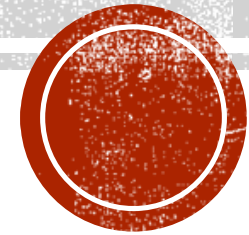


SOCIAL PARTICIPATION AND INFORMAL ENVIRONMENTAL EDUCATION PROMOTED FROM THE IMPLANTATION OF MEGA PROJECTS IN SMALL COMMUNITIES: THE TRAFARIA CASE.

**XXIST INTERNATIONAL CONFERENCE OF THE
SOCIETY FOR HUMAN ECOLOGY - SHE**

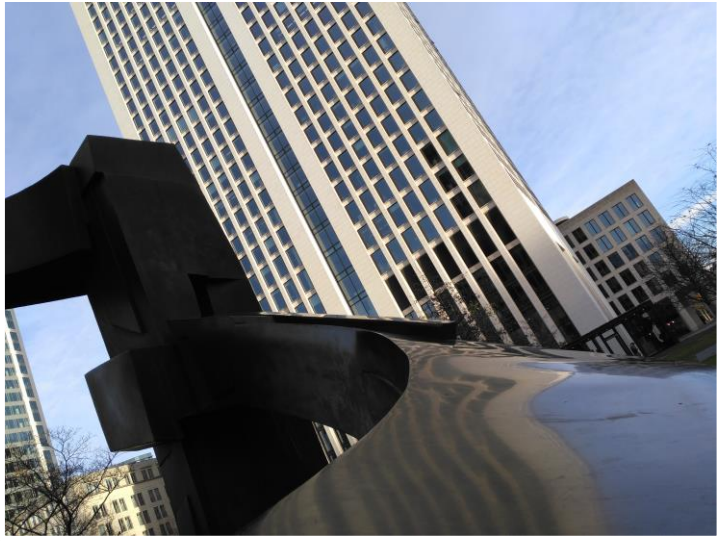


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**LARGE
DIMENSION
PROJECTS?**



**FOR HOW
LONG?**



LDP OR RUINS

SMALL COMMUNITY?



IN WHAT SPACE?



LARGE DIMENSION PROJECTS

"The options for the Large Dimension Projects invest technical expertise , but intrinsically say about the political dimension linked to the future vision of a territory and a society that collectively opts to chase this vision.."

Micol Maggiolini, 2013, 65-84

"The Large Dimension Projects (LDPs) are those that cover the large enterprises and emerged in the discourse to contribute to the implementation of infrastructure and in order to bring growth and progress to the regions in which they were installed. The " mega-projects " are presented to society as essential to the nation's development, but this development is largely restricted to the hegemonic center of the national economy , not reaching the receiving regions and , consequently , not coming to mitigate the impacts caused by the implementation of these projects ".

Bortoleto, 2001, p.55.



LDP AND SMALL COMMUNITY

- Perhaps the most evident aspect related to Large Dimension Projects is the fact that they are justified, for the most part, by the need to recover non habitable areas and to value important symbols for the image of local or global competitiveness.
- When prioritizing underutilized areas or urban pattern below the desired, LDPs tend most often to reinforce segregation and gentrification, processes which are deliberately sought for these projects.
- The implementation process of a Large Dimension Projects entails the transformation of the territory, involves a large volume of material resources and the inevitable institutional articulation from political interests that often goes beyond the issue of the construction work itself, leading the society to a complex reflection, discussion and improvement of that specific technical knowledge resulted from that deployment.
- This technical improvement and even the process of social organization for an effective public participation in land management can lead to informal environmental education and the formation of an ecological subject / citizen.



SOCIAL PARTICIPATION AND INFORMAL ENVIRONMENTAL EDUCATION

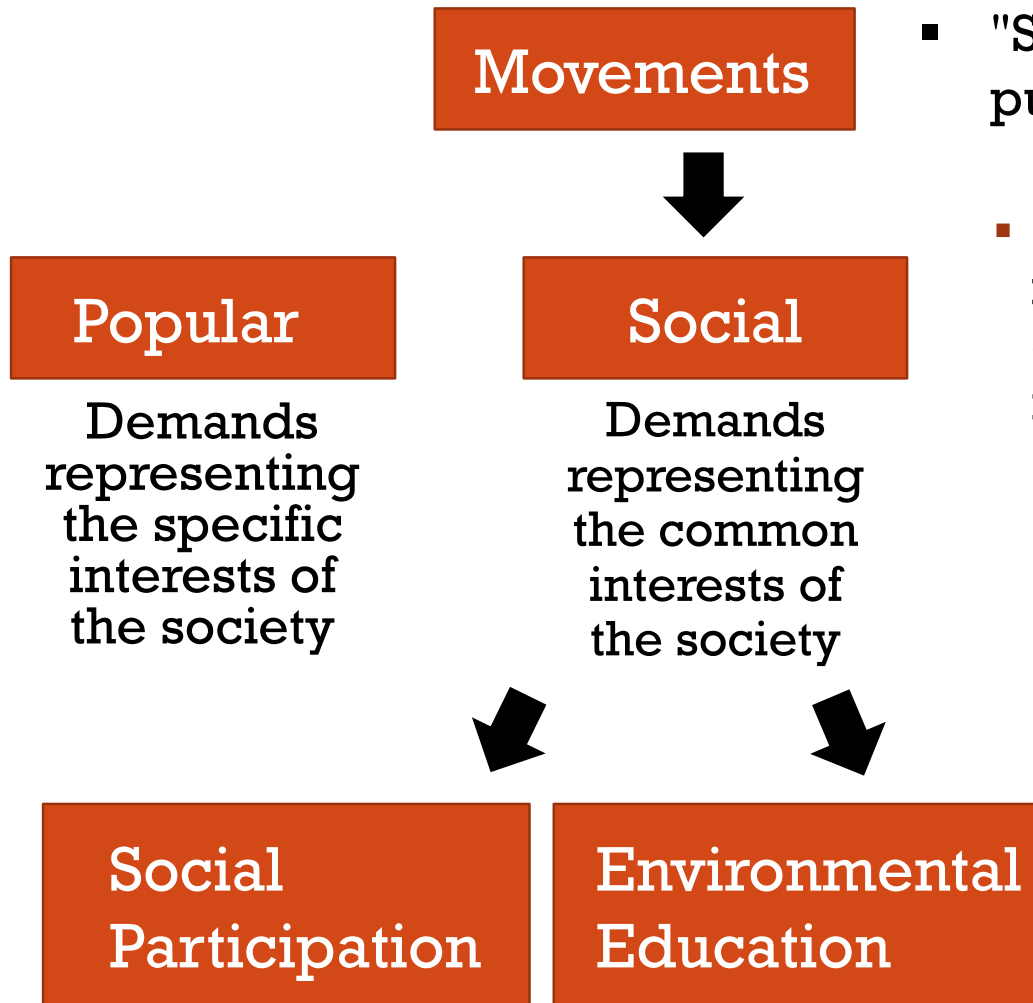
- In the case of environmental education associated with the implementation process of a great work this can be seen as a driver agent of the environmental management, seeking in the social mobilization, resulting from this process, its pulse.

“The challenge of strengthening citizenship to the population as a whole, not to a restricted group , is materialized by the possibility of every person to be the bearer of rights and duties , and to convert, therefore , co- responsible actor in defending quality of life”.

Pedro Jacobi, Cad. Pesquisa no.118 São Paulo Mar. 2003



MOVEMENTS AND SOCIAL PARTICIPATION



- "Social movements are the heart and pulse of society." (Alain Touraine. 1984)
- "Social movements provide diagnoses concerning social reality and create proposals. Acting in networks, they construct collective actions that can resist exclusion and foster social inclusion." (Gohn, Maria. 2011)
- Social participation "is the organized and responsible action of multiple sectors of society in the solution of collective problems and in the promotion of the common good." (Montoro. 1992)
- "When referring to environmental education, situating it in a broader context, the education for citizenship, setting it as a determining element for the consolidation of subject citizens. (Pedro Jacobi. 2003)



CASE STUDY

The present study was undertaken in the **Trafaria community** located at the mouth of the Tagus River, the principal watercourse of the Iberian Peninsula, presenting empirical data concerning the social participation generated as a result of two large construction projects: a Grain Terminal and a Container Terminal.



Container Terminal in the planning phase (since 2012)



Grain Terminal already completed (since 1980)



A LOOK BACK



Trafaria — Vista parcial e estrada da Costa



A Praia do Sol - Um trecho da praia.



TRAFARIA — (Portugal)

Vista do Largo da Igreja



WATERFRONT TERRITORY

- The Trafaria de Almada occupies an area of 5.73 km², with approximately 5700 inhabitants in 2013 (2011 census).
- The two Large Dimension Projects (LPD1 and LPD2) use the Tagus River for navigation services.



FOCUS AND METHODOLOGY

- A human ecology approach was used during the research due to its **holistic and transdisciplinary** character
- The aim is to study how communities organizes when global interests conflict with local concerns.
- The theoretical background of the present research is based on **Grounded Theory methodology**, in light of its inclusive character in terms of examining interrelations between the subjects and objects of the research in the production of knowledge, taking into account both temporal and spatial dynamics.



IN FOCUS — OBSERVATION

- What are the perceptions of the members of the community affected by the LDP related with its potential benefits and disadvantages ?



METHODOLOGIES FOR DATA COLLECTION AND ANALYSIS

Secondary data:

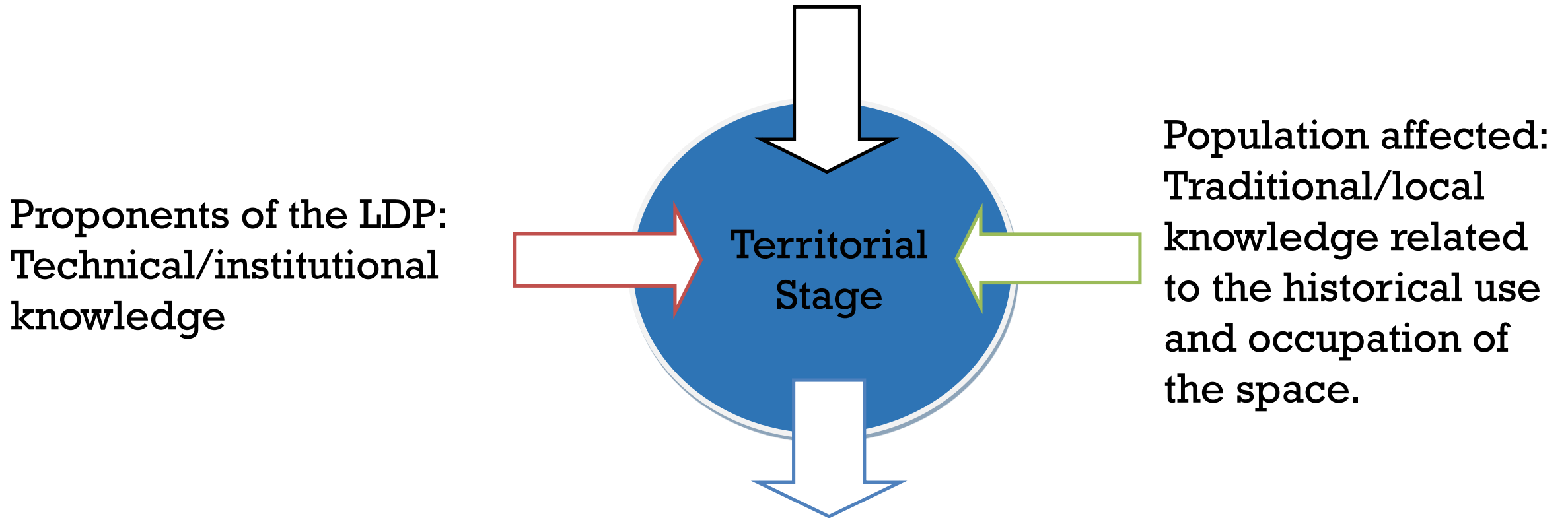
- Literature review on Large Dimension Projects
- Collection and analysis of data from the media related to the localization and impact of the Large Dimension Project at Trafaria

Primary data:

- Application of quantitative questionnaires to the local inhabitants; within a total current population of 5700 inhabitants, 374 questionnaires were completed, a statistically representative sample with 5% error and a confidence level (E) of 95%.
- Qualitative interviews of key stakeholders in the process. (Departamento de Estratégia e Gestão Ambiental Sustentável da Câmara de Almada / Presidente da Junta da Freguesia/ Representante do Movimento Social Contentores Não / Representantes de Organizações não governamentais da Trafaria/ Centro de Arqueologia de Almada / Autores atuais de artigos sobre a história da Trafaria / Acervo Histórico de Almada / entre outros).



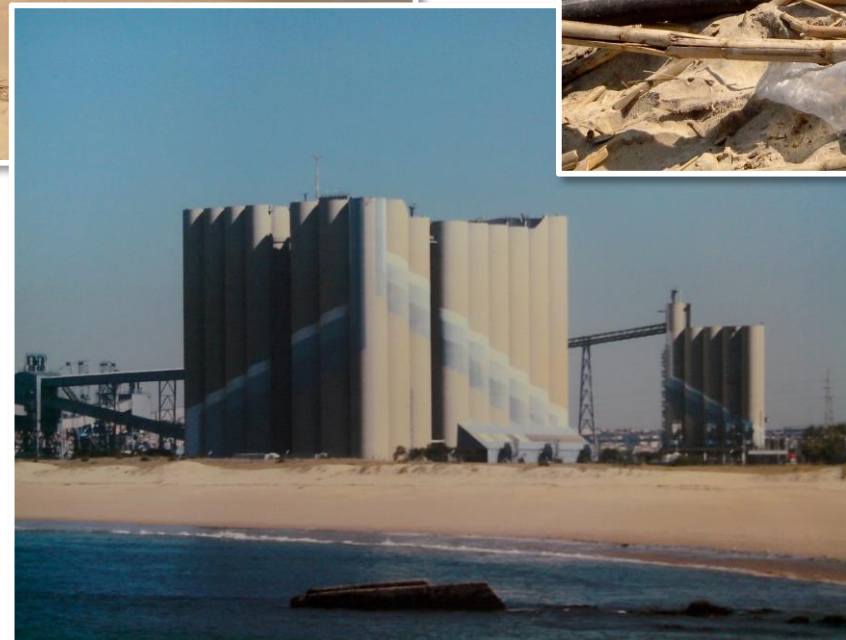
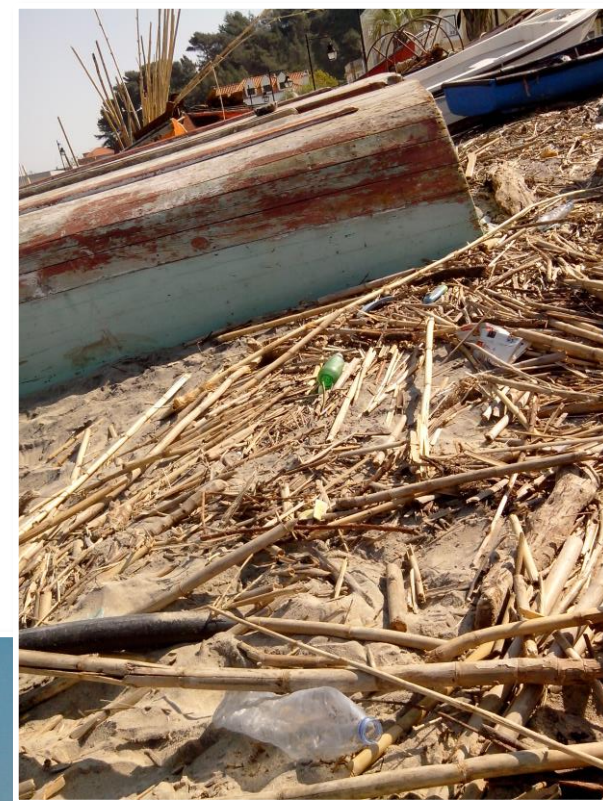
EXPERIENCES AND EXPECTATIONS



Promotion and diffusion of the knowledge generated
Socio-environmental Policies and Participatory Administration



**WHO
SEES
WHAT?**



STRUCTURE OF THE QUESTIONNAIRE

- The questionnaires were subdivided into four blocks:
- **Block 1:** Socio-economic profiles: characterizing the inhabitants of Trafaria
- **Block 2:** Impact of the construction of the Grain Terminal (LDP1)
- **Block 3:** Expectations relative to the implantation of the Container Terminal (LDP2)
- **Block 4:** Social movements against the implantation of LDP2

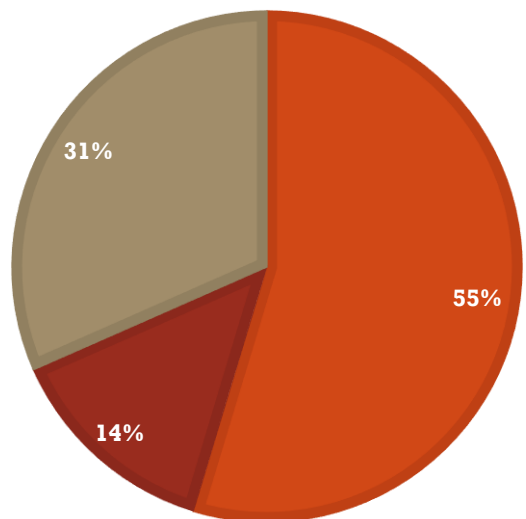


BLOCK 1: SOCIO-ECONOMIC PROFILES

Individuals older than 40 who were born in the region, or had lived there for more than 30 years

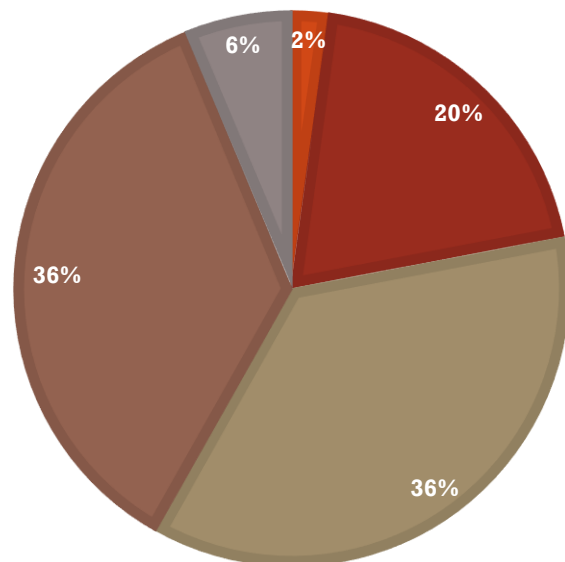
WORKING AND RETIRED

Trabalha Não Trabalha Reformado



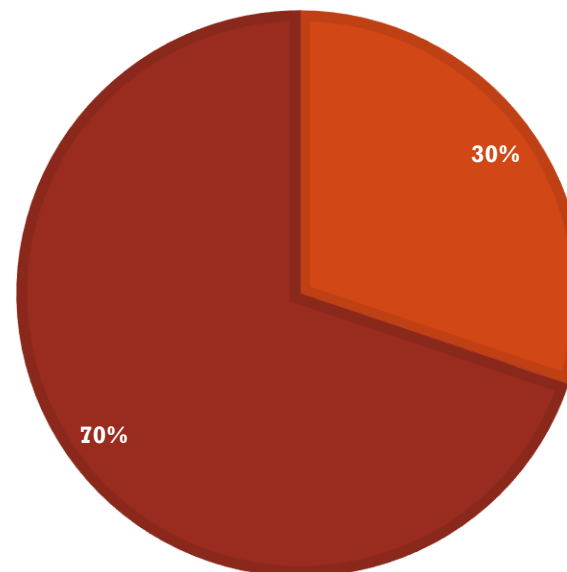
AGES

0-19 anos 20-39 anos 40-59 anos
60-79 anos 80 ou mais



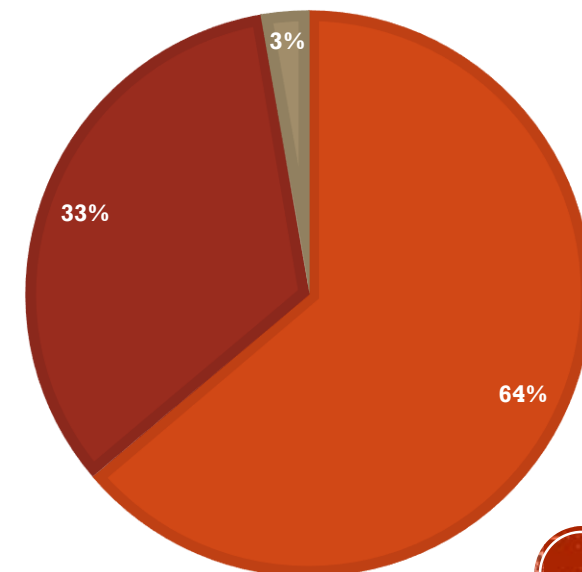
BORN IN TRAFARIA

Nasceu na Trafaria Não nasceu na Trafaria



TIME OF RESIDENCE

Mais de 30 anos na Trafaria Menos de 30 anos na Trafaria
Descartados

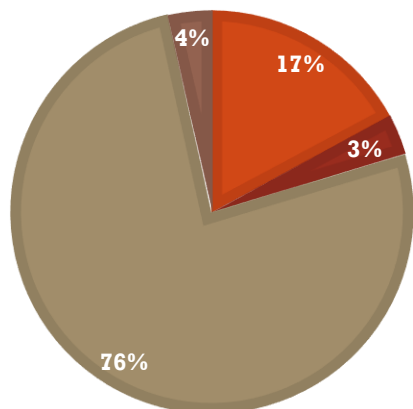


BLOCK 2: EXPERIENCE — THE IMPACT OF LDP1

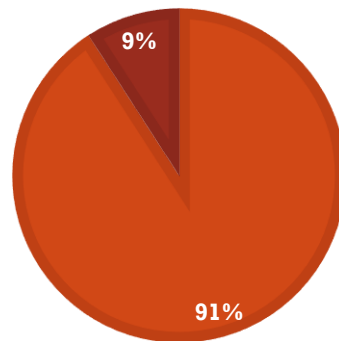
**BELIEVED THAT THEY HAVE
BEEN AFFECTED BY SOME TYPE
OF POLLUTION**

**SOCIO-ENVIRONMENTAL
IMPACTS ON TRAFARIA**

■ Não Alterou ■ Positivo ■ Negativo ■ Não Sabe

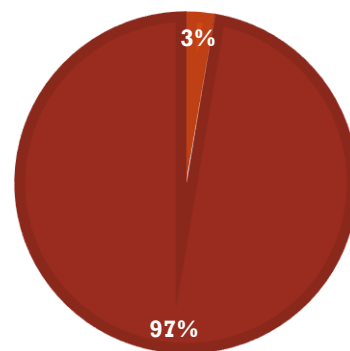


■ Sim ■ Não

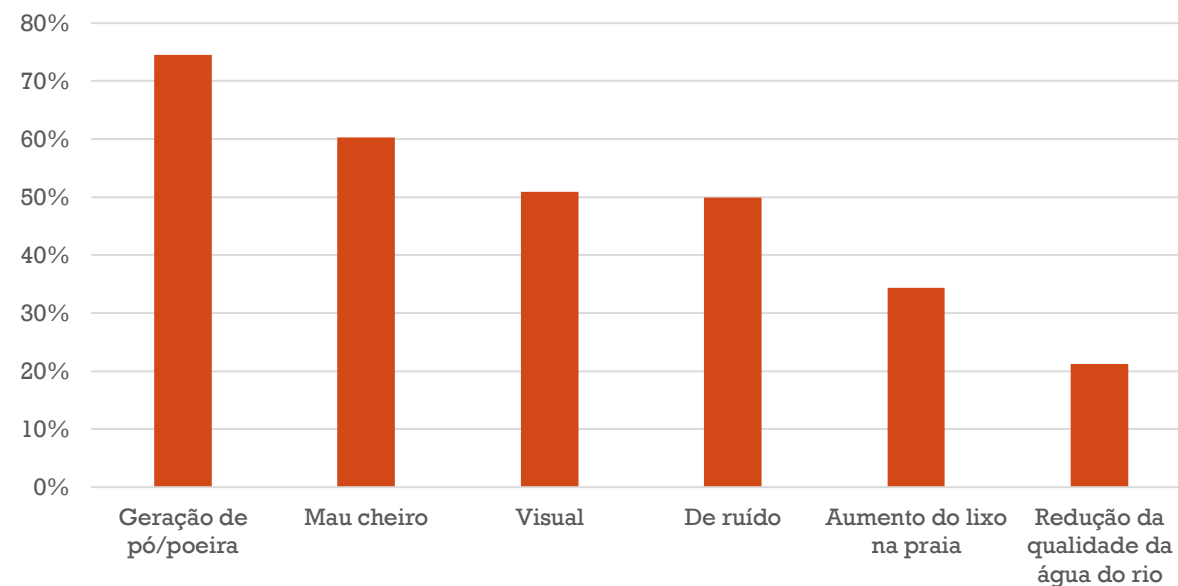


**GENERATED DIRECT
EMPLOYMENT**

■ Sim ■ Não



**Types of pollution most cited by the
population**



LDP1: GRAIN TERMINAL

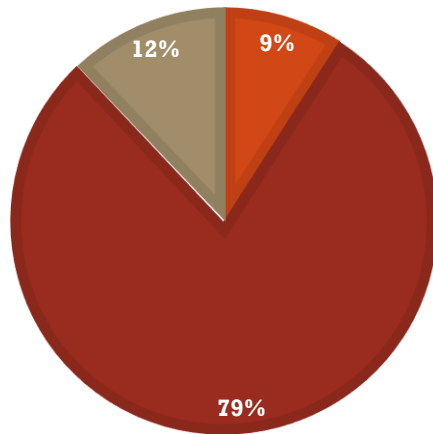
- According to the arguments supporting the Grain Terminal at Trafaria, this facility is one of the most modern deep-water terminals in the Mediterranean and Eastern Europe, and therefore important to both national and international markets due to its high-efficiency simultaneous operations of grain loading and unloading.
- The arguments of those opposing this construction noted that its localization blocked the city's link with its most important resources – the river and the sea - and they were affected by some type of pollution.
- According to the local inhabitants, these facility negatively affected the lifestyle of Trafaria and put the health and well-being of its population at risk.



BLOCK 3: EXPECTATIONS — LPD2

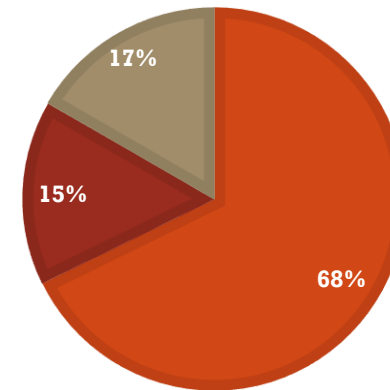
EXPECTATIONS OF DIRECT BENEFITS

■ Sim ■ Não ■ Não Sei



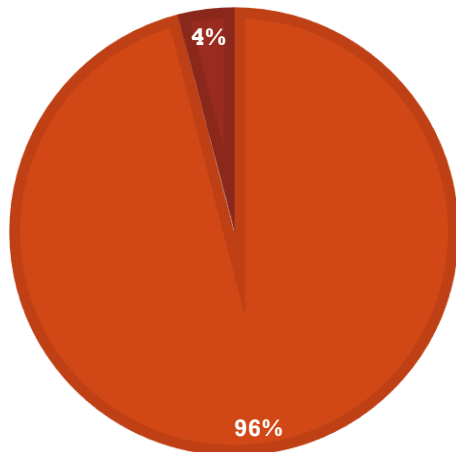
EXPECTATIONS FOR TOURISM ACTIVITIES

■ Prejudicará Atividade ■ Não prejudicará ■ Não sei



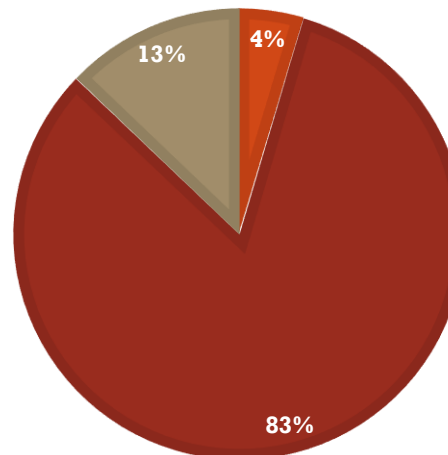
WAS AWARE OF THE PROJECT

■ Sim ■ Não



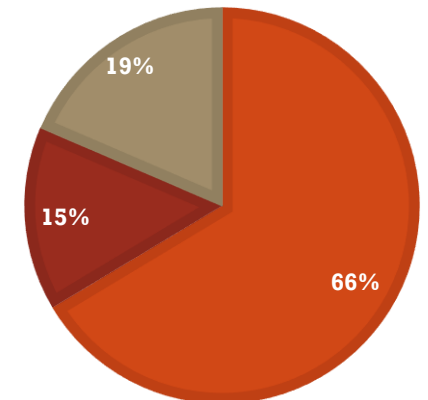
EXPECTATIONS FOR EMPLOYMENT

■ Sim ■ Não ■ Não Sei



EXPECTATIONS FOR FISHING ACTIVITIES

■ Prejudicará Atividade ■ Não prejudicará ■ Não sei



LPD2: CONTAINER TERMINAL

- According to the projects' proponents, "this construction will have important direct socio-economic impacts: it is estimated that the project will directly generate €90 million in revenues, contributing €35 million to the GNP, and will have created approximately 340 direct employment posts by 2048." (Study ordered to A. T. Kearney by the Porto de Lisboa (APL).
- The main arguments against the project point out that the direct employment calculated for the installation of the terminal will be offset by immediate losses in the same numbers of direct jobs in fishing and tourism, that the economic benefits will not cover the costs involved, and that other locations would be more advantageous and would be affected by some type of pollution.
- The overwhelming majority of local residents do not foresee any direct benefits from the project, and only 4% have any hope for employment.





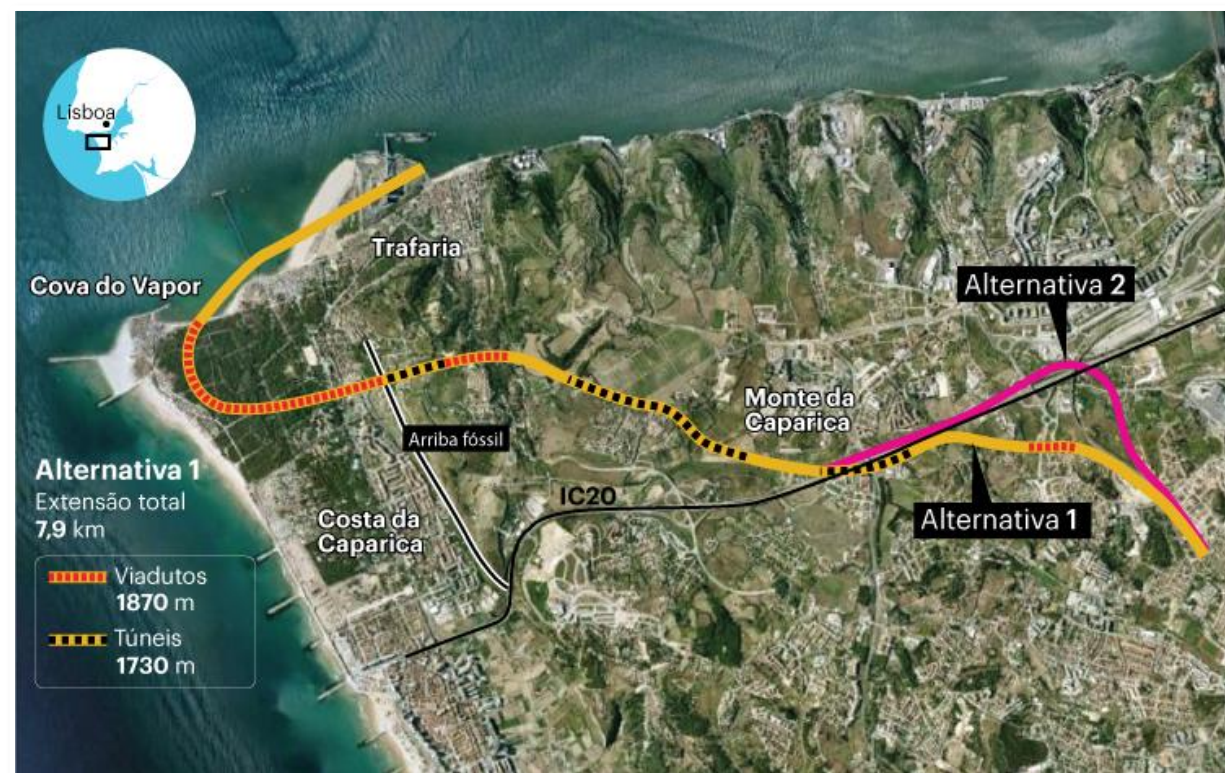
1st phase of project presented by the government
grain terminal new container terminal



Locations of the container terminals

BLOCK 3: EXPECTATIONS — LDP2 DESIRES AND FEARS

CHANGING OF THE LANDSCAPE



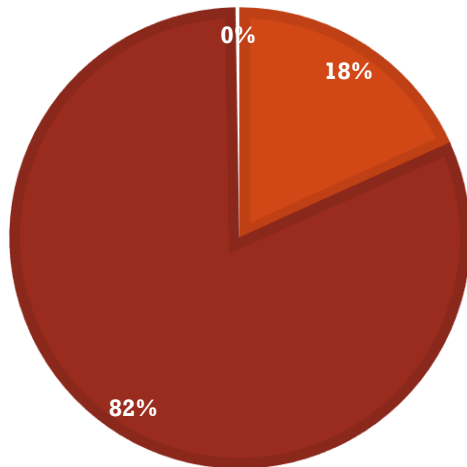
Highway tunnels 2 alternatives total extension 7.9 km



BLOCK 4: SOCIAL PARTICIPATION

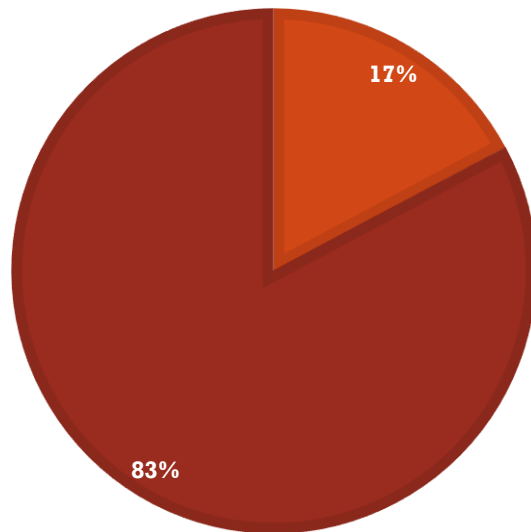
PARTICIPATION IN A LOCAL ASSOCIATION

■ Sim ■ Não ■ Não Resp



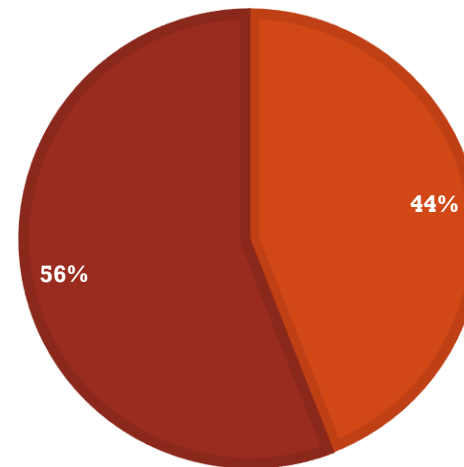
PARTICIPATED IN THE PUBLIC CONSULTATIONS ORGANIZED BY THE GOVERNMENT?

■ Sim ■ Não



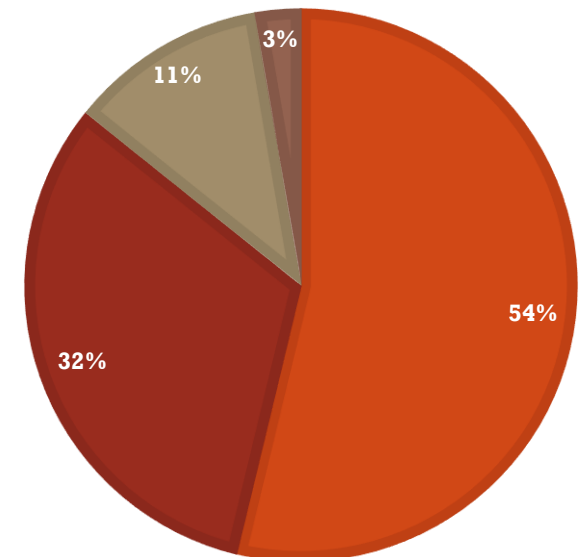
PARTICIPATION IN SOCIAL MOVEMENTS RELATED TO THE IMPLANTATION OF THE LDP2

■ Sim, contra ■ Não



% OF THE POPULATION THAT BELIEVES SOCIAL PARTICIPATION CAN INFLUENCE GOVERNMENTAL DECISIONS

■ Sim ■ Não ■ Tem dúvida ■ Não respondeu



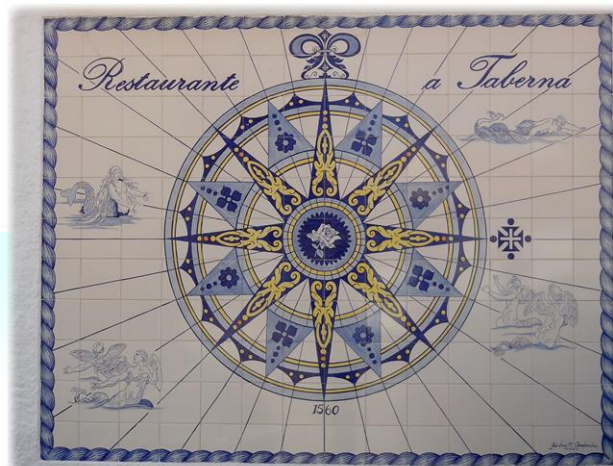
COLLECTIVE NARRATIVE

IMAGES IN MOVEMENT

LINKS

CONNECTIONS

In the defense of the Caparica beaches



ESPAÇOS VIRTUAIS

“Like” this page, sign the open letter to the Prime Minister / Say no to the container terminal at Caparica-Trafaria

WWW

CONCLUSIONS

- **INTEGRATED SOCIAL AND ENVIRONMENTAL SYSTEMS:** The dynamics of social and environmental systems can be observed in terms of changes in human thinking and the transformation of traditional scientific paradigms.
- **KNOWLEDGE EXCHANGE:** the process of establishing large projects requires landscape transformation, involves large volumes of material resources, and inevitable political articulations that often extrapolate the initial question of the construction itself, obliging society to make complex reflections, undertake discussions, and to perfect the technical knowledge required for that project. Environmental education.
- **PROMOTING SOCIAL PARTICIPATION:** Social participation in these processes has promoted the perfection and union of technical knowledge with traditional knowledge in a search for a more qualified participatory territorial administration.
- **MOVEMENTS IN MOVEMENT:** Social movements expand from real spaces to virtual spaces, acquiring greater coverage at greater speeds.
- **POSITIVE IMPACTS AND NEGATIVE IMPACTS:** Positive impacts are felt by global human populations while negative impacts are borne by local residents. Individual interests and global interests.

