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Amazonian indigenous peoples are threatened by Brazil's Highway BR-319

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Abstract: The Amazon rainforest in Brazil is under the greatest human pressure in its history. This pressure is increasing under the current presidential administration, with proposed retraction of environmental and humanitarian protections. Among these pressures are new hydroelectric dams, railways and highways. An infrastructure project with especially far-reaching consequences is the reopening of Highway BR-319 right through the heart of the Amazon Forest. The highway connects Manaus in central Amazonia to Porto Velho in the “arc of deforestation” on the southern edge of the forest. The highway crosses one of the most conserved parts of the Amazon with a large concentration of Indigenous Lands (“*Terras Indígenas*”). Although Brazil is a signatory to ILO Convention 169, which establishes the need for consultation with indigenous peoples and traditional communities, consultations have so far not been held. Here we argue for the need for consultation of all indigenous peoples within 150 km of any part of the highway, comprising 63 Indigenous lands and five other areas containing indigenous communities that are directly threatened by the project.

Keywords: Amazon rainforest; ILO-169; EIA; Indigenous Lands; Indigenous peoples.

Brazil's Amazon rainforest and the indigenous people who live in it are under a variety of threats, ranging from highways and dams to mining, ranching and agriculture (Fearnside, 2017a). Approximately 80% of Brazil's Amazonian forest is still standing (MapBiomass, 2019), but new threats are looming. One of the major threats is the opening of roads, which cause deforestation, attract wildcat miners (*garimpeiros*) and settlers of all sorts, and consequently disrespect the region's traditional peoples and ecological diversity (Becker, 2001). In line with campaign promises in the 2018 presidential election, politicians are pressing to accelerate a proposed rebuilding of the long-abandoned Highway BR-319, which would connect Manaus in relatively undisturbed central Amazonia to the state of Rondônia in Brazil's notorious “arc of deforestation,” an area along the the southern and eastern edges of Brazil's Amazon region that, in addition to deforestation, has the highest numbers of land conflicts and murders of environmental activists (Ferrante & Fearnside, 2019). Rebuilding the highway would greatly increase deforestation rates in all areas already connected by road to Manaus, extending northwards to the border with Venezuela (Barni et al., 2015). BR-319 would also greatly increase deforestation because of its planned side roads giving deforesters access to the vast rainforest area in the western part of the state of Amazonas -- far beyond the highway route (Fearnside & Graça, 2006).

Road construction in the Amazon has a critical role in driving the region's demographic increase. For example, the first two major roads (Belém-Brasília and

51 Brasília-Acre) are estimated to have increased population of Brazilian Amazonia by
52 five fold between 1950 and 1960, setting in motion the rapid growth that continued in
53 the succeeding decades (Becker, 2001, p. 8). The processes of road opening and
54 demographic increase through migration are responsible for deforestation, logging,
55 forest fires, land grabs and malaria outbreaks, among other impacts (Sawyer, 1989,
56 2001; Laurance et al., 2002; Fearnside, 2003).

57 An environmental impact study has been drafted for BR-319 but has not yet
58 been approved. Approval under current Brazilian policies requires consultation with
59 indigenous communities located within 40 km of either side of the highway (MMA,
60 2011: Anexo II, 2015). However, as has occurred with other highways, impacts of roads
61 usually extend far beyond 40 km. International Labour Organization (ILO) Convention
62 169, which Brazil signed in 1991 and ratified in 2002, requires consulting indigenous
63 peoples when these peoples would be directly or indirectly impacted by proposed
64 development projects. The terms of ILO Convention 169 were converted into Brazilian
65 law in 2004 (PR, 2004). Consultations are also required by the United Nations
66 Declaration of the Rights of Indigenous Peoples (United Nations, 2006), which Brazil
67 has signed but not yet ratified. Here we identify indigenous communities in the area
68 affected by the proposed reconstruction of Highway BR-319. All of the data used in this
69 paper are public and are available in the cited sources.

70 We built a map of the area affected by Highway BR-319, considering which
71 indigenous communities should be consulted based on 40-km and 150-km buffers for
72 establishing the area affected by the highway. The map was built in ArcGIS software
73 using shape files of Indigenous Lands ("*Terras Indígenas*") from the National
74 Foundation for the Indian (FUNAI) and data from the Socio-Environmental Institute
75 (ISA) and the Missionary Indigenous Council (CIMI) for the areas occupied by
76 indigenous peoples and their respective the populations.

77 For the area affected by BR-319 within the 150-km impact limit, we identified
78 63 Indigenous Lands, of which 54 are labeled as "regularized," which means that they
79 have gone through all of the steps to be considered fully legal Indigenous Lands ("under
80 study," "delimited," "officially declared" and "homologated" by a presidential decree),
81 two are "delimited" (Indigenous Lands that have had their anthropological, historical,
82 land, cartographic and environmental studies approved by the head of FUNAI and that
83 are pending analysis by the Ministry of Justice for a decision on issuance of a
84 Declaratory Ordinance of Traditional Indigenous Possession), two are "homologated"
85 (conclusively signed under a decree by the President of the Republic), four are
86 "officially declared" (with demarcation of limits and the area's description published in
87 the official gazette) and one is "under study" (with anthropological, historical, land,
88 cartographic and environmental studies that support the identification and delimitation
89 of an Indigenous Land not yet completed). We also found five indigenous communities
90 "under identification" outside any of the 63 Indigenous Lands, as well as
91 anthropological evidence of the existence of an Indigenous band or village that is
92 reported to be isolated from contact with other Indigenous groups (Figure 1).

93 Our results indicate a total population of over 18,000 indigenous people whose
94 rights are in the process of being violated within the 150-km limit (Table 1). Within the
95 40-km impact limit on either side of the planned highway there are thirteen regularized
96 Indigenous Lands, one area indicated on the FUNAI map as an "indigenous reserve"
97 [not an official category in Brazil], and two of the five above-mentioned indigenous
98 communities outside of Indigenous Lands. The Brazilian federal government, through
99 the National Department of Transport Infrastructure (DNIT) that is responsible for
100 reconstructing the highway, has stated that it will only consult the communities in five

101 of the Indigenous Lands within 40 km of the road. This has been defended by the
102 outsourced company that has been conducting the indigenous component of the
103 Environmental Impact Study (EIA) (MPAM, 2019a,b).

104 The distance from a highway project in Amazonia to which the indigenous
105 component of an EIA applies is specified as 40 km by Interministerial Order No. 419 of
106 26 October 2011 (MMA, 2011: Anexo II). According to ILO Convention 169 (ILO,
107 1989), all indigenous peoples affected by infrastructure projects must be consulted, and
108 neither the Convention nor the corresponding Brazilian law (No. 5051 of 19 April 2004:
109 PR, 2004) specify any distance limit, such as 40 km. If a 150-km perimeter were to be
110 considered as the limit of impact, 63 Indigenous Lands and five indigenous
111 communities outside of Indigenous Lands would be considered impacted, in addition to
112 many non-indigenous traditional communities (Figure 1). In truth, the impact of the
113 highway would affect indigenous peoples far beyond any distance limit extending
114 laterally from Highway BR-319 because the migration of deforesters from the "arc of
115 deforestation" can be expected to continue beyond the highway's endpoint in Manaus to
116 affect all areas connected to that city by road, including the state of Roraima, where
117 large areas of indigenous land would be exposed to potential invasion.

118 The historical process of opening roads in the Amazon is marked by intense
119 social conflicts involving squatters, farmers, ranchers, rubber tappers and indigenous
120 people. The privileged status given to large business, agricultural, and industrial actors
121 and the violence associated with rapid expansion of major development projects have
122 resulted in the region being treated as homogeneous, disrespecting social and ecological
123 differences and destroying traditional knowledge and ways of life (Becker, 2001). The
124 state of Rondônia, whose capital city (Porto Velho) is at the southern end of Highway
125 BR-319, has received large migratory flows of small-scale farmers, cattle ranchers and
126 illegal loggers who have deforested, most of the state, including clearing in
127 "conservation units" (protected areas for biodiversity) (Pedlowski et al., 2005). These
128 agents can be expected to migrate northward along Highway BR-319. These are the
129 same actors who have repeatedly opened illegal roads (starting from legal roads) and
130 have intensified deforestation on frontiers throughout the Amazon region (Perz et al.,
131 2007).

132 The Amazon is currently experiencing increased illegal deforestation and
133 activity by land grabbers (*grileiros*), squatters, loggers and wildcat gold miners
134 (*garimpeiros*), including those in Indigenous Lands and conservation units, resulting in
135 increased conflicts with indigenous peoples (Hanbury, 2019). This ominous scenario
136 has been stimulated both by the anti-environmental discourse of Brazil's current
137 president, who took office on 1 January 2019, and by his concrete actions in scrapping
138 measures that had countered these ills in past presidential administrations (Ferrante &
139 Fearnside, 2019; Valente, 2019a).

140 Brazil's Federal Public Ministry (a public prosecutor's office created by the
141 country's 1988 Constitution to defend the interests of the people) established a forum to
142 discuss territorial governance in order to assist the proposed reconstruction of Highway
143 BR-319. While most participants in the forum are potential beneficiaries directly
144 interested in promoting the highway project, a number of individuals from research
145 institutions and non-governmental organizations have warned of the risks the project
146 poses to indigenous peoples and to the environment (MPAM, 2019a,b,c). A public
147 prosecutor in the forum (Rafael da Silva Rocha) has stressed that deforestation is
148 already taking place, that lack of governance is a current problem, and that reopening
149 the highway could make this scenario worse (MPAM, 2019c).

150 An economic study by the Conservation Strategy Fund showed that the highway
151 is economically unviable (Fleck, 2009). The highway is not a priority for the Manaus
152 industrial center because the costs of transporting products from Manaus to São Paulo
153 either by ship (via cabotage) or by the current system combining barges and highway
154 transport are much cheaper than transport via Highway BR-319 (Teixeira, 2007).
155 Highway BR-319 is the only major infrastructure project in Brazilian Amazonia that
156 does not have a viability study to demonstrate its economic rationality. The reason for
157 the exception was because the road is supposedly needed for “national security,” as
158 stated on 8 June 2009 by a military representative at a meeting on licensing the BR-319
159 held by the Federal Public Ministry in Brasília (P.M. Fearnside, personal observation).
160 However, on 23 February 2012 the military commander for Amazonia stated in a
161 seminar at the National Institute for Research in Amazonia in Manaus that the highway
162 is not a priority for national security because it is far from the country’s borders (see:
163 Fearnside, 2012, 2015a). The highway also does not appear in the country’s list of
164 national security priorities (PR, 2008).

165 On 5 December 2019 a representative of DNIT stated in a meeting at the Federal
166 Public Ministry in Manaus that the reason for the exception was the highway’s role in
167 bringing social services to residents along the highway route (P.M. Fearnside & L.
168 Ferrante, personal observation). However, Highway BR-319 makes no sense as an
169 investment to better the lives of residents of the Amazonian interior because the of the
170 road’s high cost (roughly R\$4 billion or US\$1 billion for the road alone without
171 addressing social and environmental impacts). The great expense means that much more
172 social benefit could be achieved by using these funds for schools, health centers and
173 other needed facilities throughout the region. In fact, the opportunity offered by the
174 highway project for local politicians to gain visibility (e.g., *Diário do Amazonas*, 2015)
175 means that project’s value as an attraction for electoral support in Manaus is the real
176 reason for the highway (Fearnside, 2015a, 2018).

177 Although Brazil’s new president promised to reconstruct the highway, both
178 during his campaign and on subsequent occasions, the highway is not included in the
179 budget for 2020, once again raising the question of the project’s economic viability. The
180 Brazilian government’s dramatic budgetary limitations mean that any proposed
181 mitigating measures beyond building the road itself are merely empty promises. Given
182 the lack of compliance with current socio-environmental requirements, it is clear that
183 the damage the highway would inflict on indigenous peoples and traditional
184 communities would not be mitigated. On 18 January 2020 indigenous leaders from the
185 Apurinã and Mura ethnic groups formally asserted their right to consultation as
186 established by ILO Convention 169 as part of a denunciation they submitted to the
187 Federal Public Ministry listing impacts that the highway will have or is already having
188 on their lands (Gomes et al., 2020).

189 Projections of deforestation provoked by reconstructing Highway BR-319 (dos
190 Santos Júnior et al., 2018) indicate a real possibility of deforestation beyond the 40-km
191 area, which justifies the need for consultation within a 150-km perimeter. No
192 consultation has so far been done with any Indigenous group or village, including those
193 in the five Indigenous Lands that the government says it plans to consult. The absence
194 of consultation would endanger the well-being and survival of peoples affected by
195 Highway BR-319 because highways stimulate land conflicts in Amazonia. This threat is
196 made even more urgent by measures that Brazil’s new president has stated to be his
197 priorities, including opening Indigenous Lands to mining (Phillips, 2018), suspending
198 demarcation of any additional indigenous lands (Putti, 2019) and allowing Indigenous
199 peoples to lease their lands to agribusiness (Gullino & Shinohara, 2019). On 5 February

200 2020, Brazil's president submitted a proposed law to the National Congress that would
201 open up indigenous lands for non-Indians to implant mining, oil and gas extraction,
202 cattle ranching and plantations of monoculture crops such as soybeans and sugarcane
203 (Congresso Nacional, 2020), ignoring the need for prior consultation as established by
204 ILO Convention 169. Invasions of Indigenous Lands have been reported to have surged
205 since President Bolsonaro took office in January 2019 (Valente, 2019a). The “Civil
206 House” in Brazil’s presidential office has reportedly established a working group to
207 “study” how Brazil’s adherence to ILO-169 and its requirement for consultation could
208 be rescinded altogether (Valente, 2019b).

209 FUNAI, which is the agency charged with protecting indigenous peoples, has
210 been successively weakened by budget cuts and reductions of staff, especially skilled
211 “indigenists,” and has been demoralized by being forced to allow developments desired
212 by more powerful parts of the government (e.g., Fearnside, 2015b). The current
213 presidential administration has worsened this situation dramatically. From January to
214 July 2019 FUNAI was headed by a retired army coronel who, prior to his appointment,
215 had been in charge of the indigenous affairs office of the Belo Sun mining company
216 working to facilitate approval of a gold mine that would have devastating consequences
217 for two Indigenous Lands downstream of the Belo Monte Dam (Ferrante & Fearnside,
218 2019). Since July 2019 the agency has been headed by an official from the Federal
219 Police (FUNAI, 2019), and FUNAI’s remaining indigenists have now been replaced by
220 appointees from the military (Leitão, 2019). An Army coronel has been appointed as the
221 regional superintendent of DNIT in Amazonas state (Fernando, 2019), and in July 2019
222 the same colonel was also put in charge of the DNIT superintendency for the state of
223 Rondônia, making him responsible for the BR-319 construction project at both ends of
224 the highway (Boni, 2019). The “Council of Amazonia” announced in the aftermath of
225 Brazil’s 2019 fires was decreed on 11 February 2020 with the purpose of “coordinating
226 and integrating government actions related to Legal Amazonia,” including actions
227 “related to regional infrastructure” (PR, 2020). The council is headed by General
228 Hamilton Mourão, Brazil’s vice president, who is known for his promise to eat the beret
229 from his military uniform if Highway BR-319 is not completed within the remaining
230 three years of President Bolsonaro’s administration (*Amazonas em Tempo*, 2020). All of
231 these developments decrease the chances that Highway BR-319’s impacts on
232 indigenous peoples would be mitigated.

233 We note that Brazil has a long history of having many laws and decrees that are,
234 in practice, not enforced—a tradition dating back to the beginning of Brazil’s history as
235 a Portuguese colony 500 years ago (Rosenn, 1971). In the case of the legally required
236 consultation with indigenous peoples, the law has repeatedly been ignored and the
237 Federal Public Ministry’s efforts to enforce compliance have failed. The Belo Monte
238 and São Manoel Dams stand as concrete monuments to this failure (Fearnside,
239 2017b,c,d). The BR-319 case is a current test of the country’s legal system with wide-
240 ranging implications not only because of the extraordinarily severe impacts of this
241 highway project but also because of the many impacts of future Amazonian highways,
242 dams and other developments.

243 Consultation under ILO Convention 169 must provide “free, prior and informed
244 consent.” The “prior” requirement refers to consultation and resulting consent occurring
245 before the decision is made to build an infrastructure project, and the consent of the
246 affected peoples must be part of the decision on the existence of the project itself, not
247 merely an addition of requirements for mitigation measures. In other words, the affected
248 peoples have the right to say “no” (e.g., Esteves et al., 2012). Plans by DNIT to have the
249 consultation proceeding over the coming three years, only to be finalized before the

250 inauguration of the completed highway, do not represent prior consent. The “informed”
 251 requirement means that each consultation must be done in the community’s own
 252 language in accord with a protocol developed by the community. Although
 253 consultations of this type have not yet been carried out, a protocol for consultation has
 254 been developed in the case of a proposed potassium mine located within 150-km of
 255 Highway BR-319 (Borges et al., 2019, 2020). The mine affects communities of the
 256 Mura people, an ethnic group also affected by BR-319. Note that consultations are
 257 required to be done for each community, not jointly for entire ethnic groups.

258 How a community’s options are presented is critical. In addition to making clear
 259 the option of saying “no,” the option of saying “yes, but only if certain conditions are
 260 met” must be realistically explained. A list of governance and assistance measures can
 261 be expected to result in this case, and the most likely outcome is for these kinds of
 262 demands to be converted into “preconditions” (*condicionantes*) attached to the
 263 environmental licenses. Unfortunately, the value of these preconditions has deteriorated
 264 greatly. Brazil’s environmental licensing process involves three licenses (preliminary,
 265 installation and operation), each of which was traditionally granted only after all
 266 requirements for the previous step had been met. Beginning in 2002 the practice of
 267 granting licenses for the first two steps with attached “preconditions” allowed projects
 268 to go forward before all requirements had been met. In 2015 the Belo Monte Dam set a
 269 dangerous precedent, by allowing the final operation license to be granted without
 270 fulfilling all requirements. The final license had 40 preconditions from the Brazilian
 271 Institute for the Environment and Renewable Natural Resources (IBAMA) and 26 from
 272 FUNAI, and subsequent history has shown that few of these requirements were ever met
 273 (see Fearnside, 2017b,c; Magalhães & da Cunha, 2017; MPF, 2018). In the case of the
 274 BR-319, even though obtaining environmental approval of this project is currently a top
 275 political priority at all levels of government, after years of discussion the different
 276 agencies have been unable to agree as to who would pay for a simple checkpoint at each
 277 end of the highway’s central segment, as demanded by IBAMA. It is clear that once the
 278 highway is completed the willingness to pay for an extensive program of governance
 279 and protection of Indigenous Lands would evaporate altogether.

280 Although consultation does not guarantee that all problems will be solved, such
 281 as halting unfavorable land-use change, if Highway BR-319 is reconstructed without
 282 consulting all affected indigenous peoples it will serve as a dangerous precedent for
 283 future projects. For example, the current presidential administration has announced the
 284 high-priority Barão do Rio Branco project, which includes a highway that would snake
 285 northward from the Amazon River to the border with Suriname through four
 286 conservation units, two Indigenous Lands and four *Quilombola* Lands (areas of
 287 traditional communities of the descendants of escaped African slaves, who have the
 288 same rights as indigenous peoples) (Wenzel, 2020). Will these people be consulted, or
 289 will a precedent created by Highway BR-319 allow them to be ignored? Consultation of
 290 indigenous peoples is both a right of these peoples and a pathway for leading the
 291 Amazon towards sustainability.

292

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294

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298

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516

517 Figure Caption

518

519 Figure 1. Indigenous lands and communities impacted by Brazil's Highway BR-319.
520 Indigenous lands within the 40-km perimeter total 13, while those within 150 km
521 total 63. None have been consulted, and the government's plan is to consult only
522 five. Numbers in the figure correspond to Indigenous Lands and populations
523 described in Table 1.

524 Table1. Status of Indigenous Lands and populations

525

Reference number in the map	Name of Indigenous Land	Ethnic group	Municipality	Brazilian state	Status of Indigenous Lands	Population
1	Vista Alegre	Mura	Manaquiri	AM	Delimited	117
2	Fortaleza do Castanho	Mura	Manaquiri	AM	Regularized	83
3	Tabocal	Mura	Careiro	AM	Homologated	16
4	Lago do Marinheiro	Mura	Careiro	AM	Regularized	75
5	Rio Jumas	Mura	Careiro	AM	Regularized	211
6	Gavião	Mura	Careiro da Varzea	AM	Regularized	115
7	Cunhã-Sapucaia	Mura	Borba, Autazes	AM	Regularized	587
8	Ariramba	Mura	Manicoré	AM	Regularized	73
9	Lago Capanã	Mura	Manicoré	AM	Regularized	197
10	Ariramba	Mura	Manicoré	AM	Regularized	-
11	Ariramba	Mura	Manicoré	AM	Regularized	-
12	Nove de Janeiro	Diahui	Humaitá	AM	Regularized	206
13	Jacareúba Katawixi	-	Canutama, Labrea	AM	Under study	-
14	Juma	Juma	Canutama	AM	Regularized	15
15	Caititu	Apurinã	Labrea	AM	Regularized	1022
16	Paumari do Lago Marahã	Apurinã	Labrea	AM	Regularized	1076
17	Paumari do Rio Ituxi	Paumari	Labrea	AM	Regularized	235
18	Diahui	Diahui	Humaitá	AM	Regularized	115
19	Tenharim Marmelos	Tenharim	Humaitá, Manicoré	AM	Regularized	535
20	Pirahã	Mura-Pirahã	Humaitá	AM	Regularized	592
21	Tenharim Marmelos	Tenharim	Humaitá, Manicoré	AM	Regularized	393
22	Sepoti	Tenharim	Humaitá, Manicoré	AM	Regularized	110
23	Ipixuna	Diahui	Humaitá	AM	Regularized	64
24	Torá	Torá, Apurinã	Humaitá, Manicoré	AM	Regularized	326

25	Sepoti	Tenharim	Humaitá, Manicoré	AM	Regularized	-
26	Rio Manicoré	Mura	Manicoré	AM	Regularized	221
27	Lago Jauari	Mura	Manicoré	AM	Regularized	187
28	Lago Capanã	Mura	Manicoré	AM	Regularized	-
29	Apurinã do Igarapé Tauamirim	Apurinã	Tapaun	AM	Regularized	295
30	Apurinã do Igarapé São João	Apurinã	Tapaun	AM	Regularized	142
31	Itixi Mitari	Apurinã	Tapaun, Anori, Beruri	AM	Regularized	311
32	Lago Aiapuá	Mura	Anori, Beruri	AM	Regularized	623
33	Lago do Beruri	Tikuna	Beruri	AM	Regularized	26
34	Ilha do Camaleão	Tikuna	Anamã	AM	Regularized	565
35	Setemã	Mura	Novo Aripuanã, Borba	AM	Homologated	198
36	Arary	Mura	Novo Aripuanã, Borba	AM	Regularized	200
37	Coatá-Laranjal	Munduruku	Borba	AM	Regularized	2484
38	Lago do Limão	Mura	Borba	AM	Declared	115
39	Miguel/Josefa	Mura	Autazes	AM	Regularized	448
40	Padre	Mura	Autazes	AM	Regularized	22
41	Trincheira	Mura	Autazes	AM	Regularized	251
42	São Pedro	Mura	Autazes	AM	Regularized	93
43	Itaitinga	Mura	Autazes	AM	Regularized	25
44	Paracuhuba	Mura	Autazes	AM	Regularized	134
45	Recreio/São Felix	Mura	Autazes	AM	Regularized	172
46	Cuia	Mura	Autazes	AM	Regularized	77
47	Jauary	Mura	Autazes	AM	Delimited	337
48	Paraná do Arauató	Mura	Itacotiara	AM	Regularized	103
49	Rio Urubu	Mura	Itacotiara	AM	Regularized	378
50	Murutinga/Tracajá	Mura	Autazes	AM	Declared	1534
51	Boa Vista	Mura	Careiro da Varzea	AM	Regularized	54
52	Apipica	Mura	Careiro da Varzea	AM	Regularized	-

53	Apipica	Mura	Careiro da Varzea	AM	Regularized	488
54	Ponciano	Mura	Careiro da Varzea	AM	Declared	225
55	Patauá	Mura	Autazes	AM	Regularized	47
56	Fortaleza do Patauá	Apurinã	Manacapuru	AM	Regularized	22
57	Jatuarana	Apurinã	Manacapuru	AM	Regularized	65
58	Pinatuba	Mura	Manicoré	AM	Regularized	608
59	Natal/Felicidade	Mura	Autazes	AM	Regularized	118
60	Sissaíma	Mura	Careiro da Varzea	AM	Declared	296
61	Karitiana	Karitiana	Porto Velho	RO	Regularized	333
62	Karipuna	Karipuna	Porto Velho, Nova Mamoré	RO	Regularized	55
63	Reserva Indigena Cassupá	-	Porto Velho	RO	Regularized	149
64	Lago do Barrigudo	-	Manaquiri	AM	Under identification	25
65	Igarapé do Paiol	-	Manaquiri	AM	Under identification	34
66	Maratuba	-	Careiro	AM	Under identification	45
67	Capivara	-	Autazes	AM	Under identification	247
68	Guapenu	-	Autazes	AM	Under identification	527

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