The life of Pará

How trade in Pará moves in mysteries ways

Due to the Greenpeace campaign

“The Amazon’s Silent Crices”

the following documents was to prove that import of timber “did not” originating from

SANTA EFIGÊNA
Greenpeace linked several operators to fraudulent documents. Try follow the links!
The following documents was received by the Nature Agency:

AUTEF NO 20141/2013
Nº DVPF 1: 45
GF 1, Guia de transporte: 1 DVPF: 45 Origem PMFS 20141/2013
GF 2, Guia de transporte: 1 DVPF: 45 Origem PMFS 20141/2013
GF 3, Guia de transporte: 1720
GF 3, Guia de transporte: 252
GF 3, Guia de transporte: 294 (export)

According to Nepcon the following documents are needed:

Harvesting
1. Operating License
   2. Autorização de Exploração
      AUTEX or AUTEF - Operating Authorization

Transport
1. DOF / GUIA FLORESTAL (GF1, GF3)
   2. CNPJ card
      3. Invoice
      4. DOF
5. Certificate of Good IBAMA
The following slides show the traceability from the AUTEF concession AUTEF 20141 to the GF 3 export document. All documents has been validated in the official Brazilian systems. Therefore everyone interested can go and make printouts for themselves – if wanted

The following actors play each their part:

ERLI WILIAN DE CASTRO (Concession owner)
S. LOCH COMERCIAL – ME (trader)
S M C NACIMENTO-ME (trader)
LEGNO TRADE COMERCICO (exporter)
AUTEF No: 20141/2013 is located in central Pará.
Not many main roads can be seen from Google Earth.
Transport from this area might go north, south, east and west.
This DVPF links the selling operator ERLI WILIAN DE CASTRO to the buyer S. LOCH COMERCIAL - ME. Notice the deal “toras de Madeira Nativa”
This GF 1 shows the transport between the seller ERLI WILIAN from Félix do Xingu to buyer S. LOCH COMERCIAL in Pacajá.
This GF 1 shows transport of decking from S. LOCH COMERCIAL in Pacajá to SMC NASCIMENTO in Trairão.
At last the decking is transported from Trairão to Ltaituba and from Ltaituba by boat to Belém
This is the way of transport from concession to export from Belém.
At the end of the day LEGNO TRADE buys the decking, make some internal transports in Belém and some internal transactions making the shipment ready for export
This is the way the timber went through Pará according to the official documents.

Does it make sense?

What does these documents prove?

That the timber originates from AUTEF No 20141 and not SANTA EFIGÊNA

(there is more)
According to Imazon (http://imazon.org.br/publicacoes/deforestation-report-for-the-brazilian-amazon-september-2014-sad/?lang=en), the area where AUTEF 20141 is located illegal logging was a big problem at exactly the same time as the valid period of the AUTEF.

Hang on, there is more – why move the timber if you can move the concession?
This concession (the one and the same) was found in SIMLAM
http://monitoramento.sema.pa.gov.br/simlam/index.htm
But according to the coordinates there is a distance between them nearly 350 KM

Got more time? Take a look at the next documents and compare!
How can the "ESCALA" differ with more than a factor six?

What is happening with the graphic, logo and use of them? (Compare with the next page as well)
What help do EU operators and Competent Authorities get using official documents from Brazil?