



**PRCM**

PARTENARIAT RÉGIONAL POUR LA CONSERVATION  
DE LA ZONE CÔTIÈRE ET MARINE  
EN AFRIQUE DE L'OUEST



**rampao**

Réseau Régional d'Aires Marines Protégées en Afrique de l'Ouest

**Implementation of « green contributions »  
In favor of biodiversity in West Africa**

**CALL FOR PROPOSALS**

## Context

Like the vast majority of countries in the world, the financing gap observed in Protected Areas to ensure safety and sustainable development is still very high in most West African countries. If international cooperation can play a role in filling this funding gap partially, it seems unrealistic to rely too heavily on the latter.

The PRCM proposes to study the possibility of setting up green contributions to improve the financing of Protected Areas in the sub-region. The aim is to conduct, in collaboration with States wishing to do so, an in-depth reflection on the establishment of national and sustainable solutions to ensure the funding of national networks of Protected Areas.

A green tax (or « green contribution ») is a tax paid by consumers on products or services that are not environmentally respectful in order to offset their negative impact. Allocating tax revenues to conservation means reforming existing fiscal instruments or designing new ones. In both cases, it is important to define the intended use of revenues that can either increase the general state budget or support specific activities related to biodiversity conservation.

Any green tax is an opportunity to increase conservation funding from government budgets, and could provide a reliable new source of revenue for conservation. Several tax tools have already proven to be very effective in several countries around the world and some examples are presented below:

<b>Proposition</b>	<b>AVANTAGES &amp; DISADVANTAGES</b>	<b>STEPS TO FOLLOW</b>
Tax on airline tickets or cruises Payment of a tax on flights or cruise ships stopping at the port (E.g. Beacons)	<ul style="list-style-type: none"><li>• Principle of the “paying polluter”</li><li>• No impact on the weakest segments of the population.</li><li>• Airport taxes often already exist, easy to add a surplus tax.</li><li>• If unevenly fixed, can hinder the development of tourism</li></ul>	<ul style="list-style-type: none"><li>• Calculate estimated revenue (number of trips per year)</li><li>• Study the feasibility of the proposal (with airport authorities)</li></ul>
Environmental taxes on vehicles Annual tax calculated on its power and the year manufactured.	<ul style="list-style-type: none"><li>• Principle of the “paying polluter”</li><li>• Exemptions could be planned to reduce the impact on weaker populations.</li><li>• Sometimes difficult to set up</li></ul>	<ul style="list-style-type: none"><li>• Calculate estimated revenue (number of vehicles per year)</li><li>• Study the feasibility of the proposal</li></ul>
Tax on hotels per nights Environmental contribution per overnight, depending on the standard of the hotel	<ul style="list-style-type: none"><li>• Common practice worldwide (and generally well accepted)</li><li>• Often quite low revenues.</li></ul>	<ul style="list-style-type: none"><li>• Calculate the number of overnight stays per year</li><li>• Study the feasibility of the proposal (with the Ministry of Tourism)</li></ul>
Royalties on mineral extraction Royalties calculated on the volume of ore extracted per year.	<ul style="list-style-type: none"><li>• Principle of the “paying polluter”</li><li>• Huge potential</li><li>• Difficult to set up</li><li>• Could be set up on a «voluntary basis »</li></ul>	<ul style="list-style-type: none"><li>• Negotiate with the main mining companies on the best way to proceed</li></ul>
Ecological tax on fuels 10 % tax on gasoline at the pump (Costa Rican model)	<ul style="list-style-type: none"><li>• Principle of the “paying polluter”</li><li>• Huge estimated revenue</li><li>• Gasoline is already expensive</li><li>• Risk of discontent</li></ul>	<ul style="list-style-type: none"><li>• Check if the Costa Rican model can be reproduced or adapted</li></ul>

## Targets and budgets

It is proposed that at least two member countries of the PRCM receive funding not exceeding 25,000 euros to conduct specific studies on green taxes.

Priority beneficiaries will be the national authorities in charge of Protected Areas, ideally associated with the Ministry of Finance and Budget.

Offers from consulting firms or the civil society will also be considered. They are more likely to be selected if they directly involve the national authorities of the country concerned.

### Activities eligible for funding

Great flexibility exists as to the eligibility of the activities to be funded. Some countries, for example, already have environmental taxes but have not yet applied (the implementing decrees have not been drawn up). The call for tenders could be a good opportunity to finalize some processes already well underway to improve environmental taxation and its application in different countries.

It would also be possible to carry out work further, for the identification and promotion of ad hoc environmental taxation, specifically for the benefit of conservation funding. As an indication, the following elements could, for example, constitute interesting offers:

- Identify a list of 3 to 5 « green contributions » that could be considered at a national level (e.g. taxes at airports, ports, seaside activities, fuel tax and that of overnight stays in luxury hotels, etc.). For each one of them, develop a financial model to determine the expected revenues based on:
  - The level of contribution
  - The basis of the contribution
  - If possible compare the expected returns with the financial needs of national PA networks (or AMPs)
- Evaluate the political, technical feasibility and social acceptability of each proposal
- Measure the economic impact of each proposal (being understood that the sums collected should absorb a substantial part of the financial gap)
- Propose solutions so that the amounts collected are ultimately intended for the networks of Protected Areas (signage)
- If possible, draft a law  
If possible, lobby for the law to be voted (if the initiative is successful, another component could be considered to set up the tax)

### Deliverables

The deliverables to be produced could be made in offer proposals. For example, studies could focus on presenting:

- All existing environmental taxes in a given country
- All new « green contributions » to be set up and the expected returns
- An explanation for judging which green contributions are the most socially acceptable, most technically feasible and most profitable economically.
- Conclusions and recommendations to move forward.
- Roadmap to be implemented, preferably jointly with representatives of national authorities.

### Candidacy

This consultation will be carried out by a consultant, a team of consultants or a consulting firm. The following skills are deemed necessary:

- In-depth knowledge of the subject
- Experience in leading similar projects
- Good knowledge of innovative instruments on green contributions
- Good knowledge of conservation funding stakeholders in West Africa.
- Excellent writing and synthesis skills.
- Fluency in French is essential, fluency in English and/or Portuguese an asset.

Consultants/design offices interested in carrying out this study are invited to send by email a technical offer (10 pages maximum without annexes) which will specify the approach to be adopted and a financial offer which will present the details of the costs. CVs will be attached to indicate professional experience in the relevant field.

Technical and financial offers must be submitted in two separate files no later than **July 31, 2022 at 6 p.m. GMT** to the following addresses [prcm@prcmarine.org](mailto:prcm@prcmarine.org) and [konate@prcmarine.org](mailto:konate@prcmarine.org)