

Thailand

TSA on Illegal Wildlife Trade -IWT

Status: On-going

Expected completion date: March 2021

Funding agency: GEF-UNDP-GoT Project "Combating Illegal Wildlife Trade, focusing on Ivory, Rhino Horn, Tiger, and Pangolin.

Implementing partners: International Institute for Environment and Development (IIED), U.K.

The Government of Thailand is currently implementing the GEF Project "Combating Illegal Wildlife Trade, focusing on Ivory, Rhino Horn, Tiger, and Pangolin. The Project's Objective is to reduce wildlife trafficking through enhanced enforcement capacity and collaboration and targeted behavior change campaigns. The TSA supports the Project's *Output 1.5: Economic assessment to highlight the global and national economic losses due to illegal wildlife trade and making a case for additional financing for Wildlife Crime Enforcement.*

The TSA study will use selected criteria and indicators to compare different biodiversity and ecosystem management scenarios (BAU and SEM scenarios) vis-à-vis IWT and the legal wildlife species trade; and its potential impacts to the Thai's economy, for example, impacts to national and international legal species trade, possible international IWT sanctions, losses to the tourism industry and other business development, loss of tax revenue, increased costs to low enforcement, and foregone income from alternative livelihoods to local communities. The TSA study seeks to answer the decision maker's policy questions such as:

- What are the social, economic, and environmental losses (monetary and non-monetary) resulting from the current IWT that justify a significant increase in public funding to combat IWT?
- What are the net benefits resulting from increasing public funding to combat IWT that justify the increase?
- What are net benefits at the community level, justify the increase of public funding to combat IWT?
- What benefits do local communities derive from a regulated sustainable legal species trade (SLST)?
- How are the potential net benefits of decreasing IWT distributed across sectors and people (including vulnerable groups)?
- What is the annual cost of shifting from IWT (BAU) to the SLST (SEM) situation? I.e., what will be a realistically estimated cost of implementing the National Ivory Action Plan (NIAP), the Forest and Biodiversity Management Plans of the MNRE, and other essential law enforcement action plans?
- What are the estimated economic impacts and other benefits (gains or losses) to other sectors such as nature-based tourism, taxation revenue, and law enforcement, as a result of IWT?

The TSA will provide evidence-based economic, social, and environmental arguments (and operational recommendations) to decision-makers to support the development of cost-saving schemes, optimization of existing finance mechanisms, and new financial instruments to combat IWT. The TSA will mobilize public and private funding to cover the cost of implementing the National Ivory Action Plan (NIAP) and optimizing the current regulations against IWT and enforcement plans. The TSA will also improve protected area