



CONSERVATION STRATEGY FUND SMART INFRASTRUCTURE

ANALYSIS

USING ECONOMICS TO BENEFIT PEOPLE & NATURE

Conservation Strategy Fund (CSF) has been improving social and environmental outcomes through conservation economics for 25 years. We are leaders in supporting infrastructure planning that maximizes economic returns while also considering financial, environmental, and social risks. From identifying the costs and benefits of oil pipeline development in Uganda, to estimating the socio-economic impacts of a new hydroelectric dam in Brazil, we have been consulted as experts in this sector by over 100 organizations to find the balance between infrastructure development and ecosystem conservation.

We work with governments, corporations, development banks and conservation organizations to better evaluate the economic and ecological trade-offs of specific projects and policies, assess alternatives, and establish clear policies for mitigation and compensation of harmful environmental and social impacts.



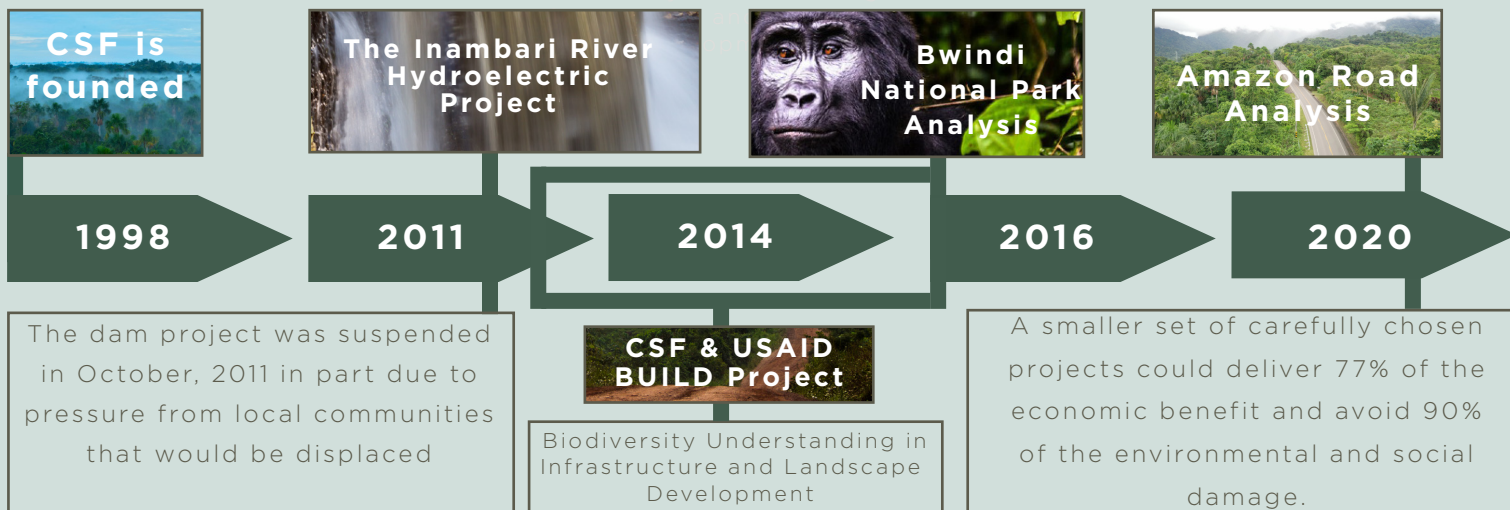
SMART INFRASTRUCTURE
balances development with the conservation of healthy ecosystems for short and long-term social, economic and environmental well-being.

TRAINING

NUMBERS FOR NATURE TRAINING INSTITUTE

Our mission to create more positive outcomes for nature and people using economic tools relies on the accessibility of those tools. Our unique courses teach key economic and finance concepts to environmental professionals, helping them transform the relationship between conservation and development. Alumni leave our courses empowered to use economics to have a greater influence on decisions, strategies and policies in their work, in their countries, and around the world. Our training has changed the way conservation professionals approach their work, and has created lasting positive impact on them as individuals, on their organizations and institutions, and on the health of their environments and communities.

OUR IMPACT OVER TIME



Read on for examples of CSF's impact around the world.



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CSF TURNS THE TIDE

EXAMPLES OF OUR IMPACT



Our work continues to influence policy and infrastructure decisions to better balance environmental health, human well-being, and economic growth.

With every analysis, project and publication, we are building a world in which economic development and the conservation of our limited natural resources are possible together.



Bwindi Impenetrable National Park

2012 - 2015

In 2012, the Uganda National Roads Authority (UNRA) expressed interest in constructing 1,900 km of roads; one being paving a 13km strip of road through Bwindi Impenetrable National Park (BINP), one of the last remaining habitats of endangered mountain gorillas, one of Uganda's main tourist attractions, and a globally recognized UNESCO World Heritage Site. CSF's cost-benefit analysis provided economic justification for developing two alternative roads that would avoid crossing the park entirely. Our study in partnership with the International Gorilla Conservation Programme (IGCP) discovered that investing in roads outside of BINP would have a better overall economic performance because they would benefit more people and communities, and would pose fewer risks to the gorilla population and related tourism activities.

OUR IMPACT

10 years later and the road has still not been paved, and the IGCP is currently working on another environment and social impact assessment to prioritize protecting the gorilla habitats and building smart infrastructure for the surrounding communities.

The Case of Pucallpa-Cruzeiro do Sul

2015 - 2021

The Peruvian and Brazilian governments have proposed building a road that would connect Pucallpa, the capital city of Ucayali in the Peruvian Amazon, with the remote town of Cruzeiro do Sul in Brazil. This road has been under consideration for more than 45 years, and gained momentum in 2014 when it became part a multi-country initiative for economic integration and infrastructure development in South America. Our analysis concluded that building this Central Interoceanic Highway between Cruzeiro do Sul and Pucallpa is not economically profitable and would be an environmental and social disaster due to high levels of deforestation, flood of illegal activities, and destructive impacts on local communities.

OUR IMPACT

In Peru, the road project was temporarily halted, and policy-makers are reviewing more socially and economically viable alternatives. The Brazilian government is currently considering an Environmental Impact Assessment for the road.



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