

# TRAFFIC

WORKSHOP REPORT



## COUNTERING ILLEGAL WILDLIFE TRADE: **COLLABORATIVE ACTIONS ALONG TRANSPORTATION AND SUPPLY CHAINS**

*International Consultative Workshop — 29-30 January 2015, Bangkok, Thailand*



**USAID**  
FROM THE AMERICAN PEOPLE



**TRAFFIC**  
the wildlife trade monitoring network



WORLD CUSTOMS ORGANIZATION

The workshop and this report were made possible with support from the American people delivered through the U.S. Agency for International Development (USAID). The contents are the responsibility of the authors and do not necessarily reflect the opinion of USAID or the U.S. Government.

**Citation:** *Countering Illegal Wildlife Trade: Collaborative Actions along Transportation and Supply Chains Consultative Workshop. Workshop Report. TRAFFIC 2015*

#### **Credits:**

- All wildlife images: Martin Harvey/WWF-Canon
- All workshop images: Siriporn Sriaram
- Ivory seizure, page 7: WAM
- Cargo plane image, page 10: Panalpina
- Workshop Graphics: [imawangrid.wordpress.com](http://imawangrid.wordpress.com)
- Workshop Report Layout and Design: Ngoc Tram Creative [ngoctram89@gmail.com](mailto:ngoctram89@gmail.com)

**TRAFFIC**, the wildlife trade monitoring network, is the leading non-governmental organization working globally on trade in wild animals and plants in the context of both biodiversity conservation and sustainable development. TRAFFIC is a strategic alliance of IUCN and WWF.

**IUCN**, the International Union for Conservation of Nature, helps the world find pragmatic solutions to our most pressing environment and development challenges.

**USAID**, the United States Agency for International Development (USAID), is responsible for the majority of overseas development assistance from the United States Government, and works to end extreme poverty and promote resilient, democratic societies while advancing security and prosperity for America and the world.

**The USAID-funded Wildlife Trafficking, Response, Assessment and Priority Setting (Wildlife-TRAPS) Project** is an initiative that is designed to secure a transformation in the level of co-operation between an international community of stakeholders who are impacted by illegal wildlife trade between Africa and Asia. Wildlife TRAPS is implemented by TRAFFIC and IUCN.

**WCO**, the World Customs Organization, represents 179 Customs administrations around the world and is the steward of international Customs standards and the central forum for co-operation and dialogue on Customs matters. Its main function is assisting Customs administrations to achieve their objectives, especially effective application of Customs controls while efficiently facilitating legitimate trade.

# TABLE OF CONTENTS

INTRODUCTION	<b>3</b>
THE COMPLEXITY OF THE ILLEGAL WILDLIFE TRADE	<b>7</b>
ANALYSIS OF TRANSPORT AND SUPPLY CHAINS	<b>10</b>
KEY ACTIONS FOR THE FUTURE	<b>14</b>
RECOMMENDATIONS FOR THE WAY FORWARD	<b>17</b>



Organized by TRAFFIC, the wildlife trade monitoring network, through the support of USAID and in collaboration with the World Customs Organization (WCO) and the International Union for Conservation of Nature (IUCN), the workshop facilitated discussion on practical changes and commitments at the corporate, regional and global levels.



## INTRODUCTION

The transportation and logistics sector is the backbone of global trade and provides essential services we all benefit from. Unfortunately freight forwarders, logistics companies, land, air and sea carriers, including passenger airlines, are increasingly being abused by traffickers in wild animals and plants and their products, who heavily rely on them to smuggle illicit goods from sources to market destinations.

The sector can therefore play a critical role in being the eyes and the ears of enforcement agencies, helping identify and strengthen key risk points in the supply chain, complementing the suite of solutions of governments and the international community (read more here: <http://bit.ly/1BEDD2a>).

The 1st International Consultative Workshop Countering Illegal Wildlife Trade: Collaborative

Actions along Transportation and Supply Chains brought together over 50 representatives from across the transportation and logistics sector including airlines, couriers and transport associations, Customs officials, supply chain experts, wildlife trade experts, government officials and inter-governmental organizations from around the globe.

By sharing concerns and challenging assumptions, the diverse group of stakeholders worked collaboratively to identify practical and cost-effective solutions to deter wildlife smuggling activities while strengthening supply chains and corporate policies.

The workshop was a highly participatory event, involving situational analyses, sharing, peer feedback and distillation of priority actions.





## WORKSHOP OBJECTIVES



EXPLORE the complexity of the illegal wildlife trade



IDENTIFY the potential influence, and business value for the transportation and logistics sector in helping to reduce it

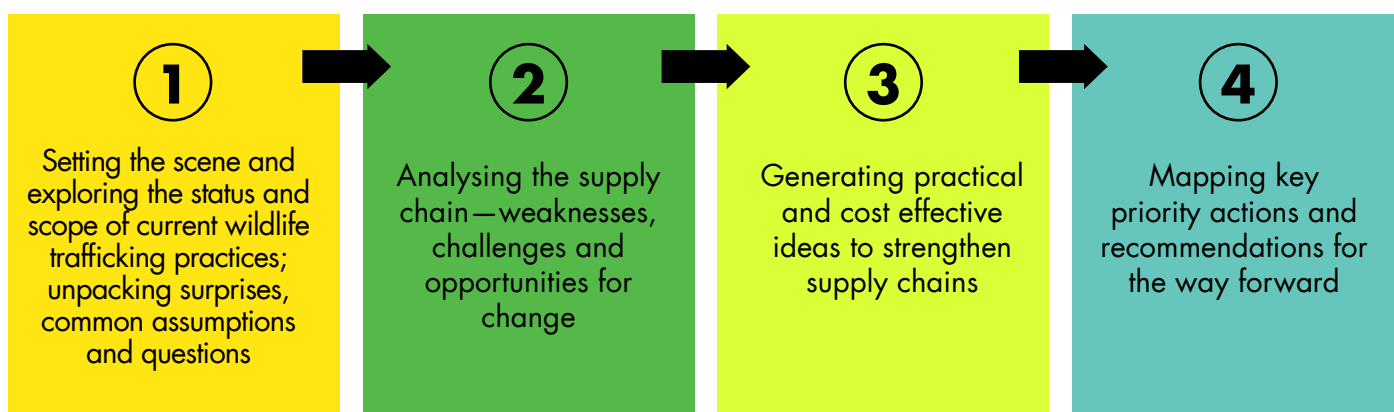


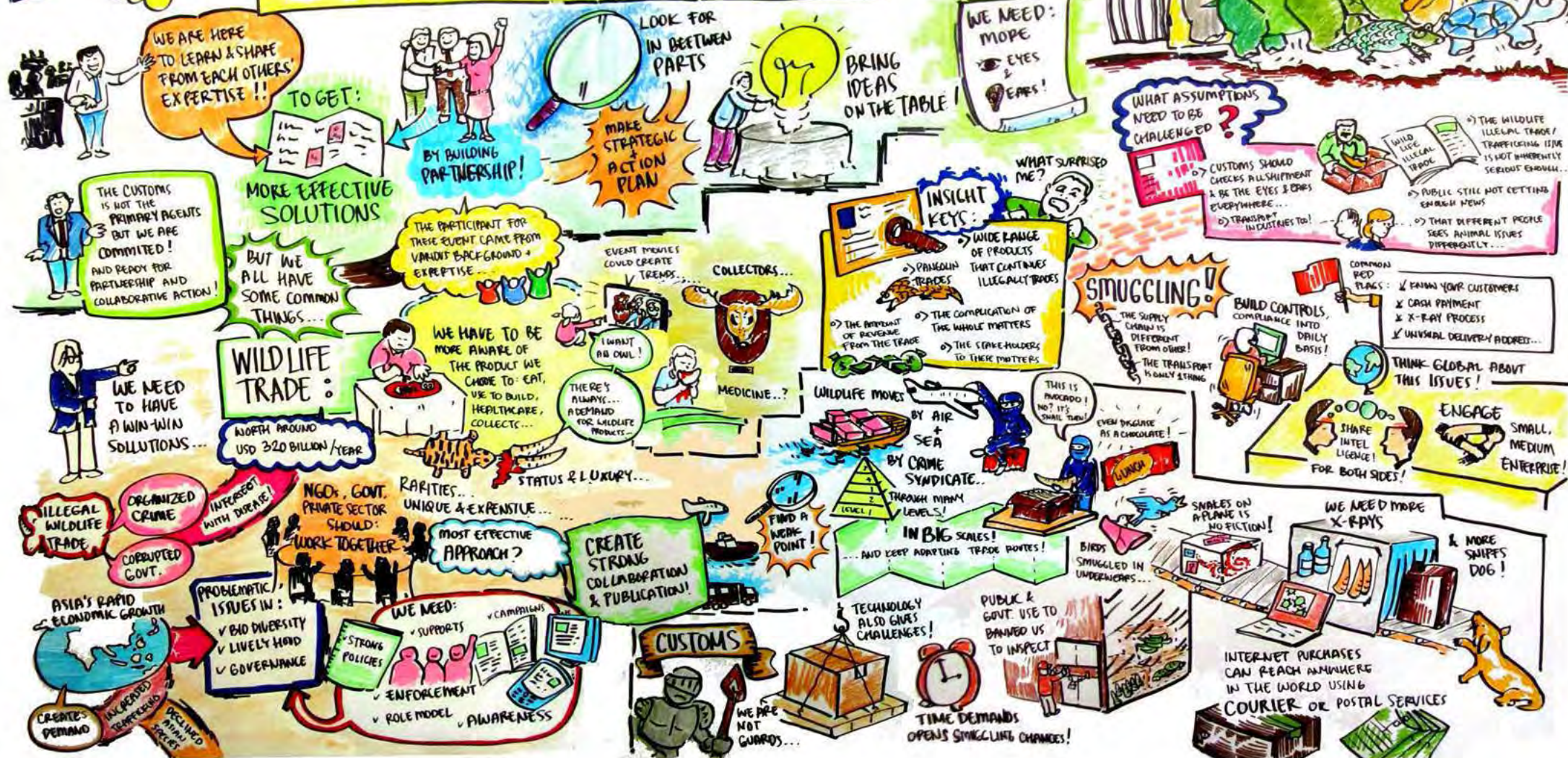
SHARE experiences, analyse challenges and opportunities in existing and potential illicit trade prevention and compliance measures



GENERATE ideas and priority next steps for practical, cost-effective actions by stakeholders to address wildlife trafficking

## WORKSHOP PROCESS FLOW







## THE COMPLEXITY OF THE ILLEGAL WILDLIFE TRADE

**Tom Milliken**, TRAFFIC's Elephant and Rhino Programme Leader, presented a comprehensive overview of legal and illegal aspects of the global wildlife trade, its scale and trends, the importance of international regulations such as the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES) and connections with other forms of illegal activities. Illegal wildlife trade knows no borders and the transportation and logistics sector often unwittingly becomes a link exploited by traffickers to move wildlife from source to destination countries across the world.

Group discussions highlighted both key insights and assumptions behind illegal wildlife trade that may need to be challenged in order to reduce trafficking from each sector's perspective. There was a general consensus that a lot of expertise, knowledge and tools already exist which can be marshaled, adapted and utilized to address the problem.

This was the first time that the transportation and logistics sector had been involved in discussing the issue in detail and the workshop offered an opportunity for building new partnerships.





## THE MOST RECURRENT ASSUMPTIONS HIGHLIGHTED BY PARTICIPANTS INCLUDED:



**WILDLIFE TRAFFICKING IS SOMEONE ELSE'S PROBLEM:** There is a tendency to think that "it's not my problem", particularly in downstream transport/logistics chains which assume that checks and compliance measures have been done at the source.



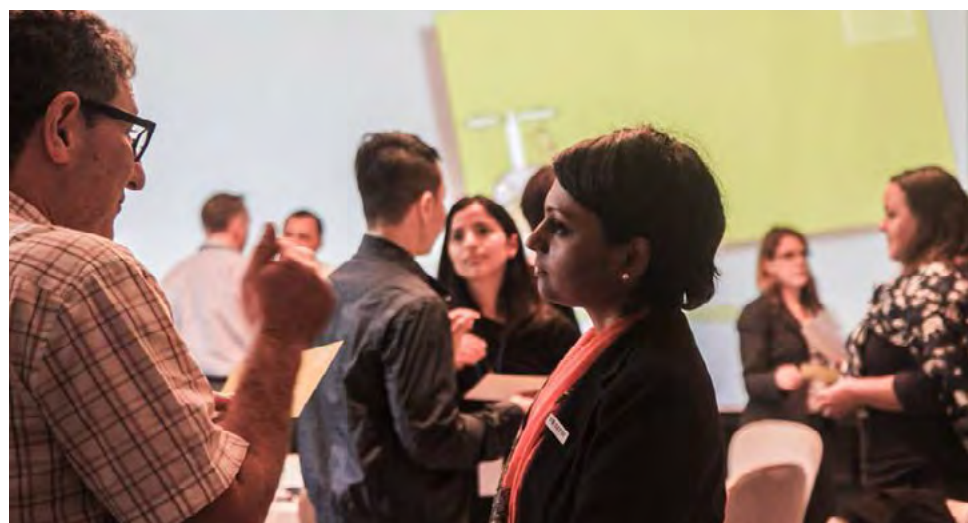
**WILDLIFE CRIME IS NOT VIEWED AS SERIOUS ENOUGH** and is external to stakeholders such as government regulators and wildlife authorities.



**ALL THE NECESSARY MEASURES TO CONTROL THE ILLEGAL TRADE ARE ALREADY IN PLACE:** Law enforcement agencies are thought to have the same power and jurisdictions and that for example, Customs authorities check all shipments and have eyes and ears everywhere; confiscated goods never get recycled back into the market again; corruption is not an issue and customers/shippers are honest about the declaration of content.



**EVERYBODY SEES IT IN THE SAME WAY:** The general public and all stakeholders fully understand the scale and complexity of the problem.







## ANALYSIS OF THE SUPPLY CHAIN

Three presenters shared their perspectives on the complexity of supply chains, compliance programmes and real case examples of trade routes and smuggling methods to stimulate discussions among participants.



**Tom Milliken**

*Elephant and Rhino Programme  
Leader, TRAFFIC*



**Martin Palmer**

*Partner of Supply Chain  
Compliance Ltd*



**Lee Sang-hyup**

*Attaché of the  
WCO Secretariat*

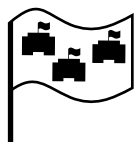
## HIGHLIGHTS OF THE DISCUSSIONS:



The transportation and logistics sector is genuinely interested in helping combat wildlife smuggling, but any activity to combat this illicit trade must be cost effective. Business is already faced with many programmes, standards and compliance regulations and thus wildlife as an illegal commodity should be addressed within existing frameworks to make compliance efficient and affordable.



All players in the supply chain, particularly small and medium-sized enterprises (SMEs) should be engaged.



Government—NGO—Private Sector partnerships are vital instruments to address the issue along with mutual recognition of supply chain programmes, shared intelligence and cross-pollination at international events to integrate illegal wildlife trade into sectoral agendas.



Participants divided up into groups and reflected on their own supply chain experience identifying potential weak points, challenges and opportunities to strengthen them. The table below summarizes the group discussions.

CHALLENGES AND WEAK POINTS	OPPORTUNITIES
<b>POLICIES, STANDARDS, AND INFORMATION SHARING</b>	
<ul style="list-style-type: none"> <li>Complexity of supply chains and too much paperwork open for abuse</li> <li>Difficulty in information sharing, communication and reporting between Customs Authorities and other stakeholders within the country and internationally</li> <li>CITES responsibilities are not embedded in all enforcement agencies and there is a disconnect between cargo/documents/finances (prepared and sent separately)</li> <li>Control of CITES documentation lacking at point of import</li> <li>Vague information provided by shippers</li> <li>Unclear regulations of free trade agreements</li> </ul>	<ul style="list-style-type: none"> <li>Implementation of global standards</li> <li>Registrations and licensing requirements for consolidators</li> <li>Include wildlife commodities into existing procedural frameworks</li> <li>Better collaboration with cargo brokers</li> <li>Better intelligence systems and audit based controls</li> <li>Work with the Universal Postal Union (UPU)</li> <li>Private-public sector partnerships</li> </ul>
<b>DETECTION AND ENFORCEMENT</b>	
<ul style="list-style-type: none"> <li>High volumes of cargo and limited time</li> <li>Balancing trade facilitation with profiling and scrutiny</li> <li>Limited inspections and lack of technologies (e.g. scanners, X-rays, sniffer dogs) at origin and exit points, especially in known hubs for wildlife trafficking</li> <li>Less scrutiny over packages sent by post offices</li> <li>Shifting trade routes for wildlife trafficking</li> <li>Different level of capacity development to implement/apply supply chain programmes</li> <li>Lack of clear responsibilities (Customs go to transporters such as airlines because it is difficult to track back to original shippers)</li> </ul>	<ul style="list-style-type: none"> <li>Scale up law enforcement at key air, sea and land ports of export, transit and import</li> <li>Top 10 “most-wanted” list of companies involved in smuggling</li> <li>Know your customers – add credibility at the start of the process with trust-based relationships</li> <li>Appropriate and enhanced technology to assist in screening</li> <li>Devise a system of “red flags” to raise alarm on unusual factors</li> </ul>
<b>AWARENESS AND CAPACITY BUILDING</b>	
<ul style="list-style-type: none"> <li>Lack of recognizing “wildlife” as a potential form of contraband in risk profiling</li> <li>Lack of awareness about illegal wildlife smuggling methods among the transportation sector including handling and screening companies (current focus mostly on weapons and explosives)</li> <li>Consumer ignorance</li> <li>Lack of access to expertise for cargo handlers</li> <li>Right message not always reaching the right target audience</li> </ul>	<ul style="list-style-type: none"> <li>Increase awareness about illegal wildlife trade among transport and logistics providers</li> <li>Put in place reward systems for companies’ employees</li> <li>Develop targeted training tools for ground staff such as warehouse agents and cargo handlers</li> <li>Develop risk assessment tools for small and medium-sized enterprises (SMEs)</li> <li>Use airlines as means of communication and education to their captive audience and potential consumers</li> </ul>
<b>CORRUPTION</b>	
<ul style="list-style-type: none"> <li>Bribery and corruption at various levels</li> </ul>	<ul style="list-style-type: none"> <li>Deploy smart technology and standards to increase transparency</li> <li>Share best practices (e.g. benefits and incentives of being honest)</li> </ul>



Participants then identified top priority areas following a deeper analysis of opportunities and entry points to address wildlife trafficking challenges along transportation and supply chains.

## TOP PRIORITY AREAS TO BE ADDRESSED

### **SHARE INFORMATION and INTELLIGENCE**

- Improvement of co-ordination and standardization of intelligence sharing among government agencies and other stakeholders in the supply chain at national, regional and global levels.
- Utilization and enhancement of existing platforms for information exchange.

### **GET INFORMATION TO THE RIGHT PEOPLE**

- Development and provision of intelligence packages with information about individuals and companies involved in the illegal wildlife trade, modes of smuggling to front-line enforcement officers and industry operators.

### **“TRUSTED TRADER” STANDARD FOR TRANSPORTATION & LOGISTICS INDUSTRY**

- Optimization of “trusted traders” under e.g. the Customs Security Supply Chain Standards such as Authorized Economic Operator (AEO) programmes, EU’s ACC3 secure supply chain, including standards validation trainings.
- Development and application of “red flags” for profiling of suspicious and unusual company behaviour and dispatch of relevant information to local enforcement agencies.

### **IMPLEMENT INTERNATIONAL CONVENTIONS AND INCLUDE OF WILDLIFE IN EXISTING REGULATORY FRAMEWORKS**

- Inclusion of illegal wildlife in relevant regulatory frameworks (e.g. SAFE Framework of Standards to Secure and Facilitate Global Trade).

### **SCALE UP ENFORCEMENT AT EXIT AND TRANSIT POINTS**

- Use of intelligence, technologies and risk profiling tools for more targeted inspections at point of origin, in particular for African ports (land, air and sea), as well as transit points along the transport chain.
- Develop systems for more effective information exchange between enforcement agencies and industry operators.

### **EXPAND THE DIALOGUE WITH THE TRANSPORTATION & LOGISTIC SECTOR**

- Continue engagement with sector associations in the supply chain such as International Chamber of Shipping, Universal Postal Union, and Airports Council International.
- Work with people on the ground — cargo handlers, packers, and freight forwarders — and raise their awareness about smuggling techniques for wildlife (live animals, parts and derivatives) and what to do when wildlife is found and who to contact.

### **CONDUCT TRAININGS AND CAPACITY BUILDING**

- Incorporation of training components on illegal wildlife trade into existing systems and programmes to make it cost effective and to ensure officers are trained at the beginning of, and throughout, their careers.
- Adapt existing training materials to focus on urgent aspects, with the inclusion of information about the 10 “most-wanted” individuals/companies and most commonly traded species and routes.
- Delivery of training on wildlife product identification for X-ray operatives to help complement law enforcement agencies’ efforts.

### **UTILIZE PRIVATE SECTOR NETWORKS, LIKE AIRLINES, TO RAISE AWARENESS**

- NGOs and government agencies to support airlines with relevant information for dissemination, internal communications to employees, corporate codes of conduct and induction courses.
- Airlines to be champions in the industry to disseminate targeted awareness-raising messages to their captive audience through, for example, loyalty and business customers programs, in-flight magazines and videos, and via websites and newsletters.





## KEY ACTIONS FOR THE FUTURE

Some examples of stakeholders' initiatives aimed at strengthening the security of the supply chain launched stimulating discussions among participants and helped generate practical ideas for implementation based on top priorities previously identified by the working groups.

### **Steven Galster**

Director of Freeland Foundation, presented on the Wildlife Friendly Skies programme

### **Raymond Yee**

VP Customs & Regulatory Affairs, DHL, discussed best practices by express delivery services to combat illicit trade

### **Lee Sang-hyup**

Attaché of the WCO Secretariat, illustrated existing Customs initiatives including controlled deliveries through the International Consortium on Combating Wildlife Crime (ICWC)

### **Maya Sivagnanam**

UK's Foreign & Commonwealth Office, talked about the newly launched United for Wildlife's task force engaging top leaders from the transport industry

### **Pisan Rojratanaichai**

Senior Supervisor of Cargo Procedures, Thai Airways, shared his airline's efforts to scaling up their ban on transport of elephant ivory, shark fin and other wildlife derivatives.



The table below collates key areas for future action identified by stakeholder groups in a collaborative effort to address the various complexities of illegal wildlife trade and its links with the transport and logistics sector.

Legend:

Awareness raising

Capacity building and improved system/procedure development

Industry Partnerships, Policy and Guidelines

STAKEHOLDER GROUP	ROLE	PRIORITY ACTIONS
<b>International Air Transport Association (IATA)</b>	Information clearing house to members and engagement with other industry associations; act as a bridge between the airline industry and inter-governmental and non-governmental organizations	<ul style="list-style-type: none"> <li>Encourage information sharing for: <ul style="list-style-type: none"> <li>+ Workshop outcomes</li> <li>+ Facts &amp; figures on wildlife trafficking</li> </ul> </li> <li>Engage with Airports Council International (ACI) and other industry associations to raise wildlife trafficking as a priority issue</li> <li>Promote training modules</li> </ul>
<b>AIRLINES</b>	Championing corporate best practices; communicate and influence customers and sub-contracted companies through awareness raising	<ul style="list-style-type: none"> <li>Outreach and awareness raising to passengers through e.g. in-flight magazines and videos, Public Service Announcements (PSAs), inclusion of wildlife products among forbidden items, pre-flight check-in questionnaire and targeted messages in e-tickets</li> <li>Outreach to air associations, Airline Operators Committees (AOCs) and airport authorities to raise awareness of wildlife trafficking issues</li> <li>Help NGOs and other organizations to understand better ground operations and where most people are traveling to, hubs, percentage of passengers in various regions for development of more customized material and tools</li> <li>Provide tailored training to employees, including subcontracted ground handling agents</li> <li>Provide Customs with advance information and pre-arrival manifest of passengers/cargo/courier for more targeted risk assessment</li> <li>Understand and apply irregular "red flag" patterns e.g. unusual routing or large irregular passenger luggage to trigger more thorough screening; info sharing with other agencies and partners</li> <li>Take risk-based approach: know your clients</li> <li>Adopt a common standard for airline screening procedures (e.g. check booking and declaration of cargo; government and agency checks such as Customs, quarantine; use of X-Rays)</li> </ul>
<b>Int. Fed. of Freight Forwarders Associations (FIATA)</b> <b>Int. Fed. of Customs Brokers Associations (IFCBA)</b>	Information clearing house to members and engagement with other industry associations; serve as a bridge between the freight forwarders and Custom brokers associations with inter-governmental and non-governmental organizations	<ul style="list-style-type: none"> <li>Promote awareness among Member Associations and within individual companies through, for example, information dissemination, and expert talks</li> <li>Help NGOs and other organizations to understand better ground operations to develop more targeted material</li> <li>Incorporate illegal wildlife trade into existing trainings for the industry associations and their individual members (modular – go to resources/content/delivery separately)</li> <li>Provide tailored training to employees including warehouse workers (ground level)</li> <li>Take risk-based approach: know your clients</li> <li>Disseminate and apply irregular "red flag" patterns e.g. unusual routing and use of cash for large or expensive transport transaction, to trigger more thorough screening and info sharing with other relevant agencies and partners</li> <li>Support WCO and other experts in the development of guidelines outlining, for example, problematic areas and "red flags" that might need attention to improve internal processes and legal sensitization</li> <li>Include illegal wildlife as one of other illicit commodities in industry codes of conduct</li> </ul>
<b>LOGISTICS &amp; CUSTOMS BROKERS</b>	Championing corporate best practices; be the eyes and the ears for the sector	

Continued next page

STAKEHOLDER GROUP	ROLE	PRIORITY ACTIONS
<b>Non Governmental Organizations (NGOs)</b>	Provide specialized expertise; generate and disseminate knowledge; promote new partnerships, provide convening opportunities and raise awareness of issues.	<b>To Airlines and other transport and logistics companies:</b>
		<ul style="list-style-type: none"> <li>• Work closely with airlines to develop better targeted messaging and customized material</li> </ul>
		<ul style="list-style-type: none"> <li>• Develop joint advertising campaigns in airports</li> </ul>
		<ul style="list-style-type: none"> <li>• Provide content for passenger awareness materials</li> <li>• Provide technical input and advice for internal employees awareness through existing channels including training material, websites, newsletters, staff rooms, and with code-share partners</li> </ul>
		<b>To shipping companies, postal services and express couriers:</b>
		<ul style="list-style-type: none"> <li>• Learn more about their supply chain system to tailor training and information to the appropriate people or intervention points</li> </ul>
		<b>To Customs:</b>
		<ul style="list-style-type: none"> <li>• Contribute technical content (e.g. on commonly traded species, species identification tools, routes) to adapt existing training courses or develop new modules to include illegal wildlife trade</li> <li>• Deliver refresher courses</li> <li>• Share intelligence and promote collaboration between Customs administrations</li> </ul>
		<b>Other actions:</b>
		<ul style="list-style-type: none"> <li>• Assist companies with “where to go to” for information and tools</li> </ul>
		<ul style="list-style-type: none"> <li>• Fundraising – air passengers donation initiatives such as “Change for good”</li> </ul>
		<ul style="list-style-type: none"> <li>• Catalyse new partnerships and convene networking opportunities</li> </ul>
<b>GOVERNMENTS</b>	Catalysts of political will and convening power; coordination and mobilization of funds;	<ul style="list-style-type: none"> <li>• Promote simple and strong messaging to industry</li> <li>• “Tusk free ports” campaign focusing at strengthening controls at the start of the supply chain</li> <li>• Support development and implementation of national toolkits and enforcement</li> </ul>
		<ul style="list-style-type: none"> <li>• Donor co-ordination and mobilize funding to support fight against wildlife crime</li> </ul>
		<ul style="list-style-type: none"> <li>• Mainstream wildlife trade issues into transport/Customs regulatory frameworks and best practices</li> </ul>
		<ul style="list-style-type: none"> <li>• Use convening power to promote multilateral solutions and diplomatic engagement for more effective implementation of existing international agreements such as CITES</li> <li>• Partnerships with private sector – such as USAID’s Reducing Opportunities for Unlawful Transport of Endangered Species (ROUTES) new effort to partner with industry to improve identification and detection of illegal wildlife in transportation supply chains</li> </ul>
		<ul style="list-style-type: none"> <li>• Government to government and inter-departmental approach</li> </ul>
		<ul style="list-style-type: none"> <li>• Make Customs areas at airports &amp; ports available free of charge for display of signboards</li> </ul>
		<ul style="list-style-type: none"> <li>• Work with airlines to develop in-flight passenger awareness on Customs regulations</li> </ul>
		<ul style="list-style-type: none"> <li>• Provide industry with simple indicators to cargo, freight and handling companies for more tailored risk assessment</li> </ul>
<b>CUSTOMS Administrations &amp; World Customs Organization (WCO)</b>	Facilitate trade while improving risk profiling; custodian of intelligence and enforcer of regulations	<ul style="list-style-type: none"> <li>• Develop and deliver joint trainings utilizing complementary expertise across sectors including actors along supply chain (WCO, CITES, NGOs, industry)</li> <li>• Prioritize geographic areas for capacity building</li> <li>• Enforcement and information sharing with industry</li> <li>• Creation of alert systems for controlled deliveries</li> </ul>



## RECOMMENDATIONS FOR THE WAY FORWARD

The priority actions and outcomes achieved from this first consultative workshop are a reflection of the collective acknowledgment from the highly motivated group of participants. All agreed that more can be done to reduce the exploitation of the transportation sector in the illegal trade of wild animals and plants, including their parts and derivatives. As was clearly observed through collaborative discussions, this issue cannot be tackled by Customs and other law enforcement agencies alone. The actions identified by each stakeholder group provide a starting point for more comprehensive dialogue with private sector companies, government agencies and a wide institutional base to ensure continuity and relevance.

This was an important first step in a broader, longer-term commitment towards improving awareness, capacity and inter-agency co-ordination at various levels along the supply chain. This includes engaging additional partners involved in shipping by sea, rail, road and postal services. Clarifying industry policy, guidelines and codes of conduct will no doubt help facilitate this work. Along with the numerous opportunities identified during the workshop to sustain the momentum on this particular issue, TRAFFIC is committed to maintaining contact with each participating stakeholder and their extended networks.

Participants are encouraged to circulate and discuss this workshop report and priority actions together with colleagues, partners and associations. The actions identified by this group encompasses a wide range of potential activities, however it is anticipated that additional ideas and innovation will emerge through more targeted discussions, as well as the engagement of additional stakeholders and partnerships. Elevating this issue within the transport sector hierarchy will enable the development of activities with lasting impact over the coming months and years with key actors in support of best practices.



## THANK YOU

*For more information, please contact Monica Zavagli, Wildlife TRAPS Project Officer at: [monica.zavagli@traffic.org](mailto:monica.zavagli@traffic.org)*

TRAFFIC, the wildlife trade monitoring network, is the leading non-governmental organization working globally on trade in wild animals and plants in the context of both biodiversity conservation and sustainable development.

For further information contact:

The Executive Director  
TRAFFIC International  
219a Huntingdon Road  
Cambridge CB3 0DL  
UK

Telephone: (44) (0) 1223 277427

Fax: (44) (0) 1223 277237

E-mail: [traffic@traffic.org](mailto:traffic@traffic.org)

Website: [traffic.org](http://traffic.org)

**TRAFFIC**  
the wildlife trade monitoring network

*is a strategic alliance of*

