

## **Infrastructure and socioenvironmental rights in the Tapajós - Xingu Logistics Corridor: Nothing about our territories without us!**

On September 23- 24 2023, representatives of indigenous peoples, riverside dwellers, fishermen, family farmers , urban workers, entities defending socio-environmental rights, and members of the academic and scientific community met in Santarém (PA) to exchange experiences, knowledge and critical views on large transport logistics projects that make up the Tapajós-Xingu Logistics Corridor (paving of BR-163, waterways and cargo terminals in the middle and lower Tapajós and the proposal construction of Ferrogrão, EF-170), as well as the government policies and business strategies that give rise to these projects.

The main conclusions, demands and other proposals of the meeting are presented below:

### **1. Social and environmental impacts of the Tapajós-Xingu Logistics Corridor**

The Tapajós-Xingu Logistics Corridor, the interests of which are mainly linked to large corporations and agribusiness financiers, is part of a larger project, the so-called “Arco Norte”, which includes commodity export corridors in the Madeira and Tocantins river basins.

It is important to highlight that the structuring of logistics corridors assumes the implementation of several infrastructure projects (roads, railways, cargo transshipment terminals, river collapse, transport service chain, etc.) which, depending on the territory in which they are located, pose enormous social and environmental risks.

The steps already taken in the implementation of the Tapajós-Xingu Logistics Corridor – such as the paving of the BR-163 highway, the installation of bulk terminals in Miritituba and Santarém on the Tapajós river and the announcement of the construction of railways – have aggravated pressure on territories such as grabbing of public lands, land speculation, illegal logging, deforestation and illegal burning, pollution of the waters that supply populations and threats to leaders who act in defense of human rights and the rights of nature. <sup>1</sup>These pressures reflect the State's omission in the face of the interests of private groups, as well as mistaken developmental policies. We cite as examples:

- Serious flaws in the planning and implementation of components of the Tapajós-Xingu Logistics Corridor such as the paving of BR-163, Ferrogrão and waterways and bulk ports, which have been treated individually, disregarding socio-environmental risks, including cumulative impacts ;
- In the case of the paving of the Cuiabá-Santarém highway, there is a legacy of the lack of implementation of the BR-163 Sustainable Plan , launched in 2006 and abandoned by the federal government after the launch of the first version of the Growth Acceleration Program (PAC) in 2007;

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<sup>1</sup>Another little discussed impact involves people and wildlife being run over along the BR-163 highway, due to the lack of preventive safety measures.

- Disregard for the right to free, prior and informed consultation of indigenous peoples and other traditional communities;
- Back-tracking in territorial governance, especially in the past government, such as the lack of recognition of territorial rights of traditional populations – such as the demarcation and approval of the Sawré Muybu TI of the Munduruku people – the reduction of conservation units without transparent and consistent criteria , the relaxation of rules to combat environmental crimes and the dismantling of public institutions such as IBAMA, ICMBio and FUNAI ;
- Despite Ferrogrão's numerous planning failures – in terms of prior analysis of socio-environmental risks, economic viability and evaluation of alternatives – this megaproject proposed by large agribusiness companies (Amaggi, ADM, Bunge, Cargill and Dreyfus), publicized as an example of “green infrastructure” with low greenhouse gas emissions that should benefit from economic incentives, was maintained by the newly elected government in the Investment Partnership Program (PPI).

## **2. Transparency and public participation in decision-making processes on transport logistics infrastructure planning**

It is unacceptable that in the 21st century, in the midst of a multiple planetary crisis of climate change, loss of biodiversity and worsening social inequalities, the planning of the transport sector in Brazil, in addition to not adequately incorporating these social and environmental risks, is conducted in a non-transparent way. In practice, what has been observed is the prioritization of projects based on political pressure from specific economic segments with decision makers, especially agribusiness.

An urgent need is to review planning instruments and decision-making processes on transport logistics corridors, providing for greater transparency and public participation, especially in addressing the following issues:

- Identification and prioritization of transport problems (logistical bottlenecks) that will be resolved by the Federal Government through investments in infrastructure. Which goods should be prioritized for infrastructure investments?
- Criteria or procedures adopted to identify and select alternatives\_which will receive investments to solve priority infrastructure problems.

In this sense, it is essential that the new National Logistics Plan (PNL 2055), currently being prepared, is more transparent than the previous ones, incorporates public participation in its various stages of elaboration and considers a scenario without the inclusion of mega projects of very high socio-environmental risk for the Amazon and other biomes.

We understand that it is necessary to institutionalize the decision-making process for planning logistics infrastructure, in order to guarantee transparency and public participation in its various stages.

## **3. Infrastructure we want**

While the plans and programs for transport logistics by the federal government and state governments are dominated by the interests of large private groups, especially agribusiness and mining, the needs of indigenous peoples, traditional communities and family farmers in the Amazon for another infrastructure model, aimed at their well-being and care for their territories, have been ignored. So, we discussed the following proposals for the **infrastructure we want**, based on the participation of communities, the appreciation of their knowledge and respect for their cultures :

- **Health** : a) implementation of drinking water and sanitation systems in communities; b) strengthening food security and sovereignty through educational activities, promoting food production and programs such as the Food Acquisition Program (PAA) and the National School Feeding Program (PNAE); c) continuous monitoring of mercury contamination in fish and other animals, aquatic environments and in people, with the registration of Fiocruz research results by the federal government, to guarantee budget for related programs and the registration of people in need of treatment ;
- **Education:** a) adaptation of the school curriculum to reflect the realities experienced by our communities in the Amazon, b) expansion of secondary and higher education within our territories ;
- **Energy:** a) expansion of solar energy projects in rural communities, in a way appropriate to the reality of each location, eliminating dependence on oil , including from miners; b) take advantage of other energy sources, such as vegetable oils and hydraulic microgeneration (water wheels ) when appropriate ;
- **Transport:** support for transport river and land, taking into account the needs of communities in the social area (especially health and education) and support for socio-biodiversity production chains, seeking innovations such as boats and vehicles powered by solar energy and vegetable oils ;
- **Communication** : expanding access to quality internet and radio community , considering its importance for health activities , education, monitoring and surveillance of territories , socio-biodiversity chains and connections between communities ;
- **Sociobiodiversity economy** : support for infrastructure for processing sociobiodiversity products, in accordance with communities' well-being plans, contributing to the generation of employment and income, with special attention to the role of women.

#### **4. Socio-environmental and territorial governance**

In the region of influence of the Tapajós-Xingu Logistics Corridor, an urgent need is to **strengthen socio-environmental and territorial governance**, with the active participation of communities and social movements, including the following actions:

- Recognition of territorial rights of indigenous peoples and other traditional communities, including the demarcation and approval of the Sawré Muybu and Sawré Bap'in TIs , and quilombola territories, among others;

- Implementation of differentiated settlements such as the Agroextractive Settlement Project (PAE) Lago Grande and the Sustainable Development Project (PDS) Nova Esperança;
- Strengthening legislation to avoid the reduction of conservation units at random to serve vested interests , including through improper use of the Rural Environmental Registry ( CAR);
- And elimination of loopholes in the legislation and procedures of land bodies (INCRA, ITERPA) that facilitate the grabbing of public lands;
- Intensification of monitoring and surveillance actions in territories and inspection of environmental crimes (grabbing, wood theft, mining and illegal gold trading, illegal fishing, pesticides) using intelligence to combat organized crime, often linked to drug trafficking. These actions should include holding companies and financiers linked to illegal practices accountable ( e.g. dealers of excavator machines (PC) used in mining in indigenous lands ) , and ;
- Strengthening programs to protect defenders, with the creation of community support funds.

Actions to strengthen socio-environmental and territorial governance are urgent and necessary, regardless of the existence of new ventures such as Ferrogrão. These are rights and, therefore, we do not negotiate “compensation” for destructive mega projects.

Finally, it is important to record a phrase that was often repeated during the Santarém meeting by representatives of indigenous peoples and other social movements from Tapajós: **Nothing about our territories without us!**

Santarém, September 24, 2023

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Sign :

1. Standing Amazon
2. Arayara.org
3. Articulation of Indigenous Peoples of Brazil - APIB
4. Articulation of Indigenous Peoples and Organizations of the Northeast, Minas Gerais and Espírito Santo - APOINME
5. Association of Rural Workers of Santarém - AMTR
6. Munduruku Wakoborun Women's Association
7. Association of Residents of the Pérola do Maicá Neighborhood - AMBAPEM
8. PARIRI Indigenous Association - Munduruku do Médio Tapajós
9. Association for Threatened Peoples - APA
10. Environmental Preservation Association - Apremavi
11. Terrazul Alternative Association
12. Arco-Íris Residents Association - AMAI

13. Association of Residents of the Montanha and Mangabal Communities
14. Amazon Watch
15. Climainfo
16. Collective of Indigenous Women As Karuana
17. Tupinambá Indigenous Council of Baixo Tapajós - CITUPI
18. Cooperative of Workers and Agroextractivists of Western Pará - ACOSPER
19. Pastoral Fisheries Commission - CPP/Santarém
20. Committee for the Defense of Amazonian Life in the Madeira River Basin - COMVIDA
21. Indigenous Missionary Council - CIMI/Santarém
22. Indigenous Missionary Council - CIMI/Itaituba
23. Indigenous Missionary Council - CIMI/Cuiabá
24. Pastoral Land Commission - CPT/Itaituba
25. Federation of Residents' Associations and Community Organizations of Santarém - FAMCOS
26. Federation of Associations of Residents and Communities of the Agroextractivist Settlement of Gleba Lago Grande - FEAGLE
27. Well Living Forum - Brazil
28. Brazilian Forum of NGOs and Social Movements for Development and the Environment - FBOMS
29. Teles Pires Forum
30. Climate Change and Socio-Environmental Justice Forum - FMCJS
31. Foundation to Support Life in the Tropics - Ecotrópica
32. Esquel Brasil Group Foundation
33. Greenpeace Brazil
34. Amazon Socioeconomic Study, Research and Extension Group - GEPESA
35. Amazon Working Group - GTA
36. GT Infrastructure and Socio-Environmental Justice - GT Infra
37. Imaflora
38. Brazilian Consumer Protection Institute - Idec
39. Institute of Energy and Environment - IEMA
40. Institute of Socioeconomic Studies - INESC
41. Instituto Madeira Vivo - IMV
42. Institute of Indigenous Research and Training - Iepé
43. Socioenvironmental Institute - ISA
44. Transformance Institute: Culture & Education (Marabá)
45. Instituto Zé Claudio e Maria (Marabá)
46. Landless Rural Workers Movement - MST
47. Tapajós Vivo Movement - MTV
48. Movement of Those Affected by Dams - MAB
49. Xingu Movement Alive Forever

50. Maparajuba - Human Rights in the Amazon
51. OUR
52. Climate Observatory - OC
53. OPAN - Operation Native Amazon
54. PerifaConnection
55. ResearchAction
56. Healthy Hospitals Project - PHS
57. Health and Joy Project
58. Trairão Agroecology Network
59. Pan Amazon Ecclesial Network REPAM-Brazil
60. Independent Territorial Monitoring Network - MTI Network
61. Xingu+ Network
62. Union of Rural Workers, Farmers and Family Farmers of Santarém - STTR/Santarém
63. Union of Workers in Public Education of Pará - SINTEP/PA
64. Society for Wildlife Research and Environmental Education - SPVS
65. Tapajós de Fato - TDF
66. Land of Rights
67. A drop in the ocean
68. WWF-Brazil