Since 1943, there has been pressure by various political figures to create a road to link Pucallpa to Cruzeiro do Sul (Salisbury et al. 2013). In 2003, the Initiative for the Integration of the Regional Infrastructure of South America (IIRSA) project decided the road would be best placed along the Abujao River (figure 1) (Ministerio de Transportes y Comunicaciones 2012). Meanwhile, in Brazil, an alternate transportation corridor is developing. A 2012 IIRSA report plans to connect Cruzeiro do Sul to the Peruvian border via railroad (IIRSA 2012). However, the railroad would end 32 km north of the Peruvian planned road.

### Impacts of Roads and Railroads in Amazonia

- **Facilitation of Disease Spread**: Roads facilitate the spread of diseases to uncontacted tribes without immunities (Napolitano 2007).
- **Deforestation**: Roads from selective logging operations are ~400% more likely to be deforested than non-logged forests (Asner 2006).
- **Wildlife Mortality**: Road mortality and a proliferation of disturbance adapted species (Broadbent et al. 2008; Laurence et al. 2002).
- **Cultural Traditions**: Roads contribute to the loss of cultural traditions (Sawyer 2005).
- **Disease Spread**: Roads can facilitate the spread of outside diseases to uncontacted tribes (Napolitano 2007).

### Connectivity

The proposed transportation infrastructure will cross 39 streams and rivers. The distribution of different land units the proposed road/rail would travel through.

<table>
<thead>
<tr>
<th>Land Unit</th>
<th>Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Administrative Units crossed by road</td>
<td>28,800 km²</td>
</tr>
<tr>
<td>Administrative Units crossed by railroad</td>
<td>1,222 km²</td>
</tr>
</tbody>
</table>

### References