



**Migration, reterritorialization, and infrastructure:
The Formation of the Urban Territory of Mato Grosso under the Logic of
Agribusiness**

Rosana Lia Ravache

Professora Doutora, UNIVAG. Brasil
rosana@univag.edu.br
<https://orcid.org/0000-0003-2900-8850>

Jeane Aparecida Rombi de Godoy

Professora Doutora, UNIVAG. Brasil
jeane.rosin@univag.edu.br
<https://orcid.org/0000-0003-4577-4651>

Submissão: 06/04/2025

Aceite: 10/05/2025

RAVACHE, Rosana Lia; GODOY, Jeane Aparecida Rombi de. Migração, reterritorialização e infraestrutura: A Formação do Território Urbano de Mato Grosso sob a Lógica do Agronegócio. **Periódico Eletrônico Fórum Ambiental da Alta Paulista**, [S. l.], v. 21, n. 2, 2025. DOI: [10.17271/1980082721220225819](https://doi.org/10.17271/1980082721220225819). Disponível em: https://publicacoes.amigosdanatureza.org.br/index.php/forum_ambiental/article/view/5819
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Migration, reterritorialization, and infrastructure:**The Formation of the Urban Territory of Mato Grosso under the Logic of Agribusiness****ABSTRACT**

Objective – critically analyze the process of territorial and urban formation of Mato Grosso, based on the migration of settlers known as “paus rodados” and the implementation of public policies guided by the logic of agribusiness and logistical infrastructure.

Methodology – The methodology adopts a qualitative approach, based on bibliographic review, historical analysis and critical territorial reading.

Originality/Relevance – The research highlights the contradictions of the current model, such as land concentration, urban fragmentation, territorial selectivity and environmental degradation, problematizing their effects on spatial justice and the right to the city.

Results – The cities resulting from the process of reterritorialization and urbanization practiced in Mato Grosso demonstrate a model of territorial development that intensely articulates technique, capital and state policy, characteristics that reveal an urban configuration characterized by fragmentation, functional sectorization and socio-spatial inequality, compromising its capacity to provide quality of life, inclusion and well-being.

Theoretical/Methodological Contributions – By focusing on medium-sized cities that emerged along highways such as BR-163, the study investigates how technically planned productive expansion reconfigured urban-regional space, promoting a functionalized, socially exclusive, and environmentally unsustainable urbanization.

Social and Environmental Contributions – The article contributes to urban and regional studies by proposing the overcoming of technocratic paradigms through a territorial rationality anchored in equity, diversity and sustainability.

KEYWORDS: reterritorialization; medium-sized cities; infrastructure

Migração, reterritorialização e infraestrutura:**A Formação do Território Urbano de Mato Grosso sob a Lógica do Agronegócio****RESUMO**

Objetivo: analisar criticamente o processo de formação territorial e urbana de Mato Grosso, a partir da migração de colonos conhecidos como “paus rodados” e da atuação de políticas públicas orientadas pela lógica do agronegócio e da infraestrutura logística.

Metodologia - A metodologia adota abordagem qualitativa, com base em revisão bibliográfica, análise histórica e leitura territorial crítica.

Originalidade/relevância - A pesquisa evidencia as contradições do modelo vigente, como concentração fundiária, fragmentação urbana, seletividade territorial e degradação ambiental, problematizando seus efeitos sobre a justiça espacial e o direito à cidade.

Resultados - As cidades resultantes do processo de reterritorialização e urbanização praticado em Mato Grosso evidencia um modelo de desenvolvimento territorial que articula intensamente técnica, capital e política estatal, características que revelam uma configuração urbana caracterizada por fragmentação, setorialização funcional e desigualdade socioespacial, comprometendo sua capacidade de prover qualidade de vida, inclusão e bem-estar.

Contribuições teóricas/metodológicas - Ao focar nas cidades médias que emergiram ao longo de eixos como a BR-163, o estudo investiga como a expansão produtiva, tecnicamente planejada, reconfigurou o espaço urbano-regional, promovendo uma urbanização funcionalizada, socialmente excludente e ambientalmente insustentável.

Contribuições sociais e ambientais - O artigo contribui para os estudos urbanos e regionais ao propor a superação de paradigmas tecnocráticos por meio de uma racionalidade territorial ancorada na equidade, diversidade e sustentabilidade.

PALAVRAS-CHAVE: reterritorialização; cidades médias; infraestrutura

Migración, reterritorialización e infraestructura:**La formación del territorio urbano de Mato Grosso bajo la lógica del agronegocio**



RESUMEN

Objetivo – Analizar críticamente el proceso de formación territorial y urbana de Mato Grosso, a partir de la migración de colonos conocidos como “paus rodados” y la implementación de políticas públicas guiadas por la lógica del agronegocio y la infraestructura logística

Metodología – La metodología adopta un enfoque cualitativo, basado en la revisión bibliográfica, el análisis histórico y la lectura crítica territorial.

Originalidad/Relevancia – La investigación destaca las contradicciones del modelo actual, como la concentración de la tierra, la fragmentación urbana, la selectividad territorial y la degradación ambiental, problematizando sus efectos sobre la justicia espacial y el derecho a la ciudad.

Resultados - Las ciudades resultantes del proceso de reterritorialización y urbanización practicado en Mato Grosso demuestran un modelo de desarrollo territorial que articula intensamente técnica, capital y política estatal, características que revelan una configuración urbana caracterizada por la fragmentación, la sectorización funcional y la desigualdad socioespacial, comprometiendo su capacidad de proporcionar calidad de vida, inclusión y bienestar.

Contribuciones Teóricas/Metodológicas – Aportes teórico-metodológicos - Al centrarse en ciudades de tamaño medio surgidas a lo largo de carreteras como la BR-163, el estudio investiga cómo la expansión productiva técnicamente planificada reconfiguró el espacio urbano-regional, promoviendo una urbanización funcionalizada, socialmente excluyente y ambientalmente insostenible.

Contribuciones Sociales y Ambientales – El artículo contribuye a los estudios urbanos y regionales al proponer la superación de paradigmas tecnocráticos a través de una racionalidad territorial anclada en la equidad, la diversidad y la sostenibilidad.

PALABRAS CLAVE: reterritorialización; ciudades medianas; infraestructura

1. INTRODUCTION

In recent decades, the state of Mato Grosso has undergone profound socio-spatial transformations driven by federal public policies aimed at national integration and the expansion of agricultural frontiers. These actions have promoted the restructuring of regional space, enabling the emergence of new urban centers linked to agribusiness, especially in areas previously classified as "demographic voids" by state land occupation strategies (Romancini; Rodrigues, 2007).

The growing presence of migrants from the Southern Region of Brazil—popularly known as "paus rodados" (slow-moving migrants)—and their involvement in state and private colonization projects played a fundamental role in the formation of new medium-sized cities. These individuals, often attracted by promises of land, infrastructure, and opportunities, acted as vectors for the occupation of the Cerrado and the Legal Amazon, contributing decisively to the formation of a new urban-productive space, anchored in the logic of agricultural specialization and dependence on large-scale logistical projects (Rossetto, 2011).

The growing presence of migrants from the Southern Region of Brazil—popularly known as "paus rodados" (slow-moving migrants)—and their involvement in state and private colonization projects played a fundamental role in the formation of new medium-sized cities. These individuals, often attracted by promises of land, infrastructure, and opportunities, acted as vectors for the occupation of the Cerrado and the Legal Amazon, contributing decisively to the formation of a new urban-productive space, anchored in the logic of agricultural specialization and dependence on large-scale logistical projects (Rossetto, 2011).

In this context, the production of urban-regional space in Mato Grosso takes on specific characteristics that directly engage with contemporary debates in the fields of Architecture and Urban Planning. The formation of medium-sized cities with logistical and agro-industrial functions reinforces the thesis of extensive urbanization (Carlos, 2007), characterized by dispersed, technologically advanced growth subordinated to the logic of capital. This form of territorial occupation tends to exacerbate socio-spatial inequalities, compromising the effectiveness of urban and regional planning policies and challenging the principles of spatial justice, functional diversity, and urban sustainability (Maricato, 2011; Rolnik, 2015).

1.1 Objectives

Considering these aspects, this article aims to critically analyze the formation of Mato Grosso's urban territory through the actions of "paus rodados" (agriculturalists) and public interventions that favored the expansion of agribusiness. The article discusses how infrastructure and reterritorialization policies led to the emergence of medium-sized cities with specific functions within the agro-industrial system, and how these processes impacted the state's spatial and urban configuration, both morphologically and functionally.

To achieve these goals, the article was organized into seven sections, in addition to this introduction. Section 1.2 presents the research objectives. Section 1.3 presents the methodology adopted. Section 2 discusses public policies and reterritorialization mechanisms.

Section 3 proposes an analysis of medium-sized cities as structuring elements of the regional urban network. Section 4 then delves deeper into the discussion of infrastructure and induced urbanization. Section 5 addresses the social, spatial, and environmental contradictions of the analyzed territorial model, culminating in the concluding remarks in section 6.

1.2 Methodology

This research adopts a qualitative, analytical, and historical-interpretative approach, aiming to understand the processes of territorial and urban formation in Mato Grosso, starting in the 1970s, in contexts marked by the expansion of agribusiness and state action on the front lines of occupation. This methodological choice allows us to grasp the complex relationships between infrastructure, public policies, social actors, and urban spatial forms, central elements in the field of Architecture and Urbanism.

According to Minayo (2010), the qualitative approach is particularly suited to analyzing social phenomena embedded in historical processes, as it allows us to capture meanings, structures, and mediations that escape statistical quantification. In this sense, the study begins with the understanding that urban space is a historically produced social construct, conditioned by political and economic dynamics, and shaped by technical decisions that materialize in the landscape (Santos, 2006; Harvey, 2005; Rolnik, 2015).

1.3 Method of Analysis

The spatial framework covers the state of Mato Grosso, focusing on municipalities located along BR-163 and in areas impacted by official or private colonization projects, notably those emancipated between 1977 and 2000. This framework clearly demonstrates the role of logistical infrastructure in shaping new specialized urban centers and their connection with the productive functions of agribusiness.

The timeframe encompasses the period of greatest intensification of reterritorialization in the state, from the separation of Mato Grosso do Sul in 1977 to the present. This delimitation encompasses the implementation of strategic state programs, such as the National Integration Program (PIN) and the POLONOROESTE Project, as well as the consolidation of new logistics corridors and the emergence of medium-sized cities with functions linked to the agro-export system.

The sources used were grouped into three main categories:

- **Documentary sources:** technical reports from the National Institute of Colonization and Agrarian Reform (INCRA), EMBRAPA, IBGE, the BR-163 Sustainable Regional Development Plan (PDRS-BR-163), among other official documents;
- **Specialized literature:** reference works on critical urban and territorial studies, such as Santos (2006), Harvey (2005), Corrêa (1997), Carlos (2007), Rossetto (2011), and Ravache (2013), with an emphasis on reterritorialization processes, functional urbanization, and infrastructure;

- **Cartographic and statistical data:** maps, satellite images, and socioeconomic indicators (GDP, demographics, land use), used to characterize the morphological and functional aspects of the cities analyzed.

The analytical strategy adopted was the triangulation of sources, combining theory and empirical data to identify causal links between the migration of "paus rodados" (traditional workers), state action, infrastructure development, and urbanization patterns. The analysis sought to highlight the material and symbolic effects of reterritorialization on urban morphology, the regional function of medium-sized cities, and the configuration of territorial networks, while also considering the environmental and social impacts of this process.

This methodology, in dialogue with the epistemological foundations of critical geography and the concerns of contemporary urban planning, allows us to understand not only the territorial expansion of agribusiness, but also the ways in which this expansion produces spatial selectivity and urban inequalities—central aspects for critical reflection in Architecture and Urbanism.

2. PUBLIC POLICIES AND RETERRITORIALIZATION: THE RECONFIGURATION OF MATO GROSSO'S SPACE

The process of occupation and territorial restructuring in Mato Grosso in the final decades of the 20th century reveals the State's decisive role as a driver of territorial growth and organizer of regional urban logic. Anchored in a developmentalist framework, the public policies implemented during this period aimed primarily at economically integrating peripheral areas of the country into the markets of the Center-South and, later, into the global market, through the dynamization of agribusiness and the modernization of the logistics network.

The notion of reterritorialization, according to Raffestin (1993), helps us understand how these policies operated on the territory, reorganizing urban uses, meanings, and functions through the introduction of new agents, technical instruments, and development projects. In the Mato Grosso region, this process involved transforming vast areas of the Cerrado and Legal Amazon into zones of intensive agricultural production through the donation or sale of public lands (so-called vacant lands) to settlers, cooperatives, and economic groups.

Among the main instruments of territorial intervention were the federal programs National Integration Program (PIN) and the Central-West Development Project (POLONOROESTE), both conceived during the military regime. These projects considered regions inhabited by indigenous, riverside, and peasant populations as "demographic voids," disregarding their traditional forms of occupation and appropriation of the territory (Romancini; Rodrigues, 2007). The replacement of these ways of life with mechanized production systems operated as a form of economic and symbolic colonization of space.

In the urban field, these interventions resulted in the accelerated formation of urban centers with specific functions, focused on logistics, storage, and processing of agro-industrial products. The construction and paving of highway BR-163 (Cuiabá–Santarém) became a structuring vector of linear urbanization, which began to organize the relationships between the productive sector and export centers. According to Santos (2006), territory is simultaneously a

natural substrate, a technical product, and a social mediator, and state intervention through logistics infrastructure redirects flows, redefines urban hierarchies, and shapes new centralities.

This process of productive territorialization was reinforced, starting in the 2000s, by policies such as the BR-163 Sustainable Regional Development Plan (PDRS-BR-163). Although grounded in sustainability discourse, this plan reproduced the logic of economic efficiency and territorial planning geared toward competitiveness, without breaking with the paradigm of agro-export expansion. In practice, the logistics network and incentives for corporate agriculture were expanded, consolidating a functionalized territorial model disconnected from local social and environmental needs.

As Harvey (2005) points out, the capitalist production of space appropriates territory as a means of capital circulation and reproduction. In the case of Mato Grosso, infrastructure not only facilitated the flow of production but also determined the urban form and regional function of dozens of new municipalities, especially those that emerged between 1977 and 2000. The cities that emerged in this context were structured as logistical components of a territory that became technically produced, generating an urban network of highly specialized mid-sized cities subordinated to the dynamics of exports.

From an urban and regional planning perspective, the model implemented in Mato Grosso is selective and hierarchical: it prioritizes productive spaces accessible to logistical investments, while marginalizing localities and populations not integrated into agribusiness flows. This selectivity undermines the principles of territorial equity, dismantles decentralized urban policies, and accentuates the concentration of power in the hands of large economic groups.

In short, the reterritorialization implemented through public policies in Mato Grosso resulted in a spatial reorganization guided by economic functionality and logistical integration. This reorganization profoundly altered the form and function of cities, producing intermediate urban centers with a technical-productive role in the agro-export system, but with limited capacity to promote social inclusion and environmental sustainability—a central challenge in light of the contemporary foundations of urban and regional planning.

3. THE FORMATION OF MEDIUM-SIZED CITIES: URBAN FUNCTION, SPECIALIZATION, AND MORPHOLOGICAL STRUCTURE

Following the state-sponsored reterritorialization and the expansion of logistical infrastructure, Mato Grosso began to display an urban network characterized by the emergence of medium-sized cities with specialized technical and productive functions. Unlike traditional medium-sized cities—historically structured based on functional diversity and administrative, commercial, educational, and service roles—the cities that have developed in the interior of Mato Grosso since the 1970s are strongly anchored in the logic of agribusiness and logistical rationality.

This process gives medium-sized cities in Mato Grosso a functionalized status, according to the typology proposed by Corrêa (1997), which refers to cities whose urban dynamics are subordinated to their main activity, without significant sectoral diversification. Sinop, Sorriso, Lucas do Rio Verde, and Nova Mutum exemplify this new generation of medium-

sized cities whose urban morphology, economic structure, and territorial relations are organized based on integration with the agroindustrial system and logistics corridors, especially BR-163.

These cities serve as logistics platforms and agro-industrial transformation hubs, offering specialized services such as grain storage, seed processing, agricultural equipment maintenance, and technical support. This functional specialization directly impacts the physical structure of the urban fabric: there is a clear sectorization between productive areas, administrative centers, and peripheral expansion zones, often lacking basic infrastructure. As Maricato (2011) observes, this pattern is indicative of an exclusionary urbanism, in which technical and productive rationality prevails over spatial justice.

The urban morphology of these cities reflects the technical rationality of their origins: longitudinal road axes, linear expansion along highways, industrial zones located near logistical access points, and remote and fragmented residential neighborhoods, heavily dependent on private transportation. In Sinop, for example, an urban structure centered on the BR-163 highway is observed, with high functional density along the highway and scattered peripheries with limited public facilities. This model reinforces what Carlos (2007) defines as extensive urbanization, characterized by dispersion, low density, and a logic of technical connection rather than urban integration.

The homogenization of economic function—centered on agribusiness—also compromises the resilience of these cities to fluctuations in the international commodities market. The scarcity of economic diversification policies, combined with the absence of master plans that consider the social and environmental complexity of territories, contributes to the weakening of urban quality and the reproduction of territorial inequalities. As Villaça (2012) points out, the structure of Brazilian cities tends to reproduce the structural inequality of society, with the marginalization of poverty and the privilege of valued areas.

The symbolic and cultural dimensions of these cities also demonstrate the shift in their urban identities toward an aesthetic of efficiency and productivity. Institutional architecture, local monuments, and the layout of squares and urban centers often extol the power of agribusiness, silencing other narratives and ways of life, such as those of indigenous peoples, small producers, and riverside communities who have been dismantled or rendered invisible in this process of reterritorialization (Rossetto, 2011; Ravache, 2013).

Therefore, understanding the formation of these medium-sized cities requires going beyond a purely economic or demographic analysis, incorporating the functional, morphological, and symbolic dimensions that define their singularities. In the Mato Grosso context, these cities are the spatial product of a territorial policy that combines technology and capital, fostering subordinate, spatially fragmented, and functionally dependent centralities. This diagnosis reinforces the urgency of more inclusive, participatory, and sustainable urban practices, capable of rethinking the role of medium-sized cities in the articulation between rural and urban, between capital and life.

4. TERRITORIAL INFRASTRUCTURE AND INDUCED URBANIZATION

Territorial infrastructure in Mato Grosso plays a central role in shaping a functionalized urban model, technically designed to meet the demands of agribusiness and national logistics

integration. Over the past few decades, highways, railways, and intermodal corridors have structured land use and led to the formation of specialized mid-sized cities, strongly linked to production and commercial flows.

The paving of BR-163 (Cuiabá–Santarém) is emblematic of this process. Designed during the military regime, this highway became a structuring vector of urbanization in northern Mato Grosso, promoting the expansion of the agricultural frontier toward the Legal Amazon and enabling the flow of produce to the river ports of the North. Cities such as Sinop, Sorriso, Lucas do Rio Verde, and Nova Mutum consolidated along this axis, functioning as logistical nodes in the agro-export chain (Ravache, 2013). According to Santos (2006, p. 96), territory is "the ground plus the population, that is, an identity, the fact, the feeling of belonging to what belongs to us [...] it is the basis of work, residence, material and spiritual exchanges, and life, which it influences," which leads us to understand that the materiality of these cities is a direct result of technical-political action.

The urbanization promoted by these infrastructural interventions is characterized by its technical functionality. As defined by Corrêa (1997), this is a pattern of fragmented urbanization, in which urban growth is determined by external demands—especially economic and logistical ones—rather than by organic processes of agglomeration and functional diversification. In these medium-sized cities, urban expansion follows a sectoral logic: industrial parks close to the highway network, service zones around logistical hubs, and peripheral neighborhoods increasingly disconnected from decision-making centers and urban infrastructure.

Empirical analysis confirms this pattern. In Sorriso, the population jumped from approximately 20,000 in 1991 to over 120,000 in 2022, making it the largest soybean producer in the country. The municipal GDP exceeded R\$9 billion in 2021, with approximately 80% of the value added coming from the agricultural and agroindustrial sector (IBGE, 2022). This performance, however, is strongly supported by infrastructure dedicated to grain storage, processing, and transportation—not by urban balance or social well-being indicators.

In Lucas do Rio Verde, a city with approximately 70,000 inhabitants, a planned urban growth pattern can be observed in the center—with squares, technical schools, and organized road systems—contrasting with unstructured peripheries, where housing precariousness, poor sanitation, and a lack of public facilities are evident. A similar situation is observed in Sinop, with a population of over 150,000, an educational center and logistics hub, but with a high rate of deforestation, disorderly urban sprawl, and water contamination (Ravache, 2013; MapBiomias, 2021).

Ongoing projects, such as the Ferrogrão railway, accentuate the trend toward export-oriented productive territorialization. Designed to follow the BR-163 highway and consolidate the Central-North Corridor, Ferrogrão reinforces the dependence on a development model centered on large volumes of commodities and the intensification of capital flows, natural resources, and infrastructure. As Harvey (2005) warns, the capitalist production of space involves selecting and organizing territory according to profitability criteria, creating privileged circulation spaces and zones of socio-spatial exclusion.

This infrastructure, although presented as a symbol of progress and integration, operates as a vector of selective urbanization, favoring technologically advanced and

economically promising territories while marginalizing traditional communities, small farmers, and peripheral urban areas. As Rossetto (2011, p. 56-57) observes, the colonization and development model in Mato Grosso marginalized a large portion of the peasant population, excluding them from credit programs, access to land, and basic infrastructure.

In the field of Architecture and Urbanism, analyzing infrastructure as a structuring agent of urbanization requires going beyond the technical dimension. It is necessary to understand that infrastructure is a form of power, with the ability to define who has access to the territory, who is included in productive circuits, and who is left on the margins (Raffestin, 1993; Rolnik, 2015). Urban induction through technology, in this sense, is not neutral: it carries world projects and forms of control that directly impact the social structure and quality of urban space.

Therefore, territorial infrastructure in Mato Grosso must be understood as an instrument of spatial selectivity, which organizes urban expansion according to the logic of capital and productivity, compromising the principles of integrated territorial planning, urban equity, and socio-environmental sustainability. Overcoming this model implies repositioning infrastructure not as an end in itself, but as a means of promoting citizenship, territorial cohesion, and spatial justice.

5. CONTRADICTIONS OF THE TERRITORIAL MODEL

The territorial model implemented in Mato Grosso, structured based on infrastructure expansion and agribusiness logic, represents a highly technological form of spatial reorganization that simultaneously promotes economic growth and the systematic production of inequalities. By prioritizing certain flows and agents, this contemporary territorial rationale reveals profound contradictions that compromise environmental balance, territorial equity, and socio-spatial justice (Moraes; Ravache; Godoy, 2023). These contradictions are expressed in multiple dimensions, which are explored in more detail below.

5.1 Dimensão Social: Segregação, Acesso e Desigualdades Persistentes

The social structure emerging in Mato Grosso's mid-sized cities results from the exclusion of large segments of the population from the development promises that underpin agro-export expansion. Access to land, credit, and quality housing is concentrated among local elites or wealthy migrants, while rural workers, indigenous people, and small farmers are often displaced or absorbed as precarious labor. According to data from the Agricultural Census (IBGE, 2017), in Mato Grosso, 1% of rural establishments account for more than 45% of the total arable land, confirming land concentration as a dominant feature.

In cities, this exclusion manifests itself through socio-spatial segregation. As analyzed by Maricato (2011), Brazilian urbanization reproduces society's structural inequalities in built spaces. In Sinop, Lucas do Rio Verde, and Sorriso, planned neighborhoods with modern infrastructure coexist with peripheries marked by precariousness, with limited access to

essential services such as water, sanitation, and public transportation. The lack of social housing policies and participatory planning accentuates the invisibility of these populations in decision-making processes.

5.2 Urban Dimension: Fragmentation, Functionalization, and Vulnerability

The urbanization pattern induced by logistics infrastructure in Mato Grosso has resulted in functionalized mid-sized cities, with morphologies geared toward productivity and logistical efficiency. The technical-productive specialization of these cities compromises the diversity of uses and weakens territorial resilience. As Carlos (2007) observes, extensive and technologically advanced urbanization creates a city disconnected from its multiple symbolic and social functions, focused on flow rather than permanence.

Furthermore, excessive dependence on the agro-export economy makes these cities vulnerable to fluctuations in the global commodities market, climate change, and national logistical reconfigurations. The lack of public policies aimed at local economic diversification compromises their urban autonomy and the creation of internal production chains. In Sorriso, for example, more than 80% of municipal economic activity is linked to the soybean agroindustry (IBGE, 2022), creating a mono-dependent and highly volatile economy.

5.3 Spatial Dimension: Territorial Selectivity and Regional Disarticulation

The territorial expansion promoted by the State and large economic groups did not occur uniformly. On the contrary, investments in infrastructure and public services followed a selective logic, concentrating on logistics corridors and municipalities with the greatest capacity to attract capital. Municipalities outside these axes remain poorly connected, economically unattractive, and have few development opportunities.

This logic reinforces Santos's (2007) thesis on the production of an unequal "technical-scientific-informational environment," where only certain territories receive the technical attributes necessary for capitalist valorization. The resulting regional fragmentation impedes coordination between medium-sized and small cities, discourages cooperative networks, and intensifies intraregional inequalities. In Mato Grosso, the difference between municipalities like Sorriso and municipalities with low logistical density can be observed in indicators such as the Municipal Human Development Index (MHDI), with discrepancies of up to 0.2 points (UNDP, 2021).

5.4 Environmental Dimension: Degradation, Deforestation, and Climate Injustice

Agribusiness-driven territorial expansion has been accompanied by intensive environmental degradation. Between 1985 and 2020, Mato Grosso lost approximately 110,000 km² of native vegetation, equivalent to more than 30% of its original cover (MapBiomass, 2021). This massive deforestation, driven by the replacement of forests with monocultures and

pastures, compromises the balance of the Cerrado and Amazon biomes, affects hydrological cycles, and exacerbates regional warming.

Furthermore, the urban model of medium-sized cities contributes to soil impermeability, spring degradation, and water contamination—especially where there are no treated sewage systems. In Sinop, studies identify that more than 35% of urban springs are threatened by real estate expansion (Ravache, 2013). These effects constitute climate injustice, in which poorer populations are the most affected by floods, extreme heat, and water scarcity, lacking the means to adapt.

5.5 Economic Dimension: Concentration and Productive Dependence

Although the current model has promoted significant increases in GDP for several municipalities, its accumulation structure is highly concentrated. Much of the profits generated by agribusiness are appropriated by national and foreign groups, whose decision-making centers are outside the region. Furthermore, as pointed out by Harvey (2005), accumulation by dispossession—including land grabbing, appropriation of public lands, and land exclusion—is part of the very mechanism of this model's expansion.

In terms of tax collection and distribution, many municipalities with high production levels have limited budgetary autonomy, relying on state and federal transfers. This limits their ability to implement structural social policies, such as housing, mobility, and technical education, exacerbating territorial inequality.

5.6 Symbolic and Cultural Dimension: Silencing and Homogenization

The urban model promoted by agroindustrial expansion in Mato Grosso also imposes a symbolic form of territorial domination. Local urban identities tend to be shaped by the narrative of progress, efficiency, and productivity, eclipsing traditional ways of life, local knowledge, and the collective memory of indigenous peoples and peasant communities.

As Lefebvre (1968) observes, space is also a symbolic product, laden with values, disputes, and representations. The aestheticization of agribusiness in public squares, monuments, and institutional architecture renders other narratives invisible and reduces the city to its economic function, erasing its historicity and plurality.

The contradictions of Mato Grosso's territorial model are not limited to economic or environmental imbalances, but operate through multiple forms of exclusion and fragmentation—physical, social, cultural, and symbolic. Overcoming these contradictions requires a profound shift in territorial rationality, guided not only by productivity but also by the principles of equity, spatial justice, and multi-scalar sustainability.

6. FINAL CONSIDERATIONS

The analysis of the reterritorialization and induced urbanization process in Mato Grosso highlights a territorial development model that intensely combines technology, capital, and state policy. Structured based on the logic of agribusiness and logistical infrastructure, this

model promoted a profound transformation in the regional space, creating functionalized mid-sized cities, connected by circulation networks, but disconnected from the social, cultural, and environmental complexity of the territories in which they are located.

The cities resulting from this process reveal an urban configuration characterized by fragmentation, functional sectorization, and socio-spatial inequality, compromising their ability to provide quality of life, inclusion, and well-being. Excessive dependence on agribusiness, combined with selective public policies, has produced subordinated centralities, technologically advanced territories, and systematic exclusions—elements that contradict the fundamental principles of democratic urban planning and spatial justice.

From an environmental perspective, the effects are alarming: large-scale deforestation, water depletion, soil contamination, and climate impacts highlight the structural unsustainability of the current model. From a symbolic and political perspective, the hegemony of technical rationality silences alternative forms of existence and reduces urban space to an instrument of accumulation through spoliation (Harvey, 2005), contradicting the idea of the city as a space of plurality, memory, and the social production of everyday life (Lefebvre, 1968; Rolnik, 2015).

In this sense, this study proposes that criticism of this territorial model should not be limited to denouncing its impacts, but should also point to new territorial rationalities capable of articulating technical efficiency with socio-spatial justice, competitiveness with territorial solidarity, and strategic planning with citizen participation. In this context, it is imperative to rethink:

- The role of medium-sized cities not as parts of the logistical machine, but as hubs promoting equity, diversity and social innovation;
- Infrastructure as a means of multi-scalar territorial integration, not as an instrument of spatial selection;
- Territory as a social and symbolic construction, whose urban forms must reflect the memory, culture, and plurality of its inhabitants, and not just the flows of capital.

For the field of Architecture and Urbanism, this debate is central. The creation of urban space cannot be separated from its social and environmental impacts, and urban planning needs to be reoriented based on ethical, ecological, and territorial principles that value collective rights, care for the common good, and long-term sustainability.

Mato Grosso's trajectory, while promising, is also contradictory, as it reveals that urban and regional development needs to be considered beyond economic efficiency. This is an urgent call to build just, environmentally responsible, and socially democratic cities, capable of responding to contemporary challenges with critical vision, territorial sensitivity, and a commitment to the future.

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DECLARAÇÕES

CONTRIBUIÇÃO DE CADA AUTOR

Ao descrever a participação de cada autor no manuscrito, utilize os seguintes critérios:

- **Concepção e Design do Estudo:** Informe quem teve a ideia central do estudo e ajudou a definir os objetivos e a metodologia.
Rosana Lia Ravache
 - **Curadoria de Dados:** Especifique quem organizou e verificou os dados para garantir sua qualidade.
Jeane Aparecida Rombi de Godoy
 - **Análise Formal:** Indique quem realizou as análises dos dados, aplicando métodos específicos.
Jeane Aparecida Rombi de Godoy
 - **Aquisição de Financiamento:** Identifique quem conseguiu os recursos financeiros necessários para o estudo.
NA
 - **Investigação:** Mencione quem conduziu a coleta de dados ou experimentos práticos.
Rosana Lia Ravache e Jeane Aparecida Rombi de Godoy
Metodologia: Aponte quem desenvolveu e ajustou as metodologias aplicadas no estudo.
Jeane Aparecida Rombi de Godoy
 - **Redação - Rascunho Inicial:** Indique quem escreveu a primeira versão do manuscrito.
Rosana Lia Ravache
 - **Redação - Revisão Crítica:** Informe quem revisou o texto, melhorando a clareza e a coerência.
Rosana Lia Ravache e Jeane Aparecida Rombi de Godoy
 - **Revisão e Edição Final:** Especifique quem revisou e ajustou o manuscrito para garantir que atende às normas da revista.
Rosana Lia Ravache
 - **Supervisão:** Indique quem coordenou o trabalho e garantiu a qualidade geral do estudo.
Jeane Aparecida Rombi de Godoy
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DECLARAÇÃO DE CONFLITOS DE INTERESSE

Eu/Nós, **Rosana Lia Ravache e Jeane Aparecida Rombi de Godoy** declaro(amos) que o manuscrito intitulado "[Título do Manuscrito]":

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