invest in it as the megaproject requires large investors , in order to improve both infrastructure and maritime export logistics, having basically this cost reduction in its transport operations and practicality in the approach of the productive sectors within the direct target foreign markets through the port in the making.

A single agroindustrial sector to move the economy of the region does not allow internationalization and globalization, should take decisive advantages of the region and the existing logistics to create new employment opportunities and generate other alternative initiatives for export through diversification of production abroad to offer.

The port of Uraba, would not only benefit the region and the department of Antioquia, but it would be an excellent alternative to the coffee that exports 70% of the national coffee; as well as to the city of Bogotá with its high number of industries and commercial entities,

given the considerable savings that would result in freight transport, since the distance between Medellín and Cartagena is 660 kilometers while the Medellín to Turbo is 380 Km., that is, 42% less. Meanwhile, savings in transport distance between Cartagena and Turbo from Manizales is 263 Km. (28%) and 398 Km. From Bogotá (35%). This is without mentioning that the port logistics in Urabá has the great experience that have been built and stockpiled banana for a great length of time. Table 1. Distance between the port of Uraba and the main centers of production and consumption in the country (Bank of Regional Initiatives for the Development of Antioquia BIRD (Strategic Connectivity Project for the North Western Colombia (www.grupo-epm.com, the port of Uraba as development pole, 2007) .The table 1.1, allows viewing distances to the ports of Cartagena and Urabá from the main economic centers of the country:

detail below:

Table 1.1. Distances to ports of Cartagena and Urabá. (EPM Version).

Production and consumption centers	Cartagena distance (Kms.)	Turbo distance (Kms.)	Difference (Kms.)	percentage difference (%)
Bogotá	1136	738	398	35
Medellín	643	380	263	41
Cali	1099	801	298	27
Bucaramanga	Equidistant	Equidistant	0	0
Manizales	908	645	263	29
Pereira	961	698	263	27
Armenia	909	747	162	12
Cúcuta	Equidistant	Equidistant	0	0

(www.grupo-epm.com, the port of Uraba as development pole, 2007).

The website of the port of Barranquilla , through article " The new face of Colombian ports " to June of 2014 , Colombia reported that nine trade agreements , was the fifth country with more FTAs in Latin America ; thus exports came to represent 135.8 % of GDP.

This report continues by pointing out that the Superintendency of Ports and Transport reported that "while in 2004 the country exported seaborne 81.9 million tons of cargo last year reached 165.6 million, with the bulk cargo sector of peak, going from 10 to 33 %.

This grand total, 89% is mobilized by the Caribbean coast and the remaining 11% by the Pacific Coast. "(Www.puertobarranquilla.com , the new face of Colombian ports, June 2014).

Meanwhile, the newspaper of the National University, " a newspaper article entitled" Ways hinder competitiveness in Colombia "reports that " the National Survey of Logistics of the National Planning Department 2008 shows that 37 % of costs logistics in Colombia is concentrated in domestic transport and 33% internationally. These factors make the logistics represent up to 20% of the value of the final product, which reduces the competitiveness in international markets. "

The importance of the port sector, is confirmed by the cargo handling. "Last year the flow of exports and imports by sea recorded 111,861,759 tons, ie 96% of total foreign trade cargo"; through current harbors, most of international trade is handled, except for oil and coal. The port of Buenaventura " ... is key to competitiveness, it handles about 46 % of foreign trade. Its shipping capacity has already exceeded 65% and it is estimated that the growth of container traffic is increasing annually at a rate of 14 %, ie freight services soon exceed the installed capacity". (Www.unperiodico.unal.edu.co, way - slow - competitiveness - en- Colombia, 2014).

Apropos of uncompetitive costs which are alluded to in previous lines, the website of the BBC, with headline "Why is three times cheaper to send a container from Colombia to China in Colombia", to May 20 2015, describes as "a container from Cartagena to Bogota costs three times more than send from that port from Colombia to Shanghai". It is the most amazing, the fact that Chinese city is 15 times farther from Cartagena Colombian capital. In the same report, Edgar Higuera, Managing Director of Infrastructure, Logistics and Transport of the National Business Association of Colombia (ANDI), compares the cost of covering a similar distance in different countries to illustrate more tangibly this logistics problem: Carrying the load Buenaventura to Bogotá by road, costs US \$ 3.58 per kilometer, however, between Rotterdam (Netherlands) and Frankfurt (Germany), the cost is US \$ 1.20. With regard to this, in the article, it is discussed as freight represents the country has a "23% of gross domestic product (GDP), compared to Chile, where these costs represent 18% of GDP."

Continues to make comparisons and notes that while transportation costs for a container of 12 meters, is US \$ 3,200 Cartagena -Bogotá (1,000 km) ; this same container manages

a cost of US \$ 1,100 Cartagena - Shanghai (15,000 km) (Source : Sociedad Portuaria Regional de Cartagena) .

To all these, in the global ranking of infrastructure (144 countries) , Colombia occupies position 126 in availability of roads, railway lines 102 , 90 ports and 78 airports. (Source: Global Competitiveness Report 2014-2015 OECD).

Higuera adds that article that recognizes that " the great plan that is under way, the state is fixing the infrastructure , but that takes at least five years." (Wwww.bbc.comPor which is three times cheaper to send a container , . 2014) .The sketch of Figure 1.4 , provides visual information about location of the main Colombian cities and the current road network destined for the existing pier :

Figure 1.4. Major economic center and port of Colombia



(Wwww.BBC.com, Why it is three times cheaper to send a container from China).

The website, the port of Buenaventura, in the article " Competitive advantages " specified as "Through its port Colombia exports 80 % of the coffee and 60 % of all exports ... Buenaventura Move 53% of the load import and export of Colombia " ; which , together with the charges in Colombian ports on the Atlantic Ocean , gives an idea of the proportion of exports would potentially serving Puerto Antioquia .

This article emphasizes on the fact that " transporting a container from Buenaventura to United States and to Europe costs 40% and 13% respectively less , as it requires a 50% and 25 % less time compared to the port of Valparaiso (Chile) . Likewise, a mobilized from the port of Santos in Brazil to Japan container costs 30% more and requires a 34% longer compared to the port of Buenaventura". He adds that "His great importance for the

country's economy is indisputable and is reflected in the fact that through its facilities all the sugar produced in Colombia is exported, 80 % of coffee and 100% of molasses. Similarly, 83% of inorganic chemicals, 81% of the metal sheets, 72 % of corn and wheat and 60 % of industrial chemicals " is imported. To this, he adds the fact that Buenaventura, is part of one of the departments that make up the so-called " golden triangle" (Antioquia , Valle Cundinamarca) economic geography of the country guarantees Buenaventura the "hinterland" of greater size and dynamism of Colombia. "In this'triángulo Mile' 70% of national GDP is produced, 77% of industrial GDP, 60% of national exports are generated and inhabits 60% of the Colombian population." This makes is required to establish joint "... important clusters of the national economy and the development of western Colombia Port District, Industrial, Ecoturístico and Biodiverso Buenaventura"; which, gives Puerto Antioquia a very flattering picture, given its competitive advantages over Buenaventura and the immense volumes of cargo that moves only Antioquia through the port of Buenaventura, without the coffee axis, Santander, Cundinamarca and the same Atlantic coast, which obviously will be closer to Puerto Antioquia. (Www.ccbun.org, Competitive Advantage). A sample with respect to the dimension of the activities described above, can foresee, through article "In boats loaded the hope of Uraba" El Tiempo (Nov. 2014); in which it is reported that "When they finish the project in that area of 54,000 square meters, can store 120,000 tons of bulk, but only in the first phase, the second the double ... For refrigerated will have a capacity of 5,000 TEUs (equivalent to 20 feet) with 6 cranes units. For dry will be 7,000 TEUs, 13 cranes and forklift three to eight tons. "(Www.eltiempo.com/colombia/medellín, ships loaded in the hope of Uraba, Nov. 2014).

LOGISTICAL ADVANTAGES In issue 33 Portal Zone Logistics (2007) , regarding logistics Banana Sector Colombian Reportedly, which bases its cost competitiveness and cargo handling , since the funding is made directly from the bongos to ships at sea. Additionally, during the year cited in the Gulf of Urabá more than 800 vessels guarantee excellent operational availability due to arrive chartered by the banana sector taking advantage of the burden of compensation and logistics involved, since ships are given in great generality, they are loaded to maximum capacity and can use its remaining capacity for complimentary use by other sectors with very economic freight. Currently, a very stable and positive with logistics and port operations in the banana sector profitability is presented, exporting 60 million boxes of fruit in annual average. (EPM 2007). According to Money magazine (Feb, 2007), the greatest strength of the port is its location, the cost savings is significant favorably. This is how the entrepreneurial society Family - Sancela is using this port for a year with savings on the order of 12% compared to other alternatives previously used. For its part, the Andean Lifts tested a couple of years ago with a shipment

to the United States , saving 50 % compared to what they would have had to disburse to resort to the port of Cartagena. (EPM 2007).

Some of the competitive constraints that are handled in this port , is the fact that products must be hosted on barges , through which it is transported to the site where anchored boats at the mouth of the Rio Leon also this port it is not deep water and has the required size with the ability to receive oceangoing vessels .

OPPORTUNITIES. The president of the National Alliance Infrastructure -ANI- , Luis Fernando Andrade , announced that in the first half of 2013 investments were made by more than 175.3 billion in ports and is about to begin construction of seven new that are approved , one of them is precisely the Turbo . He also announced that the seven ports will cover the handling and transport of fuel, container, coal, bulk cargo and passengers; also it adds that there are nine additional initiatives in the approval process for the cities of Buenaventura, Tribugá, the Gulf of Morrosquillo, Cartagena and Cienaga, to be used for the same purposes as the same products and raw materials. (U of M, 2014).

Some major advantages derived towards viability for the port of Uraba, come from the same weaknesses, shortcomings and failures that occur internally in Colombia, such as one of the largest existing logistical problems are precisely limiting acendradas of which suffers in the fields of road and port infrastructure. Thus, as south over the Pacific Ocean, we have a single port, Buenaventura, which hardly is in the process of solving congestion occurred since 2006; meanwhile on the north coast, Colombia has the ports of Cartagena, Barranquilla and Santa Marta, where are held most exports and imports in the Midwest, especially those originating from the department of Antioquia; On this subject, it is necessary to contextualize that with respect to other ports on the Atlantic Ocean, the above exporters centers and most important and representative importers of Colombia, have distances significantly closer to the port of Urabá (refer to comparison table distances supporting figures this situation in earlier lines) , therefore, not necessary to note that the costs in freight transport and road infrastructure to and from the various ports of the country , prospected the port of Uraba quite viable potential options to improve with more than the existing logistics in the country, both in road matter as port , leading to the inference that is practical and feasible to take advantage of the made efforts and stockpiled by banana companies to justify as meritorious and mitigating investing in such marine terminal experiences the Gulf of Uraba and the appropriate road infrastructure to handle and transport the entire load that requires a seaport located in the Colombian coasts on the Atlantic ocean. (EPM 2007).

Set forth in the previous paragraph, it reaffirms and builds through unofficial statistical information for the port of Cartagena, whose port facilities have been the traditional and natural way for the arrival and departure of original charge of the department of Antioquia and from Bogota. Additionally, in one of the facilities of the port of Cartagena, 70% of import cargo leaves for Antioch, while total exports 40 percent originate in Antioquia. In the event you opt for such cargo volumes direccionaren to the port of Uraba, the impact is huge. However alluded to the advantages of transportation, you can not ignore or underestimate port infrastructure and logistics developed in the traditional port cities, as well as its ports, its geographical position, freight handlers and carriers that serve them. All this makes a difference and the Port of Cartagena has experienced remarkable progress in this regard and its most immediate goal is to increase its competitiveness in the Caribbean, demanding government guarantees accompaniment more competitive conditions ". (SNC, 2007). (EPM 2007).

Given the above assumptions , the former director of Asoportuaria Ricardo Barrios said that " the announcement by the President of the Republic in the sense of building a new road, optimal specifications , including Santa Fe de Antioquia and Turbo , which kick in a deep water port ... it constitutes a serious challenge for the ports of Cartagena , Barranquilla and Santa Marta . " However, the optimistic outlook described above, make various objections and opposing views are not made to wait, so, as political adviser Moisés Pineda Salazar said that " while we, torn apart between ourselves, the other regions advance and prosper ... unfortunately we continue to promote the complaining past centralism and other demons that we have invented to justify the smallness of our dreams and the pettiness of our leadership." (Www.grupo-epm.com, the port of Uraba as development pole, 2007).

EXPORTS AND IMPORTS FROM MARINE AND ANTIOCH. The Antiochian companies , in particular, Medellin , used interchangeably both the three ports of Cartagena , Barranquilla and Santa Marta in the Atlantic region , as well as that of Buenaventura in the Pacific , depending on the convenience from and where you need to move a specific load , during the import or export process in their respective order . The main customers in exports of Antioquia, consist of those who demand tile floors, porcelain, sanitary ware, tiles and construction companies in general, as well as motorcycles. The total load is approximately 1,170,000 tons. (Www.grupo-epm.com, the port of Uraba as development pole, 2007).

Some concepts isolated on potential impacts.

In field work, in personal interview with Guillermo Enriquez Gallo, one of the proponents of the project, (Feb. 23/2016) ; reports: "It will be a multipurpose port with about 12 meters deep and 60 hectares of land area the arrival of merchant ships, bulk carriers and container that will benefit the domestic industry vessels shall be permitted " . (Fieldwork, 2016).

For his part, Dr. Jaime Velilla, Secretary of Productivity and Competitiveness of Antioquia, in electronic article entitled " Puerto Antioquia is a reality," he says
" ... The port is a key piece of the puzzle important to the future development of Uraba"; advancing in passing the sentence " Urabá , after Medellin , it will be the second region of Antioquia where enterprises will be born that will be linked to these new infrastructures."

Meanwhile, Dr. Oscar Isaza, president of the investment firm, " Ports Investments and Works S.A.S. (PIO) " , in an interview with the newspaper" El Tiempo" , article headed " Port of Urabá start construction in the second half " (2014) , believes that Puerto Antioquia and all developments that come to Urabá " will be like the resurrection the Phoenix " , referring to this part of the Antiochian territory , as" ... a region hardest hit by the conflict in Colombia and will have its best chance with the port, highways Prosperity and growing industry and trade zone".

From another approach, Dr. Gustavo Londoño, manager of Neo Convention, which runs Comfenalco with IDB (Interamerican Development Bank) explains that this program personnel require ports and industries is prepared.

"In a line we accompany educational institutions adjusting their curricula to qualify human capital and other current perform quickly and to certify skills training." He adds that, in that sense, "Neo has already placed 650 graduates of their programs, there are 5,000 registered and the goal is to train 13,600 students in 2017 " .Especifica that " Puerto Antioquia comes to complement a wealth that already exists as it is economic, cultural and social; to understand what the change will generate the port Urabá touches ... identify why it is the richest and highest growth potential in the department ... " region. (Fieldwork , 2016).

As for the port project, as such, Dr. Andres Felipe Bustos, Manager Puerto Antioquia, during the field visit (2016) reports the following:

The port operation brings a positive impact on employment generation about five

thousand direct jobs is estimated it plans to spend two million tonnes to eight million tons per year, that means it will be multiplied by four port operation.

Complementary services through the port operation is major will arrive customs agencies , freight forwarders , transport companies and ancillary services to transport such as hotels, gas stations, restaurants and shops , will be a dynamic that you will develop in an orderly manner to control the informality that can also happen

At the start of port operations throughout the Antiochian region you will become more competitive because they will get new investors will jalonar manufacturing and more when it has the presence of universities and education culture very possibly become a training center academician of logistical issues and ports as this is a very important agribusiness theme , also will potentiate tourism this can allow you have a better connection with Panama activity today is done very informally and talking about a four five hours by sea and would be more benefits coming for the project.

a restructuring is expected , it features free zone are building logistics centers, public enterprises in Medellín provides all public services, therefore very likely entrepreneurs inside will demonstrate their interest to settle in the area.

We are hiring work and defining who will be the builder, the financial issue is ready, it has all the required licenses and permits, I say that we are soon starting works

A negative point is that ports see much informality and these go against good practice because the disorder is increased and this is where the problems begin catching force very quickly. (Fieldwork, 2016).

From a complementary perspective, Dr. Enriquez, (2016), notes that:

When this project becomes operational requires a lot of availability and intervention of state agencies and the port would be the exit door for organized crime and plays involve up the harbourmaster and anti-narcotics police this is what we call joint operations coordinated combined interagency, which provides different entities to guarantee at strategic sites in this sector.

You could say that if relates to the port because Camacol shared a report said nine construction projects in the region four are non-residential use because they are wineries

large, this means that if it has an impact positive for ads arrival port with great force in the commercial sector, industry is still quiet but equally it is also expected to increase.

As regards its port logistics, Dr. Maria Isabel Sierra Vásquez, regional director of Free Zone Urabá, states:

The port fills us with expectations about the possible arrival of investors within the country the great advantages of the port are reflected in industry, by the Chamber of Commerce of Urabá, the Zona Franca, the governor of Antioquia, with the IDEA perform an activity that business missions was to invite entrepreneurs in the metropolitan area and the Near east was called to come to know the area, the idea was proposed that they travel overland to show various things.

As for the construction and operation of the port entry in new colony we can bring many benefits and employment, tourism and the arrival of other companies to the situation that generates better job opportunities for residents region is increased. Although the port remains in Turbo land is closer to Apartado and many of the people who work there, they will be located in this municipality.

The task we have as free zone is to support the economic and logistics development in the region, the free zone is not only build, sell and monetize , we have to do everything to teach users a free trade zone , because is good , the benefits are that everything is not for export and change the mentality in free zones everything is very expensive and that the only beneficiaries are those who export 100% of what they produce , is more a work of socialization giving to know the advantages and what we are doing with educational institutions (universities) , we are going to find at fairs under the slogan " URABÁ FEELS " because we are convinced that Urabá is the best solution for the whole region for all it offers , not only banana production , we also impact other sectors such as wood crops , palm , cocoa pineapple

For purposes of development and achievement of results, more objective and reliable research work for the present form, will be addressed and taken into account the following variables as socioeconomic impact parameters meters more from

- **Gross Domestic Product GDP-**. According to the socio-economic report 2015 of the Chamber of Commerce of Urabá, this subregion, it is one of the areas with the greatest contribution to the Antiochian economy. Now with respect to Gross Domestic Product Antioquia, according to data compiled by the Chamber of

Commerce of Medellín, a GDP of 47,000 million dollars was presented to a stake of 13.05% of the national GDP, with growth of 4, 1%. Meanwhile, Urabá, contributes 6.96% of the departmental added value, ranking third after Aburrá Valley has 60% and the East with 10%. (Chamber of Commerce of Medellín, 2015). This figure, according to the magazine Portfolio (2015) article "Ten groups ready offers to make port in Urabá" is expected to increase significantly with the operation of Puerto Antioquia, since it is closer to 70% of the national GDP from other Colombian ports. (Portfolio, 2015). Which it is corroborated by the "Strategic Plan of Urabá - Darién 2011-2020", which proposes a goal of achieving a GDP for the region representing 12% of provincial GDP, which will be referenced in paragraphs subsequent.

The " Strategic Plan of Urabá - Darién 2011 - 2020 " of the government of Antioquia, alluded to above, contains table versa regarding the status of the strategic issues in which the current situation is stated, the trend and the desirable for a number of parametric factors proposed to achieve by 2020 in sub-regions of Urabá and Antioquia Darien, of which the following variables are extracted as indicators of level of socioeconomic impact research to the region of Urabá in the this work :

- **Concentration of land ownership.** The land at present is poor as their distribution rates equitably ; its trend situation for 2020 , is to regulate and desirable situation for the same year 2020 , it is viewed with a good spatial distribution
- **Education as a transversal axis guarantor and development.** His current situation in Urabá , is mediocre ; its trend situation for 2020 , is to regulate and desirable situation for 2020 is projected as good
- **Urabá: Culture, territory and scene of peace.** Current situation is mediocre ; its trend situation for 2020 , is to regulate and desirable situation for that year , aspires to be good
- **logistics and domestic and international trade center .** Current situation in Urabá, is bad; its trend situation for 2020, is to regulate and desirable situation for that year , we expect good .

- **ethnic and multi-cultural wealth.** acceptable current situation; its trend situation for 2020 is good and desirable situation for that year , it aspires to be excellent. (Strategic Plan of Urabá -Darién 2011-2020).

In this same strategic plan of the government of Antioquia, they are plotted and establish " Strategic Goals - Prospects of Urabá 2020 " , which together are called " The Decalogue of Urabá ," from which are extracted the following factors as indicators concerning the level of socio-economic impact for the region :

- Achieve Human Development Index - IDH-- happens medium-low to medium-high. The HDI , involves income, health and education, and its average level lies in the range between 0.5 and 0.799 . In 2004 this region had an HDI of 0.65; by 2020 ; it is expected that this indicator is positioned in the medium-high part , ie a value between 0.80 and 0.85
- Achieve a per capita income of US \$ 8,056 current dollars
- Achieve a GDP of US \$ 6.027,5 billion, "with an estimated 748,112 inhabitants. It implies an annual growth of urabaense economy around 8% in the coming years. GDP will account for 12% of GDP of Antioquia "
- "The eleven (11) municipalities exhibited an index of fiscal performance between 65 and 80 points, ie an average level - Alto. Currently this value is only 51.91 " .
- "Reduce poverty by 35 %, according to the entry line, similar to the goal that has nationwide by the year 2019". (Strategic Plan of Urabá -Darién 2011-2020).

1.2. PROBLEM STATEMENT

Docks embarkation and disembarkation currently operating in Urabá , are for the exclusive use of private companies , about this, as reported by the Superintendency of Industry and Commerce, in Colombia there are 183 port facilities , of which 105 are private service and 78 public service . Regional port companies are located in 17 different port areas of the country, covering all of the docks. "In the private docks only Merchandise companies that own these are mobilized , forcing the productive sector in general , to use the services provided by the Regional Port Societies , which although are private are for public use" (Bechara Pérez , 2012) noncompetitive for the implementation of imports and exports of great magnitude ; the Gulf of Uraba is forced passage of the main maritime routes and international trade addressed both to the Central American and Caribbean countries, as well as to American, European and African settlers on the Atlantic Ocean ports; According to Article infrastructure, logistics and freight transportation in Colombia 2015 "electronic magazine ProColombia," from the Colombian ports, connecting more than 3,700 maritime export routes regular, direct and with free service offered by more than 34 shipping companies destination to more than 670 ports in the world. "(Colombia trade, 2015). Because of this, it is illogical and inconceivable that in Colombia and in particular, in the Gulf of Uraba there is no port terminal that meets the necessary conditions and qualified personnel for a globally competitive port operation, why, the operational situation it is very small compared to other port terminals in the country, given the prevailing global phenomenon today.

Proof of this, it is evident in the port of Buenaventura with increased manipulation of the order of 105% loads when moving from 333.97 tons in 2010 to 684.95 tons during the first half of 2013 ; which , due to factors such as increased exports and imports, trade agreements with other nations and shorter wait times that allow for faster and more efficient mobility. (Www.sic.gob.co , 2012) .

To this , the restriction is added , given the precedent referred to in Article " Another way out of the Caribbean " magazine Money (2007) , in which, it is said that for the international market , requires ports 13 minimum meters of natural draft, required by pospanamax charging 10,000 or more containers , with the volume , reduce the cost of portage from 7% to 17% per container, because of which will be preferred for maritime traffic world of containers pass through the Panama canal from 2015 (Money , 2007) ; In addition, the current port of Banacol , does not have the logistical means to handle the volumes expected as cargo import and export Antiochian , among others, which exceeds three million tons a year. (Money , 2007).

Notwithstanding the foregoing, Antioquia is the department with the largest share in imports and exports, approximately 36 % to 2012, with a share of 19.8 % of Colombian exports (according to statistics Dic./2014 , excluding petroleum and petroleum products) .(Performance of the economy of Antioquia, 2015). It also has a coastal area bathed by a portion of the Caribbean Sea in the Gulf of Uraba and is forced to the main maritime routes and international trade step ; however, in terms of physical infrastructure has little logistical capacity and connectivity that can contribute to competitive conditions in the region , since it lacks Antioquia near its productive and economic environment ports; regarding this lack of ports on the focus of action of the economic activity of this department , Andres Cano Gamboa , director of Development of the Secretariat of Productivity and Competitiveness of Antioquia states: "We have a way in very fair condition to reach them and wharves of Urabá do not have the proper conditions to provide export services , other part of the distance to the ports of Cartagena , Santa Marta and Buenaventura also remains for us competitiveness. " In addition , the region also lacks adequate conditions of river transportation along the Magdalena River , and has a rail system that allows connectivity with dry ports in different near Medellin points, it is necessary to have a port terminal in the region meet ideal conditions for a competitive operation , which would benefit not only to Antioch, but also regions such as Bogota and Cundinamarca , Valle del Cauca , Caldas, Quindio, Risaralda and even the same Valle del Cauca, among others whose international trade demand approximately 70 % of the entire maritime external domestic trade; these centers where the largest movement of domestic trade is concentrated, which currently invest much time and money on travel to bring their products and receive raw materials and inputs from abroad by sea to the existing port terminals ; This would be the harbor on the Atlantic Ocean , 40% closer to the most important production centers of the country , which would represent a considerable reduction in operating costs, as can be inferred from information contained in the Table 1.2; exposing the distances to the ports of Cartagena and Urabá as an advantageous factor of significance for the latter maritime terminal , it is appropriate to supplement with other studies and statistical records Colombians of different products and goods handled 2015 different ports available in Colombia , including the same port of Turbo as a precedent to said port megaproject budding ; It is worth noting how , through this information , we can infer the dramatic differences between the movement is recorded in the Port of Cartagena , with respect to other available ports in Colombia , differences that would severely reversed and altered with the start Urabá port operation , as specified in table 1.5 is recorded below:

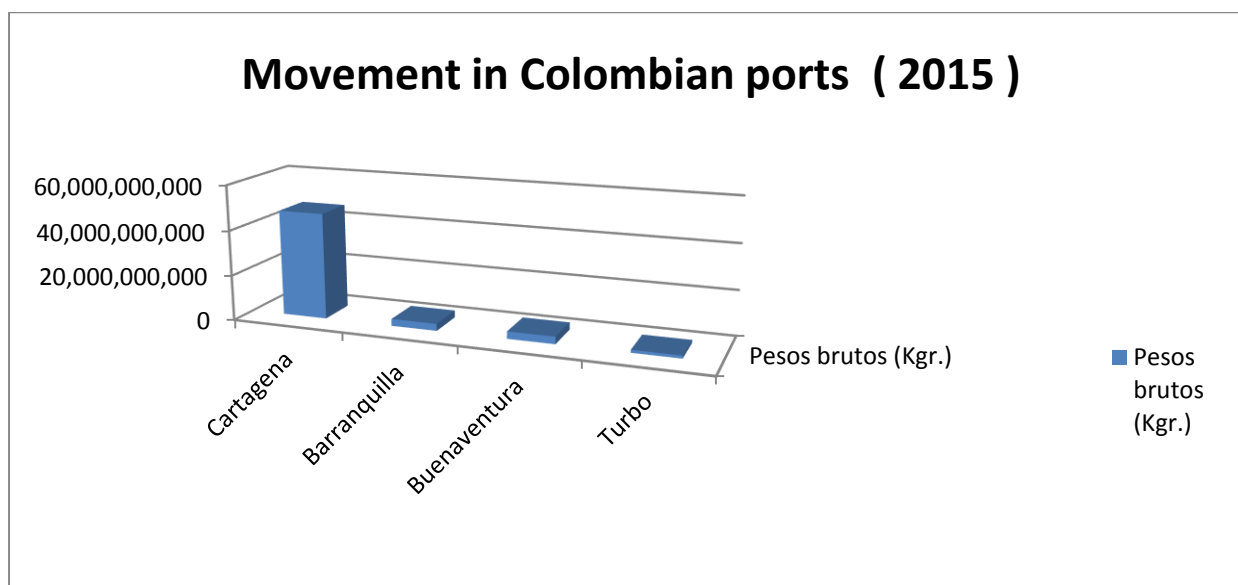
Table 1.5. Comparison handling charges in Colombian ports.

JANUARY - DECEMBER 2015		
SOURCE: DANE- DIAN (provisional figures) : DANE CALCULATIONS		
Colombian exports	gross weight (Kg .)	Prices (Colombian pesos)
Cartagena	46.954.607.893	49.514.697.396.240
Buenaventura	3.110.974.442	9.912.843.646.300
Barranquilla	3.234.343.100	4.636.352.322.257
Turbo	1.283.084.781	1.559.726.655.049

(DANE, 2015).

From the above table, it is derived illustrative figure 1.5, which, realizes the weight ratios of cargoes handled in different Colombian ports in 2015:

Figure 1.5. Weight ratio loads in Colombian ports, 2015.



(DANE, 2015).

From the report of the load as representative moved through the Port of Buenaventura and graphic previous deduced from statistics from DANE , is very considerable superiority of the port of Cartagena in movements full load , of which an important part will pass It is operated by Puerto Antioquia, for obvious reasons of competitiveness in terms of costs of transportation and logistics , given the precedent of savings distances in terms traveled by road from the main economic centers of the interior to these two ports on the Atlantic ocean .

The context against global culture of trade with constantly growing movements of goods and merchandise compulsory ingeniarse presents and implement systems and means of transport to ensure the mobilization of the largest amounts of cargo at the lowest possible costs, such that allow maximum optimization of resources by the different actors involved in the processes of logistics international supply chains. Because of this, it becomes absolutely essential that Colombia can have adequate maritime terminals and with sufficient capacity to receive and accommodate the conveyor ships increasingly larger and therefore higher capacities that force have mechanisms and technology chords in terms of accessibility and functionality with respect to possible new variables. It should be noted that optimization in port handling costs, should be as efficient in Colombia, not only to be sufficiently competitive with the ports forefront globally, but to " subsidize " own high costs of land transport which must be submitted loads both incoming and outgoing, as major economic centers and production, they are located towards the center of the country amid an Andean relief too rough and bumpy. This is corroborated by Juan Martin Caicedo Ferrer, president of the ICC commenting that "the logistics and transport companies in the country costs are particularly high precisely because of the lack of logistics and multimodal systems that facilitate in terms of competitive prices, mobilization of goods for foreign trade " (Optimism and concern in the country by TLC unions, www.dinero.com, Business, 2011).

Notwithstanding the foregoing factors for economically highly significant obstacles as is the very poor economic situation prevailing in the region, a sample of it, can be seen from the high rates of unemployment are presented; In this sense, the website of the City University of Antioquia, in an article entitled "Youth unemployment in Urabá very mature" (June 2015), comments as "the Uraba region faces a youth unemployment rate now exceeds the 45.31 percent. The figure is alarming when two situations are present: one, the number of young people living in the region against the total population, and two, hard, double and imperative work that generates about them and their families the lack of contracts to ensure fair compensation for the physical and mental effort expended to

produce the goods and services of the territory ". (Www.delaurbe.udea.edu.co, Youth unemployment in Urabá: very mature? June 2015).

In Figure 1.6, of www.academia.co, it illustrated on the characterization of labor demand in Urabá 2013:

Figure 1.6. population distribution according to labor demand location.



(Www.academia.edu, Characterization of labor demand in four municipalities of Uraba).

Also, on this page, a table is published that relates the average 2011-2013 employed persons, under the following terms:

Table 1.5. labor distribution subregion of Urabá, 2011-2013

	Total	Females	mens	Full time	Part time	For hours
2011	13,42	4,98	10,44	10,33	9,62	7,16
2012	13,6	4,98	10,61	10,52	9,79	6,71
2013	17,04	5,17	11,35	10,71	9,79	5,8

(Www.academia.edu, Characterization of labor demand in four municipalities of Uraba).

1.3. Justification. The port project in Urabá as such, given its nature of basic necessity, because of its key strategic location, being one of the most representative factors favorable proximity to the Panama Canal, whose expansion, as stated in the Portico magazine (2012) Mr. Alberto Aleman, administrator of the canal, some goods, such as coal and iron, from Colombia and Venezuela to Asia could be transported in larger volumes through the expanded canal; specifying that it is expected that coal exports from Colombia increase by more than 200 million tons in the next ten years, since most investment related to coal products and exports are concentrated in the central and northern Colombia (gantry, 2012), plus exceptional industrial and commercial singularity peculiar to their environment; it added, to the proximity of its special strategic position that characterizes regarding the most important economic centers in the country (28.5% of savings over distances of those centers to the port of Cartagena), as well as the historic global moment, the great abundance and magnificence of the natural resources of their geographical context According to the Strategic Plan for the Region of Urabá (2004), biological supply in this Antiochian subregion Darién represents 76% of families, 21% of genera and 5 % species of the national total; while the level of large groups of organisms representing 5% of the plants in Colombia and 18% of Choco; 24% of the birds in Colombia and 50% of Choco; 8% of amphibians in Colombia and 28% of Choco; In addition, the mangrove on the coastline contributes to the protection and stability of this, regarded as one of the most productive ecosystems in the world. (Strategic Plan for the Region of Urabá, 2004) .What which justifies all efforts, studies, research and treaties possible to achieve maximum utilization of the various factors that circumscribe with lavish generosity, great both economic and social appeal with shades of high self-sustainability through changing time and progress of the different technological and cultural demands of the surrounding markets and even against what may happen or occur at orbital level in

international trade. Parallel to the above premises , both the region of Urabá , as the department of Antioquia which has settlement 60% of the Colombian population, urges a montage of modern infrastructure on the Atlantic coast, so that it is incorporated as a functional link in the country's ports system , with the ability to respond sufficiency through efficient and streamlined business processes that meet the guidelines of development and economic growth potential latent in Colombia In addition , it aims to be known as the port company and specifically the Puerto Antioquia Urabá ; hereinafter both in the medium and long term , will contribute to economic growth for the region , causing great impact on trade , industry and society in general; it will be found framed by entrepreneurship and the generation of large business development opportunities with consequent sources of employment , characterized by a loose social sustainability , which must be surrounded by a mandatory and necessary sound environmental management to the resulting circumstances.

This construction project of the port carries a number of socio-economic benefits of great convenience for both the region and for the department, resulting in a high rate of local development, as well as generating particular circumstances of infrastructure, in line type with the new needs it will gradually demanding in this new context; which will become a rough diamond for different entrepreneurs and investors, achieving economic competitiveness and improve the human development indices for the region. According to report of the government of Antioquia (2015), the human development index as a way to measure the level of education, health, longevity and availability of income of individuals, Colombia was ranked 87 among 187 countries in 2011 and 111th in as for levels of inequality as a determinant of social welfare, being among the four most unequal countries in the world. It reduces poverty in Colombia more effectively if income inequality was not so high. The latest National Survey of Quality of Life 2011 reveals that 43.2% of household heads in Colombia are considered poor and 41.2% of householders in Antioquia are considered equally poor; Likewise, 54.5 % of families Antiochian believes that only revenue sufficient to cover the minimum expenses, and 32.7 % admitted that their income is not enough to cover household expenses. In rural areas the proportion rises to 46.7 %. Among the most representative consequences, it shows that in the country more than five million people are registered without health security; coverage of 60 % in the average middle school; housing deficits, between qualitative and quantitative , close to four million housing units; 40% coverage in rural sanitation and children under 5 years die from malnutrition as a direct cause, among other basic problems. (Departmental Development Plan, 2015).

A purpose of the above cited Table 1.7. in which compares the Multidimensional Poverty Index, from Human Development Report of the United Nations:

**Table 1.7. IPM latest of Colombia in relation to selected countries and groups
Contribution of gaps to overall poverty (%)**

Year survey / Country	value IPM	Count (%)	intensity lacking (%)	near poverty situation	Extreme poverty	Below monetary poverty line	Health	Education	Standard of living
Colombia 2010	0,032	7,6	42,2	10,2	1,8	5,6	24,7	34,3	41,0
México 2012	0,024	6,0	39,9	10,1	1,1	1,0	25,6	31,4	43,0
Brasil 2013	0,011	2,9	40,2	7,2	0,4	3,8	40,7	27,6	31,7

(www.undp.org, 2015).

In this sense , it is expected that the port of Uraba , is generating an appropriate socio-economic impact as an effective mechanism for the delivery of relievers media to previous social problem that is even more acute in the region of Urabá , whose evaluative analysis is the objective of this research project

Parallel to this, there is the expectation that this project incentive to acquire new knowledge regarding specific vocational training , in order to learn how to handle new concepts which will hold a greater mastery in job functions and provide valuable opportunities to be reflected in new processes logistical in the various supply chains to be tapped properly, on a personal level , the construction of the port terminal will display short-term positive aspects involving challenges to take on media self-improvement competent negotiator international; propendiendo every day for better opportunities for personal growth both in terms of ongoing training , as it pertains to the promotion in professional knowledge

1.4. Objectives

1.4.1. *general objective*

Determine the impact of socioeconomic involving the construction of the port of Uraba and improved communication networks and road transport for both economic factors, geostrategic and social kind for the region and the department of Antioquia

1.4.2. **Specific objectives**

- ✓ Identify prospects , opportunities , expectations and own reactions sectors of greater interference , as in the surrounding population directly influenced by the project Puerto Antioquia
- ✓ Set it structure and security conditions and planned for the near future regarding the implementation of new strategies in the region to ensure consistent operating activities
- ✓ Determine secondary information through the socioeconomic impact of Urabá port for the region.

1.5. Methodological framework

1.5.1. **Method**

The method used to carry out this work , consists of a research , analytical and descriptive process , through consultation and research in primary and secondary sources , both theoretically and through fieldwork ; the information collected is submitted to their analysis consisting of an evaluation of objectivity, consistency and adjusted to reality correspondence, to have the necessary tools in order to get a real description of the megaproject, and can thus facilitate the establishment of valid conclusions and recommendations focused on providing constructive aspects to this issue.

1.5.2. **Methodology**

Primary information collection. Drawing on studies and first-hand information material , through fieldwork , personal interviews with the main promoters of the project, as Dr. Andres Felipe Bustos and engineer Guillermo Henríquez Gallo ; additionally , it is intended

to visit institutions such as the Chamber of Commerce , the Zona Franca de Urabá , the 17th Brigade of the Army, the Department of Mobility of Apartadó , as well as addressing persons with members of the resident community in the municipalities of Apartado and Turbo as people areas of influence of the project, parallel to which he will visit the future site of Puerto Antioquia area.

Secondary information collection. Through consultation related statistical literary material to the project, both tangible way in the virtual world, through research process about the most relevant and appropriate in this regard, available on the web, In order to confront the different versions and evaluate both in the light of the primary data collected from an objective , logical and grounded position to establish more logical projections that may arise according to the actual environment of the situation based on the evidence and socioeconomic variables prevailing in the region , so we can be in able to reach findings and conclusions of greater proximity to reality on socioeconomic impacts of such expected as the most likely occur once the whole process be projected to the maritime terminal operation in question.

For such actions are used to establish the subregion of Urabá, as optimal allocation unit of the study; GDP, rates of concentration of land ownership, indices territorial integration degree of Integral Human Development in which the current situation and future prospects of the following indicator variables of the socioeconomic impact proposed objective of the research will be observed -DHI-, evolutionary status of education as a transverse axis and guarantor of development, evaluation of situational capacity of the region as a logistics hub and domestic and international trade, ethnic and multi-cultural wealth, per capita income levels and purchasing power average in the population. Above, it will be established and will prospect through careful observation and recording of information collected to get to deduct the current situation regarding the above variables; likewise, it is subject to evaluation and analysis of relevant information about the programs and proposals projected short and medium term for the region, in order to reach the possible scenarios that would be achieved in these same variables before 2020.

1.6. scopes

With this research work is to know the benefits in socio-economic matters that will lead to the subregion of Urabá , construction and commissioning of Puerto Antioquia , establishing as basic reference , the infrastructure and projection of factors and variables of type enablers socioeconomic situations favorable impact for the environment with reference to 2020 as the most suitable and appropriate parameter.

With the commissioning of the port project Antioquia, relevant, researching and project both objectively and deductively, with respect to different projects both entrepreneurship and expansion at the enterprise level in Uraba, in the department of Antioquia, which could lead to different economic sectors.

A field of forced study and analysis, is that pertaining to the various international economic agreements in force and outstanding performance which result in increases in both exports and direct imports, as in the promotion of foreign tourism, which has led to the interest from private investors for participating in port infrastructure projects in the country with the specific incentive that approximately 90% of the national trade moves through this area; In this sense, the Integral Project Urabá (2011) provides for the execution of highways to prosperity that will connect to Medellín with Turbo in only 4 hours of land travel, parallel to which, a port for Urabá is projected as " area closest to production facilities where 70% of the national GDP is produced "Colombian Caribbean seeking to position the Gulf of Uraba as a "logistical and location of new economic activities linked to the industrial, maritime and port development center." (Integral Project Urabá, 2011).

Given the above premises , which complement very positively with the precedent that the Uraba region and obviously with the department of Antioquia, have been very important economic references and a new determinedly strategic factor , as is the host of a terminal maritime high representation in the different processes of international exchange; therefore, it is necessary to analyze what would be the new context and envelopes conditions, as well as the advantageous business strategy of Antioquia

PROJECT EXECUTION.

With the realization of this enormous project, Uraba have its own port in three years, your name will be " Puerto Antioquia " and will be complemented by the current running project called " Highway Prosperity" . The work will be carried out by the firm " Ports Investments and Works S.A.S. (PIO) , "said Oscar Isaza , president of the firm responsible for contract works announced an investment of 350 million dollars

in the project , which will begin construction in the second half of the year 2016; He added that :

According to the website of Puerto Antioquia, (2015) , The port will have a capacity of up to 7.5 million tons , of which 3 million tons projected for grain , 3 million tons in containers and 1.5 in loose cargo and vehicles; It will be at the level of the ports of Barranquilla and Buenaventura. The port will be located in maritime waters , connected by a viaduct de 4.5 kilometers , where it will be built L-shaped dock with ships on each side ; which will add a total of 1,600 line meters of docks for four vessels (containers, bulk or dry bulk cargoes , vehicles and general cargo) . (www.puertoantioquia.com.co , 2015).

For information posted on the website, it is estimated that the port is ready to start operating in 36 months, which, it will have 32 cranes and latest equipment in 60 hectares of land. It will be built with private investment and also with the support of national and departmental governments, through parallel works such as highways prosperity, the headquarters of the University of Antioquia and promotion industry. Isaza said: " At the time, with the construction of the port will generate 3000 jobs directives formal- project, called start working in a free zone " ; adds that "with this, there will be a dry canal that will connect Urabá with Buenaventura , in sections as Urabá - Bolombolo (4 hours) and Bolombolo -La Virginia, also four hours away to Carthage and Buenaventura ... a truck will take 12 Buenaventura hours to reach . " (Www.puertoantioquia.com.co , 2015).

2.1. Prospects, opportunities, expectations and reactions generated by the port project in Antioquia entities, individuals and other

The megaproject port of Uraba along with other major complementary project consisting of the road plan highways to prosperity, as any intervention by oceangoing and large both geostrategic implications and socioeconomic, arouses great passions and generates no minor reactions and fluctuating states between euphoria or adversity, not forsaking very asesados and landed many opinions and intermediate positions; a sample of it, can be seen through some concepts and personal opinions and even positions and institutional concerns, which is recorded below an illustrative sample, given the diversity of its sources: The newspaper El Tiempo in its electronic edition of March 4, 1997, published an article entitled "Bursts controversy port construction in Urabá", which reproduces pronouncement Guillermo Ceren Villorina mayor Turbo turn to that date in the late twentieth century, saying that "the constitution of the company Unipuertos to unify the activities of import and export of bananas in the current system of boarding, unknown advanced efforts to build a port in Urabá." He believed that the new company of banana traders sought to "slow and

dull the true construction of the port of Uraba," for whose realization was established since 1996 the corresponding Promotora of the port Society.

This company was built by the municipality of Turbo; Augura, representing all trading; Port Society Santa Marta; port operators; banana traders Santa Marta, and other companies that have to do with the port management in the country.

The association, which was established with capital of about 200 million pesos, had the objective of presenting the project to the national and international entities and define the most suitable location to host the future port.

Among the opponents of Unipuertos, the banana sector aimed at unifying the operation of shipment of bananas in a single system and a single organization, but simply optimizing existing resources at the time

Meanwhile Peggy Ann Kielland , manager of the Development Company of Puerto de Urabá , explained that the service of the traders grouped in Unipuertos remained traditional , that is, the draw fruit by barge to the site where anchored boats in Leon River mouth .

Added the official, the project " ... is to create the infrastructure of a deep water port , obviously counting on the banana trees, where ships come to port and a service is provided not only to the load of bananas, but other products great importance as coffee and other industries and unions to come to invest in the area. "

During the field visit, Mr. Guillermo Henríquez Gallo, reports that Unipuertos society, was formed with assets of 25 million, value of existing facilities for banana exports, grew out of the initiative of international trading Uniban, Banacol, Proban, Chiquita Brands and its subsidiary Banadax as well as Corpes Proantioquia and West; in a letter to the governor of Antioquia state that " the port is the only possibility of development that has the population Turbo". They argue that "... pretending to have a port on the Leon River dredging involves high costs and maintenance that the nation is not willing to take ... and we could not leave out the immeasurable environmental damage that would involve expanding these channels."

The Corpes of the West, the study presented, especially recommended to the Bay Turbo "as the port site for having the best geotechnical conditions, better social and environmental impact."

Under the headline "In seeking to create new citadel Antioquia in Urabá," the news.google.com.co web (2016) site, reports that the government of Antioquia, acquired a property for \$ 40 billion and asked builders help formulate a proposal. Given that the subregion of Urabá in Antioquia is projected as another pole of development with the opening of the port, the provincial government proposed the creation of a new citadel. Governor Luis Pérez, warned that "We bought Fogansa an estate of 2,700 hectares in Urabá that even has beach to see if we can make this new city, that a challenge that we impose here all these builders," the president said; noting that "departmental and even national, authorities are willing to pay designs, installation of utilities and process authorizations case therefore asked Camacol begin work on proposals for the banana zone, initiative applauding the union". (News.google.com.co, 2016).

While the branch manager Camacol , Eduardo Loaiza said that " There will be building two ports with new ways of fourth generation in four years we will be at 4 hours , will be an industrial relocation of companies made Urabá , companies Antioqueñas, in the coffee , and even Bogotá , Cundinamarca, will have a gain of more than 300 kilometers less traveled. " According to studies Camaco, Urabá in 5 years could reach one million inhabitants, there also the creation of an irrigation district that would incorporate 35,000 hectares for agricultural and commercial activities is projected, creating about 50,000 jobs projected. (News.google.com.co, 2016).

2.2. Planes y evolución en la infraestructura vial en la región de Urabá.

According to the registered article "So goes the schedule of routes in Antioquia 4G" electronic document www.afse.org.co, January 19, 2015, the vice president German Vargas Lleras announced that the first 5 sections, of a total 9, the Motorways of Prosperity, in Antioquia, be awarded between March and April 2016. Adding that "the three sections of the Pacific (Pacific Connection 1, 2 and 3) will be awarded, those emerging from Medellin to Axis coffee, Caucasia Remedios, Remedios and the Alto de Dolores and Puerto Berrio". The five sections totaling 6.4 billion pesos in investment and generate more than 23,000 direct jobs in the construction phase. The Magdalena 2 cover Remedios, Zaragoza and Caucasia municipalities and connect with the Ruta del Sol 2, will cost approximately \$ 1.37 trillion, the minutes start was signed on 13 March 2016. Meanwhile, the second 4G wave, the - Highway Mar 1 and Mar 2 were awarded on 30 June and 15 July 2015 respectively. On the other hand, it was agreed with the dealers promote and accelerate the works of the

Transversal de las Americas, with a new schedule stipulated in 2015 should be delivered 50 percent of the works and in 2016 the other 50 percent. As for the sector Tigre - Arboletes, who had a long delay, the schedule was redefined to expedite the works. In addition, the national government inaugurated in November 2015, the 6 km tunnel concession Bogota - Medellin. (Www.afse.org.co, 2015).

Announcing concludes that "... now the Motorways of Prosperity and Transversal de las Américas generate an opportunity to have world class logistics in Urabá." It also states that "... the first project is Puerto Antioquia, pending a few things to start, you need to modify its environmental license because it extended the original plan," indicating that

The roads in the region are beginning to have a different face. We are in the construction of the dual carriageway between Turbo and Chigorodó. From El Tigre to Medellin is now all paved road in good condition. So much so that many people think that these are already highways concessions Mar 1 and Mar 2 (www.afse.org.co, 2015).

According to calculations by the ANI, the road plan consists of eight awards, including Toyo variant , cause the journey times to be reduced between 22% and 60% , depending on the route taken ; for the specific case of Urabá Medellín route , five-axle truck of 10 actual hours will lower your travel time to 4 hours , thus incurring a saving of 60%

On this subject , the executive director of the Association Haulage , Luis Orlando Ramirez, reports that continue mobility difficulties, since not all routes will have dual carriageway, so the savings would be 40 % of the time now invested (current 12 hours to 7 future hours).

With regard to this road plan, the mayor of Arboletes asserts that "It is the opportunity for Urabá joins the center of the country. Connectivity us and generates about development. "Meanwhile, Rodrigo García Londoño, Mayor of La Pintada, said that this work will change much the life of your city and try to get the most out of this benefit. (Www.larepublica.co, "That will change travel times with the Motorways of prosperity, April 19, 2014).

According to interview Mr. Luis Enrique developed Carvajal, Road Safety Technical Secretariat Apartado Mobility (08-03-2016) during the fieldwork, the following information was obtained relevant mobility in land transport, under the following terms:

In road safety, according to unofficial preliminary information, at this time it is implementing the development plan, national roads are managed by the highways of the Americas, the route goes from turbo dual carriageway, passing through the Three it follows to Currulao, there is a variant, is still dual carriageway until Apartado where it will build a variant from the Seine and the main road is projected to expand the main road along dual carriageway to rest where it will join another variant dual carriageway to Carepa, thereafter is expansion of the road passing through the tiger Chigorodó to Mutatá, building variants and expansion of roads will benefit mobility in the region especially in the urban area of Apartado where estimated improve traffic flow by 27%, study regarding the current but keep in mind that every day arrive vehicles and increase residents in the municipality; likewise, the mayor plans to make enlargements three urban roads and build several vehicular bridges to decongest the main road; every day in the village vehicular traffic for the arrival of the buses leaving the banana workers saturates, most people are workers who live in poor neighborhoods and the idea is that these vehicles do not reach the center, that is achieved by enabling the ways of unblocking one coming out from the mall for 96 a race to leave the Seine, to end bottlenecks, parallel to it, should be made pedestrian paths to prevent passersby circulate by means of vehicles; They are just structuring the Municipal Development Plan for this administration , it is very important to note that Apartadó , is a town of events and all make the race 100 main road "national road " this makes vehicular traffic collapse here have mobility studies and all agree that They must make five bridges but are still pending and that it should buy some land and demolish some buildings and that demand budget; in Apartado missing parking , across household has at least two bikes is talk of about thirty thousand motorcycles registered in Apartado, many of them possibly not in the area and other no longer exist but there are also some that are otherwise part and currently circulating along with more than three thousand cars that daily move in the urban area, the official said:

Apartado has about one hundred and eighty thousand inhabitants, 110 kilometers of urban roads of which 35 are paved others are land, informal employment is very common but does not have a statistic of unemployment because the vast majority of people live work in banana and commerce, another sector is employing many staff is the construction, municipality population growth is abysmal this municipality every day people arrive each step and others to stay, so looks much invasions after employees left the banana to live in the village. As for the construction and entry into operation of the port in New Cologne we can bring many benefits and employment, tourism increases and other companies reach the situation that generates better job

opportunities for residents region. Although the port remains in Turbo land is closer to Apartado and many of the people who work there will be located in this municipality. (Visit Field Mobility Department of Apartadó).

2.3 Concepts and expectations from trade association and other entities on port Antioquia

"The species that survive are not the strongest or the smartest or the fastest but those that adapt better to change" (Charles Darwin). This theory uses the author Andy Grove in his book "Only the paranoid survive", to expose the principle "Inflection Point Strategic" (PIE), to refer to the fundamental changes that alter the rules of sector and they can lead to success or total failure of a firm, if managers are not able to anticipate. (Magazine " Manager"art. "The future ", p11, ISSN 0123-0794, Dec. 21/2014).

This is fully applicable to the industry and the business sector to perform and interact through the new context to be present with the macroprojects that are being developed around the region of Urabá, therefrom, are derived a series of projections, comments and concerns as those listed below:

The Chamber of Commerce of Urabá, in its socio-economic report 2014 reports that "With the announcement of the start of construction of the first phase of Puerto Antioquia hopes for new investment opportunities and diversification of the regional economy revives, construction port will generate about 3,000 jobs when in operation and employ approximately 1,500 people. " As a direct result from this, "Commercially the region grew 7% in number of companies in 2014 over the previous year 2013". Regarding the behavior of economic sectors, the Chamber of Commerce of Urabá, in 2014 recorded a total of 7,641 affiliates; size the following new features were presented: "Microenterprise continues to be the type of company greater participation which is no stranger to national trends, participating with 95%, small, medium and large; participate with 3.6%, 1.1% and 0.3% respectively. "

The previous behavior, complemented by the favorable context for the region as are the following factors underpinning the Uraba why it is important : It is land, air , sea and river terminal; It has a free zone; its proximity to the Panama Canal and the

Colon Free Zone ; It is cross- connection of the Americas is the largest herd of Antioquia , free of disease; It has coverage of airport infrastructure and air transport; is an integrated region of economic activities within the region (livestock in the north , agribusiness central , livestock and farm wood Atrato) , like agriculture and livestock in the West and tourism in the nearby West.

In this report, as "General", it records the following is allowed: "Urabá strategic site. It is located at the crossroads of major shipping routes, which allow you to access to markets in the Pacific, the Caribbean, Central America and the European Union. Gateway to South America and the Andean market with 115 million consumers. "Adding that " ... the proximity to the Panama Canal and the Colon Free Zone, makes the Puerto Antioquia on a business platform ... Thanks to its strategic location, this sub-region becomes an attractive alternative for the import and export of goods from the center and other regions of Colombia"; underlining the fact that "currently distances allow savings between 33 and 58 %; with the commitment of the Motorways of Prosperity, have higher savings " (Report 2014, Chamber of Commerce of Urabá).

In field visit carried out in the region, Angel Alvarez Restrepo Turbo regional director of Customs, in an interview provides the following information:

You do not have statistical data only thing you have is what drives each operator as to Puerto Antioquia do not believe in that project, until you see that start, I totally skeptical everyone says it is a reality, I personally I do not think that's a thing of a very large not impossible size in the world make four times bigger megaprojects, the promoters of the work speak of six hundred million dollars, I see a big problem and that is worth a thousand million and one invest all that money and then wait for the return of capital plus interest, that is the crux of the thing, surely those who will finance the work they have studied because they are not going to get well, I see that very difficult there have much to say on the other side to banana do not care much that port, Uniban and Banacol with what they are happy, they have their own jetty and do in the Gulf, they loaded three four ships at the same time and at the port would have to wait a turn and that is not going to serve, I think Uniban and Banacol have given to the paw the project sponsor, surely Isaza told them that they like you will help me I guess all that for my experience teaches one all that, it is not that I have dealt with someone I see that as in the air, I know port Antioquia is because I read the newspapers and listen to people, many say going forward but I when you see the first movement of equipment I think, is a work of good size, the viaduct they plan to do, it takes a lot of concrete and requires a lot of iron, as the platform for

anchoring vessels takes a lot of investment and demand too much material but not impossible, that's my general perception of that project.

The other thing is the road that although it is good lacks much, that to shove the number of vehicles that demand the attention of a port have to do much, if they make the dual carriageway both speak and tunnel boquerón Toyo may serve the thing last year on those companies containers that have arrived has increased both imports and exports has moved a little thing, industrialists are uncomfortable because the procedures are very delayed the only advantage is that it is more Cartagena cheap while on road increases the time the process is all very agile port, cargo movement from Urabá to the inside does not reach 30 containers a week and the same in exports.

From Urabá is being exported lemons, avocados, Wood and chemical Andercol to Panama, a company Manizales ceramic tile shipped, Family exports some products. The imports are mainly chemicals and resin region; Rest is very little.

Let's look at the chart of the Gulf where you can see more detail where will be the platform port Antioquia and where they are located jetties Uniban and Banacol, when the arrival of the ships announced a matter of protocol where the captaincy is done port, the Dian, ICA, shipping agencies, migration, are reaching very large ships and can not reach the anchorages, that makes it necessary to build the port. (Interview with Angel Restrepo Alvarez, regional director of Turbo Customs).

In addition, during field visit, he met Dr. Maria Isabel Sierra Vásquez, regional director of Free Zone, who stated the following.:

Free Zone is a project of 26 hectares, now has the first two stages fully sold, the third is in the process of contraction and sale, are a permanent sectoral free trade zone, port impacts us favorably considering that the area is experiencing a economic transformation over forty years has been a promoter banana production, today we are telling employers that industries are migrating to where there is proximity to the coast where there are port because it is a logistical necessity and Antiochian companies were opting Barranquilla and Cartagena and bearing in mind that Urabá is the second largest after the Guajira coast, is approximately about 330 kilometers from Medellin, then why we said to Urabá; entrepreneurs demanded us a number of things on the checklist and one of them was the clinic because we needed an institution that would meet the needs of the business community and the local inhabitant, mobility conditions regarding roads has changed dramatically and what comes with the tracks, the project ocean one, two and a sea tunnel and port Toyo

add to a Free Zone to generate a complete solution logistics, I do not make a free zone without roads and without Puerto because there was like making a complete logistics operation but are all given conditions; us every month we have a mission of businessmen seeking to generate confidence on all paradigms that are facing the region because people outside think that we produce bananas and that for some time had many problems with the guerrillas and then with the paramilitaries and not plus. So entrepreneurs say "that there is monte do not have labor" and the only way to break the paradigms is bringing them to know; Today we are completing fifty missions, where they have participated in all kinds of entrepreneurs from both domestic and foreign companies with very positive results, making some companies go and invest in the region; this is very good, because in the end all that investment becomes labor, social opportunities and the arrival of new economic sectors; the task we have as free zone is to support development economic and logistics in the region, the free zone is not only build, sell and monetize , we have to do everything to teach users a free trade zone , because it is good , what are the benefits, which no longer everything is for export and change the mentality in free zones everything is very expensive and that the only beneficiaries are exporting hundred percent of what they produce , it is more a work of socialization , publicizing the advantages and we are doing with educational institutions and we are going to find at fairs under Urabá slogan FEELS because we are convinced that Urabá is the best solution for the whole region for all it offers , not only banana production , we have other sectors also they impact crops such as wood, palm , cocoa , pineapple .

(Interview with Dr. Maria Isabel Sierra Vásquez, regional director of Free Zone Urabá).

Another view around Puerto Antioquia exposes a website Pedagogical and Technological University of Colombia (UPTC) - tics.uptc.edu.co - , study , entitled " Cluster Strategy For the Urabá region ," an analysis and proposal tourist cluster in particular objectivity and high relevance to address the business challenge that involves entry into the regional economy as much as a factor of national dimensions of Puerto Antioquia ; in this regard, their observations and arguments consist of the following :

It is a fact that the Gulf of Uraba contribute significantly to the development of foreign trade Antioquia, providing high competitiveness and efficiency in terms of logistics costs , given its privileged , strategic and geopolitical location , to connect with the Caribbean markets NAFTA, the European Union and the Pacific Rim ; and intercom link between Asian and Atlantic markets ; benefiting from its proximity to the Panama

Canal . The Port of Urabá Antioquia not only benefit but would be excellent choice for the coffee which exports 70 % of the national coffee as well as large industry and trade in Bogotá, given the savings that would result in freight transport.

The Urabá region , is a focus on both large power agribusiness , tourism projects ; It is biodiverse and multicultural and this allows successfully projected externally. Business and investments in new business generated in Urabá tourism business as it does Medellín , must give space to the union of employers, can open large highly profitable options and economic self-sustainability.

"A Urabá the time came, not the quarter hour. You have to plan what will be in the next 4 , 8 or 12 years to be articulators of large projects , "says Juan Camilo Restrepo , president of the Association of Banana Growers of Colombia -Augura - . (Melcolombiano.com, " Urabá expected economic growth of 15% in four years , in December . 2015).

The director of Corpourabá, Gabriel Ceballos, argues that " in planning the future , institutions should review its role and working together to make Urabá , for its geostrategic location , the region most likely to competitiveness in Antioquia and in the country ; The State shall have a part in this work. " (M.elcolombiano.com, "Urabá expects economic growth of 15% in four years , in December . 2015) .

2.4. Advantages, problems and constraints existing in the region in terms of logistics for imports, exports and storage of goods

With respect to this topic, the es.slideshare.net web portal, published in October 2012, the " Line 6 PIR (Integrated Project for the Development of Urabá " of the government of Antioquia May 2012 , referring to the advantages set forth to support the location of Puerto Antioquia in the Uraba region ; from this, the following is transcribed :

"URABÁ = The Promised Land (language KATIA)"

Why is it?: Urabá important strategic location for being focal point of ports and markets the Atlantic and Pacific. The projection of a "... port system, linked to the National Ports System Atlantic - Pacific as an important alternative for the markets of the Atlantic: Caribbean, Central and North America, Europe and Venezuela; and

Pacific and South America." It is a region with direct benefit of the border phenomenon as a stage for the future development of their economic base. Globalization will require basic nuclei in "... centers input and output products, border areas, currently linked not only to free trade agreements - NAFTA-" existing between Colombia and the US, European Union, Chile, Canada, Switzerland and the Northern Triangle of Central America; in addition to those that are under negotiation with other countries and economic blocs, such as Panama and South Korea. Additionally, the location of Urabá this as an important attraction for finding markets in the Atlantic by countries like China and other Southeast Asian countries, the external market is growing at very attractive rates adds. (Es.slideshare.net/davidtr179/lnea-6-pir-urab, 2012).

In short , for this year (2012) Colombia was the center of commerce for 13 free trade agreements in different stages , covering 48 countries had access to more than 1,500 million consumers; which today has increased significantly with the opening of new markets and the obvious global population growth

As if all this way were few reasons for it is alluded to the existence of the free zone of Urabá, as the jalonadora locomotive of economic development and diversification for the region, providing optimally effective opportunities for industry to national and foreign goods and services, is installed in the vicinity of the sea; resulting in more markets , more progress and higher employment rates

To the above, it is added, the utility for the region, created in January 2006. (es.slideshare.net/davidtr179/lnea-6-pir-urab, 2012) .

In field work, in personal interview with Guillermo Enriquez Gallo, he provided the following information:

A few years ago the harbor was a dream that led him to buy the land they are fifty meters from the bay, paying the studies because of their conviction regarding the viability of the business that today is a reality although it is projected to be built large investors are working to bring the work to fruition and it is estimated that in three years has completed the first phase. port Antioquia can be reached by the Pan-American highway and the highway of the Americas which will allow a reduction in costs for freight by 40% to Medellin and the coffee and the center of the country up to 30% equally projects road connection will reduce the time and distance, Puerto Antioquia already has infrastructure concession and environmental license for

construction, once coming into operation becomes the competitiveness of Antioquia for the development of the region and the country.

Among the implicit advantages of the project, points out the following:

1. The region now has a regional airport that moves fifteen daily flights to Medellín
2. The road distances previously took twelve or more hours now halved thanks to the intervention of the state to improve the way it is in the process of enlargement
3. The proximity to the Panama Canal where a boat takes three hours reaches the limits of the channel and the free zone of Colon.
4. For the next few years is estimated restore Turbo airport currently out of service
5. The Gulf of Urabá is forced major shipping routes and the Panama Canal step.

Adding that " economic development for the region is very representative since Urabá has a large economy that referred to the logistical and this point leads us to the economic, the most important for a port is to have sea and this is a privilege we have Antioquians " (Interview with Guillermo Enriquez Gallo , field work , February 23 -2016)

According to electronic article, "Interconnection of Colombia with the world" Greif Carlos Moreno on Line 6 pir:

In the region there are medium- registered companies , of which 7,000 are microenterprises ; for whom there is an alliance between the government , Fenalco , the Chamber of Commerce of Urabá and Fundaunibán , which claims that the micro banana-growing area are world class through its character of SMEs ; which implies that small and medium enterprises in the region could be more competitive , through a program of business strengthening in order to be permanent wealth generators .

The context supported by a logistics system of international companies , such as C.I. Uniban and C.I. Banacol , among others, customs agency , refrigerated containers , as well as inspection and storage yards .

As for logistics shipping in Urabá , by their location , development and infrastructure , the region is an important stage that contributes to strategic performance , the operation of International Logistics will be more attractive for the region and strengthen business competitiveness of Colombian foreign trade , to the extent that new routes are offered , as well as new destinations and port sources.

In his character of free zone, the Zona Franca de Urabá has national, local and customs tax benefits, in an area of 20,000 m² reserved for the Spanish ADRA (Adventist Agency for Development and Relief) and the IDEA as a strategic project the region, which seeks to strengthen the sector perishable food destined for the domestic and foreign markets; as well as promote the development of perishable meat such as beef, poultry and seafood; as well as fruits and vegetables, through duly certified cold chain. For this purpose, it is intended to organize the fisherfolk, empowering them towards an entrepreneurial approach, through the organization of industrial fishing enterprises and the promotion of crops in captivity, industrialize processes and be supported on the fundamental aspects of cold chain and marketing focus to neighboring countries in the first instance, through fishing and aquaculture in the Gulf of Uraba. (Es.slideshare.net/davidtr179/lnea-6-pir-urab, 2012).

As for the ecological tourism and business , promotion of natural landscapes of the region , its ecological potentials of fauna and flora, its water riches , the same as the mighty Rio Atrato , natural forests , lush beauty and required industrial crops , also , the cultural wealth of their ethnic , crafts , traditions , values, and customs ; for which there are inns, hotels , adventure tourism activities sighting of flora and fauna , as well as fishing , diving, among other more tourist potentialities of the region. It should be noted that the historical trend of tourist influx to the region has gradually increased in recent years.

With regard to coffee , as cargo for export , the project proposes to revisit the issue of the pilot ; thus it contributes to increased cargo movement for the port and the highway.

With regard to the resources of coal, limestone, marble , magnesium and others, it aims to identify and contact the most important references as state and private sector institutions worldwide, by electronic means and others, with the aim of promoting and disclose such materials, with the mission to promote and enhance the negotiations in this sector. (Es.slideshare.net/davidtr179/lnea-6-pir-urab, 2012).

To this , the precedent Colombia adds , from the point of view geoenvironment, is the center of the Americas and, therefore , the largest solar ecological wider Caribbean basin for the planet (De Greiff, 2012) .

Given the above exclusive attribute of Colombia, this is part of environmental systems globally important as the fact, mentioned above, if the large solar Caribbean

basin, since it has the highest rates of exposure and solar intensity in the world and higher levels of photosynthesis. Another factor that is part of the environmental systems of global importance, is the region of Chocó "recognized by the scientific community as one of the wettest areas of the world, with average precipitation between 3,000 and 12,000 mm, regularly distributed along of the year. In its nearly 10 million hectares ecosystem presents a great variety. " (De Greiff, 2012) .Igualmente, is part of such a global system, the central rainforest that is unique in the world; it is estimated that in the region "concur between 8 and 9 thousand species of plants of the 45,000 that exist in Colombia, posting one of the highest rates of plant endemism and continental birds." Agenda, tropical area of great diversity and productive potential (es.slideshare.net/davidtr179/lnea-6-pir-urab, 2012). Pacific

Other factors favorable economic, of great importance that influenced decisively to position Urabá as the most viable regional headquarters for Puerto Antioquia, was his great agroindustrial vocation as a key link in the supply chain as a fundamental part of the infrastructure logistics demanded by the same maritime terminal. This region is characterized by high soil fertility that characterize their land to a high degree in the agrological arable land classification in Class 2 , 13% ; Class 3, with 19% ; also it lends itself to livestock pasture semiestabulada Class 4 by 62 % ; conservation of native species Class 6 by 6% ; It is an area where large-scale farms , such as the banana , the banana , tubers such as cassava are provided ; as well as fruits and vegetables with a high representation both departmental and national level.

Multiethnic and multicultural. According to article "creative language of the ethnic groups", the Institute of Culture and Heritage of Antioquia, made a characterization of the cultural reality of the department, through four categories, based on a set of variables, they are: Context, access to cultural goods and services, institutional strengthening and resource management; resulting in the Uraba region, as the sub-region has a higher level of cultural development and greater homogeneity of cultural processes among municipalities, except for Vigia del Fuerte. It is noteworthy that the character of multiethnicity and multiculturalism, assigns great benefits to the social infrastructure of the region, in the sense of being a very keen and open to easy and speedy acceptance of other external or outside the environment cultural context, which it is vital to meet one of the most representative functions of a Buenos Aires area, as is the fact of being open to the world and must be high intercultural and multidiversa degree with a deeply rooted attribute of respect for other cultures and nationalities I can hold and / or adopt inside, either partially, traveling or permanent.

The Comprehensive Development of Urabá , focuses an integrated , cross-departmental , multi-sector , multi-level action , based on territorial alliances with the nation and public -private partnerships ; performs all development actions simultaneously in a single region , not starting from scratch ; retakes processes and previous plans as Antioquia XXI century , Antioquia Vision 2020 plans , Strategic Plan of Urabá , Colombia Vision 2019 ; It focuses on action, it promotes strategic partnerships , strengthen institutional and capacity building for planning and management of regional development.

The Comprehensive Development of Urabá , manages objective , the " promote the integral development of the region of Urabá , positioning in the national and international agenda , taking advantage of its geo-strategic location and potential, develop their capacities to that WILL become the new regional development center in the northwest of the country, able to substantially transform the living conditions of its population " .

Its strategic guidelines are:

Institutionalizing the action of the public, private and community sectors, aimed at building consensus, and promote the exercise of good governance at all levels, as necessary conditions for the recovery of confidence. Promote access of the population of Urabá to economic, social and cultural conditions to positively transform their quality of life and rights. Position and promote the Gulf of Uraba and the coastal area within the port system of Colombia and the Caribbean Basin, especially in relation to the Panama Canal as a center of location of new economic activities linked to maritime and port development, this purpose articulating productive activities in the region, as well as education, science, technology and innovation. Promoting sustainable use of natural and environmental resources that constitute the wealth of the region, the ordering of territorial development impacted by large infrastructure and institutional, legal and financial arrangements needed to implement the Regional Integrated Project for development of Urabá. (es.slideshare.net/davidtr179/Inea-6-pir-urab, 2012).

Some other problems limiting officiate for the project of Puerto Antioquia, is based on the following adverse factors:

Land, subject to processes indiscriminate and informal colonization, creating the irregular phenomenon of large tracts of territory is not legalized and in the hands of both communities with high vulnerability as illegally constituted groups, tempered by

factors of illegal power such as factions of paramilitary militias, the presence of guerrilla fronts of various denominations, drug trafficking permeating the previous illegal groups and criminal gangs (Bactrim) at the service of all previous clandestine actors, one of whose functions is to displace the population settler and / or native, to seize the largest possible extent of land to destine either to the planting of illegal crops and / or logistics corridors for drug trafficking and "vaccines" that charge periodically to individuals and companies the region (62% of the land area of Urabá is not legalized, 213,324 people are estimated displaced violently); all this happens before the impotence of the people and the apathy and inability by the state, many of the same rulers members and have been influenced by the same illegal groups above and legislate in favor of such clandestine groups, given the great power of influence of these both through weapons of different calibers, as well as economic, social and political level; This has generated a kind of "heart attack" Institutional (gaps in intergovernmental support and presence, sector, private, NGOs, and international cooperation); carting, following this, a chronic financial in the region and fiscal weakness. (High dependence on transfers). All this, causes trauma to the construction and maintenance of proposed megaprojects because problems arise from the same acquisition of land for different works to the difficulty in achieving the involvement of major investors in the various businesses and activities demanded for all systems related to maritime terminal. (Es.slideshare.net/davidtr179/inea-6-pir-urab, 2012).

This coupled with the limitations of income and high poverty of its population, make up one the key factors , among others, generators other constraints such as poor infrastructure support to productive activity , the weak development of research and appropriate to the resources of the region technologies, the limited size of its domestic market ; which it is a highly significant obstacle to the implementation and regularly up a proper logistics system capable of supporting the supply chain and disposal of products and goods to and from the port of Uraba.

As a direct consequence of the foregoing , among other additional factors such as aspects of not having developed a regional market to supply domestic needs of the population , since all its production is absorbed by Medellin ; lack of technologies and development deficiencies associated research areas of biotechnology Lack of development of economic activities that add value and give way to a process of industrialization, causing the phenomenon of a marked imbalance between the three areas of Urabá ; which it is reflected in constraints to economic and social development of the rest of the territory outside the banana industry .

The most immediate, in addition to other previously described consequences are natural resources (forests and biodiversity) have not played a major role in the development of the region. The department and the region have developed immense untapped opportunities offered by the sea. They have been wasted and have not been enhanced or exploited aquatic resources that offer tremendous economic benefit to the region. The sea has only just underused and has been considered as a communication and facilitator of the few existing processes and exclusive trade with the outside. The economic capacity and per capita possession of an inhabitant of Urabá, equivalent to 30 % of an average inhabitant of the Valley of Aburra. In 2011, 53% of the population of Urabá suffered from their basic needs, starting with the fact that Urabá concentrates 33% of departmental quantitative deficit in housing.

Another adverse consequences is the fact that a particularly attractive region population ; Urabá has the highest population growth rates department , beating up EN3 % , the growth rates of Antioquia including the Valley of Aburrá (1793 -1985 period) , it is explained , among others, by the attraction generated in the subregion neighboring municipalities of the department of Choco.

Commenting on the process of negotiations on the Free Trade Agreement (NAFTA), they have emerged speculation and versions, optimistic about and pessimistic to excess number other that are contrary and to adamantly reject any signal approach to the subject , some of them , were treated at the time by Money magazine (Dic . , 2011) , of which , some that can be observed and managed from the new landscape of Puerto de Urabá in preliminary works and road network 4G surrounding construction are cited , in order to be possible to find preventive and operative of better prospects middle and conditions more viable for such commercial challenge of an international character , because if your observation, analysis and treatment is delayed , could cause serious future problems to everything proposed .

In this regard, asides Money Magazine December 2011, section "Companies" through its virtual publication www.dinero.com, in article entitled "Optimism and concern in the country by TLC unions"; refers to situations and opinions of which the following are mentioned:

The president of the Association of the Automotive Sector and Parts (Asopartes), Tulio Zuluaga, was pleased with the approval of the FTA, ensuring that the approval of the Free Trade Agreement with the United States is of great benefit; however,

believes they are concerned, in general terms, "... the road infrastructure is long overdue for such an important agreement."

Meanwhile, Maria Reina, president of the Colombian Association of Graphic Communication Industry, Andigraf, says, "We are happy. What we must do is keep preparing to export more. "

Carlos Eduardo Botero, president of Inexmoda, the Free Trade Agreement with the United States will be entirely beneficial to your sector. However, he warns that:

" This is what I do believe that he lacked the country , definitely , is the development and crystallization of the famous domestic agenda that work began when it began to negotiate the Free Trade Agreement , I think there is a very large debt from politics , since governments we can not advance more decisively in what has to do with a domestic agenda that would allow the country to have more efficient ports, a subject of much better infrastructure, but anyway I think it is never too late and you have to start working this issue. " (www.dinero.com , Optimism and concern in the country by TLC guilds , 2011) .

With regard to the Agricultural Society of Colombia (SAC), the Chamber of Industrial Rice (Induarroz) , and the National Federation of Poultry Farmers of Colombia (Fenavi) , their managers agree to say that the technological and infrastructure distances will weigh for the United States in the FTA ; carting thereby more harm than good for the agricultural and livestock sector; with respect to the aforementioned agricultural imbalance, the country's infrastructure is not adequate , are lagging investments in technology and innovation. "The transport infrastructure is backward. They are poorly primary, secondary and tertiary roads, ports and airports. No navigability in rivers. There has been nothing in cold chains, or irrigation districts, "said the union leader, Rafael Mejia, as the three major concerns for the Colombian Farmers' Society

Which it is an indicator that the megaprojects currently addressed in Antioquia , pointing specifically to remedy such shortcomings and technological infrastructure expressed by the directives of the previous associations, to achieve adequate levels of competitiveness.

On the other hand, Jeffrey Fajardo, executive director of the Chamber of ANDI Induarroz , argues that the price of imported rice is much lower than Colombia , "

equal to national price plus logistics costs and nationalization of grain. That is, continue to pay the most expensive rice in the region at least in the first six years. "This is understandable given the "abysmal " technological gap between Colombia and the United States will have an impact on the rice sector. He adds that ".. the impact will not be immediate , so begins a countdown in the rice chain to make fundamental changes and make a leap in competitiveness." With this, the manager, is corroborating the need for urgency of an efficient transport infrastructure both on land and at naval, among others.

The Colombian Chamber of Infrastructure (CCI) ensures that access to Buenaventura and to ports in general , it is indisputable priority. "The signing of the Free Trade Agreement with the United States is the best excuse to overcome backlogs in infrastructure, and finish well the task when it relates to access to ports and the consolidation of a multimodal transport system (roads , railways and navigable rivers , properly articulated) " ; specifying that "... logistics and transportation companies in the country costs are particularly high precisely because of the lack of logistics and multimodal systems that facilitate in terms of competitive prices , mobilization of goods for foreign trade " . (Www.dinero.com , Optimism and concern in the country by TLC guilds , 2011) .

As a reinforcement with respect to the expressed needs for various guilds, is very timely and relevant virtual article of the newspaper "El Universal", in October 2011, entitled "Ports and logistics challenges for TLC"; which, in its introduction, it states that "If there is a sector that could affect the country's competitiveness with the entry into force of the FTA, that is the infrastructure where the backlog is obvious and damaging logistics processes entry and exit of goods". It goes on to state that "The main problems arise in ports from the access roads to generate smooth logistics chain. According to the Colombian Chamber of Infrastructure (CCI) we have to work on the consolidation of a multimodal transport system that includes roads, railways and navigable rivers, properly articulated. "This article quotes allusion Juan Martin Caicedo, president of the ICC, explaining that the costs of logistics and transportation in Colombia are high sprees, due to the lack of multimodal logistics systems that provide competitive prices, as well as transport respective goods for overseas shipment. Ports and logistics challenges for TLC.

That article also reports that Juan Carlos Rodriguez, vice president of Colfecar , said " load generators must make logistical adjustments for the loading and unloading of goods to expedite the procedures " ; coinciding with the ICC by stating that " ... in infrastructure have to work intensively on the adequacy of roads, mainly

communicating to ports and port infrastructure that has advanced technology and better services " . (www.dinero.com , Optimism and concern in the country by TLC guilds , 2011) .

Regarding this issue, the manager of the national concessions institute (Inco), Luis Fernando Andrade, announced that steps forward for the study of more than 20 proposals from private investment " . for the construction or expansion of new ports ; in order to increase, improve and upgrade the capacity of moving cargo . "

For his part, Edgar Higuera , director of the Logistics Chamber of ANDI , says there are five basic challenges that the Government must work to be competitive not only with the FTA with the United States but also with Canada and the European Union . In his words, "... the first challenge is to finish the logistical infrastructure corridors linking the ports with the production areas, so that charge can flow permanently." Parallel to this, he notes that "It should also strengthen the management of logistics corridors, integrating the private sector to address the need of the country and improve communications systems that are in ports." (Logistics Magazine, 2012)

2.5. State and security conditions and planned for the near future regarding the implementation of new strategies in the region to ensure consistent operation activities.

The newspaper El Espectador, in its edition of April 9, 2016, article entitled "Puerto Antioquia, a link in the new face of Urabá" quotes words of Jaime Enriquez Gallo, a member of the managing family port, believes that " five or ten years there may be a city like Barranquilla, with the advantage and agroindustrial possibilities. " This is based on the estimate for central Urabá, "... conformed by the municipalities of Necocli, Turbo, Apartadó, Carepa and Chigorodó, where some 312,000 people in 2020 may be 400 thousand inhabitants (equivalent to cities such as Sincelejo inhabit, gamekeeping and Buenaventura). The difference is that the growth rate of Urabá is higher than 3%. " Continues Enriquez, commenting that "This is seen in Urabá that has been described as paying a historic debt with a region that has given him'se espalda'."; explains the reason for the problems of violence in the region itself, stating that in this same region "... pirates and privateers ... where smuggling routes conducive found refuge" due to "lack of presence of state authorities" according to the text "from sea to mountain, from mountain to sea" (book port Cities), currently high number of police, are followed by steps to the heirs of the criminal fingerprint that has hit Urabá in last forty years.

This region has played, first with the guerrillas, paramilitaries and then with right now with criminal gangs, there have been numerous massacres. According to records of the National Center of Historical Memory, " ... there were between 1981 and 2012, some 118 massacres, 20% of which occurred throughout Antioquia during that period. Of these, 73 were in Turbo and Apartadó. "

As a result of these and many other barbarities of violence in Urabá; where 508,802 people live in eleven municipalities, there has been a displacement of approximately 213,000 people, a third of the displaced in the department. "Turbo is the municipality of Antioquia with the highest population expelled by violence, with 68,116 people, almost 10 % of the displaced population in Antioquia". Uraba is one of the areas of highest rates in the process of land restitution.

To this, is added the deficiencies in public services. "In 2010, only 66 % of households had water supply, electricity 87%, 54% and 53 sewerage of 100 households had access to potable water. In San Juan de Uraba, for example, after 29 years, she was delivered two months ago the aqueduct "

Faced with this problem, "the port will not be the only solution to the historic problems of Urabá," as well he stated by Andres Felipe Bustos Isaza, manager of Puerto Antioquia. However, an inhabitant of the region, with marked asserts dose of optimism that "it was time, after being ignored and unknown for many years."

With regard to this problem, in a personal interview with Colonel Mendez, chief operating officer Brigade 17 , about fieldwork in the region, the following information was obtained:

Brigade 17: The seventeenth brigade belongs to the seventh division of the National Army has three battalions for operations control two infantry and one of military engineers based distributed as follows:

Battalion number 46 Voltígeros, with headquarters in Carepa; Battalion number 47 General Francisco de Paula Velez, located in San Pedro de Uraba; battalion of military engineers 17 General Bejarano Muñoz, based in Mutatá. With regard to the functions and developed responsibilities, the battalion General Francisco de Paula Velez, is responsible for ensuring safety to all that is now known as the port Antioquia project, the same as for its size national character, the institution calls it strategic assets, "work together with the police for security rings for land area, the national army, assumes everything related to security in the Gulf and the air force is

responsible for monitoring from the air all its jurisdiction brigade in order to ensure both port terminal operations and road corridors in order to provide accompaniment to vehicles that move through the different roads.

The brigade aims to ensure security and peace of the inhabitants of 11,500 square kilometers jurisdictions distributed by the three battalions that make up the military unit as follows :

- Bejarano Muñoz Battalion corresponds serve the municipalities of Mutatá and Dabeiba.
- Voltígeros Chigorodó Battalion, Apartadó and Carepa
- Battalion Francisco de Paula Velez, you are the municipalities of San Juan De Uraba,
San Pedro de Uraba, Arboletes, Necoclí, Turbo in Antioquia, Arnadí and Unguía in Choco.

Explains that the term "strategic asset", is because it is generating economic and strategic income and should be severely affected would impact on the economy of the nation either because they have their participation in the project or taxes that there are derived from and is intended to benefit both the region and the country.

The area will operate the port terminal is rated as high influence of criminal gangs with a marked criminal and drug influence, in recent times there have been a series of activities in the area in order to provide comfort zone to investors of different productive projects that are being implemented.

Statistical reports show a marked tendency to the decline of organized crime by criminal gangs, for the rest of jurisdiction security conditions are good without indicating that the FARC fronts that had its actions in the area have They have been eradicated, since there are still some holdouts but are very controlled today.

Notes that " when this project becomes operational requires a lot of availability and intervention of state agencies and the port would be the exit door for organized crime and plays involve up the harbourmaster and anti-narcotics police this is what we call combined joint operations coordinated interagency it easier for different entities to guarantee at strategic sites in this sector " . (Field visit, Brigada 17).

3. findings

3.1. It is chosen, as have selected the sub-region of Uraba as the site for the location of a port as a maritime terminal high capacity and advanced logistics attributes, suitable for handling large loads aimed at more accurate and effective decision be submitted to processes export of domestic products and goods, as well as import; which requires handling procedures receipt and dispatch of oceangoing ships intended for transportation of commercial cargo worldwide; this enormous project, makes both its epicenter as the whole region of Urabá, a center of logistical and financial operations of high level and importance for Antioquia. That way to a new vision optimistic both employers and residents of the region with respect to the generation of new sources of employment and in terms of revenue opportunities fairer and more equitable distribution of estate property; in addition, it is envisioned that an atmosphere of optimism marked both the perception of greater security to investment and entrepreneurship breathe, as compared to more dignified living conditions in the perception of better health and life expectancy.

3.2. It is a fact that Puerto Antioquia, will cover a very important segment of exports and imports are carried out at present by the other Colombian ports; As a result, any other business transactions that can be opened given the opportunity to save on landside logistics and transportation are added; which will be more competitive because the shorter the new port of Uraba distances; this, coupled with the new pro geostrategic situation, following the major changes that occur in Antioquia, and with greater emphasis in its subregion of Urabá, has been conceiving and gestating a series of projects, plans and parallel programs, both official rate, as institutional and business; among them they are worthy of mention Urabá Free Trade Zone; prior to the generation of business clusters for companies based in the region, processes belonging to different sectors; the new citadel scheduled, planned and designed with the relevance required for the new context, which would be part of a metropolitan area that is projected for this area; Puerto Antioquia, would be chosen as the international benchmark for the different processes of inter-oceanic exchange and therefore important link between the different economic blocs in the world; which will foster a very positive way, consolidated development in the subregion of Urabá, Antioquia and Colombia, causing a significant increase in GDP in the region, which favors at very advantageous development for itself, from their tax returns, local governments will have sufficient budgets to be allocated to social investment.

3.3. However the statement have some advantages above, it is the case in more detail stop both them and their problem situations and constraints prevailing in the environment of the new port; since it is advisable to implement more feasible and appropriate to know how to manage and overcome the obstacles and restrictions strategies.

The strategic location for being point link ports and markets the Atlantic and Pacific , is one of the most decisive advantages that holds the Uraba region ; as it involves the projection of a port system , linked to the National Ports System Atlantic - Pacific as an important alternative for the markets of the Atlantic: Caribbean , Central and North America, Europe and Venezuela ; and Pacific and South America ; also is a region directly benefited from the border phenomenon as a stage for the future development of their economic base, because it is a fact that globalization will require basic nuclei in the centers of entry and exit of products , border areas, currently linked not only free trade agreements - NAFTA- ; which it is complemented by the fact that the Gulf of Urabá is forced major shipping routes and the Panama Canal step.

It's a side benefit of great significance , the fact that the previous environment , is framed by parallel megaproject Highways for Prosperity , which complement the national road network to the northwest of the country , along with the cross of the americas land connection Panama - Colombia ; as well as by the National Route Transversal of the Americas; which they are projected and promise to be a support road infrastructure which will bring great benefits in both cost savings and travel time land transport from the interior of Colombia to the port of Uraba and vice versa.

Another factor in favor of the geostrategic feasibility of Puerto Antioquia, is the important institutional support with which account, by entities or private own official rate of the same region, the same as the rest of the department; which they are very serious, solid, powerful good financial muscle and great fitness, in their capacity as members of the Port Promotora de Uraba.

Zona Franca, as the provider locomotive economic development and diversification for the region; what is added, the utility for the region and a regional airport appreciable local movement.

Business infrastructure in the region, based on a high proliferation of micro-enterprises; for whose benefit, there is a partnership between the Government, Fenalco, the Chamber of Commerce of Urabá and Fundaunibán to launch the micro banana zone as world class as SMEs.

The logistics system consisting of international companies, customs agency, refrigerated containers, inspection and storage yards, including related entities, which guarantee the basic principles of performance commensurate to the time required

An ecological and business with high ecological potential wildlife tourism, its water wealth, its natural forests and industrial crops , ethnic cultural heritage , handicrafts , traditions, values , and customs, supported by inns, hotels , tourism adventure activities sighting of flora and fauna , as well as fishing , diving, among other typical tourist potential of the region

The pilot implemented in advance about the export of coffee, as well as materials such as coal, limestone, marble, magnesium and other natural resources that require further promotion, as their quality and quantity export merit.

The character of multiethnicity and multiculturalism, assigned to the community , related attributes with the defendants syncretism , to meet one of the most common functions to a Buenos Aires area , as is the fact of being open to the world and must be high intercultural and multidiversa degree with a deeply rooted attribute of respect for other cultures and nationalities that can accommodate and / or adopt inside, either partially, traveling or permanent , which is a basic contribution to stimulate a further increase in the index of the aforementioned factors multiethnicity and multiculturalism in the region

In addition, it is advantageous for investment, economic dynamism posed to the region's high performance sport at the top of their own athletes who have excelled both nationally and internationally, drawing stares from around the world to his homeland and becoming idols copies as exclusive images of important trademarks.

Additionally, the project of Puerto Antioquia and other complementary works, favors the resolution of the problem more widespread as the following:

Security infrastructure and effective control strategies must implement the government in the area, it could be a platform that will facilitate the final eradication of both clandestine and violent groups like the same drug trafficking and weapons , which will result in a return of displaced persons to their former settlements and a fairer distribution of waste land or expropriated villagers head with willingness and availability to work the land in the field of agriculture land , which favorably increase the rate of equitable geographical distribution

The port of Uraba , provide attracting large investments and promising businesses generating employment opportunities in their environment , promoting income and other conditions of an economic nature in the communities of the region , bringing the resolution of it will positively contribute poverty and inequality and promoting dynamic entrepreneurship and trade in the new context.

The port of Uraba , incidentally, will also be a major factor resolution for other adverse and incentivante aspects of the development of a market of regional internal sovereignty , to meet the needs of the population, in order to prevent production from being absorbed by Medellin in his capacity as capital of the department of Antioquia, causing a marked balance between the three representative areas of the region of Urabá , which will significantly contribute to the quality of life throughout the region by balancing ostensibly the distribution of wealth and the characteristics of socioeconomic factors in the population such favorable conditions.

Similarly, it seems that from the launch of Puerto Antioquia, the requirements and demands of adequate management and environmental management, will not be expected , both internal and external nature forcing that emphasize handling auspicious natural resources (forests and biodiversity) , which so far have not played a major role in the development of the region. Simultaneously with the above, both the department and the region will be compelled to develop and exploit the immense opportunities offered by the sea and aquatic resources of great economic potential for the region; which it will be set to trigger another aspect of opportunities to generate in the population a comfortable economic capacity and possessions per capita, higher than the current in such an environment.

3.4. The manager of Puerto Antioquia , Andres Felipe Bustos Isaza said that Puerto Antioquia promises to be the only solution to the historic problems of Urabá , such as the phenomenon of widespread violence in the region , which will be supplemented in this area , with actions Brigade 17 of the seventh division of the national army , which manages advanced security strategies through the deployment of three battalions distributed between infantry and military engineers who are responsible for control operations in the vicinity of Puerto Antioquia, qualified as a strategic asset.

As a result of operational and intelligence efforts deployed in the assigned area, statistical reports denote a marked tendency to the decline of organized crime by criminal gangs, having given captures a number of bosses and managers of criminal organizations; for the rest of jurisdiction safety conditions they are good, although the FARC fronts are still holdouts who today are very controlled.

The perception of these military commanders, is that when the port becomes operational requires a lot of availability and intervention of state agencies since the port would be the exit door for organized crime ; due to which , the relevant security measures , to ensure the safety of this strategic asset , which radiates logically in the same population environment , positively contributing to the factor of safety expectations and increase the threshold of life be implemented the surrounding population .

3.5. Synthesis , more appropriate that it can extract from this investigative process , is based on given parameters and found , evaluated and analyzed with respect to future Urabá port versions , portend a very optimistic scenario is present , making it I can assert without doubt that Puerto Antioquia along with other complementary projects , form a phenomenon of great significance and interference to generate a very promising future of radical change and economic impact very favorable for the subregion of Urabá , of which reference will be made in the following most relevant conclusions for the present research work .

4. CONCLUSIONS AND RECOMMENDATIONS

4.1. conclusions.

Note. It is necessary to note that some sources of texts referred to in this paper are not mentioned, since it focused from field work, by interviewing different characters directly linked to the project Puerto Antioquia

- Such is the importance and cyclical impact that manages the project of Puerto Antioquia, a series of reactions and positions both for very solid and valid supporting arguments, as slanders, negative and adverse speculations opposed to it were generated, which were not enough to the many interesting and appropriate advantages, benefits and supporting factors favorable socioeconomic impact Uraba, as increased regional GDP, which would result in the reduction of poverty, as well as increased rates fiscal performance and human development, expected for the population of the region of Urabá, as host of a port, in the necessities for Antioquia in its present historical moment, generating the projected location in this sector concept coastal, was imposed more than on all other alternative proposals, being currently in its early stages with the first steps for building in the most strategic area for Antioquia as the Gulf of Uraba among other options exhibiting their own attributes particular considerable significance, importance and feasibility appropriate.
- The current neoliberal phenomenon of globalization of markets, supported by treaties, pacts, agreements, strategic alliances, economic blocs and other figures of political, trade and commercial relations among nations on the planet, is a challenge that should not only assume the entities government and the States, but the business and commercial sectors in its direct and committed as mourners of first instance; they sentence and total liquidation bankruptcy if they can not exceed the quality and competitiveness conditions imposed by the counterparties world order, which not only have cutting-edge technological resources, infrastructural conditions of high competitiveness; many of them favored and subsidized by their own states of great power and economic muscle. In this dimension, Puerto Antioquia, the new port, along with new opportunities and interesting business proposals will be opened automatically given the great advantages of the terminal together with the region in general. This new facet to the region, not only positioned as pole of economic development at national and international level, but consolidate a stronger and more prosperous for the department of Antioquia as the

epicenter of business and services in the international economy; with a consequent increase in the level of income for its population and a considerable improvement in the terms of quality of life, more equitable wealth and land ownership as factors of primary socio-economic distribution.

- It is a fact that Puerto Antioquia encourage syncretism as high levels of racial , social and cultural diversification to be generated from the concentration of individuals and communities from other Colombian regions as well as foreign origin that enrich the character of ethnicity and multiculturalism attracted to the port of Uraba , an area that has enjoyed , by its very nature , high rates of ethnic and cultural diversity , which is a factor of great importance to provide a degree of socio-economic impact very favorable for the region Urabá .
- It is a situation of logic, Puerto Antioquia, is a natural activator of commercial dynamism in the region of Urabá , which gives specific functions as a strategic mechanism by way of platform key to position Urabá as a development in their role logistics and service center serving the domestic and international trade
- One of the issues which will engage in a committed, administrative bodies of relevance both local and departmental level , is the distribution and equitable ownership of the regional territory in order to bring you viability and functionality appropriate to the new port , with respect as a result, principles of action are detected as the process of land restitution , land reform land allocation for whom the work , among other parallel figures , which will be a positive contribution to a factor of high sensitivity to impact of nature socioeconomic
- In short , it is considered that with the construction project of Puerto Antioquia, very ambitious and positive goals will be achieved in the field of indices , factors and own a very positive economic impact variables, by which the region of Urabá find very convenient and useful for solving current problems and projecting it to a new position and dimension of high representative for Antioquia, with satisfactory economic levels and appropriate indices of human development for its inhabitants media.

4.2 Recommendations.

- It will take a great responsibility in the proper management of the port, both operationally and administratively, as it is a key geo-strategic asset and heritage of great value and significance, both locally and regionally. With the subway , it was shown that the public is able to respect and protect the heritage of collective benefit , as is reflected when taking a culture of respect and behavior is , as indeed it was raised with the " underground culture" Similarly, it requires an awareness commensurate by the inhabitants of the region of Urabá and users of the new maritime terminal , with the object to assume , is encouraged and respected, an appropriate culture for the responsible management of Puerto Antioquia , achieving thus the enjoyment of the great benefits of socio-economic impact that will lead to its implementation and operation Regular
- Given the nature of the earth's road network built in the vicinity of Puerto Antioquia, to be a key complement to this, it is necessary to ensure its proper surveillance and control, as well as for the necessary maintenance; In addition to this, continue with the gradual implementation of alternative roadworks to go demanding that port with the development of its operational activities and everyday functioning, in order to consolidate an effective territorial integration.
- The challenge of commercial and conventions of international trade treaties, not only what must be assumed by the Antiochian entrepreneurship thanks to the competitive advantages that provide the new port and other complementary works, but the department must provide a key ingredient of support entrepreneurship through ostensible and categorical obligations on tax payments industry and trade sales, among others surcharges, which are decimating the industry products, goods and services today. Parallel to this, it is very convenient to adopt the covering of the cluster culture in all sectors meet the conditions and requirements appropriate to do so, in this way, it will ensure the continued achievement of satisfactory levels in GDP in the region, whereby the permanence of a successful economic development that ensures sufficient sources of employment to support a system of fair income for the population and thereby guarantees, favoring an Index of positive Human development as a direct vector of favorable socio-economic impact expected Urabá.

- Both other Colombian port cities, as the government itself should be very alert to generate innovation projects and conquer other markets needed in order to achieve visualization and application of the most suitable alternatives to prevent the possible socio-economic crisis inclement that looms menacingly on its inhabitants, to the safe decline in major cargo movements, whose former clients will opt for the benefits they bring them Puerto Antioquia, given such factors savings both in distance and in terms of travel costs and logistics . Not found and apply the appropriate solution to the problem of other marine terminals, not only economic chaos already alluded will be generated, but people who have sustained life with their jobs and experience in port activities, migrate in the form massive job seekers in the new port, creating a chaotic environment and aggravating, among others, the issues of unemployment and insecurity in the region of Urabá, which the main socioeconomic factors negatively affect the region.
- With regard to the previously alluded to problematic situations is an imminent need, effective and expeditious restrictions, limitations and current problems of Urabá solutions are applied; if there is an environment conducive to a proper start and good progress in the functioning and operational activities of the new port, it is very likely that this collapse despite the great geo-strategic advantages that characterize and enabling environment for optimal performance that bodes ; since such adverse factors are of a high power of negative impact on the region and consequent destructive and social attributes of any project very promising and strategic that it can be. They are careful and immediate dedication, phenomena such as illegal groups, extortion, kidnapping, drug trafficking and crops, corruption, population displacement, high rates of unemployment, criminal activities in general, and many more syndromes Antiochian are entrenched in that subregion and which directly against the most desirable conditions to ensure that they submit a satisfactory socio-economic impact.
- It should be emphasized in stimuli and appropriate for the region of Urabá, not only conserve campaigns, but even encourage more attributes responsiveness and intercultural opening facing large increases in both floating population as a new resident, which will to enrich more the character of multiethnicity and multiculturalism for the region, bringing cultural and civic wealth for that port territory it would be encouraged.

- It is very convenient that effective shields against corruption and political maneuvering around are achieved with this project in Puerto Antioquia , because given its size and socioeconomic implications of high appreciation, will be susceptible to threats of this nature , it which entails serious and supremely delicate consequences that could lead to failure of a work of such significance and importance for the future of the region, with its attendant reflexes at the departmental level.