

Railway transportation, regional integration and territorial development. Connecting the Atlantic to the South American Pacific

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In the context of globalized production and global markets, some issues become more important, especially those related to transportation costs; delivery opportunity; quality of service; transportation volume; access to infrastructure, markets and supplies - among others - in its relationship to territorial sustainable development process.

However, some areas cannot take advantage of that context, as in the case of Northern Peru and some regions of Brazil - especially in the Amazon region. The population of these territories has few development possibilities; mainly due to the difficulty for mobilize their production at competitive costs to markets.

Faced with this situation, the project Atlantic Pacific Transcontinental Railroad, Peru - Brazil (FETAB) aims to connect the Atlantic and Pacific coasts of South America; so that the articulation to the interior of Peru and Brazil would be promoted as well as the connectivity between both countries and other markets, generating new territorial dynamics; we believe that these will increase the chances of development for the populations involved.

This mega project involves a total investment of around US \$ 20,000 million and the construction of approximately 5,000 km of railway that will cross the Amazon and

Andean regions. In addition, it permits interconnection with Amazon Waterways project - proposed under the IIRSA . In this project governments of Peru and Brazil participate, and, recently, the Chinese government has joined them, and has pledged his support for the financing and construction of that work. Note that the latter country is the main interest due to its significant trade relations with Brazil.

Our study object is transport treated as a phenomenon and / or process in space, considered in its close relationship with the social, economic and environmental conditions of the territory. The main objectives are examine the potential territorial impacts of the FETAB, identify the new territorial dynamics that will be generated in Peru and Brazil, and report the progress of both countries in terms of policies that support the FETAB's construction.

To achieve the objectives we base our work on the analysis of official information from the governments involved (secondary information) and interviews with subject matter experts and stakeholders in both countries.

We focus in the meaning and influence of the envisaged network and the flows of merchandise on the territorial development. We believe that the project will be characterized by inducing alterations in the accessibility of certain areas, which, in turn, will influence the sustainable development of the territory.

Among the major impacts that will have the FETAB for territorial development should be noted the massive potential generation of direct and indirect jobs, the increase of trade flows and current productions from Brazil to China and from the APEC region (Asia Pacific Economic Council) to Brazil, as well as the increase of trade flows to and from Peru. The volume of trade, in both directions, will be approximately 60 million tons of cargo. Regarding the environmental aspect, we believe that the impact will be manageable, especially because railway transport controls migration and restricts informal settlements along the route, avoiding problems of land use change. Finally, our contribution is framed in the analysis and discussion of the territorial impacts of the project on social, economic and environmental terms. In this regard, we believe that the FETAB is more than a business and a transport infrastructure project is, before, a mega project of territorial development that has to look for the generation



of opportunities for people to overcome poverty and improve their quality life with dignity, promoting shared prosperity.