Chapter Seven

Opportunities and Challenges for Promoting Sustainable and Inclusive Infrastructure in the Amazon Basin[1]

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Abstract

In recent decades, infrastructure investments in the Amazon basin have prioritized megaprojects, especially transportation corridors for export-oriented agribusiness and mining commodities, as well as large hydroelectric dams with associated

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transmission lines. Based largely on external economic and political interests at the national and international levels, such interventions have been characterized by adverse social and environmental impacts, including rapid deforestation, increased greenhouse gas emissions, loss of biodiversity, land conflicts, and migration to urban peripheries that lack basic infrastructure (Araújo 2005, Fearnside, 2017). Improvements among instruments and decision-making processes for infrastructure planning in the Amazon should prioritize:

1. strengthening governance, in terms of transparency and social participation,
2. improved analysis of socio-environmental risks of large projects and alternative strategies,
3. protecting the integrity of vital ecosystems, and
4. addressing needs of local communities, especially marginalized groups, in terms of improvements in healthcare, education, water supply, sanitation, and supply chains based on the sustainable management of biodiversity, involving appropriate technologies and investments in transportation, energy, and communications. Such priorities should be integrated into discussions among G20 countries concerning investments through the public and private sectors to pursue economic recovery and growth, reduce social inequalities and poverty, and promote environmental sustainability.

Keywords: Infrastructure, Climate Resilience, Social Inclusion, Sustainability, Finance

Introduction

While official attempts have been made to define a "sustainable infrastructure" model (IDB & IDB Invest, 2018), large investment projects have often guided the development of policies, rather than vice-versa, as well as changes in regulatory frameworks and even territorial reorganization - all in the absence of a perspective of environmental sustainability and a human rights-based approach. One frequently encounters two types of misconceptions around infrastructure projects: firstly, that

investments alone can generate development for all (Ganoza Durant & Stiglich Watson, 2015), and secondly, that within a market-based approach, it is not necessary to ensure state support for a comprehensive territorial vision and governance, integrating social and environmental concerns, to the design and development of investments.

In our view, debates within the G20 on increasing public and private infrastructure investments to accelerate economic growth and reduce public deficits should emphasize closely related challenges, including the integration of sectoral policies and projects within strategic frameworks for sustainable and inclusive development. Improvements in instruments and decision-making processes to maximize the positive impacts of roads, waterways, ports, and air transportation, along with their interconnections, while avoiding unfavorable projects, preventing, and mitigating negative social and environmental risks. In short, infrastructure projects alone do not generate development; they must be accompanied by a strategic vision and policies for strengthening governance, including within territories where projects are implemented, as an element of integration and social cohesion.

Similarly, in the face of the challenges of climate change and accelerated environmental and human health degradation, it is necessary to ensure instruments for preventing ecological impacts beyond the traditional mechanisms of environmental impact assessments. We must understand that infrastructure projects territorialize opportunities and potential threats, including possible increases in illegal activities, making it necessary to prevent and mitigate these indirect impacts of physical connectivity.

In this regard, we first provide an overview of key issues related to the governance of infrastructure investments in the western Amazon. We then analyze sectoral planning and projects in the transportation and energy sectors, focusing on Brazil and Peru. We then draw some conclusions from the experiences of infrastructure projects in fragile Amazonian ecosystems that

may be relevant to broader debates on sustainable and inclusive infrastructure among G20 countries.

1. Infrastructure planning and governance in the Amazon

The adverse social and environmental consequences of large infrastructure projects in the Amazon have been closely related to deficiencies in planning instruments and decision-making processes in sectoral planning in terms of alignment with sustainable development goals, prior analysis of socio-environmental risks (including cumulative and synergistic impacts within territories), economic viability and strategic alternatives, as well as mechanisms to ensure transparency and participation of civil society, especially affected communities (Humphreys Bebbington et al., 2018; Portugal et al., 2023).

A recurring problem in planning large infrastructure projects in the Amazon is the need for greater attention to how issues of territorial governance contribute to socio-environmental risks and impacts (Barros et al., 2019; Montgomery et al., 2014). These include, for example:

1. Land tenure policies that facilitate land-grabbing ("grilagem") on public lands, with forest clearing often recognized as an improvement for purposes of granting private titles;
2. Lack of recognition of the territorial rights of indigenous peoples and other traditional communities;
3. Decommissioning of conservation units and other protected areas catering to narrow political and economic interests; and,
4. Backsliding on policies to address organized crime involved in such activities as illegal logging and mining (Millikan, 2023).

Consequently, socio-environmental risks and associated needs to strengthen territorial governance before project initiation are often neglected, as well as the possibilities for alternative strategies.

Economic viability studies often overlook the costs associated with preventing, mitigating, and compensating for social and environmental impacts within this context. Proponents of mega infrastructure projects on the Amazon rainforests have been characterized by excessive optimism regarding construction costs and timelines in planning these projects. In the hydroelectric sector, estimates of the generation capacity of Amazonian dams have been based on historical data, overlooking the impacts of climate change and regional deforestation on hydrological dynamics while downplaying the potential risks of extreme weather events, both in terms of droughts and flooding (Ansar et al., 2014; Arantes et al., 2023).

While mega-infrastructure projects have contributed to the displacement of rural populations to urban areas, there have been growing deficits of essential infrastructure in Amazonian cities, where most of the region's population now resides. These deficits are in terms of healthcare, education, access to water and sanitation, mobility, public safety, and communications. Such deficits are particularly acute in the peripheries of large cities such as Manaus and Belém and smaller urban areas of the Amazon (Abramovay, 2022).

Problems related to deficits in transparency and civil society participation in infrastructure planning have contributed to a preference for mega-projects catering to the narrow interests of powerful economic and political groups. Such phenomena have often been linked to corruption schemes, as illustrated by recent cases involving large hydroelectric dams and highway construction projects in the Amazon (Dourojeanni et al., 2010; Humphreys Bebbington et al., 2018).

Political decisions involving large infrastructure projects that affect the livelihoods and rights of indigenous peoples and other traditional communities have been made in disregard for the right to Free, Prior and Informed Consent (FPIC). This includes sectoral plans for transportation and energy that define portfolios of projects before the phase of environmental licensing. This right is established by Convention 169 of the

International Labor Organization (ILO) and other legal statutes and international tools.

Finally, public and private financiers still lack more robust due diligence policies to avoid supporting large infrastructure projects with significant socio-environmental risks, including violations of local communities' rights. Typically, safeguards for financial institutions have been limited to formal requirements, such as the presence of an environmental license (Montgomery et al., 2014).

2. Transportation infrastructure in the Amazon

In recent decades, planning for transportation infrastructure in the Amazon has increasingly prioritized logistical corridors for export-oriented agribusiness and mining commodities. Such corridors often involve a combination of interconnected modalities, including highways, waterways, and ports. Political decisions on implementing logistical corridors have yet to be preceded by robust analyses of socio-environmental risks, including cumulative and synergistic impacts of interconnected projects, and alternatives. Transparency and participation in civil society have also been largely absent, contributing to undue influence by corporate lobbies and corruption (Humphreys Bebbington et al., 2018). Within this context, other critical needs for transportation infrastructure, such as logistics to support economic activities of local communities based on the sustainable use of biodiversity, have been sorely neglected (Abramovay, 2022).

In Brazil, there has been significant recent progress, such as an inter-institutional effort led by the Comptroller General of the Union (CGU) to improve transparency and social participation in substantial infrastructure projects in the transportation sector. This was done within the scope of the 2024-2027 Action Plan of the Open Government Partnership and the review of the methodology for preparing the National Logistics Plan (PNL 2050) under the leadership of the Ministry of Transport.

In Colombia, an unprecedented partnership between the ministries of the environment and transport, in collaboration with civil society organizations, which generated a program of guidelines for green road infrastructure ("Lineamientos de Infraestructura Verde Vial") that is already demonstrating positive results and can serve as a reference for other Amazonian countries. Later, this proposal of infrastructure policy had an impact at the Pan-Amazon region through the inclusion of an item on Sustainable Infrastructure with good practices in the Belem Declaration, signed by the presidents of Amazonian countries in August 2023.

However, there are alarming signs of advancement of megaprojects with serious deficiencies in their planning, from the perspective of transparency, participation and management of socio-environmental risks, such as the proposed construction of Ferrogrão (EF-170) between Sinop (MT) and Miritituba (PA) on the Tapajós River, the paving of BR319 between Porto Velho and Manaus and logistics corridors in the Amazon included in the "South American Integration Routes" - a recent international connectivity proposal by the Ministry of Planning of Brazil. Also, the recently launched Chancay megaport in Peru, with significant Chinese involvement, aims to export agribusiness and mining commodities to Asia. This development further exacerbates the scenario by increasing environmental and social impacts, including increased migration in the region, deforestation, illegal mining, and drug trafficking.

In the transportation sector, a critical case is the Southern Interoceanic Highway (Carretera Interoceánica Sur), one of the most emblematic in the Amazon region. A project spanning more than 4,000 kilometers, intended to connect the Pacific and Atlantic coasts to transport Brazilian soybeans to the Asian market, had an initial cost of $800 million. However, due to addenda and bribes, it ultimately cost $2.4 billion by the time it was completed in 2009. One of the most significant social concerns was the displacement of thousands of people around this project since they lacked property titles. A second concern was the environment, as it would cross the Amazon from Puno and Cusco to penetrate the Madre de Dios Region, facilitating

migration to these sensitive areas. Construction was completed over three years (2006–2009). After almost 20 years, illegal mining has expanded from 20,000 hectares of degraded land to approximately 100,000 hectares in what is now known as the mining corridor. The association between deforestation and degradation of the Amazon forests, as well as illegal mining and activities that facilitate these illicit practices, such as the IOS highway (Perz & Castillo Hurtado, 2023, p. 234) and other associated activities (Gallice et al., 2019), is clear.

The Peruvian government acquired a loan from CAF (Development Bank of Latin America) to design and implement an indirect impact mitigation program around this highway, which, due to its limited budget and other factors, did not have the desired impacts, and this is not the only case in the region (Flórez, 2007). Between 2009 and 2011, proposals were made to construct hydroelectric plants in the Inambari and Marañón basins, and an agreement was even signed between Peru and Brazil to build hydroelectric plants in the Peruvian Amazon (Cueto La Rosa, 2011). These proposals failed due to the potential high environmental costs, but above all, due to the lack of social licenses in many regions where the rivers were to be dammed. In the case of the Inambari hydroelectric project, the most striking issue was that during the preparation of the Environmental Impact Assessment, the flooding of 100 kilometers of the IOS highway was considered a potential consequence of damming the Inambari River. This would increase the cost of electricity in the future as part of the cost transfer to end consumers.

3. Hydroelectric dams and "clean energy" in the Amazon

Within the energy sector, decisions on large projects in the Amazon, such as hydroelectric dams and fossil fuel exploitation, have not been part of strategic plans for a just energy transition that include comparative analyses of alternatives in terms of social, environmental, and economic factors, with transparency and participation from civil society. In the case of hydroelectric dams (Ansar et al., 2014), river basin inventories

have systematically underestimated socio-environmental risks, including the cumulative impacts of dam cascades, greenhouse gas (GHG) emissions, biodiversity loss, degradation of freshwater ecosystems, and adverse effects on local livelihoods. Destructive dam projects in the Amazon have been mistakenly characterized as sources of "clean energy," often to secure "green financing," such as carbon credits under the Kyoto Protocol (Arantes et al., 2023).

A longstanding problem in the Amazon is the excessive dependence on fossil fuels for electricity generation and transportation in urban and rural areas. This reflects a neglect of potential alternatives, such as substituting diesel generators with solar power or using biodiesel originating from local plants, in remote communities (Schaeffer et al., 2023). In that sense, the worsening global climate emergency, together with other crises, such as loss of biodiversity, compromised ecosystem integrity, worsening socioeconomic inequalities, and threats to democracy, requires the construction of Fair, Popular, and Inclusive Energy Transition Plans at national and regional levels, with strong engagement from civil society, and must be considered an absolute priority, taking into account the fragility and dependence of the Amazon region on these energy sources.

A frequently neglected topic in debates around plans for a "just energy transition" at the national and regional levels is the issue of governance. There is a fundamental need for the adoption of transparent and participatory methodologies for the construction and implementation of energy transition plans, ensuring the strong engagement of civil society, including social movements and the scientific community, with attention to issues of gender, cultural diversity, and age, as a means of ensuring robust and creative solutions, adapted to different realities in different territories.. Without social control, there is a high risk that energy transition plans will be tied to the private interests of economic and political groups, thereby preventing necessary actions. This is already clear, for example, in political pressures to expand oil exploration in the Brazilian Amazon, particularly in the region known as "Margem Equatorial".

The democratization of access to and generation of energy among urban and rural populations, such as solar roof initiatives in urban areas, and the generation of renewable energy from photovoltaic and biomass sources among rural communities, helps to bring social and economic benefits, including the viability of production chains based on biodiversity conservation, with the generation of income and employment. Additionally, governments should guarantee the rights of indigenous peoples and other traditional communities to autonomy over their territories, including decisions on exclusion zones and the right to a free, prior, and informed consultation and consent.

Renewable energy should be expanded with adequate safeguards, including prior analysis of socio-environmental impacts and risks from various sources (wind, solar, green hydrogen, etc.), with due diligence to ensure respect for the rights of local communities. In this sense, it is essential to avoid false solutions, such as large hydroelectric dams in the tropics, which are often characterized by a disregard for local communities' rights and negatively impact biodiversity, ecosystem integrity, greenhouse gas emissions, and climate resilience. This includes expanding energy conservation and energy efficiency programs in the industrial, commercial, and residential sectors and initiatives focused on technological innovation, social inclusion, and economic competitiveness. Likewise, the governments should develop specific safeguards for minerals used in energy transition strategies, such as lithium and cobalt, in terms of environmental protection and respect for the territories and rights of local communities.

Concrete targets and strategies for the phase-out of fossil fuels, considering the specific realities of different regions and countries, where the richest countries that have historically contributed the most to global emissions assume additional responsibilities, in terms of shorter deadlines for the phase-out of fossil fuels and financial support for poorer countries that have suffered the most from climate change. Such measures should include a moratorium on new oil and gas exploration projects, especially innovative mechanisms for financing energy transition plans, such as taxing carbon-intensive industries,

avoiding mistaken assumptions that transition plans can only be implemented through additional investments in fossil fuels. Also, transition plans must include the reforms among economic instruments, creating a framework of incentives for best practices and removing perverse incentives, such as subsidies for the expansion of fossil fuel exploration. Finally, these plans should include the engagement of multilateral public financial institutions, including grant-based technical assistance with special attention to upstream planning, and also the establishment of targets and timelines in energy transition plans, aligned with NDCs and the Paris Agreement, with practical strategies to achieve them.

An example of the challenges of fossil fuel projects is the Camisea Gas project in the Peruvian Amazon. This project had both positive and negative consequences for Peru. First, the exploration phase affected protected areas and territorial reserves for isolated and initially contacted indigenous peoples. This experience of exploring and exploiting Camisea gas led to the creation of a protection regime for these highly vulnerable indigenous people. It also gave rise to the idea of funding protected areas within the public budget, and even the development of a policy to protect these isolated peoples by the Inter-American Development Bank, which ultimately became involved in the Camisea gas project in Lot 88. However, there was a high risk that the construction of roads and gas pipelines would generate significant migration and other indirect impacts on indigenous communities' lands and protected areas on the Urubamba River. If we compare this project with others, the Offshore in-land methodology avoided indirect and minimal impacts on the Urubamba River due to the transportation and extraction of gas in the heart of the Peruvian Amazon. Unfortunately, this experience has not been replicated in other fossil fuel projects in the Amazon.

Finally, the presidency of COP30 represents a historic opportunity and a significant responsibility for Brazil to lead global efforts in addressing the climate emergency. Regarding efforts to promote fair, popular, and inclusive energy transition processes among the member countries of the United Nations

Framework Convention on Climate Change (UNFCCC), we understand that two key issues for the Brazilian Government are to:

- present innovative and necessary proposals at the COP negotiating table, addressing the key points of this document concerning the transportation and energy sectors, and
- lead by example, overcoming delays in the design and implementation of a National Energy Transition Plan, announced by the Ministry of Mines and Energy, with the adoption of participatory methodologies that enable the active engagement of Brazilian civil society.

4. Lessons from infrastructure projects in the Western Amazon

The legacy of political, social, and economic models in Amazonian countries that prioritize attracting private investments in the agribusiness and extractive sectors, including governmental support for associated large infrastructure projects is related to a weak model of governance of natural resources, lack of transparency, social conflicts, and environmental and social impacts (Arnson & Kemper, 2016; Cruz Vieyra et al., 2015). The challenges of infrastructure investments are similar in terms of lack of participation, transparency, accountability, and weak management of environmental and social impacts (Ray et al., 2018: 19). The state's key role often contributes to socio-environmental conflicts. The increasing demand from social movements and local communities for equitable, sustainable, and lasting governance in various visions for developing these connectivity projects, involving governments, civil society, the private sector, and local communities, confirms this problem.

In this regard, the literature has consistently mentioned the improvements the infrastructure sector must make to overcome these challenges:

1. Territorial planning is a prerequisite for connectivity projects, and practical tools must be used to better analyze

socio-environmental risks (including cumulative impacts on the territory), climate risks, economic viability, and alternatives that make it possible to reduce these impacts. Territorial fragmentation must be avoided, and its resiliency must be maintained. Likewise, projects must be better filtered according to specific measurement criteria.

2. Project management must include a pre-emptive territorial governance framework to avoid conflicts (Watkins et al., 2017) and manage local participation (Carvalho, 2012). Likewise, enhancing rights by providing public services and consolidating biodiversity conservation and social control over illegal activities is possible. Sectoral, environmental, and social regulations must be clear regarding investor rights, and national regulations must be at least consistent with the standards of international financial institutions (Rivasplata et al., 2014). In addition to the private sector's operational, environmental, and social obligations, state participation is therefore necessary in the private negotiation process, which is often characterized by an asymmetric relationship between companies and communities, such as a lack of capacity to engage in technical dialogue.
3. Local demand must have tools focusing on prior state intervention, especially in less populated and resource-rich areas, such as the Amazon. There is a deficit in the social infrastructure that serves people, particularly marginalized groups, in urban and rural areas. Therefore, it is necessary to include local stakeholders and citizens to support initiatives for the development of public services and not just the generation of businesses that extract natural resources in the areas of health, education, basic sanitation, transportation, access to energy, and communications, and high-speed internet access, prioritizing food security and sovereignty and socio biodiversity production chains, generating employment and income.[2]

2 A recent innovative initiative in improving communications among isolated communities in the Amazon is the *Conexão Povos da Floresta* (Connection of Forest Peoples)] that has already benefited over 1.600 communities (CNS et al., 2025).

4. An essential element has been the emergence of Indigenous peoples' right to prior consultation. This right must be effectively internalized at relevant moments in planning processes, ensuring that consultations are held before political decisions on policies, programs, and projects that potentially affect their territories and rights (Little, 2013).
5. Infrastructure must be associated with alternative development strategies appropriate to diverse territories, allowing for sustainable relationships with nature and exercising human rights by providing public services. At the regional level, a comprehensive development plan for the Amazon on a regional scale may be considered a strategic requirement to guide public policies and investments in the region.

Indeed, the current dilemmas of large infrastructure projects in the Amazon are fundamentally the result of a lack of integrated strategic planning on a national scale, particularly about medium- and long-term logistics projects, which ensures territorial coherence and socio-environmental sustainability. One of the main obstacles is the absence of a clear vision for Amazon in central national planning instruments, such as the Federal Development Strategy (EFD) 2020-2031. Despite its guiding nature, the EFD does not establish specific guidelines for the sustainable development of the region, nor does it define appropriate parameters for the use of its natural resources (A Estratégia Federal de Desenvolvimento para o Brasil 2020-2031, 2020).

Conclusions and Recommendations

Debates in the G20 on increasing public and private infrastructure investments to accelerate economic growth and reduce public deficits need to place greater emphasis on closely-related challenges of strengthening governance – including integration of sectoral policies and projects within strategic frameworks for sustainable and inclusive development. Also, these debates should include the improvements in instruments and decision-making processes to maximize the increase in the positive impacts of roads, waterways, ports, and air

transportation, together with their interconnections, while avoiding bad projects, preventing and mitigating negative social and environmental risks. The promotion of sustainable and inclusive infrastructure projects is critical in advancing national integration and social cohesion.

In this regard, we recommend an alternative pathway for promoting sustainable, inclusive, and resilient infrastructure projects in the Amazon Basin based on the practical steps to be taken by government and multilateral agencies in collaboration with communities, civil society organizations, and the private sector. There is an overarching need to strengthen the governance of infrastructure planning in the Amazon, ensuring that instruments and decision-making processes, beginning with upstream sectoral planning based, firstly, on alignment with sustainable development goals including those related to NDCs, biodiversity, and human rights, practical tools for the improved analysis of socio-environmental risks including cumulative impacts with other projects, and economic viability and alternatives, and, secondly, on multi-criteria methodologies that incorporate social, environmental and financial variables, with mechanisms to ensure transparency and effective civil society participation.

Such improvements in planning, which can enormously help identify and design projects that best serve the public interest while screening for high-risk projects to avoid, require adjustments to planning and regulatory frameworks at the national and regional levels, in the latter case, for cross-border infrastructure. While improved upstream planning can significantly reduce the risks of ill-conceived projects and their adverse social and environmental consequences, it is critical to ensure that instruments and decision-making in the project phase avoid tendencies to downplay socio-environmental risks and undermine their potential to prevent and mitigate negative impacts. For example, in Brazil, "Portaria Interministerial no.60/2015" imposes arbitrary geographical limits on the potential effects of projects without a technical and scientific basis before conducting environmental impact assessments (Humphreys Bebbington et al., 2018).

Analyzing the socio-environmental risks associated with large infrastructure projects in the Amazon requires particular attention to the dangers of deforestation and related socio-environmental conflicts, particularly in areas with weak territorial governance (Barros et al., 2019). An essential step towards minimizing socio-environmental risks of infrastructure projects, especially in frontier regions such as the Amazon, is to strengthen territorial governance, guaranteeing the presence of the State and the rule of law, addressing such critical issues as

1. Recognition of the territorial rights of indigenous peoples and other traditional communities,
2. Consolidation of conservation units and other protected areas, with legal mechanisms to avoid decommissioning in response to the narrow interests of powerful economic and political actors, and
3. Control of land-grabbing on public lands and other serious crimes, prioritizing intelligence and technological innovation, including cross-border cooperation among neighboring countries.

Improved planning tools should avoid tendencies to underestimate socio-environmental risks, such as arguments that reduced consumption of fossil fuels is the only factor to be considered in planning for railway infrastructure in export-oriented logistical corridors in the Amazon, and ignoring methane and greenhouse gas emissions in large dam projects. For example, in the transportation sector, there is an urgent need to revise project-level guidelines for studies on the technical, economic, and environmental impacts of industrial waterways ("hidrosis") related to the transportation of export-oriented agribusiness and mining commodities, which often downplay the extent of regional effects in the Amazon. Also, in the energy sector, there is a need to improve planning and licensing instruments related to specific investments, such as hydroelectric dams and the exploitation of oil and gas, to better account for socio-environmental risks, including cumulative impacts.

Legal loopholes that undermine legislation and legal decisions in defense of human rights and environmental protections, such as the "Suspensão de Segurança" in Brazil and declarations of 'public necessity' or 'public interest' in Peru and Colombia, should be eliminated. Also, in light of the Belem Declaration from the Summit of Presidents of Amazonian countries (2023), national governments, with support from the OTCA and international partners, should prioritize the application of improved strategic planning tools to high-risk transborder projects in the pipeline, such as two proposed binational hydroelectric dams on the border of Rondônia and Bolivia in the Madeira Basin, and "Routes for South American Integration" proposed by the Brazilian Ministry of Planning.

A critical step for promoting sustainable infrastructure is to ensure that the right to Free, Prior, and Informed Consultation and Consent (FPIC) of indigenous peoples and other traditional communities is effectively internalized within relevant moments in the planning processes, ensuring that consultations occur before political decisions concerning policies, programs, and projects that potentially affect their territories and rights. Consultation protocols, developed autonomously by indigenous peoples and other traditional communities, provide guidelines for appropriate processes of good-faith consultation and should be respected by governments, financial institutions, and project developers.

In the Amazon, there is an urgent need to overcome deficits in social infrastructure that care for people, especially marginalized groups in urban and rural areas; a fresh approach to infrastructure planning should include flexible approaches to support community-led initiatives in social needs. Infrastructure planning should be reoriented towards support for economic alternatives based on the sustainable use of biodiversity, value-added supply chains, and technological innovation, prioritizing community-based initiatives and valuing indigenous knowledge systems.

Sustainable, resilient, and inclusive infrastructure should be promoted based on the significant improvements in the

quality of life of Amazonian populations, especially among the rural and urban poor. Social infrastructure investments, creation of good jobs and income generation, sustainable use of biodiversity, value-added supply chains, and technological innovation, prioritizing community-based initiatives and valuing indigenous knowledge systems, should occupy a central space within the promotion of sustainable and inclusive infrastructure in the Amazon Basin.

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