Since 1943, there has been pressure by various political figures to create a road to link Pucallpa to Cruzeiro do Sul. Communication commissioned a consultant report to analyze the spectrum of various positive and negative impacts the road might bring. However, the railroad would end 32 km north of the Peruvian planned road. The Peruvian border via railroad (IIRSA 2012). However, the railroad would end 32 km north of the Peruvian planned road. In the last decade, loggers, miners, and drug traffickers have become more visible, even as populations in both cities continue to grow (Salisbury et al. 2013). Simultaneously, roads that link the ecologically and culturally diverse region continue to expand.

**Background**

Since 1943, there has been pressure by various political figures to create a road to link Pucallpa to Cruzeiro do Sul. Communication commissioned a consultant report to analyze the spectrum of various positive and negative impacts the road might bring. However, the railroad would end 32 km north of the Peruvian planned road. In the last decade, loggers, miners, and drug traffickers have become more visible, even as populations in both cities continue to grow (Salisbury et al. 2013). Simultaneously, roads that link the ecologically and culturally diverse region continue to expand.

**Impact of Roads and Railways in Amazonia**

An extensive body of existing research concludes road building has myriad adverse environmental impacts in the tropic region. (Alves 2002). The few studies that have attempted to quantify the net biodiversity impacts of road and railway planning and construction do not report consistent results. However, the literature is replete with case studies that indicate the importance of road planning, construction, and maintenance as agents of biodiversity change (Doyle and Havlick 2009). However, the few studies that have attempted to quantify the net biodiversity impacts of road and railway planning and construction do not report consistent results. However, the literature is replete with case studies that indicate the importance of road planning, construction, and maintenance as agents of biodiversity change (Doyle and Havlick 2009).

**Disconnect**

Although IBRDA seeks to integrate South America’s countries, our analysis of official documents shows Peru and Brazil currently contemplate two different roads and two different means (road and rail). If the two countries carried out plans clearly articulated by their official documents, there would be two different corridors ending at the other’s border, an activity likely to exacerbate socio-environmental impacts (Laurence et al. 2004). The construction of a road and railway along the international border is not a new idea; it has been discussed and planned since at least the 1940s. However, the literature is replete with case studies that indicate the importance of road planning, construction, and maintenance as agents of biodiversity change (Doyle and Havlick 2009).

**Discussion**

The combination of a road and rail terminus at different points along the international border would bring socio-environmental impacts within the transboundary region, and political benefits articulated by policy makers. In addition to the effects described in the Impacts section above, the road would also run parallel to the Amazon River (less than 1 km away). Moreover, the road would cross numerous conservation units located north of the Abujão River. Ultimately, the socio-environmental costs to the transboundary region manifest themselves as a range of issues including biodiversity loss, habitat fragmentation, and reduced connectivity of tropical forest remnants. As this study shows, road-building projects, in isolation or in combination with others, can have severe socio-environmental impacts.

**References**


