

October 2019

**COUNTERING WILDLIFE
TRAFFICKING THROUGH**

TANZANIA'S SEAPORTS

WORKSHOP PROCEEDINGS



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the wildlife trade monitoring network



JOINT REPORT

Countering wildlife trafficking in TANZANIA'S Seaports

TRAFFIC is a leading non-governmental organisation working globally on trade in wild animals and plants in the context of both biodiversity conservation and sustainable development.

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The Wildlife Trafficking, Response, Assessment and Priority Setting (Wildlife TRAPS) Project, financed by USAID and implemented by TRAFFIC, in collaboration with IUCN, is designed to develop and deliver a suite of ground-breaking partnerships and pioneering approaches to tackle wildlife crime between Africa and Asia. Wildlife TRAPS uses targeted assessments, collaborative action planning, and innovative approaches to identify and advance interventions that can break trafficking chains and disrupt organised criminal networks.

UNDP-GEF Project "Reducing Maritime Trafficking of Wildlife between Africa and Asia": Financed by the GEF and implemented by UNDP between 2018 and 2021, this project under the GEF-financed, World Bank led Global Wildlife Program aims to curb maritime wildlife trafficking, targeting key routes and transit points between Africa and Asia. The GEF launched the 7-year Global Wildlife Program (GWP) in June 2015, bringing together funding from the GEF and a wide range of partners, including the governments of participating countries, GEF Agencies, bilateral and multilateral donors, foundations, the private sector and civil society. Twenty GWP national projects are currently under implementation in 19 partner countries across Africa and Asia, including Tanzania.

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CONTENTS

1	Introduction	1
	Background and workshop objectives	1
	Opening remarks	3
2	Setting the scene and framing the issue	4
	Stakeholder perspectives	4
	An overview of wildlife trafficking trends	5
	Market place for knowledge exchange	6
3	Addressing the challenges	9
	Tanzania national strategy to combat wildlife trafficking	10
	Best practices from across sectors	11
	International initiatives: opportunities for Tanzania's ports	11
4	Solutions and collaboration going forward	
	Mapping priority actions	18
	Recommendations and next steps	22
5	Annexes: Pre-workshop questionnaire, and summary of responses	24
	Image credits	26

ACRONYMS

AEO – Authorized Economic Operator
ARINSA – Asset Recovery Interagency Network for Southern Africa
AWF – African Wildlife Foundation
CCP – Container Control Programme
CITES – Convention on International Trade on Endangered Species of wild fauna and flora
C-TPAT - Customs-Trade Partnership Against Terrorism
EAC – Eastern African Community
FIATA – Federation of Freight Forwarding Associations
GEF – Global Environmental Facilities
GWP – Global Wildlife Program
ICCWC – International Consortium on Combating Wildlife Crime
ICS – Institute of Chartered Shipbrokers
IWT – Illegal Wildlife Trade
JPCU – Joint Port Control Unit
LE- Law Enforcement
MNRT – Ministry of Natural Resources and Tourism
NTAP- National Taskforce anti-Poaching
PCCB – Tanzania’s Prevention and Combating Corruption Bureau
PCU- Port Control Unit
PMAESA – Port Management Association for Eastern and Southern Africa
ROUTES Partnership - Reducing Opportunities for Unlawful Transport of Endangered Species
SADC – Southern African Development Community
TAFFA – Tanzania Freight Forwarders Association
TASAA – Tanzania Shipping Agents Association
TASAC – Tanzania Shipping Agencies Corporation
TATO A – Tanzania Truck Owners Association
TAWA – Tanzania Wildlife Management Authority
TCA – Tanzania Customs Academy
TCG – Task Coordination Group
TPA – Tanzania Port Authority
TPSF – Tanzania Private Sector Foundation
TRA – Tanzania Revenue Authority
UfW – United for Wildlife
UNDP - United Nations Development Programme
UNODC – United Nations Office on Drugs and Crime
WCO – World Customs Organization
WD – Wildlife Division
Wildlife TRAPS – Wildlife Trafficking, Response, and Priority Setting
WLFC – Wildlife Financial Crime
WWF – World Wide Fund for Nature

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INTRODUCTION



BACKGROUND AND WORKSHOP OBJECTIVES

Increasing demand for wildlife products, especially in Asia, is threatening many animal and plant species such as Black Rhinoceros *Diceros bicornis*, African Elephants *Loxodonta africana*, and African pangolins, to extinction. Every year, illegal wildlife trade (IWT) displaces billions of US dollars of national revenue from developing countries to the criminal individuals and networks involved in this crime. Traffickers exploit legitimate transport, logistics services and commercial trade routes to move wildlife and their products illegally from source to

consumer countries. The vast majority of ivory (72%) and pangolin scales are trafficked by sea in containerised cargo, due to the high volumes involved and the minimal risk of interception and arrest. Tanzania's seaports, especially Dar es Salaam and Zanzibar, are highly vulnerable to wildlife trafficking: more than 23 tonnes of ivory seized in 2009–2015 were intercepted at or originated from these two ports. Strengthening port law enforcement capacity as well as security of maritime supply chains are key in the fight against wildlife trafficking.

To address this, a three-day Port Stakeholder Workshop was convened in Dar es Salaam by the Wildlife Division of Tanzania's Ministry of Natural Resources and Tourism, Tanzania Revenue Authority (TRA); the Tanzania Ports Authority (TPA), TRAFFIC, United Nations Development Programme (UNDP), United Nations Office on Drugs and Crime (UNODC), WWF, with technical support from World Customs Organization (WCO) and The Royal Foundation.

Some 57 representatives from a wide range of stakeholders operating at Dar es Salaam and Zanzibar seaports—national and international enforcement agencies, shipping companies and associations, UN organisations, and non-governmental organisations (NGOs), along with national and international experts on wildlife trade and maritime issues, participated in the event on 2nd-4th July 2019.

The workshop provided a vibrant space to foster stakeholder engagement and collaboration to counter illegal wildlife trade in Tanzania's seaports through a rich-mix of presentations, group-work and interactive plenary sessions to achieve the following objectives overleaf.

OBJECTIVES

- 1 Deepen understanding of the detrimental impacts** brought to the country, port and maritime industry through wildlife trafficking;
- 2 Assess current efforts and identify key gaps** and opportunities in the port management systems and stakeholder practices to prevent, detect and intercept wildlife trafficking as well as other illicit trade;
- 3 Introduce the UNDP-GEF (Global Environment Facility) Project “Reducing Maritime Trafficking of Wildlife between Africa and Asia”, the UNODC/WCO Container Control Programme, and private sector-led initiatives** through members of the United for Wildlife Transport Taskforce, along with **showcasing best practices** and technology from other sectors;
- 4 Generate practical solutions and supporting mechanisms to tackle wildlife trafficking effectively** through Tanzania’s seaports.

This report summarises key discussion points and next steps, highlighting existing challenges as well as opportunities for future collaboration to strengthen capacity with Tanzania’s seaports to prevent, detect and intercept wildlife trafficking.

The key function of this report is to provide the foundation for collaborative follow-up activities at Tanzania’s seaports by government, private sector, and non-government stakeholders to combat illegal wildlife trade.



OPENING REMARKS

The workshop was officially opened by welcoming remarks stressing that:

1. Wildlife trafficking represents a challenge in Tanzania and is influenced by a number of factors. Addressing this challenge will require a multi-sectoral/stakeholder approach;
2. The multi-sectoral/multi-stakeholder approach can only work when there is an understanding and appreciation of the roles of each stakeholder, as well as regular communication between/amongst them;
3. This approach is a valuable complement to the Tanzania Government's policy and strategy to counter illegal wildlife trade; and
4. This workshop provided a critical opportunity for cross-sectoral and multi-stakeholder engagement and strengthening of collaboration.

“ Tanzania is a biodiversity hotspot with networks to international transport chains. These factors place Tanzania's seaports as highly vulnerable source and transit points to illegal wildlife trade and trafficking. Support to the maritime transport sector is a key intervention in the fight against the illegal trade in wild animals and plants and we hope that this workshop will serve as a platform for open and constructive discussions and a springboard for further action.”

Julie Thomson, Director East Africa office, TRAFFIC

“ Biodiversity and healthy ecosystems are critical for the survival of humankind worldwide. However, they are now at severe risk owing to the increase in illegal wildlife trade of threatened and endangered species. UNDP is implementing the Tanzania national project under the World Bank-led Global Wildlife Program, applying an integrated approach aimed at combatting poaching and the illicit wildlife trade with support to the government and other stakeholders in addressing these concerns.”

Verity Nyagah, UNDP Resident Representative a.i, UNDP

“ This workshop has come at the right time, as Illegal Wildlife Trade (IWT) has become a critical problem to many governments in the world. Illegal wildlife trade networks are associated with money laundering and other forms of financial crimes, which rob countries and communities of their financial assets. It is essential to engage a multi-stakeholder approach to combating IWT, including government agencies, international organisations, intelligence agencies, the private sector, and communities, among others, both at the national and the international level.”

Qamdiyay Akonnay, Acting Commissioner, Tanzania Revenue Authority

“ Fighting wildlife crime requires innovative approaches, adequate capacity and technology, as well as a common objective among key stakeholders jointly to combat this evil trade. Hence, such multi-stakeholder exchange platforms like this workshop are essential for strengthening interagency and public-private collaboration to build a united front against wildlife crime.”

Robert Mande, Assistant Director of Anti-Poaching, Ministry of Natural Resources and Tourism



SETTING THE SCENE AND FRAMING THE ISSUE

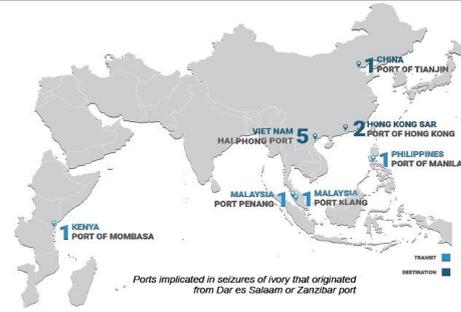
STAKEHOLDER PERSPECTIVES

Following the opening remarks, Day 1 of the workshop saw participants taking a collective review of the responses of a pre-workshop stakeholder survey on levels of wildlife crime awareness and knowledge; capacity; drivers and motivations; as well as levels of co-operation to address wildlife trafficking through maritime supply chains (survey questionnaire available in Annex I).

The group analysis helped to generate insights about the current situation, challenges to be addressed, and what opportunities there are for collaboration to counter those as summarised in Table 2 (Annex 2). These gaps were then considered and discussed in more detail during the course of the workshop as part of a step by step approach to find and prioritise appropriate solutions in the Tanzania context.



ANALYSIS IVORY TRAFFICKING ROUTES



AN OVERVIEW OF WILDLIFE TRAFFICKING TRENDS

Presentation by **Monica Zavagli, TRAFFIC**

The presentation highlighted global and regional implications of wildlife crime emphasising that traffickers exploit legitimate transport and logistics services to smuggle wild animals, plants and their products from source countries to faraway markets. It then shifted the focus onto the role of Tanzania’s ports in wildlife trafficking.

The analysis of wildlife seizures¹ implicating Dar es Salaam and Zanzibar seaports in the period 2009–2018 clearly demonstrated the ports’ role as critical export and/or transit points for wildlife products from Africa to Asia: 15 ivory seizures with a total weight of 23 tonnes were made in connection to these seaports, with 93% of ivory intercepted in other seaports, mainly in Asia (Fig. 1). Increased enforcement efforts by Tanzanian authorities since August 2015 seem

to have forced traffickers to shift their routes to other ports, but Dar es Salaam and Zanzibar seaports still remain vulnerable to exploitation by wildlife traffickers. Between 2016–2018, 27 wildlife seizures in the nearby region indicate the likelihood that Dar es Salaam sea- and airports could still be used for wildlife trafficking.

Recent evidence suggests a shift of wildlife trafficking routes through Mozambique as well as West African seaports, such as in Nigeria and the Democratic Republic of the Congo, with Uganda as a key transit country. Nonetheless, Dar es Salaam and Zanzibar ports still remain highly attractive for wildlife and other illicit trade due to their geographic location and economic significance for East African countries.

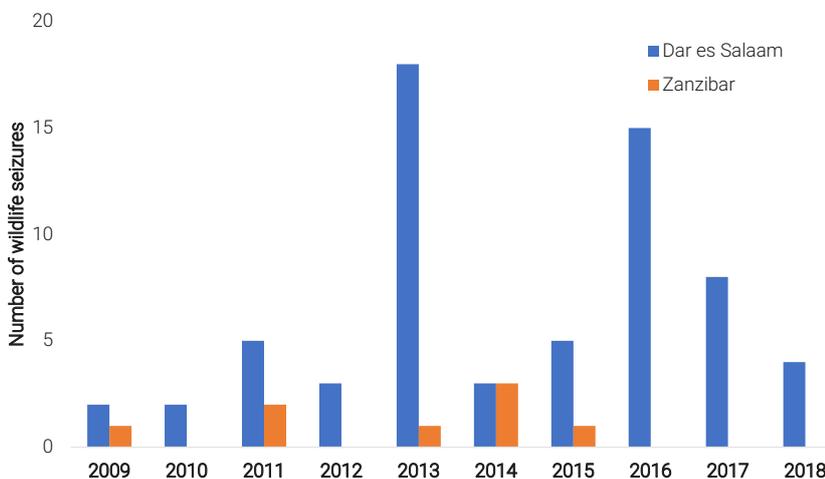


Figure 1: Number of seizures per year that occurred within the regions of Dar es Salaam and Zanzibar (including seaports) or elsewhere, but originated from these locations between 2009 – 2018.

¹ Based on data from TRAFFIC’s wildlife trade information system. For more information see <https://www.traffic.org/publications/reports/countering-wildlife-trafficking-through-tanzanias-ports/>

Break the corruption chain



MARKETPLACE FOR KNOWLEDGE EXCHANGE

This session provided an opportunity for participants to discuss specific topics of interest with their peers, building on the cross-sectoral expertise in the room.

TOPIC 1: **MARITIME SUPPLY CHAINS MAPPING AND SECURITY CHALLENGES**

KEY POINTS

Mapping supply chains can help identify links that are particularly vulnerable to wildlife and other illicit trafficking; it also helps government agencies to gain a deeper understanding of the complexity of supply chains;

There are **significant challenges hampering effective risk profiling of export containers:**

- ✓ **Full export cargo loading lists** are often provided to customs only when containers have been loaded onto a ship and are already unavailable for inspection; and,
- ✓ **Revenue collection is still of higher priority for customs and more resources and effort are invested in inspection of imports than exports.** Hence, risk profiling and inspection of export shipments and transshipments, which are critical for illicit wildlife trade in Tanzania, receive insufficient attention/scrutiny from customs, especially in cases of consolidated/ combined shipments;

Opportunities to improve wildlife trafficking detection and interception at the port level include:

- i. **Automatic risk profiling** based on advance information from shipment bookings and electronic export/import documents (bill of lading and manifest);
- ii. **Closer collaboration between private sector and customs** to exchange information on suspicious containers;
- iii. **Non-intrusive technologies** (e.g. scanning, sniffer dogs) and weighing of containers at the port to uncover anomalies in provided documentation; and
- iv. **Development of a reward system** to encourage informers to report on wildlife trafficking cases;

Customs and law enforcers should be appreciated not only for performance that increases revenue collection, but also for results to intercept illicit trade, including wildlife (e.g. illicit trade should be included in key performance indicators for customs).

Role of clearing agents, shipping lines, terminal operators, and other participants of port-related supply chains in detecting suspicious instances of smuggling can be significant, and effectiveness could be enhanced through implementation of supply chain security programmes, like the Authorised Economic Operator (AEO). Clearing Agents and Freight Forwarders directly involved in container stuffing are an especially important link to ensure supply chain security.

TOPIC 2: **CONCEALMENT OF WILDLIFE PRODUCTS AND TECHNOLOGY TO DETECT IT**

KEY POINTS

Criminals invest a lot of effort, creativity, and technology in concealing illicit shipments; hence, there is a need to share updated information on global and regional trends in wildlife trafficking as well as concealment methods used by criminals among law enforcement and the private sector in a secure way that would not compromise investigations;

The perceived risk of leaks through corrupt officials acts as a disincentive in the sharing of time-sensitive information, and therefore hampers investigations; auditable systems for the storage and sharing of intelligence material are needed to mitigate against this.

There is a need to share information, techniques, and lessons on the cutting-edge approaches used to detect criminal concealments at the ports.

TOPIC 3: **COMMUNITY ENGAGEMENT IN COUNTERING ILLEGAL WILDLIFE TRADE**

KEY POINTS

It is important to increase the level of investment to promote wildlife management through creation of alternative livelihood opportunities and alleviation of human-wildlife-conflict to address community needs, including tourism benefits to communities from wildlife potentially to deter them from engaging in wildlife trafficking; communities must benefit from wildlife protection for tourism, e.g. by a system to reinvest a percentage of tourism revenues in community education and health infrastructure and programmes (e.g. Tanzania Wildlife Management Authority (TAWA) community engagement projects could provide lessons to develop such a programme);

Increasing awareness and understanding of the negative impacts from IWT: with support for educational programmes for local communities, engaging women in education programmes as the key target group, as they tend to spend the most time with youth, which play a critical role for future conservation efforts; increase the use of mass/social media to enhance understanding of the negative impacts of wildlife crime across communities (e.g. through study tours for journalists and proactive communication of stories and messages by agencies to journalists for media coverage); and fundraise to support such community programmes.

Engage communities in patrolling and gathering of intelligence through training, tools and developing long-term collaboration partnerships (e.g. the National Taskforce – Anti-Poaching (NTAP) has started such efforts that could be enhanced and expanded through support from intelligence agencies);

The Prevention and Combating of Corruption Bureau's (PCCB) initiative of forming anti-corruption clubs in schools and universities may provide viable, transferable lessons to forming "anti-poaching and trafficking clubs".

ADDRESSING CHALLENGES IN COMBATING WILDLIFE TRAFFICKING

Day 2 of the workshop delved deeper into possible solutions, actions and strategies in response to known challenges and systemic gaps in countering wildlife trafficking at Tanzania's ports. Discussions were informed by a series of presentations on best practices from across sectors globally and group sessions involving law enforcers, private sector, customs and NGOs to validate good practices and their potential for application in the Tanzanian context. Emphasis was placed on creating greater awareness and capacity for all stakeholders and timely information sharing. Practical ideas for opportunities to strengthen maritime supply chains in the Tanzania context were incorporated and further developed in Table 2. Challenges highlighted by participants included:

- ✓ **IWT is a complex issue**, much broader than wildlife departments have the capacity or mandate to combat;
- ✓ **For many government agencies IWT has not been a concern until recently**, and both awareness and capacity to combat it are limited;
- ✓ **Investigations are not being leveraged beyond the national jurisdiction**; and there are limited strategies for working with financial institutions, particularly in tracking wildlife trafficking transactions;
- ✓ **Corruption is still a persistent challenge**, creating a lack of incentive for government officers to take action and report suspicious activity;
- ✓ **The maritime corporate sector's awareness of IWT**, how it affects business and the positive role that the sector could play to combat it, is still very low;
- ✓ **Competition among companies** and concerns about a loss of competitive advantage through sharing information and co-operation;
- ✓ **Lack of mechanisms to enable effective co-operation between government agencies** and the private sector to prevent, detect and intercept illicit wildlife trade;
- ✓ **A lack of comprehensive automatic systems** at the ports for risk profiling of containers, specifically before cargo is loaded;
- ✓ **Lack of secure examination facilities** within the port to open and inspect containers;
- ✓ **A recently imposed requirement for 100% scanning of all containers at the port**, putting an incredible strain on the private sector, mainly by causing delays;
- ✓ **Late release of export documents** from shipping companies; and
- ✓ **Lack of secure reporting systems for suspicious cargo.**

TANZANIA NATIONAL STRATEGY ON COMBATING WILDLIFE TRAFFICKING

Presentation by **Ezekiel Goboro, Tanzania's Ministry of Natural Resources and Tourism**

This presentation indicated that poaching and wildlife trafficking have been among the major threats to Tanzanian biodiversity. Tanzania lost 63% of its elephant population between 2000 and 2014, and illegal “markets” and their “incentives” remained the major driving factors. The illicit trade is driven by criminal networks with organised and complex value chains and concealment methods that require high political will, co-ordination, co-operation and communities’ active engagement to dismantle. Tanzania has made significant successes against poaching and trafficking of wildlife between 2014 and 2019, with a major

impetus being strong political support from the President, His Excellency Dr John Pombe Joseph Magufuli. The National Anti-Poaching Strategy was developed in 2014 to address wildlife crime in Tanzania. The National Wildlife and Forest Security Committee, the National Task Force – Anti-Poaching, and Task Coordinating Groups have been established to target wildlife criminal networks at all levels—from poachers to middleman and kingpins.

As a result of implementing the Strategy between 2016–2019:

539

military and civilian weapons and 37,921 pieces of ammunition were seized

1,072

criminals were arrested, including eight ivory trade “kingpins”

391

criminal economic cases were opened, among which 172 were judged with 301 criminals jailed for a total of 3,015 years; 43 criminals paid fines amounting to TZS1.5 billion (approximately USD650,000).

The goal of Tanzania is to achieve “Zero Poaching” through complex measures that encompass:

- ✓ Proactive approaches;
- ✓ Community involvement;
- ✓ Highly co-ordinated collaboration;
- ✓ Multidisciplinary mechanisms;
- ✓ Public Private Partnership (PPP);
- ✓ Zero tolerance for criminal actions; and,
- ✓ Enhancement and embodiment of patriotism.



BEST PRACTICES FROM ACROSS SECTORS

UNITED FOR WILDLIFE TRANSPORT TASKFORCE

by **Robert Campbell, The Royal Foundation**

The United for Wildlife Transport Taskforce brings together some of the world's leading airlines, shipping companies and logistics organisations to achieve a common goal. The Transport Taskforce has 100+ signatories to the Buckingham Palace Declaration (65 Airlines/air industry; 24 maritime/shipping; seven freight forward/logistics; five law enforcement/government; one legal advisor and five NGOs). It works towards creating a global movement of change within the transport sector to protect

endangered species from illegal markets and focuses on raising awareness, providing intelligence, sharing best practices and facilitating technology innovation. Case studies of success included examples of online learning platforms and trainings for employees and third parties; provision of shipping containers to rangers for research and storage uses in Africa and Asia; and introduction of container X-ray scanners in some ports.

FINANCIAL INVESTIGATIONS ON WILDLIFE CRIME

Nick Ahlers, TRAFFIC

This presentation highlighted the importance of using financial investigations alongside traditional enforcement approaches. By including financial investigation techniques, there is a greater opportunity to target individuals higher up the illicit trade chain by following the financial flows and identifying physical infrastructure

that is used to facilitate the trade. The approach requires a co-ordinated and multiagency approach along with improved communication and reporting between financial institutions and law enforcement agencies. The United for Wildlife Financial Taskforce was formally established in October 2018 with over 30 global



financial institutions, with a signed declaration of commitments and has routine quarterly “information packages” including specific typologies, hotspots, trend analysis, individuals and formal intelligence sharing channels with law enforcement agencies. Regional Networks including the Asset Recovery Interagency Network for Southern Africa (ARINSA)—a network of specialist units, law enforcement, prosecuting authorities, and financial investigators, was established to investigate, seize and recover the proceeds of illicit crime. There are 16 active countries and USD80 million was collectively recovered in 2017 which is a substantial increase from USD23 million in 2016. Until 2017, over 600 money laundering cases were reported, and ARINSA has a dedicated “Wildlife and Forestry Crime” information-sharing platform which is used throughout the region and members conduct routine training and capacity building opportunities throughout the year on a range of financial crimes including wildlife and forestry.

Key observations from a review of financial crime cases in the region related to wildlife and forestry include: the trade involves the use of family and trust-based networks to move money, internal account transfers are done at the destination to evade law enforcement at the source, funds are moved via various methods and parties via network contacts and money moving to source countries to pay for products. With regards to financial institutions, the banks, wire transfers are used in less sophisticated networks, there is the use of internal transfers (within a country) to evade country law enforcement action. There is also common use of “courier”, third party and nominee accounts and heavy use of cash and cheque payments and company conduits.

The Taskforce works to close the gap from a financial institution’s perspective to detect transactions on known IWT suspects and report suspicious activity to relevant law enforcement agencies.



APOPO DETECTION RATS

Christophe Cox, APOPO

The NGO APOPO has been piloting the use of rats for detection of illicit pangolin and timber trade. Building on its successes in the cost-efficient detection of landmines in affected countries and accelerating a Tuberculosis (TB) diagnosis in highly TB-burdened countries, APOPO moved on to engage in wildlife detection using African Giant Pouched Rats *Cricetomys ansorgei* to

detect contraband wildlife products. Progress has been made in the proof of concept that these rats can detect and differentiate pangolin and African hardwood scents, and can detect targets among other scents (e.g. coffee, garlic, plastic, etc.) used for concealment of illegal products. The technique could have potential for remote and secret container inspection at seaports.

CARGO RISK PROFILING

Vuong Tuan Nam, Viet Nam Customs

Risk Profiler is a powerful and dedicated tool designed for PCU operation in the Container Control Programme (CCP) of UNODC and WCO. The tool works with electronic manifest data of major shipping companies in the world. The software was developed in 2016 by Vungtau PCU, Viet Nam. Since 2019, Risk Profiler has been the official risk profiling software used by Viet Nam Customs nationwide. The effectiveness of Risk Profiler has been demonstrated through the interception of three large illegal shipments in 2018 to 2019, including seizures of wildlife products in Viet Nam's Danang seaport in 2019.

Ivory intercepted through application of Risk Profiler includes some 9,120 kg (the largest seizure ever made), and about 5,300 kg of pangolin scales (which had never been made in that seaport before). Risk Profiler can be used to handle and analyse large and multiple datasets on containers (code validation, geographical identification), consignees, cargo names and category definition) providing for a multi-layer profiling system. The software allows effective risk profiling of thousands of containers in a few minutes and detect suspicious ones that need inspection.



INTERNATIONAL INITIATIVES

OPPORTUNITIES FOR TANZANIA'S SEAPORTS

Three presentations highlighted key interventions and opportunities that could be used in addressing Illegal wildlife trade through maritime supply chains and provide a framework to support further action at Tanzania's seaports:

1 THE CONTAINER CONTROL PROGRAMME COMBATING WILDLIFE TRAFFICKING IN SEAPORTS AND AIRPORTS

Steve Thurlow, UNODC

The UNODC-WCO Container Control Programme (CCP) currently operates in 52 countries, including Tanzania (Dar es Salaam seaport); the programme helps strengthen borders, building interception and enforcement capacity at seaports and airports.

The CCP operates via multi-agency teams (Joint Port Control Units and Joint Airport Control Units) established at target ports to identify high-risk shipments through risk profiling, inspect containers and perform seizures of illicit goods, including wildlife. The CCP also promotes partnership with the private sector. All Units worldwide are interconnected through the WCO ContainerComm—a secure system to exchange information.

The CCP has proven to be highly effective: since the programme's start, Units have detected 168 cases of wildlife trafficking and seized 30 tonnes of ivory and 12 tonnes of pangolin scales.

The key challenges the Joint Port Control Unit faces at Dar es Salaam seaport are late receipt of export documents from shipping companies and lack of secure examination facilities for container inspection.



2 UNDP-GEF PROJECT “REDUCING MARITIME TRAFFICKING OF WILDLIFE BETWEEN AFRICA AND ASIA”

Mikhail Paltsyn, UNDP

This UNDP-GEF-implemented Project is part of the GEF-funded, World Bank-led Global Wildlife Program (GWP). The Project’s objective is to reduce maritime trafficking of wildlife between Africa and Asia through strengthening capacity at seaports and improving South-South co-operation to combat wildlife trafficking. Mombasa, Dar es Salaam, and Zanzibar are the Project’s primary seaport targets (the most implicated African seaports in wildlife trafficking from 2000–2017). It is a three-year project (2018–2021), with USD2,000,000 in GEF funding.

The project has been designed to address the following gaps at the target seaports: insufficient use of wildlife crime intelligence to intercept wildlife trafficking; limited skills in the regulation or implementation of the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES) and species identification; lack of automatic risk profiling to detect wildlife and other illicit trade; low co-operation between law enforcement and the private sector to prevent wildlife trafficking and insufficient supply chain security.

Key project activities at the seaports include:

- ✓ **Port Stakeholder Workshops at Dar es Salaam and Mombasa Ports;**
- ✓ **Strengthening Mombasa and Dar es Salaam JPCUs on wildlife crime intelligence and CITES knowledge;**
- ✓ **Introduction of automatic risk profiling systems to Mombasa and Dar es Salaam seaports;**
- ✓ **Establishment of a JPCU at Zanzibar Port;**
- ✓ **Development of wildlife crime awareness/security programmes and training courses for port-based private sector actors to improve supply chain security; and**
- ✓ **Development of a best practice guide for ports to control illegal wildlife trade based on the best available experiences in the world.**



3 TRAFFIC'S **TRANSPORTATION SECTOR INITIATIVES**

Nick Ahlers, TRAFFIC

TRAFFIC, through the Wildlife TRAPS project and the ROUTES Partnership, has been providing support to the transportation and logistics sector, working with both umbrella industry associations such as FIATA (International Federation of Freight Forwarder Associations) and IATA (International Air Transport Association), and individual companies in preventing wildlife trafficking along legitimate supply chains by strengthening operating procedures and increasing employees' awareness and capacity.

A number of awareness raising and training materials have been developed and are available for download at www.routespartnership.org.

The discussion following these presentations emphasised that it would be beneficial to:

- ✓ **Expand these interventions, i.e. the CCP and the UNDP-GEF Project to cover other countries such as Uganda and Nigeria that are at the current epicentre of wildlife trafficking due to changing routes used by traffickers;**
- ✓ **Ensure full collaboration amongst and between governments, NGOs, private sector and key local communities to address wildlife crime and supply chain security**



GENERATING SOLUTIONS

AND COLLABORATION GOING FORWARD

MAPPING **PRIORITY ACTIONS**

Day 3 capitalised on further elaboration from participants on prior discussions for possible actions to address IWT in the Tanzanian context. The session specifically focused on identifying practical activities, concrete ideas on co-operation and collaboration with key stakeholders and implementation timelines—i.e. short-term, medium-term and long-term. The discussion was concluded by mapping of priority strategies and actions, and how to take them forward concretely through review of the proposed activities and or tools. The outcome of the discussion is summarised in Table 1.

Table 1: summary of priority actions identified by workshop participants to address IWT through Tanzania's seaports; please note that the list of proposed stakeholders included in this table is not exhaustive, and that it was recognised that other members from the private sector, civil society, non-for profit organisations and academia may be able to contribute greatly to the implementation of these proposed activities.

PROPOSED ACTIVITIES	TARGET AUDIENCE	DELIVERY MECHANISMS AND OTHER SPECIFICATIONS	WHO COULD PROVIDE SUPPORT	TIMEFRAME	PROPOSED LEAD
Government agencies					
1. Capacity building for law enforcement agency staff	Representatives of law enforcement agencies (Police, Customs, PCCB, Peoples Defence Force, MNRT)	Formal and informal training for all categories of law enforcement officers with a relevant mandate in addressing IWT (for individual agencies, and jointly); Training content should include topics such as ethics and integrity, national and international legislation, impact of poaching, detection and investigations of wildlife trafficking, including application of financial and forensics techniques as well as implementation of the Rapid Reference Guide for investigators and prosecutors of WLFC.	National UNDP GWP Project UNODC through the ICCWC Tool Kit framework TRAFFIC	Short- and long-term	MNRT
2. Public-private sector co-ordination through: (i) Convening of face-to face information exchange meetings with corporate partners (ii) Providing regular information updates on latest IWT trends—through online platforms	TPA, Customs, JPCUs, MNRT, Port and transport sector-related associations (e.g. TASAA, TAFFA, TASAC, TATO, TPSF) and champions from their member companies	(i) Utilising the Port Improvement Committee (PIC) to deliver information on e.g. alerts on wildlife and other illicit trafficking cases, and traffickers modus operandi; and to share private sector's and TPA's initiatives to improve supply chains security. (ii) Establishment and or strengthening of online platforms to share security alerts, including cases of wildlife trafficking among cross-sector port stakeholders.	National UNDP GWP Project UNODC through the ICCWC Tool Kit framework TRAFFIC TASAA Bolloré Logistics	Quarterly	MNRT- NTAP TPA TRA
3. Establishment of a NTAP Port Task Coordination Group (TCG)	MNRT, Police, Customs, PCCB, Defence Force, other LE agencies	The National Taskforce on Anti-Poaching (NTAP) to put forward a proposal for the establishment of a Port TCG; The TCG key objective is to provide intelligence on wildlife and other crime related offences, follow up with investigations on seizures, and prosecution of criminals involving Tanzania ports and co-ordinate with neighbouring countries. The TCG should also target investigations on small vessels and boats used for contraband smuggling (e.g. charcoal, wildlife) to Somalia.	National UNDP GWP Project Grace Farms Foundation	2019–2024	NTAP
4. Promotion of regional Information exchange (e.g. Uganda, Kenya, Mozambique, Malawi)	NTAP, relevant agencies in other countries	Use existing regional organisations such as the Southern African Development Community (SADC) and East African Community (EAC) to: (i) introduce and replicate Tanzania's TCG model for wildlife crime law enforcement; (ii) facilitate cross border information exchange on IWT between respective national organisations.	National UNDP-GWP Project UNODC	2019–2024	MNRT-NTAP

PROPOSED ACTIVITIES	TARGET AUDIENCE	DELIVERY MECHANISMS AND OTHER SPECIFICATIONS	WHO COULD PROVIDE SUPPORT	TIMEFRAME	PROPOSED LEAD
5.Establishment of the “Trade in Wildlife Information Exchange for East Africa (EA TWIX)”	TRA and customs of EA, police other law enforcement agencies in East Africa	Online tool developed to facilitate information exchange and international co-operation between law enforcement agencies across East Africa	TRAFFIC	2019–2022	TRA
6.Introduction of container express-inspection through use of a K9 unit at the port gate	NTAP, TPA, TRA, Police	Utilise and train more dogs and handlers to detect ivory and other wildlife products in sea containers via seal olfaction	AWF PAMS Foundation	2019–2020	MNRT-NTAP
Tanzania Revenue Authority					
7.Institutionalisation of CITES and wildlife crime related programmes into Tanzania Customs Academy (TCA)/Training Center	TRA	(i) Development of specific CITES training packages that meet TCA's standards building on existing good practice from other countries (e.g. work done by WWF for Russian Customs); (ii) Establishment of a TRA expert team specialising on identification of CITES derivatives; (iii) Delivery of Training of Trainers (ToT) to sustain awareness and capacity development efforts on CITES regulation and identification among Customs officers.	TRAFFIC, WWF WCO-INAMA Project MNRT UNODC CCP	2019–2020	TRA TRA Zanzibar
8.Strengthening security and container inspection efficiency	TRA, JPCU	Review of Standard Operating Procedures for security and inspection of containers (e.g. ensure secured locations are available to conduct container inspections both inside and outside the ports; increase security measures at Container Freight Stations outside ports)	UNODC CCP TPA	2019–2021	TRA TRA Zanzibar
9.Enhancement of illegal cargo detection through automatic risk profiling system for Dar es Salaam and Zanzibar Ports	TRA, JPCU	(i) Deployment of Risk Profiler software for TRA and JPCUs at the ports, staff training and mentoring; (ii) Development of a mechanism to enable advance receipt of full cargo manifest and other cargo documents (e.g. booking system) from shipping companies for automatic risk profiling; (iii) Explore opportunities to introduce Risk Profiler and deliver related training in other ports in Tanzania, as well as neighbouring countries such as Uganda, and Mozambique.	Viet Nam Customs UNODC CCP UNDP Port Project	2019–2021	TRA TRA Zanzibar
10.Expansion of the JPCU network to other Tanzania seaports	TRA, TPA, Police, WD, Forest Agency, Drug Commission, existing JPCUs	(i) Establishment of a JPCU at Zanzibar Port; (ii) Delivery of advanced training on intelligence exchange and use; CITES regulation, identification, and risk profiling for JPCUs at Dar es Salaam and Zanzibar ports	UNODC CCP UNDP Port Project TRAFFIC (on CITES)	2019–2020	TRA TRA Zanzibar

PROPOSED ACTIVITIES	TARGET AUDIENCE	DELIVERY MECHANISMS AND OTHER SPECIFICATIONS	WHO COULD PROVIDE SUPPORT	TIMEFRAME	PROPOSED LEAD
11.Strengthening of JPCUs and customs co-operation in African and Asian Ports	TRA, JPCUs in Tanzania, Kenya, Uganda, Mozambique, Viet Nam, China, Thailand, Indonesia, Philippines, etc	Support of exchange visits of customs and JPCU officers of Dar es Salaam and Zanzibar ports to other ports in Africa and Asia to enhance professional contacts and experience on best practice application to tackle wildlife trafficking.	UNODC CCP UNDP Port Project	2019-2021	TRA TRA Zanzibar UNDOC WCO
12.Support the uptake of the WCO-Authorized Economic Operator (AEO) Programme in Tanzania to increase supply chain security	TRA, Port and transport sector-related associations (e.g. TASAA, TAFFA, TATO, TPSF)	(i) Convening of informative meetings between TRA and private sector partners including TAFFA, TAASA and TATO to explain the benefits of joining the AEO programme; (ii) Assist private sector partners to obtain AEO status via assessment and capacity building on supply chain security.	WCO (SAFE Programme) UNDP Port Project	2019–2021	TRA, TRA Zanzibar
Private Sector					
13.Establishment of a maritime private-public sector Steering Group with representatives from key maritime and transportation associations, Customs and Port Authority to explore most effective mechanisms e.g. for: Timely sharing of information with Customs for best risk profiling; Sharing of alerts on security issues derived from illegal wildlife trade (e.g. current smuggling techniques); Promotion of best practices on supply chain security management; Reporting of suspicious cargo by the private sector.	TASAA, TASAC, TAFFA, TATO, TPSF, champion companies such as Hutchison Ports, Bolloré, other large companies if not members of professional associations, TPA, TRA, PMAESA	Regular awareness raising meetings with the associations and TPA to discuss how to strengthen supply chains; Set up a phone-group (e.g. WhatsApp group) for prompt quick communication and information sharing; Present best practices and cutting-edge technology to increase supply chain security (e.g. C-TPAT Programme); Find champions among companies and associations for piloting of corporate awareness/security measures projects, e.g. undertake supply chain security assessment, and pilot test awareness/security programs building on AEO and C-TPAT models, with a focus on wildlife trafficking; Support the establishment of e.g. a “hotline” for port stakeholders to report anonymously on suspicious cargo and related security issues, and explore ways in which enforcement agencies could report back to the private sector on results from tip-offs.	UNDP Port Project UNODC TRAFFIC	2019–2021	Tanzania maritime transport Associations (e.g. TASAA/TASAC, TAFFA) and champion companies such as Hutchison Ports, Bolloré TRA TPA

PROPOSED ACTIVITIES	TARGET AUDIENCE	DELIVERY MECHANISMS AND OTHER SPECIFICATIONS	WHO COULD PROVIDE SUPPORT	TIMEFRAME	PROPOSED LEAD
<p>14. Establishment of a private sector-led Advisory Group to:</p> <p>Inform the development of awareness raising material and training courses for port corporate stakeholders on wildlife crime and supply chain security;</p> <p>Promote the distribution and uptake of such material and information across the sector;</p> <p>Act as a clearing house for all association members for information related to wildlife trafficking and port security received from e.g. TPA and TRA</p>	<p>Associations (e.g. TASAA, TAFFA, TATOA, TPSF), champions from freight forwarders such as Bolloré, logistic service providers shipping agents, UfW transport taskforce members</p>	<p>Convene focused sessions to review existing material (e.g. the FIATA-TRAFFIC digital course (www.fiatalearning.com) and to advise on additional content to be integrated into a suitable training package to be adopted by associations and their members;</p> <p>Develop short and concise briefings (e.g Toolbox format for specific topics, or like a port-base UfW alert system) to update private sector port stakeholders on wildlife crime and other security issues based on unclassified information from customs, JPCU, NTAP and other experts;</p> <p>Advise on the language that could be suggested for inclusion in corporate code of conducts about zero tolerance for involvement in wildlife trafficking;</p> <p>Disseminate good practices and information across their members and constituency (including simple actions such as performing "7 point container inspection" before a container is sent out for stuffing to ensure the container integrity is not compromised; or red flags for potential illicit activities, such as keeping a container for more than 21 days in stuffing).</p>	<p>UNDP Port Project</p> <p>TRAFFIC</p> <p>Institute of Chartered Shipbrokers (ICS)</p>	<p>2019–2021</p>	<p>Maritime transport associations</p> <p>And champion companies such as Bolloré</p>



RECOMMENDATIONS AND NEXT STEPS

The last session of the workshop was dedicated to summarising the next steps and follow up plans based on the priority actions and strategies agreed in Table 1. More specifically, the session worked to ground-truth the activities, processes, and identify the most appropriate leading agencies, private sector entities, and supporting organisations that could provide leadership in securing proper implementation of these activities.

The organisers agreed that the workshop report will be shared via email with participants, forming the foundation for future collaboration and communication. It was also suggested that the report be presented in person to the Port Improvement Committee (PIC) in Dar es Salaam along with an overview of the UNDP-GEF Port Project and UNODC-WCO Container Control Programme as the basis for follow up activities aimed to improve the Port's security, efficiency, and capacity to tackle the illicit wildlife trade.

UNDP, TRAFFIC and UNODC will continue to support activities identified in Table 1 within their capacities and mandate; share best practices from other countries with Tanzania and Zanzibar port stakeholders, and help leverage Tanzania's achievements with other ports globally.

The workshop was lauded for its engaging and participatory format, creating a unique platform that fostered open dialogue, trust and renewed commitments to counter wildlife trafficking among a diverse group of maritime stakeholders. Private sector representatives stressed the need for increasing sector awareness about the risks brought by IWT and a better understanding around actions that could be taken to support customs in improving, for example, their risk profiling and overall supply chain security, such as through advanced sharing of the shippers' booking system. The discussions noted that concealment of illicit wildlife products in containers often happens before these reach the ports, therefore highlighting a need for increased security checks at container freight stations and depots and other actions that can be taken along the supply chains before containers are sealed and loaded onto ships.

Improvement of risk profiling through automatic profiling systems, advance information sharing, secure environment for container inspections and expansion of the uptake of the Authorized Economic Operator (AEO) programme to strengthen supply chain security were all seen as efficient alternatives to unnecessary scanning of 100% of containers that would ultimately affect the business effectiveness.

Corruption was still perceived as one of the main challenges hindering government and societal efforts to address IWT. Stronger political will, coupled with donor financial support were seen as critical ingredients to increase positive action along trade chains, starting at community level to prevent poaching, up to creating a safe environment for reporting from the public; and inter-agency and multi-stakeholder collaboration to intercept and investigate IWT cases.

Participants also called for more effective engagement of the media in keeping wildlife trafficking under the spotlight and for additional opportunities to continue learning from and be inspired by best practices and champions from within the country and internationally (e.g. Uganda Revenue Authority's reward systems for any tip off that led to arrests).

Closing remarks from Mr. Hamad Khamis Hamad, Chairperson of the Tanzania National Taskforce – Anti-Poaching stressed the need for continued collaboration in addressing wildlife trafficking within the country, across borders and through regional and global organisations and programmes.

The Tanzania Government has made huge efforts in scaling up its fight against illegal wildlife trade, as evidenced by some very high-profile convictions. Mr. Hamad stated that increased international co-operation remains to be strengthened to ensure that investigation and prosecution of IWT offenders can be scaled up and expanded to dismantle whole criminal networks.

PRE-WORKSHOP QUESTIONNAIRE:

COUNTERING WILDLIFE TRAFFICKING THROUGH TANZANIA'S SEAPORTS

1. Stakeholder type: please select the category that best represents your affiliation *

Government Agency NGO, Private, Company

Association, Intergovernmental Organisation

Embassy, Foundation

2. If 'other', please specify

3. In my organisation/company/agency, KNOWLEDGE of the following is...

(Options: High, medium, low, I don't know)

- Detrimental impacts from wildlife trafficking (e.g. loss of revenue, spread of diseases, increase in violence, and corruption, extinction of animal and plant species)
- Level of wildlife trafficking in Tanzania and the role of Dar es Salaam and Zanzibar ports in the trafficking
- Roles and mandates of relevant government agencies in addressing wildlife trafficking
- Reliance of wildlife traffickers on legitimate (maritime) transport and logistics services
- Exploitation and concealment methods used by wildlife traffickers (e.g. creation of front companies, misdeclaration, container modification)
- Links between wildlife crime and other illicit commodities such as drugs, counterfeit products, and weapons

NATIONAL AND INTERNATIONAL LEGISLATION AND POLICIES

4. In my organisation/company/agency, KNOWLEDGE of the following is... *...

(Options: High,medium, low, I don't know)

- CITES (the Convention on International Trade in Endangered Species of Wild Fauna and Flora)
- Tanzania's National Strategy to combat the illegal wildlife trade
- National legislation related to wildlife protection and trade, including restrictions, prohibitions, implications of non-compliance and penalties related to wildlife trafficking
- National legislation and regulations regarding enforcement officers' powers of search and seizure/chain of custody procedures
- SAFE Framework of Standards to Secure and Facilitate Global Trade
- Regulations regarding advance electronic data requirements (cargo and goods declarations and risk management methodology)

5. In my organisation/company/agency, KNOWLEDGE of the following is... *

(Options: High,medium, low, I don't know)

- Organisational/company policies and standards to address trafficking of wildlife and other illicit goods
- Transport industry initiatives that address wildlife trafficking such as the United for Wildlife Transport Taskforce

SUPPLY CHAIN SECURITY

6. My organisation/company/agency CAPACITY (systems and skills) for the following is... *

(Options: Strong, medium, weak, not applicable, I don't know)

- Customs-private sector supply chain security initiatives (e.g. the Authorized Economic Operators (AEO) programme of SAFE Framework of Standards)
- Supply chain risk assessment, including due diligence on new clients and logistics service providers
- Measures to ensure physical integrity and security of containers, including transportation, handling, and cargo storage
- Physical access control to prevent unauthorized entry to terminals, facilities, and ships
- Personnel security measures to screen prospective employees and to periodically check current employees
- Business partners security, seal integrity, regular security training and awareness programs for staff on wildlife crime and other illicit trafficking issues
- Co-operation with Customs to provide full cargo manifests in advance

7. My organisation/company/agency CAPACITY (systems and skills) for the following is... *

(Options: Strong, medium, weak, not applicable, I don't know)

- Advanced risk profiling system to identify high-risk cargo of illicit wildlife products
- Reporting systems for suspicious wildlife cargo (within gov agencies/ private sector, and between private sector and enforcement agencies)
- Using intelligence to intercept wildlife trafficking at the port
- Container inspection (including 7- point inspection) and search operations, including scanning and use of K9 units, to detect illicit wildlife products
- Identification of CITES-listed animal and plant species, and their derivatives

INVESTIGATION AND PROSECUTION

8. My organisation/company/agency CAPACITY (systems and skills) for the following is... *

(Options: Strong, medium, weak, not applicable, I don't know)

- Evidence collection and chain of custody of wildlife seizures
- Wildlife crime investigation, including forensics and backtracking
- Financial investigations of wildlife crime
- Use of mutual assistance agreements or MoU to help with investigations and special joint operations (nationally and internationally)
- Prosecution of wildlife criminals

ANTI-CORRUPTION AND STAFF INTEGRITY

9. My organisation/company/agency CAPACITY (systems and skills) for the following is... *

(Options: Strong, medium, weak, not applicable, I don't know)

- Anti-corruption and staff integrity tools and programs (e.g. WCO Arusha Declaration on integrity)

10. My organisation/company/agency has the following DRIVERS for improving efforts to counter wildlife trafficking ...

(Options: Strong, medium, weak, not applicable, I don't know)

- Fulfil national and or international commitments such as under Tanzania's national strategy to combat wildlife trafficking, CITES, ICCWC, etc
- Fulfil commitments as a signatory of the UfW's Transport Taskforce Buckingham Palace Declaration
- Protect/build image and reputation
- Achieve better law enforcement results and, or advance professionally
- Avoid reputational/economic and legal problems as a consequence of wildlife seizures
- Obtain a status of "trusted operator" for competitive advantage
- Increase the secure environment of the port with less criminal involvement in port operations
- Sustainable Development Goals

CO-OPERATION

11. Between different stakeholders, I perceive CO-OPERATION in the following areas to be...

(Options: strong, medium, weak, I don't know)

- Inter-agency co-operation for effective risk profiling, container inspection, and seizure of illicit wildlife products
- Information exchange between private sector (e.g. shipping) and government agencies (e.g Customs) for effective risk profiling, and container inspections
- Inter-agency co-operation for investigations on wildlife crime seizures and prosecution of wildlife traffickers
- International co-operation between countries to intercept wildlife trafficking and tackle larger wildlife trafficking networks
- Development of projects & initiatives to address wildlife trafficking
- Transfer of experiences and lessons/ knowledge exchange around countering wildlife trafficking

12. What are the best opportunities to counter wildlife trafficking at Dar es Salaam and Zanzibar ports in your opinion?

13. Please indicate the business area in which you work (e.g. security, management, operations, container handling, business development)

14. Any other comments?

ANNEX II

Table 2: Summary results of participants' collective review of the responses of a pre-workshop stakeholder survey on levels of wildlife crime awareness and knowledge; capacity; drivers and motivations; as well as levels of co-operation to address wildlife trafficking through maritime supply chains

	Challenges/gaps identified during the survey review session	Opportunities identified during the survey review session
Level of awareness and knowledge related to wildlife trafficking	<p>Not enough training to enhance knowledge on wildlife crime among government agencies, NGOs and the transport sector;</p> <p>Mass media is not effectively utilised for public awareness raising on wildlife crime issues;</p> <p>Revenue Authority mainly focus on import and tax collection, but lose revenues for non-engaging in countering IWT and supply chain security issues;</p> <p>Access to information and equipment /technology to address knowledge gap in wildlife crime enforcement and prevention is limited;</p> <p>Private sector's awareness of wildlife crime and related national legislation is overall limited, partly because of their different mandate.</p>	<p>Build on and strengthen political will in Tanzania to address wildlife crime issues;</p> <p>Engage the media more effectively to enhance awareness and knowledge on wildlife crime issues and to demonstrate the benefit in protecting wildlife;</p> <p>Broaden Revenue Authorities' focus beyond their core business of revenue collection e.g. include specific Key Performance Indicators (KPIs) related to detection of wildlife crime instances and increase the rewards for it.</p> <p>Establish multi-agency platforms for knowledge and intelligence exchange on the illegal wildlife trade;</p> <p>Increase awareness raising opportunities to demonstrate how national revenues are lost through IWT, extinction of wildlife, money laundering, etc.</p>
Capacities to counter wildlife trafficking	<p>IWT is a much broader issue than a wildlife department to be responsible for, or have the capacity to tackle alone;</p> <p>Limited equipment and technology capacity to intercept wildlife crime by enforcement agencies. There is a perception that private sector is often better equipped compared to government;</p> <p>Containers are designed to not be opened, so alternatives for content screening and identification are needed;</p> <p>Capacity versus corruption is a major challenge; despite existence of certain capacities to address IWT, these are continuously challenged by corrupt individuals and enabling procedures;</p>	<p>Develop consistent/harmonised legislation within the East African Community (EAC) region;</p> <p>Put in place systems that improve trade efficiency while simultaneously help identifying risks and ability to intercept wildlife crime;</p> <p>Improve risk profiling—use (self-learning) automated systems that flag suspicious containers through key words/red flags;</p> <p>Development of technologies that support transparency e.g. use of sniffer dogs and scanners to detect wildlife trafficking;</p> <p>Give sniffer dogs uninhibited access to all areas of the seaport;</p> <p>Ports are now responsible for declaring weight of containers, i.e. making it commercially beneficial to comply (potentially helping to detect suspicious containers through discrepancies between declared and actual weight);</p> <p>Strengthen systems and controls to prevent corruption and prosecute corruption cases.</p>

	Challenges/gaps identified during the survey review session	Opportunities identified during the survey review session
Drivers/motivations to counter wildlife trafficking	<p>Despite the strong stance by Tanzania's government against IWT, more efforts are needed to enforce national policies and strategies, and to increase capacity of officers on the ground (including technologies for detection);</p> <p>Private sector still has low understanding of IWT and there is not enough recognition and awareness of the role it can play in prevention and detection;</p> <p>Limited communication (in local languages) with local communities on the importance and benefits derived in protecting wildlife;</p>	<p>Criminal asset apprehension and use of those funds for increasing law enforcement's capacity could provide a stronger incentive;</p> <p>Leverage the United for Wildlife Transport Taskforce and their best practices to foster leadership from among the private sector in developing and adopting industry standards to address IWT in supply chains (e.g. an ISO model that would certify performance on anti-trafficking);</p> <p>Greater involvement of the private maritime sector, especially of freight forwarders and shipping agents, in IWT awareness/capacity building programmes to ensure supply chain security e.g. "trusted operator" model;</p> <p>Explore incentives to conserve wildlife through alternative livelihoods for local communities;</p>
Levels of co-operation and opportunities for collaboration to counter the illegal wildlife trade	<p>Limited financial resources for staff capacity development and technology upgrade and or adoption;</p> <p>Limited human resources within agencies to support inter-agency and cross border collaboration effectively;</p> <p>Difficulty in retaining trained staff in the same role and agency;</p> <p>Lack of effective mechanisms for information sharing among different stakeholders.</p>	<p>Enhance political will, i.e. use champions and rewards to incentivise government staff in combatting IWT;</p> <p>Invest in capacity development of government agencies, especially those working at the ports, as well as other stakeholders such as the private sector;</p> <p>Strengthen existing platforms or establish new ones for co-ordination and information sharing on IWT and other illicit trade within government agencies and among all port stakeholders;</p> <p>Improve use of technology, such as container scanners and automated risk profiling, to reduce opportunities for corruption;</p> <p>Provide secure channels for reporting on suspected cases of wildlife trafficking.</p>

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

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