Self-Sustainable Overhead Stations: HUMINT and SIGINT for Forest Surveillance

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Deforestation, opening of roads, social and cultural impacts against indigenous and riverside populations, a sharp population increase in small settlements, increased crime, increased prostitution, power outages due to network overload, water shortages due to overuse of reservoirs, increased cost of living due to a reduction in the supply of goods and services, including essential food products, these and other situations are the consequence of a security and colonization model of the 16th century, in which the whole implantation of the Public System is through association with pre-existing settlements, and so many indigenous villages and Amerindian civilizations have given rise to colonial cities that have already added social, economic, and cultural impacts. In addition to social losses from long-time effects, these impacts also add to damages, generate more expenses, and have a long-term burden on the State Machine.

A surveillance model, aware of the impacts it will generate, and the burden it will add over time from the adaptive incapacities of a community system, should seek to implant as autonomous as possible and with the least impact, reducing to the maximum their interaction to communities that will demand educational, energy and water projects, and techno-commercial income before they can meet the demands of a larger population. How to build in the midst of dense forest military bases with the least possible impact, and be able to gradually generate the offer of public support, with lower aggregate spending in the Long Term?

Technology comes from the sea! Yes overseas: oversea oil platforms are among the most well-established solid structures in engineering projects around the globe, and are gradually taking scientific innovations to reduce costs. In the current context, Petrobras can already rent its Modec platforms, at much cheaper prices than the construction of the Administrative City of Belo Horizonte, State of Minas Gerais, Brazil, if we consider that the platforms have contracts of 8 to 20 years that cost on average US $ 1.83 billion (July 2005), diluted in this broad contract period, against more than R $ 1.2 billion consumed in only three years of construction. In the current context, Petrobras can already rent its Modec platforms, at much cheaper prices than the construction of the Administrative City of Belo Horizonte, State of Minas Gerais, if we consider that the platforms have contracts of 8 to 20 years that cost on average US $ 1.83 billion (July 2005), diluted in this broad contract period, against more than R $ 1.2 billion consumed in only three years of construction. In general, construction is more expensive in the short term, but more advantageous in the long term, so we can suppose that Petrobrás build its own station would be cheaper in 20 years, than rent the Modec, but in a worksheet feedback on profits and investments, renting seems like a good deal to you in the light of a short- and medium-term economy. This Petrobrás work system will allow a cost of up to U.S. $ 40 billion to about 6,500 platforms in up to 20 years, despite the specific overseas risks of its constructions or deployments, add up to an immensely smaller expense than what to build on land in the Administrative City The State of Minas Gerais, for example, in the proportionality of the time spent.

In theory, the costs of a platform at marine foster still have higher aggregate costs than an outdoor construction: underwater engineering teams, maintenance submarines, marine components and structures, foundations and deep-sea anchorages, complex issues of environmental impacts with logistical difficulties to make measurements at high depth, sonar and radar technologies aggregated, which would not be the same in a forest. In a similar way the "aeromobile" ("aeromóvel" in portuguese, a brazilian innovation), which is also a suspended road system, has the lowest costs of implementation and management of the transport market, and offers the cleanest and cheapest technology in public transport today, and is one of the fastest collective transports.
Any constructive advantage in the middle of the land will already add interesting discounts to a type of operational structure that is already proportionately cheaper than an administrative city.

For more resources and Youtube (about the aeromobile), here is the brazilian portuguese article about this idea:

When talking about SELF-SUSTAINABLE OVERHEAD STATION, one is imagining an operational platform structure similar to an Oil Platform, but in land, elevated above the forest, which has a cohesive operational community and coordinated social strata, disciplined and organized, with a minimum deforestation for its construction, and within a gradual reforestation plan of its base, in which the communication between stations is given by air as helicopters or by other suspended routes such as aeromobile, and that contains energy resources such as wind and photovoltaic, and water from groundwater, or by harvesting and treating rainwater. At this station, all HUMINT and SIGINT controls in an Amazon forest would not only be distanced from the social, economic, and cultural impacts they would generate, but would still be protected from epidemiological vulnerabilities and tactical vulnerabilities, at the safest point in the suspended structure. From such a Station, military surveillance, epidemiological control, environmental control, and hybrid systems with universities and other education projects at stations close to populated centers could gradually be implemented without impacting both society and natural system of survival, and without suffering from the high insecurity and environmental damage generated from a more direct relationship, and the forest could remain untouched for more time, without affecting the already natural settlement logic of the Amazon with village system constructions, a technological but more native urban morphology as suggested in the article "Amazonian Insecurity: the Solution is Indigenous", in brazilian portuguese: