

REDUCING MARITIME TRAFFICKING OF
WILDLIFE BETWEEN AFRICA AND ASIA

October 2023

PROCEEDINGS OF THE

BEST PRACTICE WORKSHOP

JUNE 2023 | DAR ES SALAAM, TANZANIA

*Doreen Tarimo
Allan Mashalla*



TRAFFIC



ABOUT US

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ABBREVIATIONS AND ACRONYMS

AEO	Authorised Economic Operator
CCP	Container Control Programme
CITES	Convention on International Trade in Endangered Species of Wild Fauna and Flora
CWT	Combating Wildlife Trafficking
DNA	Deoxyribonucleic Acid
DRC	Democratic Republic of Congo
EAC	East African Community
ESWS	Electronic Single Window System
FAL	Facilitation Committee
GEF	Global Environment Facility
ICCWC	International Consortium on Combating Wildlife Crime
ICD	Inland Container Depot
ICS	International Chamber of Shipbrokers
IMO	International Maritime Organization
IWT	Illegal Wildlife Trade
JPCU	Joint Port Control Unit
KWS	Kenya Wildlife Service
KYC	Know Your Customer
MNRT	Ministry of Natural Resources and Tourism
MOU	Memorandum Of Understanding
MTWA	Ministry of Tourism Wildlife and Antiquities
PIWT	Poaching and Illegal Wildlife Trade
TRA	Tanzania Revenue Authority
TWIX	Trade in Wildlife Information eXchange
UNODC	United Nations Office on Drugs and Crime
WCO	World Customs Organization
WTO	World Trade Organization



PHOTO: Participants group photo

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TRAFFIC would also like to thank the participants for their active engagement in the best practice workshop.

INTRODUCTION

THE ILLEGAL WILDLIFE TRADE (IWT) IS AMONG THE FIVE MOST LUCRATIVE ILLEGAL TRADES GLOBALLY ESTIMATED TO BE WORTH UP TO USD23,000,000,000 ANNUALLY.

The United Nations Development Programme (UNDP) has recognised the growing problem of illegal trade in wildlife and wildlife products and is responding accordingly in policy engagement and UNDP - Global Environment Facility (GEF) programming.

From 2018 to 2023, the UNDP-GEF-USAID Project “Reducing Maritime Trafficking of Wildlife between Africa and Asia” under the GEF-financed, World Bank-led Global Wildlife Programme (GWP) and USAID have supported multiple activities in Kenya, Tanzania, and Uganda to increase capacity of government agencies and private sector in prevention and interception of wildlife trafficking in maritime supply chains through the ports of Mombasa, Dar es Salaam, Zanzibar, and Kampala dry port.

Based on the results of these activities and through collaboration with other projects, the UNDP-GEF-USAID Project identified a set of measures that can be called effective and prospective (and even best) practices for preventing and interception of wildlife trafficking through ports. These successful practices/models can potentially be applied at other ports and countries to decrease and eventually stop wildlife trafficking through maritime shipping supply chains. These practices include the following spheres: collaboration between government agencies and private sector to increase port capacity to detect and intercept wildlife trafficking; assessment of port and transport node capacity to intercept wildlife trafficking; inter-agency law enforcement units to intercept illicit

trafficking at ports; Trade in Wildlife Information eXchange (TWIX); supply chain security programmes; Know Your Customer (KYC) legal framework for exporters and importers; automatic risk profiling of sea containers; detection of illegal wildlife products in sea containers methods (using rats); investigation of wildlife seizures, including forensics, financial investigation, and controlled delivery; International Maritime Organization (IMO) guidelines for shipping lines; and wildlife crime awareness campaigns at target ports. All these practices need to be discussed with the project partners, clearly formulated, and disseminated among other projects and programmes. Based on the practices and other lessons learned by the UNDP-GEF-USAID port project, a road map for strengthening ports’ capacity to prevent and intercept wildlife trafficking needs to be developed to guide future activities, beyond the life of the project.

As a result, UNDP with TRAFFIC held a Best Practice Workshop at the White Sands Hotel in Dar es Salaam from the 21st to the 23rd of June 2023. Participants were from government agencies, non government organisations, international non government organisations, donors, development partners and private sector.

The specific objectives of the three-day workshop were:



Present the best practices and models supported by the project to the project partners and stakeholders; discuss their applicability and ways to introduce them to other ports; and,



Jointly identify remaining needs towards further strengthening capacities to prevent, detect, and intercept wildlife trafficking through ports and successfully investigate and prosecute wildlife crime cases.



OPENING REMARKS

JULIE THOMSON
DIRECTOR, TRAFFIC EAST AFRICA

"We owe a great debt of gratitude to the donor and partners who made this meeting possible. Our deep appreciation goes to the American people through the US Agency for International Development (USAID) for their critical support to the project Reducing Maritime Trafficking of Wildlife between Africa. For TRAFFIC, this project has involved several activities, such as a Port Stakeholders Workshop in Uganda, an assessment of wildlife crime vulnerability of supply chain nodes connected to Mombasa port and the development of a visual guide to inform future interventions and collaborative actions to address wildlife trafficking in the East African Community (EAC); awareness

and training workshops on the Authorised Economic Operator (AEO) Programme as a tool to prevent and detect wildlife and other illicit trade in supply chains in Mombasa, Dar es Salaam, and Kampala, and training on the Trade in Wildlife Information eXchange (TWIX) platform for law enforcement officers based at Mombasa, Dar es Salaam, Zanzibar and Kampala, and organising this best practice workshop. Support to the maritime sector is seen as a key intervention in strengthening the fight against the illegal trade in wild animals and plants, and this workshop is an important component of this."

JENNIFER JOHNSON-QURESHI
STRATEGIC COMMUNICATIONS MANAGER, USAID KENYA/EAST AFRICA

"On behalf of the USAID Kenya and East Africa mission, we thank Mr Kiza Baraga from Tanzania's National Anti-Poaching Task Force for his work and the Tanzanian government's support of this effort. And, of course, we thank UNDP and all the partners essential to this project – it could not have happened without this collaboration. Countering wildlife trafficking continues to be a top priority for the US Government. While the wildlife trafficking crisis has abated, much work remains to be done as traffickers target new species, change routes, or move the illegal trade online. The Eliminate, Neutralise, and Disrupt Wildlife Trafficking Act, known as the END Act, ensures the United

States will continue its whole-of-government approach to ending global wildlife poaching and trafficking. The US takes a three-pronged approach: strengthening law enforcement, reducing demand, and building international cooperation. We have multiple agencies focused on combating wildlife trafficking efforts around the world, and you see several of them collaborating under this programme, in addition to many other partners. To be clear, none of these efforts is possible without partners like those here today. And the private sector is a particularly important partner in targeting maritime trafficking in the ports.

The volume of illegal trade going through these ports requires all of us to work together, learn key lessons, and support best practices in the future. So, in light of that, my colleagues and I

at USAID look forward to hearing the findings and conclusions this week, with an eye on how we can continue to build on this together.”

SERGIO VALDINI

DEPUTY RESIDENT REPRESENTATIVE, UNDP TANZANIA COUNTRY OFFICE

“It is my pleasure to welcome and thank you all for being here today, and I would like to thank TRAFFIC International East Africa and our counterparts UNDP Kenya and UNDP Istanbul Regional Hub for your partnership in bringing together this workshop, which seeks to promote best practices of the UNDP-GEF-USAID Project on “Reducing Maritime Trafficking of Wildlife Between Africa and Asia”. The project is financed by USAID and GEF and implemented by UNDP under the GEF-financed, World Bank-led GWP, which consists of three pillars that tackle poaching, supply chain and consumer demand. The UNDP-GEF-USAID project is one of the global projects under GWP that seeks to combat illegal wildlife trade through maritime trafficking. For the last five years, we have worked together tirelessly to implement multi-disciplinary strategies at national and regional levels, including but

not limited to the adoption of technological solutions, utilisation of inter-disciplinary and multi-agency collaborative networks, awareness and education, knowledge and information sharing, reform of legal and regulatory domestic systems to address a wide range of issues, to tightly regulate illegal wildlife trade. Our collective successes illustrate how far we have come, and over the next three days, we look forward to hearing experiences, successes, challenges, and lessons learned. It is my hope that these discussions will be fruitful and meaningful, to explore further how to adopt and upscale best practices identified, enhance collaboration and communication among and across networks and across regions, and gain a clear picture of where the gaps are, the lessons learnt, and identify new and emerging areas for engagement going forward.”

SAYI MAHELA

ON BEHALF OF ASSISTANT DIRECTOR ANTI-POACHING AND ACTING CHAIRMAN OF THE NATIONAL ANTI-POACHING TASK FORCE (NTAP)

“On behalf of the Assistant Director of Anti-poaching from the office of the Director of Wildlife Division, it is with pleasure to welcome you all to this critical workshop that brings together diverse stakeholders representing government law enforcement agencies, private sector, non-government organisations, international organisations, donors, and experts with a common goal of preventing, detecting and intercepting wildlife trafficking through our ports. The maritime domain has become a preferred route for traffickers to transport illicit goods using the vastness and complexity of the oceans to their advantage. This has posed an alarming threat to biodiversity and ecological balance. Wildlife trafficking is a

multifaceted problem because it encompasses security, economic growth, and public health and erodes the rule of law. Our collective responsibility is to address this challenge and develop effective strategies and collaborative approaches to foster a culture of zero tolerance towards wildlife crimes and ensure that those involved in illegal wildlife trade face the full force of the laws. I encourage each of you to participate in discussions, share experiences and contribute your expertise to develop innovative strategies and practical solutions that will make our ports inhospitable to wildlife traffickers. With those few remarks, I declare that the workshop is officially opened.”



PRESENTATIONS AND
DISCUSSIONS



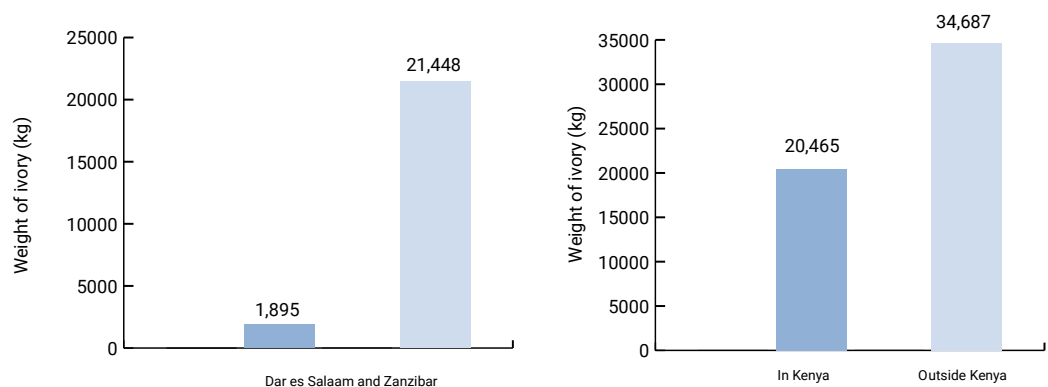
WILDLIFE TRAFFICKING THROUGH EAC'S PORTS


MIKHAIL PALTSYN / UNDP

The presentation highlighted wildlife trafficking through EAC's ports, gaps to address at the ports, project overview, project results and

future project plans. The presentation also highlighted a brief background of IWT issues and of the project.

FIGURE 1: Ivory seizures related to the ports 2002-2017 in kg



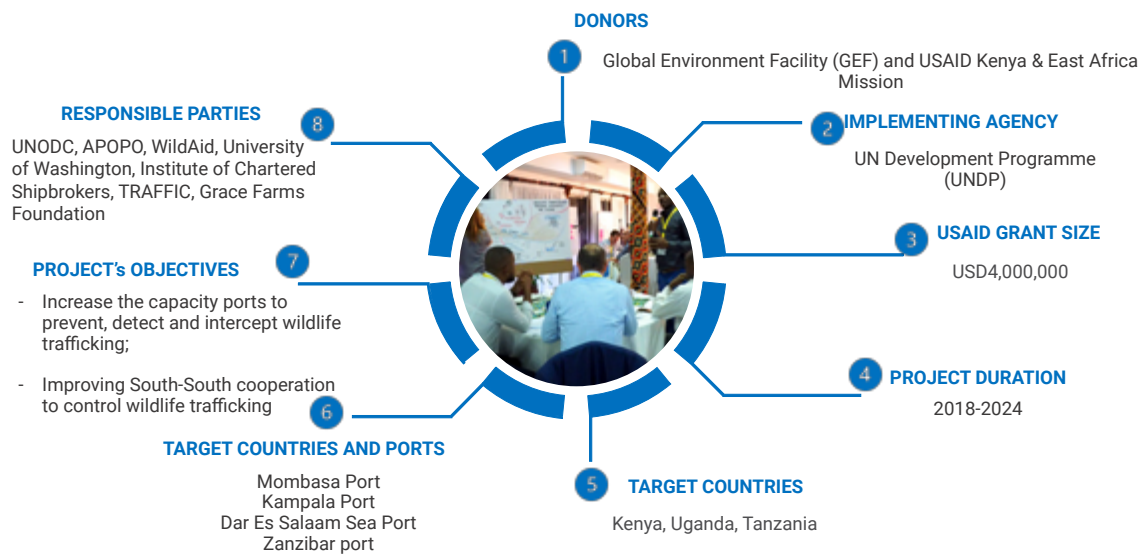

4,603 kg
of ivory
in 2017-2019



KEY GAPS TO ADDRESS IWT AT THE PORTS:

- Low wildlife crime intelligence capacity
- Insufficient knowledge and skills in the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES) regulations
- Lack of automatic risk profiling of sea containers
- Insufficient means and practices for container inspection
- Insufficient law enforcement collaboration between African and Asian ports
- Insufficient wildlife crime investigation capacity
- Lack of cooperation between law enforcement and the private sector

PROJECT OVERVIEW



PROJECT RESULTS

1. Cross-sectoral collaboration:

- Port stakeholder workshops in Mombasa, Dar es Salaam, and Kampala - 200 participants (34% women; 20% private sector) and three workshop reports with comprehensive recommendations applied to develop project activities.
- Port Monitoring and Anti-Trafficking Evaluation (PortMATE) tool - A framework for express assessment of port capacity to combat trafficking has been applied in five countries: Democratic Republic of the Congo, the Philippines, Pakistan, Kenya, and Uganda; assessment of transport node capacity to intercept wildlife trafficking in the Northern Transport Corridor.
- International Maritime Organization (IMO) IWT guidelines for shipping lines - IMO guidelines for prevention and suppression of smuggling of wildlife on ships engaged in international maritime traffic were approved by the IMO Facilitation (FAL) Committee in May 2022.

2. Law enforcement capacity:

- Automated Container Risk Profiling Systems – Risk Profiler introduced to the Dar es Salaam Joint Port Control Unit (JPCU), World Customs Organisation (WCO) Cargo Targeting System training in Nairobi and Mombasa with 44 officers trained (39% women).
- JPCU at Zanzibar port - Established in 2021, involving nine officers (three females) from four agencies. Initial training and mentoring were done, and officers were provided with office and equipment.

- Wildlife Forensics Analysis and Training – three large-scale and five small-scale ivory seizures (14,900 kg) made in Kampala, Singapore, Hong Kong, and Kenya have been DNA-analysed; two Kenya Wildlife Service (KWS)/Wildlife Research and Training Institute (WRTI) officers received advanced training in forensic methods and the use of these methods in courtroom testimony; 35 officers (including 11 women) from Kenya, Tanzania, and Uganda were trained on ivory sampling for DNA analysis.
- Wildlife Crime Financial Investigation and Controlled Delivery - 35 officers (11 women) received basic and advanced training on financial investigations in Kenya, Tanzania, and Uganda; 33 officers (four females) received training on controlled delivery; 22 containers of Madagascar rosewood were seized at Dar es Salaam Port on 26 December, 2022, by the trained participants; a training on investigation of transnational wildlife crime syndicates approach is coming soon.
- Hero Rats to detect wildlife in containers - six African Rats were trained to detect ivory, rhino horn, and pangolin scales; training and blind tests were conducted at Dar es Salaam Port. Rats detected 84% of wildlife targets (only ~5% were false alarms).
- Trade in Wildlife Information eXchange (TWIX) – Training for port-based officials; 38 officers operating at the Kampala dry port and Zanzibar, Mombasa, and Dar es Salaam ports trained on Eastern Africa - TWIX platform.

3. Private sector involvement:

- Wildlife crime campaigns in Mombasa, Dar es Salaam, and Kampala - Four international football stars involved, 9,000-11,000 port workers were reached, and the campaign collected 15 million impressions on social media and involved radio and television broadcasts, billboards, leaflets, posters, and stickers.
- Supply Chain Security Training - Two e-courses on wildlife trafficking and supply chain security were developed by the Institute of Chartered Shipbrokers (ICS) and EAC AEO Programme, 450 people completed the courses, including live sessions, and 203 participants trained at EAC AEO in-person workshops in Kampala, Mombasa, and Dar es Salaam.
- KYC legal framework for export/import agents project in Kenya - Import and Export Agents Act with requirements to conduct due diligence on the agents' clients to be finalised in 2023.

WHAT WE WANT TO
ACHIEVE?

**Other ports in Africa and
Asia replicate and enhance
the project's models.**



FEEDBACK (REFLECTIONS, QUESTION AND ANSWER SESSION)

Following the presentation, participants engaged in discussions in a feedback, question, and answer session. Key highlights included the following:

- Participants wanted to know **the challenges faced during project implementation and what approaches and measures were undertaken to overcome encountered challenges**. The presenter responded that the project was one of its kind to be implemented at East African ports; all project activities were designed and delivered in collaborative approaches through participatory consultations, communications and discussions with diverse stakeholders and partners together while learning from past mistakes. However, **there was a lack of other donors' support in different ports; hence, more donors need to be brought on board in the future. Also, Covid-19 caused delays in the implementation of some deliverables that needed travel and physical engagements**.
- It was asked **if any collaborations were made with other projects financed by the GEF in East Africa to scale up and replicate the project results**. The presenter responded that several ongoing projects are implemented in Tanzania, Kenya, and Uganda; however, these projects were not focusing on ports, so **this project worked collaboratively to add up to combating IWT initiatives, specifically at the ports**.
- A question was asked **if the project covered flora aspects**, protection of endangered natural forests and illegal trade in timber and forest products. It was noted that under this project, **there were few interventions focused on timber trafficking**, therefore as a way forward to scale up the project results, these ideas should be considered to ensure that **in the future, the aspect of flora is considered - this is a takeaway from this workshop**.
- A participant reflected that joint efforts are among the best approaches to tackle wildlife crime, and strengthening prosecution machinery is critical and should be considered. It was further asked if there are case scenarios whereby public prosecutions (e.g. National Prosecution Service (NPS) in Tanzania) were involved and trained during the project implementation. It was elaborated that the project supported the capacity building of investigators and prosecutors in task force teams from Tanzania, Kenya, and Uganda. These capacity buildings were conducted based on case scenarios to strengthen law enforcement's capacities and response mechanisms for handling wildlife cases.
- A question was asked if other project activities involved training and deploying canine unit programmes (dogs and dog handlers) in ports. The presenter responded that integrating the canine units will be considered to support hero rats deployed in the ports as one of the approaches used for detecting wildlife trafficking in containers.
- Finally, it was noted that projects like this need to be scaled up with more interventions and replication of successful project models to other ports in both Africa and Asia. In efforts to reduce maritime trafficking of wildlife at the ports, there is a need to have comprehensive and cross-sectoral collaboration approaches with different stakeholders and partners and more donors to support more of this kind of project. Participants gave credit to the port project regarding how best the representation of women was made and covered during the project implementation.



PORT STAKEHOLDERS' WORKSHOPS IN EAC

JULIE THOMSON / TRAFFIC

Workshops provided a platform for multi-stakeholder engagement, a critical means of combating IWT which involves stakeholders

such as government agencies, international organisations, intelligence agencies, and the private sector; workshop objectives were:

- To understand the detrimental impacts brought to the country, port, and maritime industry through wildlife trafficking;
- To 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;
- To introduce relevant initiatives along with showcasing best practices and technology from other sectors; and,
- To generate practical solutions and supporting mechanisms to tackle wildlife trafficking effectively through Tanzania's seaports.

DAR ES SALAAM PORT STAKEHOLDER WORKSHOP, 2ND - 4TH JULY 2019

The workshop was convened by the Wildlife Division with Tanzania Revenue Authority (TRA), Tanzania Ports Authority (TPA), TRAFFIC, UNDP, UNODC, and WWF, with technical support from World Customs Organization (WCO) and The Royal Foundation.

Over 55 representatives operating at Dar es Salaam and Zanzibar seaports enforcement agencies, shipping companies and associations, UN organisations, and NGOs, along with national and international experts on wildlife trade and maritime issues.

Workshop key takeaways:

- Addressing IWT will require a multi-sectoral/stakeholder approach but can only work when there is an understanding, appreciation of the roles of each stakeholder and communication;
- Share best practices from other countries with Tanzania and Zanzibar port stakeholders;
- 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 risk profiling and overall supply chain security, such as through advanced sharing of the shippers' booking system;
- 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, advanced information sharing, secure environment for container inspections and expansion of the uptake of the 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 perceived as one of the main challenges hindering government and societal efforts to address IWT; and,
- Stronger political will, coupled with donor financial support, to increase positive action along trade chains, starting at the community level to prevent poaching and create a safe environment for reporting at all levels and intercepting and investigating IWT cases.

MOMBASA PORT STAKEHOLDER WORKSHOP, 23RD – 25TH OCTOBER 2019

The workshop was convened by the Ministry of Tourism and Wildlife in partnership with UNDP, UNODC, TRAFFIC, and WWF, with technical support from the WCO and The Royal Foundation. Seventy-three representatives from Uganda, Tanzania, Nigeria, and Viet

Nam, including shipping companies, private sector associations, UN organisations, USAID, NGOs, and national and international experts on wildlife trade and maritime issues. Overall, representatives from 12 countries from 31 organisations engaged in the workshop.

Workshop key takeaways:

- Enhance and strengthen systems and processes that already exist at the port of Mombasa, and more broadly in Kenya, such as the application of the Cargo Targeting System (CTS) for automated risk profiling and the expansion of the AEO programme to strengthen supply chain security with a specific focus on IWT;

- Strong leadership by all stakeholders and additional funding needed;
- Private sector representatives stressed the need for more awareness raising about the risks brought by IWT across their sector;
- Private sector called for clearer asks by customs and other government agencies and more regular feedback on information provided to them;
- Increased security checks at container freight stations and depots, as well as other actions upstream of the supply chain;
- Increased regional and international cooperation should also be strengthened to ensure that investigation and prosecution of IWT offenders can be scaled up and expanded to dismantle entire criminal networks;
- Stronger political will coupled with donor financial support to increase positive action along trade chains through inter-agency and public-private partnerships to intercept and investigate IWT cases; and,
- Corruption is perceived as the main underlying factor hindering Kenya's efforts to address IWT and other forms of trafficking.

KAMPALA PORT STAKEHOLDER WORKSHOP, 15TH-17TH MARCH 2022

The workshop was convened by Uganda's Ministry of Tourism, Wildlife and Antiquities (MTWA) in partnership with UNDP, TRAFFIC, UNDP, USAID, and UNODC. It brought together over 70 representatives from the transport

sector associations, governments such as Uganda Revenue Authority (URA), Uganda Wildlife Authority (UWA), National Forestry Authority (NFA), and representatives from NGOs and the private sector.

Workshop key takeaways:

- Need for greater collaboration, especially between the private sector and government, on combating IWT;
- Information sharing platforms by non-government organizations;
- Associations have the mandate to ensure that their members comply with recommended standards in global supply chains;
- Establishment of public-private dialogue platforms where the private sector, through their associations, lobby governments for improved and well-streamlined mechanisms to ensure safety and security in global supply chains; and capacity building of law enforcement such as risk profiling, investigation of wildlife crimes and seizures, and wildlife forensics;
- Develop Standard Operating Procedures for the prevention, detection, and reporting of IWT through containerised sea cargo in Uganda;
- Strengthen anti-corruption and formulate recommendations for reform; and,
- Create awareness and concerted effort through knowledge sharing from experts and experienced staff and develop exchange visit programme opportunities for custom officials to learn from successful experiences on profiling skills and container inspection at other ports.



WILDLIFE CRIME AWARENESS CAMPAIGNS AT MOMBASA, DAR ES SALAAM, AND KAMPALA PORTS

TAMARA TSCHENTSCHER / UNDP

Apart from direct capacity building activities identified by port stakeholder workshops, there was a need for broader awareness raising of general workers at ports/along cargo transport supply chains. In collaboration with WildAid,

campaigns were implemented in Dar es Salaam, Kampala, and Mombasa, and scaled to Zanzibar as well as key border posts between Uganda and Kenya.

CONCEPTS

Inspiring action through campaign ambassadors to harness enthusiasm for football to increase awareness, inspire a sense of pride and responsibility towards protecting the country's natural heritage, raise awareness on laws and penalties and encourage reporting of suspicious activities.

RESULTS

Campaign products and channels:

- Four international football stars as campaign ambassadors;
- 15 million impressions, 1.6 million engagements on social media (=11% engagement rate);



- 19,000 video plays on televisions and other screens;
- 1,122 radio adverts – seven radio stations;
- 28 static billboards and 68,040 digital billboard slots;
- 18,000 leaflets/posters and 25,000 stickers; and,
- Estimated reach of 9,000-11,000 port workers.

PORT SPECIFIC MATERIAL



IMPACT EVALUATION

Post-campaign survey and interview results: 97% of port workers polled who had seen the campaign materials reported an increase of knowledge and awareness about IWT as a result of the campaign, 86% of non-port workers polled who had seen the campaign

materials also reported an increase of knowledge and awareness; 97% of port workers are more likely to report wildlife crime as a result of the campaign; 99% of port workers reported that the campaign increased their sense of pride in their country's wildlife.

LESSONS AND NEEDS:

Behaviour change campaigns need sustained effort over a long period of time.

- Partnerships are critical for sustainability and upscaling;
- Develop a longer-term campaign and engagement strategy for port workers (wider reach, information up-to-date/relevant);

- Additional campaign activities are needed to change behaviour (e.g. interactive events, roadshows, workshops);
- Varying levels of reporting cultures – more resources needed to ensure trust, anonymity, investigation, marketing; and,
- Timing – tying implementation to key events creates additional opportunities.

TO BUILD ON THIS CAMPAIGN:

- Continue targeting port workers using posters, stickers and television advertisements;
- Expand the campaigns at other key border points, ports, and Inland Container Depots;
- Allocate more resources and time to impact evaluation; and
- Seek additional data from reporting hotlines to look at trends before, during, and after the campaign.



FEEDBACK (REFLECTIONS, QUESTION AND ANSWER SESSION)

- A question was asked whether there were representatives of shipping lines during the port stakeholder workshops in Mombasa, Dar es Salaam, and Kampala. The response was yes. Then, participants added that the involvement of the shipping lines is critical for tracking the maritime trafficking of wildlife. Cargo manifests submitted by agents will enable law enforcement authorities to undertake risk profiling assessment and easily identify red flags related to IWT. Additionally, a recommendation was made that cargo manifests should be submitted to customs 72 hours prior to loading, and having electronic cargo manifests will reduce costs and time-consuming paperwork processes and enable authorities to better facilitate the movements of shipments and identify potential risk issues in the supply chains. There is a need to undertake due diligence on shipping lines and bring together all government authorities, public and private sectors working responsibly towards combating IWT.
- Participants acknowledged that knowledge and awareness raising in the community would remain among the top measures to combat IWT from the grassroots levels; hence there is a need to develop different innovative ideas regarding awareness messages to the community. Some recommendations were made: i) The creation of the storytelling programmes by using the real offenders previously involved in wildlife trafficking who are already out in their rehabilitations periods so that the community can learn from real examples the effects of being involved in IWT, (ii) Despite the differences in legal frameworks among countries leading to different penalties for people involved in wildlife trafficking, awareness should focus on the stiff penalties set upon conservation acts to influence changes and perspectives in the community to understand the consequences of being involved in wildlife crimes, (iii) Anti-corruption campaigns should be considered for communities so that they don't tamper with IWT-related cases.



PORT MONITORING AND ANTI-TRAFFICKING EVALUATION TOOL (PORTMATE):

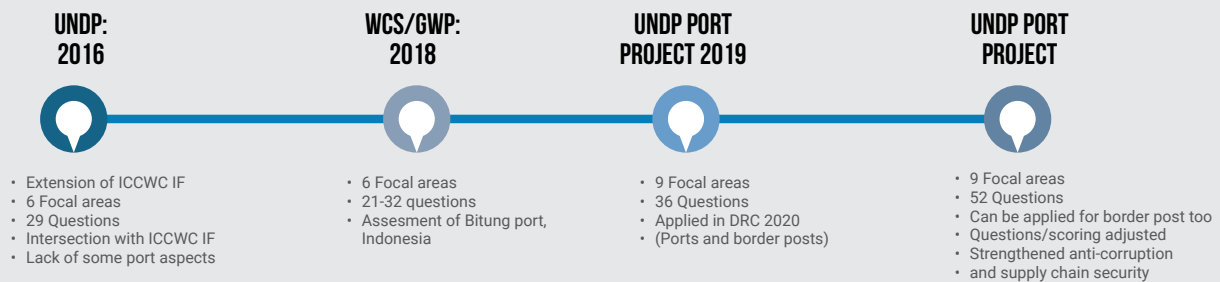
THE ASSESSMENT OF TRANSPORT NODES CONNECTED TO MOMBASA PORT

MARTIN OJOK / EAC-AEO/URA

BACKGROUND AND PURPOSE:

- Additional tool for International Consortium on Combating Wildlife Crime (ICWC) Indicator Framework; (questions 12 and 13 of the ICWC Indicator Framework);
- Standardised baseline and progress assessment (indicators);
- Fast self-assessment of a port capacity to combat IWT;
- Identification of key gaps in port capacity and priorities; and
- Development of evidence-based recommendations.

EVALUATION



PORTMATE STRUCTURE (2020): NINE CATEGORIES:

- Category 1: Electronic Customs Declaration System
- Category 2: Intelligence
- Category 3: Risk Profiling System
- Category 4: Container/Cargo Scanning
- Category 5: Container/Cargo Inspection
- Category 6: Investigation and Prosecution
- Category 7: Inter-Agency and International Collaboration
- Category 8: Employee Integrity and Anti-Corruption
- Category 9: Supply Chain Security

PORTMATE: ANSWER OPTIONS AND SCORES

Electronic Customs Declaration System

1. Is there an electronic Customs clearance system in place and used by all port clients?

0	1	2	3
There is no electronic customs clearance system used at the port	The electronic customs clearance system is in place, but used only by less than 50% of clients	The electronic customs clearance system is used by more than 50% of clients	The electronic customs clearance system is used by all clients without exclusions
Comments:			

2. Is there an electronic CITES permit control system (like eCITES) in place integrated with Customs clearance system, and used by all port clients?

0	1	2	3
There is no electronic CITES permit control system used at the port	The electronic CITES permit control system is in place, but used only by less than 50% of clients	The electronic CITES permit control system is in place and used by more than 50% of clients	The electronic CITES permit control system is in place and used by all clients without exclusions
Comments: <i>Comments are very important!</i>			

PORTMATE PARTICIPANTS:

1. Categories one to eight, and nine (Government agencies)

- Customs
- Port authorities
- Wildlife authorities
- Forest authorities
- Police
- Immigration
- Border guards

2. Category nine (private sector)

- Shipping lines
- Container terminal operators
- Freight forwarders
- Clearing agents
- Transporters

3. Facilitator

PORTMATE ASSESSMENT PROS AND CONS:

- **Pros** - Fast and simple, open tool easily available on the internet, offers standardised approach, ideal for monitoring (scoring) and project design, and can be applied for evaluation of land border posts as well as ports.
- **Cons** - Doesn't allow a 'deep dive', needs an expert facilitator (workshop), and the representative audience can be a challenge.

WILDLIFE CRIME VULNERABILITY ASSESSMENT OF TRANSPORT NODES CONNECTED TO MOMBASA PORT

Methodology:

Desk-based study was conducted, and an inception report was developed to guide the study. Researchers visited the physical sites and interviewed the identified respondents using the PortMATE tool (some respondents

were consulted via online meetings).

Responses were compiled, analysed, and the report constructed, followed by a review of the report by selected reviewers, validation of results, and production of the final report.

GAPS IDENTIFIED

Kampala, Malaba, Busia:

- UWA and National Forest Authority (NFA) are not connected to the Uganda Electronic Single Window System (ESWS);
- e-CITES permit system exists, but few e-permits issued;
- Risk profiling not fully automated;
- Focus is on revenue and imports only;
- Lack of advanced training on CITES and identification of wildlife products except for a few officers;
- Lack of knowledge of handling forensic scenes and samples;
- Lack of training in controlled delivery;
- Lack of KYC legal framework or policy;
- Awareness of the AEO programme/ UWA and NFA are not part of the implementation; and,
- Lack of awareness of supply chain security.

Malaba, Busia, Nairobi, Mombasa:

- Risk profiling not fully automated – partly automated through Integrated Control and Monitoring System;
- Customs officers lack knowledge of handling forensic scenes and samples;
- No e-CITES permit system;
- AEO programme - KWS and KFS are not part of the implementation;
- Lack of emphasis on flora in the fight against IWT;
- The shipping lines should be brought on board;
- Cargo examination officers are not sufficiently trained to detect and identify wildlife products; and,
- Lack of advanced training on CITES and identification of wildlife products except for a few officers.

RECOMMENDATIONS

The replication of the assessment to other transport nodes and development of capacity-building programmes for law enforcement and private sector.



FEEDBACK (REFLECTIONS, QUESTION AND ANSWER SESSION)

Following the presentation, participants engaged in discussions in a feedback, question, and answer session. Key highlights included the following:

- A participant wanted to know the criteria needed by conservation agencies such as UWA and NFA to get access to ESWS and benefit from it. The presenter responded that before accessing the system, staff need the capacity to understand how the tool works, followed by the registration of authorised users from the respective agencies. This process requires some security verifications. The presenter promised to provide more details bilaterally.
- The question was asked as to why there are still chances of illicit trade to pass legal authorisations at the transport nodes such as ports despite all security measures taken and law enforcement initiatives that bridge all gaps used by illegal traffickers. The response was made by other participants giving an example that when there are thousands of containers at the ports, it is very unrealistic for the government and the respective agencies alone to verify effectively and approve all documents as per obligations; therefore, a recommendation would be to develop multi agencies frameworks that will enhance collaboration and incorporate the role of other sectors (transport and logistical) to facilitate effectiveness in screening processes at the ports. An example was given that in the USA, only 2% of containers are inspected, but 100% are risk profiled, and this has proved to be effective in combating IWT because all players are effectively involved through Customs Trade Partnership Against Terrorism (C-TPAT) supply chain security program and understand their roles in reporting wildlife crimes.
- An observation was made concerning low seizures in Mombasa port and whether trade routes have shifted to other parts of the continent. This needs new attention as a newly emerging risk issue hence, an assessment should be conducted. Other recommendations were that there is a need to replicate the vulnerability assessment to other transport nodes such as airports, railways, and borders beyond the East Africa region.

IMO GUIDELINES FOR THE PREVENTION AND SUPPRESSION OF THE SMUGGLING OF WILDLIFE ON SHIPS ENGAGED IN INTERNATIONAL MARITIME TRAFFIC

KATHERINE KITHIKI / KMA

It serves as an additional tool to prevent and combat illegal wildlife trade through maritime transport and, as such, compliments international instruments published under Circular FAL.5/ Circ.50 in June 2022, inviting Member States and international organizations to bring

the guidelines to the attention of all parties concerned; and further bring to the attention of the Facilitation Committee (FAL), at the earliest opportunity, the results of the experience gained from the use of the guidelines for the consideration of action to be taken.

STRUCTURE OF THE GUIDELINES

Part 1 – Introduction to IWT in international maritime transport involving

- a) Overview of IWT,
- b) Wildlife species subject to trafficking/smuggling,
- c) Methods used by traffickers/smugglers.

Part 2 – Measures to prevent, detect, and report wildlife trafficking on ships include

- a) Action by Competent Government Agencies,
- b) Action by companies,
- c) Annexes – Resource Materials (Annex 1 - Information on CITES and its appendices; Annex 2 - Examples of smuggling techniques; Annex 3 - Red flags; Annex 4 - Resource material). The link to access the guidelines: <https://www.cdn.imo.org/localresources/en/OurWork/Facilitation/Facilitation/FAL.5-Circ..50.pdf>

IMPLEMENTATION OF THE GUIDELINES:

1. Side events were organised and held at the IMO 127th Council session in July 2022 and the 47th FAL session in March 2023 to raise awareness of the Guidelines and encourage implementation by Member States and Industry Associations.
2. The Belgium government developed new maritime security legislation, which entered into force on 1/1/2023 based on the International Ship and Port Facility Security Code. It extended the scope to include aspects of the guidelines to prevent and combat different forms of illegal trafficking. The government of Belgium further reported that it entered a bilateral arrangement with the government of the Netherlands and some shipping companies to cooperate on preventing and deterring the use of ships for illicit activities, which could extend to IWT.
3. The Thailand government held a workshop titled “**ALL HANDS-ON DECK: Thailand Maritime Stakeholder Workshop to Detect and Investigate Wildlife Trafficking in International Maritime Supply Chains**” between the 6th -7th of December 2022—the workshop aimed to raise awareness of the guidelines and foster public and private partnerships. Participants were from law enforcement officials, industry associations and their respective members, intergovernmental associations and guests, observers, and secretariat support.

1. The government of Kenya, in conjunction with UNDP, sensitised public and private stakeholders under the thematic title, "Trade Facilitation Workshop in May 2023 on the Guidelines and Overview of the Know Your Customer Customers (KYCC) Framework. Additional sessions are scheduled to enhance awareness in Kisumu, where the guidelines are believed to also apply to inland waterways shared by countries.
2. The Government of Kenya, in conjunction with UNDP, have commenced the development of the KYCC Framework for the Kenya Maritime Sector.

NEXT STEPS:

1. Enhance awareness and implementation of the various recommendations made within the Guidelines to both public and private (through associations) stakeholders;
2. Conclude development of the KYCC Maritime Sector Framework and sensitise stakeholders on its implementation;
3. Incorporate activities related to the prevention and suppression of illicit activities within the National Maritime Transport Facilitation Committee programme;
4. Develop an IMO resolution on the guidelines to enhance uptake and implementation;
5. Encourage the development of a collaborative framework and bilateral arrangements to prevent and combat illicit activities in maritime transport; and,
6. Engage EAC member states and encourage the establishment, operationalisation and integration of the Maritime Single Window Platforms.



FEEDBACK (REFLECTIONS, QUESTION AND ANSWER SESSION)

Following the presentation, participants engaged in discussions in a feedback, question, and answer session. Key highlights included the following:

- Participants wanted to know if other States, apart from Belgium, have shown interest in adapting to the IMO guidelines. It was noted that there are different modalities and adaptation approaches made by member States based on their legal framework . It was noted that some recommendations provided within the Guidelines were already being implemented by IMO member States through their legislation. Participants, most of whom were also members of the IMO were therefore encouraged to submit their experience on implementation of the guidelines for the consideration by the IMO and/or any other action to be taken. The experience on implementation of the Guidelines may assist in the identification of the challenges faced and the support required. Participants noted that there may be a proposal to expand the scope of the International Ship and Port Facility Security Code (ISPS) Code to include the prevention and suppression of illegal wildlife trade among other illicit activities and any progress made would be shared. Participants were therefore encouraged to engage maritime sector stakeholders both the public and private to enable States alleviate the scourge of IWT among other illicit activities.
- Participants during deliberations inquired whether IMO had financial mechanisms to support its member States. Participants were informed that they can engage IMO through the national IMO focal points (IMO Portal) requesting for technical assistance which would be considered based on their capacity, goals, needs and practices. Participants were informed that the IMO was developing a capacity building online programme on IWT to enhance awareness on IWT matters. Additionally, IMO provides technical support and follow-up coordination and an online IMO portal that supports implementation of the guidelines to each member state regarding capacity goals, needs and practices.



GROUP WORK DISCUSSIONS AND PRESENTATIONS

Participants were divided into four groups to discuss issues, challenges, and resources needed, donors, and lead organisations on how intersectoral would

help to combat IWT. Thereafter, the group members made presentations of their findings as shown in Annex I.



DAY 2 PROCEEDINGS

The second day began with a recap of the previous day's proceedings. It was noted that new participants arrived from USAID, UNDP, and United for Wildlife of the Royal Foundation and joined the workshop. The recap was preceded by interactive presentations and discussions for the day, starting with taking participants through the Multi-Agency Paradigm.



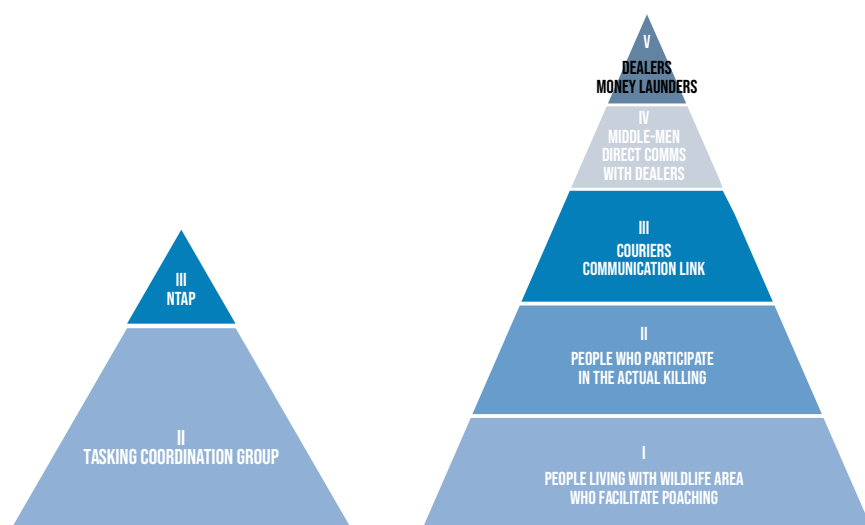
THE MULTI-AGENCY PARADIGM

ROBERT MANDE / MKWAWA COLLEGE OF EDUCATION AND WESLEY GOLD / CEO OF OKOA MALI ASILI

The multi-agency approach fosters an active working relationship between all stakeholders to improve the desired outcomes – interdiction of crime syndicates and prevention of poaching

and trafficking of valuable wildlife resources. Below is the diagram showing Poaching and Illegal Wildlife Trade (PIWT).

PIWT LEVELS REFLECTIONS IN THE NATIONAL STRATEGY ANTI-POACHING (2023-2033)



Source: R.C Mande

PIWT LEVELS CONSIDERATIONS:

- (a). Organised and complex;
- (b). Crimes being committed across the authority spectrum;
 - Wildlife crime
 - Firearms
 - Crime ports and shipping
 - Tax and financial
- (c). Multiple specialised skills required in response;
 - Intelligence-led enforcement
 - Specialised investigations of organised crimes such as financial and anti-corruption
 - Coordinated prosecution

WHY MULTI-AGENCY?

- The evolution and complexity of crimes and their transnational nature;
- Wildlife crime is increasingly complex, and syndicates are committing crimes across the agency spectrum of natural resource and conservation authorities, tax authorities, port authorities, immigration authorities and anti-corruption authorities.

BENEFITS OF MULTI-AGENCY COOPERATION:

- Catalysts for the design and implementation of strategies and policies;
- Opportunity to pool limited resources and make more efficient use of them;
- Saves time;
- Increases pace and effectiveness of operations;
- Creates a sense of trust and confidentiality and an avenue for learning opportunities; and
- Brings synergy amongst agencies.

MULTI-AGENCY APPROACH CHALLENGES:

- Lack of shared frameworks, data systems, and incentives; concerns about privacy, confidentiality, and data sharing inhibit collaboration across sectors and among agencies;
- Barriers to communication, such as challenges of communication among individuals in different agencies; and
- Effective avenues for multi-agency include joint training and re-training, workshops and seminars, the establishment of compatible policies, procedures, and other means to share information across agencies, creation of joint units and partnerships, personal relationships and change them from episodic to formalised and secondment of personnel.



FEEDBACK (REFLECTIONS, QUESTION AND ANSWER SESSION)

Following the presentation, participants engaged in discussions in a feedback, question, and answer session. Key highlights included the following:

- Participants wanted to know how communities and the private sector were engaged at different PIWT levels (levels I to V). The presenter responded that engagement had been done from the grassroots level (level I) for communities living adjacent to wildlife protected areas. However, more effort is required to transform the grassroots levels regarding communication and information sharing with higher levels (beyond level II). The private sector has supported operations, fundraising and capacity-building training for Village Game Scouts.
- It was added that other supports had been provided to strengthen intelligence gathering mechanisms, investigations, and prosecutions, for example, a national prosecution service centre established in Serengeti has strengthened prosecutions of IWT cases.
- Participants asked how wildlife crimes and IWT issues were addressed at the different levels of engagement. The presenter responded throughout the programme engagements were made using champions of good practices from diverse ends who mobilised support from communities and influence with positive results.





PANELLIST REFLECTIONS ON JOINT PORT CONTROL UNITS

AT DAR ES SALAAM, MOMBASA, AND ZANZIBAR PORTS

A panel discussion consisting of law enforcement officers was done. The questions posed to the panellist were: What is JPCU's structure and functioning? What are the respective agencies/authorities found in

the JPCU? How does the JPCU work with the private sector? Does the JPCU have implicit information systems? And what needs to be improved, given your experience? How do you see the future of JPCUs from now?

The panellists facilitated by Rod Khattabi, Grace Farms Foundation, included:

- Veronica Mallya – Dar es Salaam JPCU
- Ayoub Chinjala – Zanzibar JPCU
- Swalleh Faraj – Mombasa JPCU

PANELLIST REFLECTIONS

- JPCUs are frameworks of cooperation and collaborations established as a part of the extension of the UNODC-WCO global Container Control Program (CCP). JPCUs stand operational system prepared and agreed upon the Memorandum of Understanding (MoU) between the host countries and UNODC through the respective ministries as risk profiling and decision support organs that help to improve the ports' security from illicit trafficking of goods.
- JPCUs use the same structures in member states in the way of operation, with customs units being the lead agencies custodians on most of the instruments of international trade information (inbound and outbound consignments), which includes the shipping manifests and customs declarations.

- JPCUs work in a multi-agency team approach composed of law enforcement agencies such as wildlife authorities, forest authorities, food and drugs authorities, intelligence and police units, and residence port authorities. The units also incorporate other respective authorities/agencies not directly accommodated in the unit team but needed when specific cases and scenarios arise.
- JPCUs engage the private sector by gathering and integrating information alerts from different port agencies and outreach units. JPCUs work collaboratively with port management and get intelligence from the port's security units. Private sector (shipping lines) provides customs declarations and shipping manifests to customs and JPCU, and if there are consignments that JPCUs have an interest in, the shipping lines collaborate with the officers to inspect the suspicious consignments.
- JPCUs use information sharing systems such as 'ContainerComm' and customs enforcement communication platform, which facilitate communications on basic IWT information and database on seizures, warning alerts and other interceptions. The global operations of the JPCUs are communicated through the mailing list system, which aids communications from other JPCUs globally. Development partners such as TRAFFIC facilitate other information and communication platforms through the TWIX, which facilitates the exchanges of information from the East African regional side.
- JPCUs are envisioned to be the leading units at ports that both public and private sectors can use in combating wildlife crimes; the leading units in making internal and external awareness campaigns on illicit trade; being able to facilitate regional and global exchange programmes; operate with integrity and implement anti-corruption policies effectively; operate with automated systems and facilities that help in building both soft and hard professional enforcement capacities.



FEEDBACK (REFLECTIONS, QUESTION AND ANSWER SESSION)

Following the presentation, participants engaged in discussions in a feedback, question, and answer session. Key highlights included the following:

- Panellists recommended that the development partners and donors such as TRAFFIC and USAID should continue with initiatives to strengthen engagement between law enforcement and the private sector by fostering communication and information-sharing platforms such as the Eastern Africa - TWIX system.
- Panellists recommended that upon given support and opportunity, the JPCUs need to extend their operations networks outside ports into big cities with large container terminals and freight stations like Dar es Salaam and Nairobi, where much illicit trade occurs.
- Participants recommended that JPCUs should establish and strengthen self-sustaining mechanisms and approaches to ensure all relevant agencies remain onboard and effectively participate in all necessary law enforcement operations.
- Participants mentioned that poaching and IWT are demand driven and were concerned if there is a possibility of a zero-poaching status in East African countries in the future. Panellists responded that apart from curbing poaching in the source countries, efforts should also focus on monitoring and controlling where market demand is. It was noted that dealing with demand requires changing ideologies, cultures, traditions, and practices.
- It was asked if there is a strategy to prevent corruption at the JPCUs. The panellist responded that corruption mitigation measures are in place and reflected in different units' operation mechanisms, such as background checks, unit rotation of the respective officers, and avoidance of revenue related issues in the risk centric unit; also there are mechanisms to use whistle-blowers to report incidents to the management.



APPLICATION OF AFRICAN RATS FOR DETECTION OF WILDLIFE TRAFFICKING IN SEA CONTAINERS

DR ISABELLE SZOTT / APOPO

In 2017, the Endangered Wildlife Trust (EWT), South Africa, approached APOPO for a collaboration on training African giant pouched rats for scent detection of illegally trafficked wildlife. Over the following years, APOPO conducted proof-of-principle studies during which rats successfully learned not only

to detect and indicate commonly trafficked wildlife products such as pangolin scales, but also ignore non-target materials commonly used by traffickers to conceal illicit products. In 2023, with support from UNDP-GEF-USAID, the first operational trials took place at the seaport of Dar es Salaam.

OPERATIONAL TRIALS

Following stakeholder engagement workshops with the Dar es Salaam JPCU and TAWA APOPO conducted operational trials at the Dar es Salaam port early in 2023. The JPCU and

TAWA oversaw each day and session, provided additional materials, and planted items for the APOPO team.

Main questions:

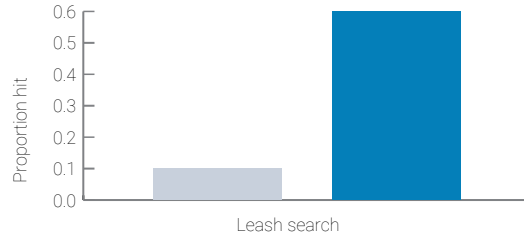
- Can our rats detect wildlife in the port?
- Will they even work? Noisy, loud, hot, smelly environment?
- How will they search?

Four search modes were tested at the port:

1. Long leash: The HeroRATs were free to move and search predefined areas. In all cases, rats wore a vest with a small ball attached. When they detected a wildlife target, they pulled the ball, which is their 'indication' behaviour.

Test results for the average rat

- Of 54 wildlife targets, rats found 37
- Of 111 planted non-targets, rat falsely indicated 15



2. In Containers: Rats were free to move inside a container during the test with items placed throughout; the team had to manipulate items to allow access to levels.

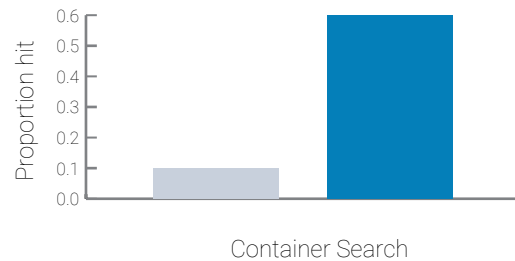
Extreme temperatures inside containers above 38 Celsius which might: a) impact rats' ability to work overall and b) make them less eager to climb higher (heat rises).

Temperature is a limiting factor for rats and the rats need to be deployed at different times of day in countries/areas where this is not so extreme (e.g., early mornings or late at night).

Had to manually modify containers to allow rats access to multiple layers, could not always access back.

Test results for the average rat

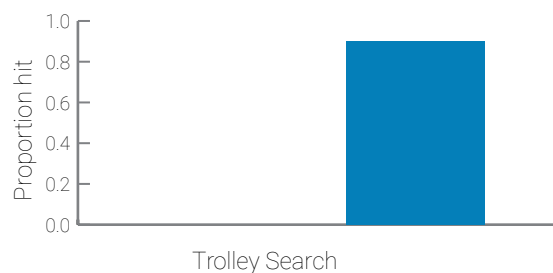
- Of 25 wildlife targets, rats found 16
- Of 57 planted non-targets, rat falsely indicated four



3. Mobile apparatus – trolley: Handler decided where the rat will screen and moved the trolley around the warehouse to items placed on a range of items like wooden crates, generators, tyres, plastic bags etc.

Test results for the average rat

- Of 20 wildlife targets, rats found 18
- Of 60 non-targets, rat falsely indicated one

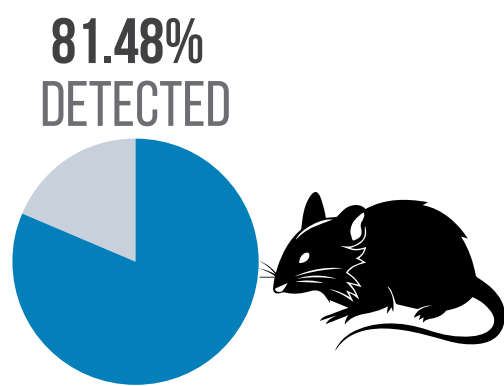


4. Mock Vents: Rat deployed from vehicle - mobile. Can not test real containers because unable to open and fill ten containers with a range of stuff, including larger amounts of wildlife material.

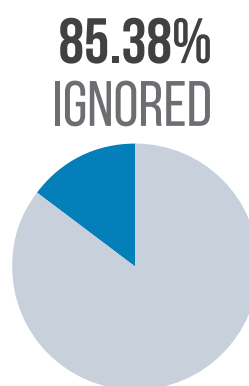
Test results for the average rat

- Of seven wildlife targets, rats found six
- Of 32 non-targets, the rat falsely indicated three

OVERALL RESULTS



Overall, the rats and their handlers successfully detected 81.48% of wildlife targets planted in the port environment over a period of five days.



They successfully ignored 85.38% of non-target items.

LESSONS LEARNED

- Leash search is more autonomous
- Layers and levels help rats to search inside containers
- Rats were able to screen a wide range of items in search environments
- Rats worked well in the car but temperature was a limiting factor as containers/the car are in the direct sun

WAY FORWARD

- Next generation of rats already began training under current funding from GIZ and using unrestricted funding.
- Implementing lessons learned immediately.
- Seeking funding to continue to train rats sustainably, implement additional changes and conduct the next operational trials.
- TAWA meeting with the Conservation Commissioner and two Deputy Commissioners to receive further support. They want the rats and APOPO to work at the airport and support the next trial.



FEEDBACK (REFLECTIONS, QUESTION AND ANSWER SESSION)

Following the presentation, participants engaged in discussions in a feedback, question, and answer session. Key highlights included the following:

- Participants wanted to know which one between the canine units and the HeroRATs is the most efficient in detecting IWT and cost-effective. The presenter responded that the HeroRATs are more cost-effective because they need less expensive food and veterinary care. APOPO further breeds their own rats which results in no upfront purchase cost for animals. Rats are further able to work with different handlers and can work five - six years - so all these factors make hero rats more cost-effective compared to canine units.
- A question was asked on why African giant pouched rats were selected and not other species, their life span, and at what age they start to be trained. African giant pouched rat (*Genus cricetomys*) species was chosen because they are proven to have long lifespans of up to eight years, and they start to be trained when they are four weeks old.
- How focused are the rats during deployment and how do they respond to targets? APOPO uses positive reinforcement training, where rats receive a reward for correctly indicating wildlife targets. This maintains high motivation of rats to work. In addition, the rats earn the majority of their daily food ration during training. To detect products when the morphological state of the commodity has been changed or mixed with other irrelevant products, HeroRATs have been trained to detect wildlife product even when mixed among non-target materials. In addition, rats are exposed to a wide variety of non-target materials throughout training.
- How does APOPO ensure the HeroRATs are safe from spreading diseases? The presenter mentioned that it is their priority to ensure the safety and health well-being of rats, so rats are vaccinated and receive regular health checks. Rat only work for short periods each day (to keep them active and effective), and when they are old enough, they retire from operations.
- Can the HeroRATs be deployed at different wildlife protected areas, like how tracking dogs are, rather than focusing on ports? Currently, no tracking rat units have been established, HeroRATs can complement the canine teams at different areas of deployment (e.g. seaports, airports). Regarding any contagious safety risks at the deployment sites, programmes to keep them safe are in place, and none has ever been injured/died from tests.
- Participants wanted to know the risks of false detections that hero rats might cause at the deployed areas. It was responded that the risk of false detection is very low and at small chance because the unit deploys the best trained rats. Further, team strategies can be used where more than one rat has to indicate an item before it is considered suspect. This further decreases the chance of false alarms.





CONTROLLED DELIVERY AND FINANCIAL INVESTIGATION

OF WILDLIFE TRAFFICKING IN SEA CONTAINERS

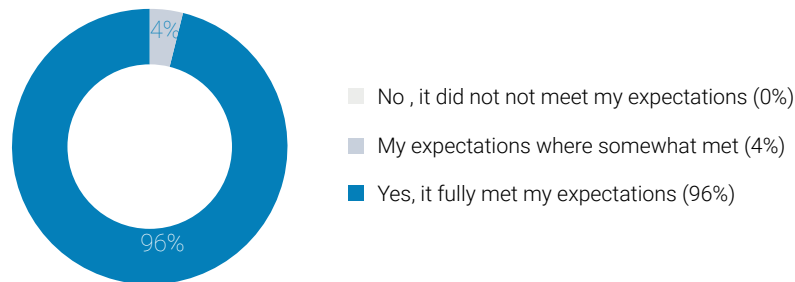
ROD KHATTABI / GRACE FARMS FOUNDATION

Six investigation capacity-building workshops have been conducted in Africa, and Asia started in early 2022:

- Session 1, “Basic Financial Investigations Training”, held in Mombasa, Kenya, March 15 - 19, 2022;
- Session 2, “Advanced Financial Investigations Training”, held in Arusha, Tanzania, from 30 May - 4 June 2022;
- Session 3, “Basic Financial Investigations Training”, was in Dar es Salaam, Tanzania, August 2 - 6, 2022;
- Session 4, “Advanced Financial Investigations Training”, held in Entebbe, Uganda, February 6 - 10, 2023;
- The first Controlled Delivery Practical Exercise held in Dar Es Salaam, Tanzania, May 1 - 6, 2023; and,
- The second Controlled Delivery Practical Exercise completed in Mombasa, Kenya, June 12 - 17, 2023.

PARTICIPANTS' FEEDBACK/SURVEY FROM CONTROLLED DELIVERY AND FINANCIAL INVESTIGATIONS TRAINING:

- Will the knowledge gained from participation at this event be useful/ applicable in your work?

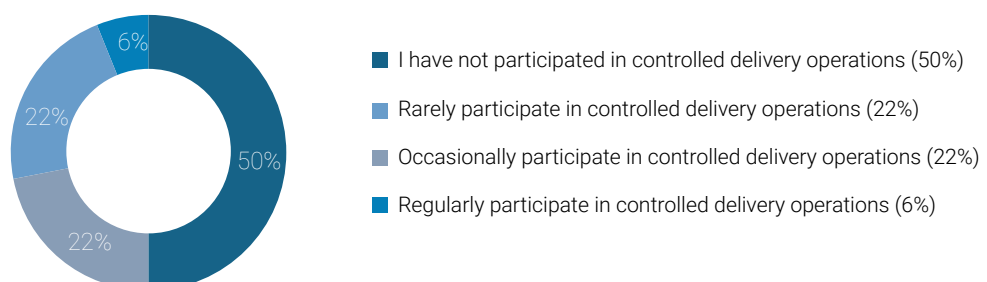


Participants' feedback/survey from controlled delivery and financial investigations training:

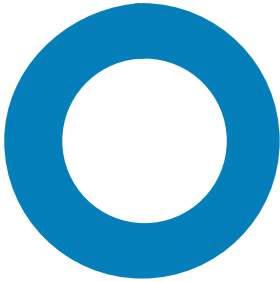
- Additional collaborative criminal investigations have been initiated in Tanzania and Kenya. Trained participants are now looking into charging additional criminal violations, including, and not limited to smuggling, Trade Based Money Laundering (TBML), structuring, tax evasion, wire fraud, bank fraud, and labour trafficking.
- The Kenyan authorities from the first group have requested assistance via WhatsApp on a criminal investigation involving illegal logging. The Tanzanian Authorities conduct the criminal investigation with the assistance of other partners.
- The three WhatsApp groups are quite active in exchanging information and intelligence among the groups.
- KWS in Nairobi contacted Uganda for assistance on a criminal case.

PARTICIPANTS' FEEDBACK/SURVEY RESPONSES ON CONTROLLED DELIVERY – ADVANCED PRACTICAL EXERCISE AND CAPACITY BUILDING:

- Did you ever participate in controlled delivery operations regarding wildlife crime?



- Will the knowledge and information gained from participation at this practical exercise be useful/applicable in your work?



- No, it did not meet my expectations (0%)
- My expectations were somewhat met (0%)
- Yes, it fully met my expectations (100%)



WILDLIFE CRIME FORENSICS

(PRE-RECORDED PRESENTATION)

SAM WASSER / UNIVERSITY OF WASHINGTON CENTER FOR ENVIRONMENTAL FORENSIC SCIENCE

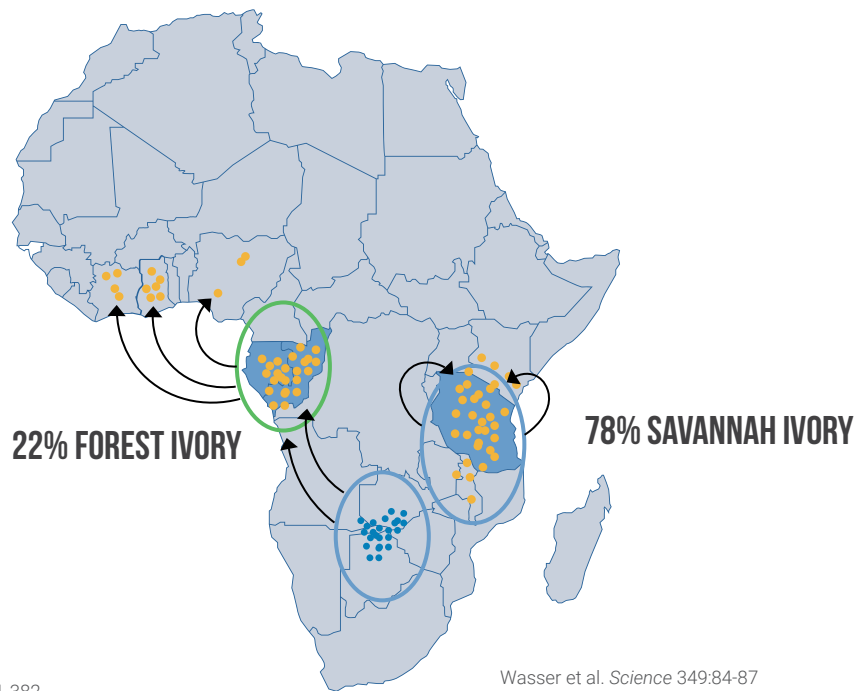
The pre-recorded presentation highlighted the use of DNA to investigate transnational environmental crimes. DNA analysis can reveal the roadmap and connectivity of transnational criminal organisation cell operations.

DNA ANALYSIS OF LARGE IVORY SEIZURES (20.5 TONNES) SHOWED LARGE-SCALE ELEPHANT POACHING IS CONCENTRATED IN A FEW HOTSPOTS (2002-2019)

Transnational Criminal Organisations (TCOs) consolidate ivory over time until the shipment is big enough to containerize and export. Usually from a small number of neighbouring ports

Sometimes tusks from the same individual or close relatives are exported in separate shipments from a common port

Wasser et al. *Nature Human Behaviour* 6: 371-382



GOALS OF THE PROGRAMME:

- What DNA analyses reveal about Transnational Criminal Organization (TCO) operations;
- Transnational nature of these crimes;
- Importance of collaboration among agencies within and between countries; and
- How to collect genetic data and integrate it into law enforcement actions.

All quoted from Wasser et al. Nature Human Behavior 6:371-382, the figure below shows genetic and physical-evidence matches between representative ivory seizures containerised in East Africa and all other seizures in our dataset. (A) Genetic matches consist of tusks from the same individual, parent-offspring, or siblings in separate shipments. (B) Physical evidence matches include data such as cell phone numbers, exporter, importer, or cover-load shared among those same seizures. Matches between the corresponding seizures on the x and y axes are illustrated by a solid-coloured circle, with the circle colour indicating the port where the seizure in that column was containerised for export (see colour key in upper right). Each row represents a single focal seizure (listed by its seizure number in the left-hand column of the row and displayed with an open grey circle in its respective column). The number of the matched seizures is ordered chronologically from left to right, based on seizure date. The seizures on the left-hand side of the figure were all containerised in Kenya or Uganda

and were chosen as focal seizures for their high connectivity in genetic matches to one another. Some seizures along the y axis are missing because they have no genetic matches or shared physical evidence to the seizures on the x axis.

The consistency in patterns of connectivity among seizures on the x axis is easily seen by the number of solid circles shared within and between columns. The predominance of seizures containerised in Uganda and the temporal shift from containerization in Tanzania (light orange columns), to Kenya (tan columns), Uganda (dark orange columns) and DRC is illustrated by the respective changes in columns of circles from orange, to tan, dark orange and then purple. The similarities between (A) genetic and (B) physical evidence matches suggest that law enforcement can use genetic matches between seizures as a guide for combining physical evidence from separate shipments to support broader investigations into the connectivity of transnational criminal organisations.



WHAT HAS BEEN DONE:

- Presented the above data as part of group training (with Grace Farms) to illustrate the transnational nature of these crimes and hence the importance of collaboration.
- Provided KWS forensic laboratory advanced training in High throughput DNA analysis, use of DNA in investigations and prosecutions of TCOs.

CONCLUSIONS:

- DNA creates a roadmap of connectivity between seizures and TCOs; illustrates the transnational nature of wildlife crimes and the importance of a multi-agency, multi-government approach;
- Samples need to be collected at the time of seizure, just like other evidence;
- Samples should be analysed at the beginning of investigation and support it; and
- Multi-species data sets need to be collected and properly curated (e.g. elephants, pangolins, timber, lions, rhino)
 - Known origin reference samples
 - Genotyped contraband

RECOMMENDATIONS

- **Labs need to become more engaged/incentivised to process samples in a timely manner, recognising that:**

- > **Seizures analyses are expensive and time-consuming**

- This is a transnational problem that requires international support (e.g. from asset forfeiture)
- Pay for services, providing revenue to sustain labs - all countries can do the sampling, and most can extract DNA
- Gradually work to increase lab proficiencies
- Use outside experts as needed



THE EASTERN AFRICA TWIX

PLATFORM FOR INFORMATION SHARING, NETWORKING AND COLLABORATION

ALLAN MASHALLA / TRAFFIC

Trade in Wildlife Information eXchange (TWIX) is an internet tool developed to facilitate information exchange and international cooperation between wildlife law

enforcement and management officials. It has two components: a mailing list and a website containing useful resources, and a database of seizures.

OPERATIONAL TWIX SYSTEMS AND TIMELINE

- EU - TWIX - Europe launched in 2005;
- CENTRAL AFRICA - TWIX - Central Africa launched in 2016;
- SADC - TWIX - SADC region launched in 2019;
- Eastern Africa - TWIX - Eastern Africa (including the Horn of Africa) launched in 2020; and
- Western Africa - TWIX – in development.

Access is secured and restricted to wildlife law enforcement and management agencies including, but not limited to, customs, police, wildlife, and forestry authorities, CITES Management Authorities, financial intelligence authorities, prosecutors and judges, fisheries authorities, port authorities, JPCUs, anti-smuggling units, Interpol, UNODC, WCO, EAC and Intergovernmental Authority on Development (IGAD).

Only non-sensitive information is in the system (no intelligence information is shared). Names and other sensitive information are

shared only if already available via other open sources. Information shared on the mailing list and/or data stored in the database remains the property of the agency who provided it/ them. Information available on TWIX cannot be shared outside the TWIX network without prior authorisation from the owner of the information.

TWIX users have access to all components of TWIX: mailing list and website. They receive all messages exchanged on the mailing list and can post information on the mailing list.

Each participating agency nominates a focal point among its TWIX users who:

- Serves as first point of contact for other TWIX users and TRAFFIC staff managing the tool (TWIX staff);
- Replies to queries or directs to people who can assist;
- Provides information about changes amongst TWIX users from their agency (requests to add/remove members, update contact details, etc.);
- Provides seizure data to TWIX staff for upload to the seizure database or points to the person who will provide data regularly;
- Communicates the decision on whether their seizures data may be shared outside of the TWIX network or not (when requests to do so arise); and,
- Promotes TWIX within his/her organisations.

EASTERN AFRICA—TWIX MAILING LIST

Connects officials from participating countries (Djibouti, Kenya, Uganda, Tanzania and Ethiopia) via their work email addresses; easy information sharing such as seizure

alerts, trafficking routes, concealment methods, and other relevant information with rapid identification assistance triggers investigations.

EASTERN AFRICA—TWIX WEBSITE

Access is secure and restricted to officials (using personal codes) www.easternafrica-twix.org
The website holds:

- ✓ Database of seizures
- ✓ Various other useful resources materials
- ✓ Identification guides
- ✓ Training materials
- ✓ shared documents
- ✓ Legal texts
- ✓ Links

The website also holds archives of emails exchanged on the mailing list and a database of seizures.

FUTURE PLANS:

- Train more frontline law enforcement officials – cross-border and ports
- Expand TWIX in more countries – Horn of Africa
- Develop the TWIX Application - new technical developments; and
- Raise funds for sustainability



FEEDBACK (REFLECTIONS, QUESTION AND ANSWER SESSION)

Following the presentation, participants engaged in discussions in a feedback, question, and answer session. Key highlights included the following:

- On financial investigations, it was noted that there is still a need to develop inter-agency collaboration with specialised tools and specific capacity-building training; for the self-sustainability of operations, there is a need to adapt to the asset recovery and sharing systems that will retain a percentage of the seized money and assets to support the law enforcement self-operations.
- In wildlife crime forensics, the plan is to look up a database of DNA signatures for DNA comparisons and update the database to increase by 80% the chances of species identification which will help in the effective prosecution of IWT cases.
- For Eastern Africa-TWIX, there is a need to raise more funds to support the implementation of the platform, expanding it to more countries and building capacity of more law enforcement officials on the platform usage.

GROUP WORK

DISCUSSIONS AND PRESENTATIONS

Participants were divided into four groups to discuss issues, challenges, resources needed, donors, and lead organisation on how law enforcement approaches (financial investigations, controlled deliveries, forensics

and technology, rats, and canine units, JPCUs, and Eastern Africa-TWIX) can be improved to combat IWT. Thereafter, the group members made presentations of their findings as shown in Annex II.





DAY 3 PROCEEDINGS

The third day began with a recap of the previous day's proceedings, followed by a video and presentation on the EAC AEO programme.



THE EAC AEO PROGRAMME

MARTIN OJOK / EAC AEO/URA

The EAC-AEO programme is a voluntary supply chain security programme facilitated by customs covering EAC countries of Burundi, Kenya, Rwanda, Tanzania, and Uganda. It was initiated based on the WCO SAFE Framework of Standards, EAC Compliance and Enforcement Regulation 2012, and Article 7.7 World Trade

Organisation (WTO) trade facilitation. The program stands on the principles of Voluntary Compliance, Partnerships and Benefits. Its goal is to increase the security and facilitation of the international trade supply chain.

HOW IT WORKS

- Focuses on traders and their operational systems and processes;
- Operates by identifying and working with compliant and secure traders who are given trusted operator status;
- AEO has a responsibility to develop and implement its supply chain security measures to improve the resilience of its trade processes against wildlife trafficking and other illicit trade; and
- AEO benefits from faster cargo movement through international borders than other “non-trusted” traders and enjoys many other benefits from customs and other agencies.

Critical players are customs as the main player and other cross-border regulatory agencies, government dealing with legal issues, trade

issues, and private sector, intergovernmental organisations, and other non-government organisations.

HOW IT WORKS

Authorizations and collaboration with the private sector, leading to an increase in the number of AEOs (regional) to 187, covering

10% of the international trade value and a compliance rate of 98%.

WHAT DID NOT WORK VERY WELL (REQUIRES FIXING)

- Inadequate Information Technology (IT) Infrastructure.
- Inadequate engagement with all stakeholders.
- Benefits administration - only seven out of ten benefits are currently being accorded – a review is proposed with participation of the AEOs through AEO Association and regional inter-agency meeting proposed.

WORK IN PROGRESS

- Work is ongoing to improve benefits administration and inter-agency collaboration to bring all relevant agencies on board at the regional level.
- Automation of the processes so as to improve programme management efficiency.

ENABLERS

EAC-AEO programme enablers are; supportive legal framework, supporting functions, e.g. risk management and post clearance audit, political support, IT infrastructure; stakeholder

involvement; technical capacities; and inclusion of all categories of operators, especially small and medium enterprises.

CHALLENGES

- Inter partner state collaboration exchange of information, suspicion and lack of trust;
- Agreeing on uniform criteria and procedures;
- Sharing of data on operators – legal issues;
- Operators resistance;
- Resistance from customs officers;
- Resistance from other agencies;
- Limited financial resources;
- Inadequate technical capacities; and
- Difficulties in understanding the criteria – by some of the applicants.

SOLUTIONS

- Political support and commitment of leaders;
- Development of IT capacity coordinated by the EAC Secretariat;
- Support from donor agencies;
- Support from WCO;
- Peer support among the partner states;
- Engagement with the private sector to raise more awareness; and
- Support system to help the operators understand the criteria.

BENEFITS TO REGULATORY AGENCIES

- Improved compliance;
- Facilitation of trade;
- Protection of society, flora and fauna, cultural heritage environment;
- Better visibility and understanding of the supply chain;
- Better knowledge of the different industries and how they operate;
- Optimal use of resources: focus on the high risk; and
- More efficient and effective controls.

FUTURE OUTLOOK

- More awareness;
- Automation;
- Application in more industries;
- Embracing technology;
- Interagency collaboration; and
- Mutual Recognition Agreements.



KNOW YOUR CUSTOMER LEGAL FRAMEWORK FOR EXPORTERS AND IMPORTERS IN KENYA

KATTO WAMBUA / SPACE FOR GIANTS

KNOW YOUR CUSTOMER (KYC) PROJECT TIMELINE TO DATE

- February 2020 - Government of Kenya convenes 40 state agencies to an Inception Forum through funding by UNDP's project on "Reducing Maritime Trafficking of Wildlife between Africa and Asia";
- March 2020 - Zero draft KYC Framework for the trade facilitation industry was developed;
- April 2023 - Government agencies continued to draft of KYC framework and a project plan set; and
- June-November 2023 - Public sector review forum, private sector review forum, validation forum, enactment of the KYC Framework and implementation phase.

OVERVIEW OF KYC STANDARDS FOR TRADE FACILITATION INDUSTRY

REGISTRATION/LICENSING + MONITORING & REPORTING	ID VERIFICATION (IDV)	CONTINUOUS CUSTOMER DUE DILIGENCE (CCDD)	EMBEDDING KYC IN INTERGRATED E-PLATFORMS & PRIVATE SECTOR CAPACITY BUILDING
<p>KYC to apply to Authorized clearing agents, shipping lines, port operators, consolidators, customers.</p> <p>Registration/licensing by Partner Government Agencies Regulator - Kenya Maritime Authority (KMA), Kenya Revenue Authority (KRA), Kenya Ports Authority (KPA), Kenya Airport Authority (KAA), Kenya Bureau of Standards (KEBS), Kenya Plant Health Inspectorate Service (KEPHIS), etc., Use of Kenya Trade Network Agency (KenTrade) Single-Window System.</p> <p>Private Sector Compliance with monitoring systems by Public Government Agencies (PGAs) including reporting obligations & customer data retention.</p>	<p>Exercise reasonable due diligence in verifying the identity of his or her client be they individuals (nationals/foreigners) & legal persons (companies partnerships etc)</p> <p>Retention of IDV data.</p>	<p>Continuous Customer Due Diligence (CCDD) be applied by authorized clearing agents shipping lines, port operators consolidators and PGAs</p> <p>CCDD should be dynamic and not merely periodic.</p> <p>CCDD should include a Monitoring and Evaluation (M&E) system of RED FLAGGING suspicious transctions/trades/ shipments etc.</p> <p>Reporting of red flagged transctions/trades/ shipments & action taken including black- listing of customers.</p> <p>Retention of CCDD data.</p>	<p>KYC obligations and requirements into the PGAs systems like integrated e-platforms-KenTrade's Single Window System and implementation of the National Electronic Single Window System Act (NESWS) Act 2022, KRA's Integrated Customs Management Systems (ICMS) etc.</p> <p>Training & other capacity building of the private sector to implement their KYC obligations.</p>

NEXT STEPS

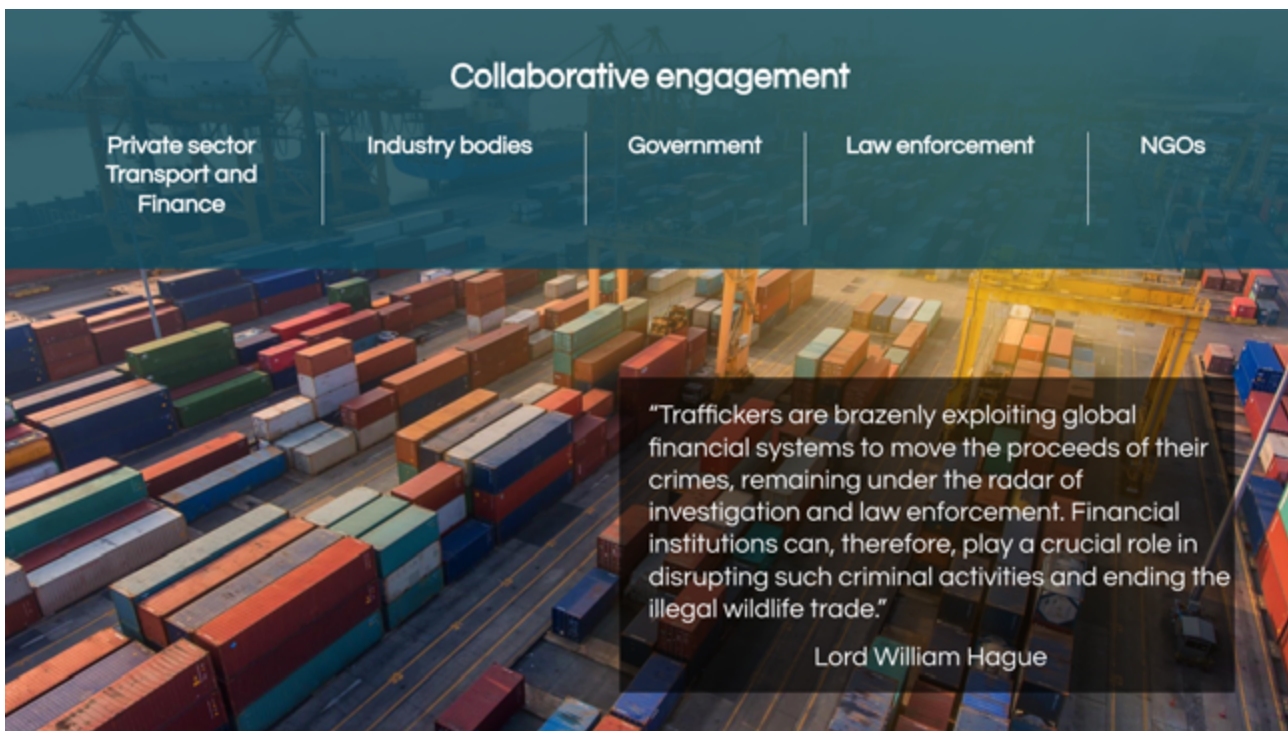
- Government to share draft KYC framework with private sector;
- Private sector to generate comments and proposals;
- Government and UNDP to host a private sector forum on the development of the KYC Framework;
- Incorporation of private sector views into the draft KYC framework;
- Government and UNDP to host validation forum for the KYC framework; and
- Government and private sector move to phase two of implementation.

UNITED FOR WILDLIFE

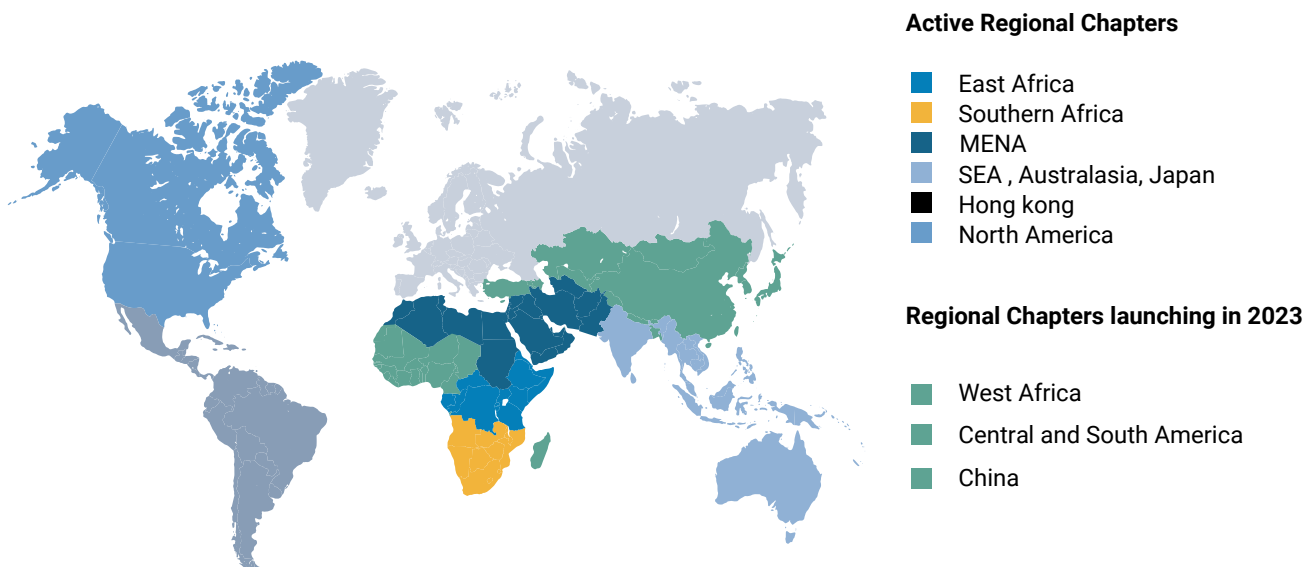
IAN CRUICSHANK / ROYAL FOUNDATION & UNITED FOR WILDLIFE

The presenter highlighted the background of United for Wildlife, a neutral platform with the power to convene and influence. It functions as a framework to assist the private sector in combating IWT to limit the loss of species.





The importance of collaborative engagements between private sector, industry bodies, government, law enforcement and NGOs in combating IWT was explained.

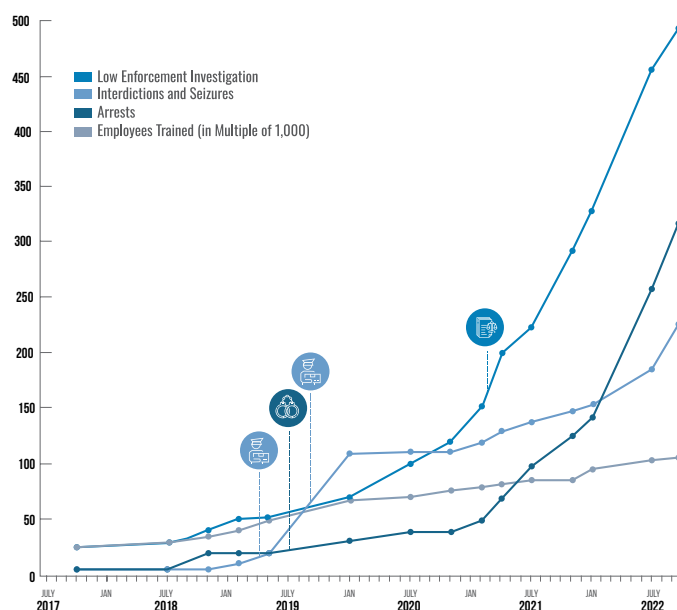


UNITED FOR WILDLIFE REGIONAL CHAPTERS AND IMPACTS WERE ALSO PRESENTED



IMPACT

	 LAW ENFORCEMENT INVESTIGATION	 INTERDICTIONS AND SEIZURES	 ARREST	 EMPLOYEES TRAINED
October 2020	496	224	312	103k
July 2022	454	192	254	101k
January 2022	325	153	142	97k
November 2021	288	147	124	91k
July 2021	241	138	97	91k
April 2021	198	130	69	88k
February 2021	155	120	49	82k
November 2020	120	112	38	77k
July 2020	100	112	38	70k
January 2020	70	108	32	68k
May 2019	52	19	22	49k
February 2019	49	12	22	40k
November 2018	41	7	22	36k
July 2018	32	6	8	32k
October 2017	23	5	8	25k



FEEDBACK (REFLECTIONS, QUESTION AND ANSWER SESSION)

Following the presentation, participants engaged in discussions in a feedback, question, and answer session. Key highlights included the following:

- A participant wanted to know if AEO members remain trustworthy after their certification approvals. The answer was yes; it was further added that after AEO certifications, customs follow up and monitor all AEO members and conduct the assessment every three years to ensure that companies stick to the standards set for them.
- A recommendation was made by participants that there is a need to scale up the EAC - AEO programme to other countries in the region.
- Participants wanted to know the cost implication of three programmes/interventions to beneficiaries and how they cope with their operational frameworks and systems. United for Wildlife interventions and programme activities are fully funded with zero costs, a compliment to these resources is added through open access to the relevant information, network channels and technical support; Space for Giants faces costs challenges for both customs and private sector to adopt the KYC framework hence there is a need to secure more funds to support capacity building and use of technologies; AEO the programme is led by customs (government agency) need more financial resources to sensitise government agencies and private sector to join and implement the programme.



PANELLIST REFLECTIONS

ON HOW TO BEST ENGAGE THE PRIVATE SECTOR

THE PANEL DISCUSSION MODERATED BY MARTIN OJOK INCLUDED THE FOLLOWING PANELLISTS

- Elijah Mbaru Ndungu – International Chamber of Shipping
- Abel Estomih Uronu – Tanzania Shipping Agents Association
- Washington Mwamburi – Express Shipping and Logistics East Africa

▶◀ PANELLIST REFLECTIONS

- Private sector plays a significant role in the maritime sector. *“No shopping without shipping”*; therefore, collaboration and sharing of information between private sector and regulatory bodies is very critical to enable the reporting of any suspicious wildlife trafficking issues. Law enforcers should be active in advanced ways of inspecting cargo involving the private sector. This should involve joint information exchange programmes between government agencies and the private sector (e.g. Kenya Shippers Council should be linked with law enforcement), and the private sector should be given access to relevant information from the government related to IWT issues.
- The issue of due diligence between cargo owners and shipping agents is also key. Knowing the customers and doing background checks while doing the paperwork before shipping consignment is essential. Also, it is imperative in human resources to vet employees, do background checks and implement the code of conduct.
- There is a need to fight corruption along the supply chain to ensure integrity in the private and public sectors.
- More awareness of the AEO programme is needed to inform the private sector of the programme’s benefits in securing the international supply chain against IWT.

- Sensitization in various areas of operations (CITES, wildlife laws, relevant programmes, rules, and regulations) and awareness raising to bring the private sector into the picture is very important.
- Key barriers: Lack of awareness on IWT issues by the private sector; lack of an effective Public-Private Partnership (PPP) and joint fora and discussions between private and public sectors; lack of trust between the public and private sector (e.g. most of the time private sector is looked as suspects) as a result private sector can't share information as they are not sure if the consequence of the shared information will turn back and bite them; compliance issues - only Electronic Communication and Transaction (ECT) Act governs, but no other frameworks for agents involved in the logistic sector.
- Knowledge/Skills needed: training on common approaches between private and public partnerships; training on legislations and laws that protect flora and fauna; private sector needs skills that law enforcement have; knowledge on IWT issues including different characters of wildlife and identification of wildlife products, knowing the demand/supply dynamics of IWT (where these products are coming from/going), skills/sensitisation on compliance issues; knowledge in the transport and logistics industry.



FEEDBACK (REFLECTIONS, QUESTION AND ANSWER SESSION)

- Participants mentioned that meetings involving the private and public sectors are currently held in Mombasa Port (organised by Kenya Northern Corridor Charter) and Dar es Salaam port (organised by the Port Improvement Committee under the Ministry of Works and Ports). However, they asked about the roles of the private sector associations when a member of the association is found involved in wildlife crimes. Panellists responded that when a member is accused of any crime, there are straightforward constitutions; members know they are answerable to laws and must prove beyond a reasonable doubt with evidence that they are not guilty.
- Participants asked a follow-up question: Is there a practical example whereby a member of associations was involved in IWT - what action was taken? It was noted that there had been no such scenarios; hence no practical example was provided.
- Participants asked if shipping associations have policies, or in-house measures, to ensure members are not involved in wildlife crimes; are there background checks before engaging people in the associations? The response was that general operating policies and code of conduct are in place but not specifically on IWT issues. It was further noted that nobody is interested in shipping illegal trade. Everything is open for cargo stuffed at the port, but for those declared as house-to-house, it is very hard for shipping lines to know what is loaded; they rely on documents.
- It was asked if there are mechanisms where private sector associations invite members to speak out about their challenges and train them in different relevant aspects. There are mechanisms to train members, four meetings a year and annual general meetings convened according to the constitutions.
- How does the private sector see the AEO programme? As it raises awareness on combating IWT and other illicit trade? The response was that it is an excellent programme; Express Shipping and Logistics East Africa has joined the programme and started a sensitisation to bring on board other members to join the programme. AEO should be embraced, and there is a need for constant engagement in the programme.
- It was recommended that the private sector should understand that wildlife conservation issues and the fight against IWT are not only for the public sector; it is a collective responsibility for all people.



GROUP DISCUSSIONS

PRIVATE SECTOR AND INNOVATIVE FUNDING OPPORTUNITIES FOR PORT RELATED ACTIVITIES

Participants were divided into four groups to discuss issues, challenges, and resources needed from donors and lead organisations on private sector and public sector engagement and innovative funding opportunities for port-related activities. Thereafter, the group members presented their findings, as shown in Annex III.

DEVELOPMENT PARTNERS ROUND TABLE DISCUSSION

A panel discussion consisting of Donors/ Development Partners was held. The questions posed to the panellists were: do you have combating wildlife trafficking projects targeting ports in your current programmes and portfolios? If not, do you consider such projects in the nearest 2-3 years? Given your experience, do you see combating wildlife trafficking projects at ports in Africa and Asia as a

promising direction for Donor/Development Agency funding and programmes? Why, if yes? Why not, if no? What needs to be done to increase Donor/Development Agency support and funding for port-based Combating Wildlife Trafficking (CWT) projects? What, in your opinion, are the most prospective Donors/ Development Agencies to fund port-based CWT projects and programmes in Africa and Asia?

PANELLIST REFLECTIONS

- World Bank has been working in a global partnership with other donors and development partners such as GEF, USAID and UNDP in a holistic approach to wildlife conservation and combating wildlife crimes by addressing different components of IWT. Regarding similar projects with specific components at the ports, some closing projects in the Philippines and Thailand had specific components at the ports; they are the result of replication of the best practices brought by the UNDP projects like the PortMATE tool and port stakeholders' engagements.
- USAID is currently engaged in combating IWT in partnership with UNDP through the "Reducing Maritime Trafficking of Wildlife between Africa and Asia" project and also has invested in building capacities of journalists on IWT issues in Eastern Africa on the project that connects Africa and Asia as well.
- Within United for Wildlife, there is a movement and technology shift from air transport to maritime transport through improved communication of results by the relevant sectors supported by information-sharing platforms. Also, there are ongoing discussions and meetings with different partners and organisations on developing potential solutions which will highly integrate the private sector.
- UNDP has been facilitating countries' access to financial support from donors. In that regard, biodiversity conservation has been a portfolio on several projects globally by looking at the whole value chain.
- Projects that focus on breaking transport chains used by traffickers are very crucial. Traffickers will still exploit legitimate transport services such as seaports, railways, and airlines; therefore, the focus should be given to the whole supply chain. Emphasis should be given on opportunities linked to grants from GEF in the respective countries, more focus on IWT issues and consideration should be given to replicate initiatives in other countries like Latin America and Europe, which also act as a demanding country for wildlife and wildlife products.
- IWT is linked to other illicit trafficking of drugs, weapons, and humans; therefore, it is critical to continue making investments in combating it in the ports. For the coming two years, World Bank is looking forward to investing in developing systems designed to detect IWT, awareness campaigns and movements that will involve all stakeholder willingness to collaborate.

- From the biodiversity point of view, a growing demand for wildlife and wildlife products diminishes available wildlife resources, especially for the countries like Kenya and Tanzania, where Gross Domestic Product (GDP) depends on the tourism sector as a basic source of revenue. Governments must play critical roles in supporting combating wildlife trafficking initiatives nationally and regionally as IWT threatens national and community economic bases. There is a need to work on attitudes to reduce the supply of wildlife and wildlife products by tackling both sides of value chains. Ports play an important role that will help reduce illicit wildlife trafficking. Without tackling this trafficking, our biodiversity will be lost in the coming future, our economy will be negatively threatened, and our national security will be compromised.

WHAT NEEDS TO BE DONE

- Demonstrating the building blocks and foundational initiatives which are innovative and proven to be of best practices to stimulate more donor investments; facilitating and enabling and more favourable environment for investments; building stronger partnerships; creating partnerships takes time and efforts so there is a need to interact with the right players to join these efforts failure to do so will enhance lack of coordination delays important procedures to have progress; use of technology and advanced approaches and systems; implement assert sharing; tackling bottlenecks to address IWT issues like corruptions at the ports and countries should work on integrity and ethics to combat elements of crimes.
- Development partners want to see the political goodwill to support port enforcement and resolutions. There is a need to promote the adoption of the best tools and techniques that are proven to be working to address IWT to other ports.
- UNDP - Governments should develop partnerships/partnership models with frameworks that align with inclusive policies and legislative frameworks.
- Way forward: With the coming new phase of GEF project cycles, Word Bank looks forward to integrating the components of IWT in the future development project phase to see where best to integrate potential practices and focus that can be made at the ports. USAID will continue to support efforts in trade and supply chains in ports and key borders; additionally, a new initiative on the Indian Ocean port which will support the maritime sector in combating IWT by strengthening port enforcement and sustainable marine species extractions, is being developed.
- Potential and reliable donors who might support IWT projects mentioned were USAID, GEF, EU, GIZ, US UFW, US companies, private companies, and Chinese companies who have investments at the ports.



FEEDBACK (REFLECTIONS, QUESTION AND ANSWER SESSION)

At the end of the panel discussion and contributions from the participants, some key points emerged that could be considered in the future:

- Restrictions of the funding strategies for some countries like South Sudan should be reviewed and considered. Traffickers have used these countries to exploit and fuel the illicit trafficking of wildlife and wildlife products in eastern Africa.
- Donors are encouraged to notice organisations making efforts to create synergies at the communities from the ground levels and setting favourable restrictions that won't affect the efforts made.
- Countries should adjust to global guidelines that fit donors' criteria and priorities to access financial/fund support. Also, task forces should be established to demonstrate the host countries' political goodwill and attract donors.



CLOSING REMARKS

JULIE THOMSON
DIRECTOR, TRAFFIC EAST AFRICA

Acknowledged all participants for their positive contributions, suggestions, and recommendations and for identifying the next steps for preventing, detecting and intercepting IWT through maritime supply chains. She acknowledged the considerable efforts of the UNDP port project team and TRAFFIC

International East Africa for their tireless work in organising this workshop. She also thanked Mr Sayi Mahela and Mr Kiza Baraga with the Ministry of Natural Resources and Tourism for travelling from Dodoma in central Tanzania to open and close this workshop, respectively, on behalf of the Tanzanian government.

MONICA ZAVAGLI

WORLD BANK GLOBAL WILDLIFE PROGRAMME

“On behalf of the World Bank, my sincere gratitude to the project donors and other developing partners for their standing efforts and partnerships which have resulted in the outstanding achievement of this project, as it was one of its kind to have specific components to combat IWT at the key ports of East Africa. The workshop demonstrated

different innovative investments, strategies and engagements that have been done in the project and long-term sustainability and positive impacts, which did not only have positive results on the host countries but also the elements of the initiative that can be replicated and scaled up to the international levels.”

CHRISTINE MUSISI

RESIDENT REPRESENTATIVE, UNDP

“I would like to begin by congratulating all of you for your commitment throughout this workshop. It is great to see that most of you have managed to stay until the workshop’s end. Over these last three days, the presentations, discussions, and questions raised remind us how difficult it can be to combat the serious crime of wildlife trafficking, but also inspiring moments of the successes of our efforts and remind us that working together can lead to tremendous results. As we have evaluated the best practices of the UNDP-GEF-USAID project,

we identified the challenges, needs and gaps, and we developed a road map containing strategic recommendations or donors, government agencies, and Non-Governmental Organisations for future activities that will continue to strengthen port capacity to prevent and intercept wildlife trafficking in Africa and Asia. This road map acts as a call for action, so I hope all stakeholders present here today will take the necessary steps to escalate your efforts in combating IWT to other ports in Africa and Asia.”

KIZA BARAGA

HEAD OF NATIONAL ANTI-POACHING TASK FORCE ON BEHALF OF THE DIRECTOR OF WILDLIFE

“It is a pleasure to acknowledge the dedicated efforts, determination and active participation of all participants and organisers of this event. Our gratitude goes to the donors and development partners of the UNDP-GEF-USAID project. From discussions and commitments made from this workshop it has shown us how crucial it is to have collective responses, sophisticated efforts, and responsibility between and within sectors and agencies as

one step ahead of illegal traffickers to combat IWT at our ports. The complexity of the IWT threatens both wildlife and humanity; thus, there is a need to secure and protect the vulnerable heritages that promote sustainable development and safeguard the delicate balances of the ecosystem for us and future generations. Having said that, I would like to declare that this three-day workshop is officially closed.”



ANNEXES



ANNEX I. GROUP WORK OUTCOME ON ISSUES, CHALLENGES, AND RESOURCES NEEDED

DONORS AND LEAD ORGANISATION ON HOW INTERSECTORAL APPROACHES WOULD HELP TO COMBAT IWT

PRIORITY ISSUES	PROPOSED SOLUTIONS	OPPORTUNITIES	RESOURCE REQUIRED	LEAD ORGANISATIONS	POTENTIAL DONORS
GROUP 1: STAKEHOLDER ENGAGEMENT AND AWARENESS RAISING					
1. Gaps in coordination mechanisms and stakeholders' engagements	Conducting multi-stakeholder training/ meeting	Government/donors support	Funds Human resources	Funds Human resources	USAID UNODC
2. Inadequate local community awareness and sensitisation	Local community empowerment and sense of ownership incentives	Policy and legal frameworks	Policy framework	Policy framework	UNDP GEF
3. Lack of capacity building and enhanced knowledge gains	Replication of proven best practices and adaption use of successful tools	Local community willingness and support			
4. Absence of conduct of risk assessment and analysis		Sectorial joint frameworks and coordination platforms			
5. Inconsistent Information sharing platform	Regular follow-up, monitoring, and evaluation				
6. Existing elements of corruption					
7. Investigation failures and poor intelligence capacities					

PRIORITY ISSUES	PROPOSED SOLUTIONS	OPPORTUNITIES	RESOURCE REQUIRED	LEAD ORGANISATIONS	POTENTIAL DONORS
GROUP 2: CAPACITY AND NEEDS ASSESSMENT FOR PORTS AND TRANSPORT NODES					
1. Corruption 2. Advanced technology usage	<p>Background checks for staff and anti-corruption policies</p> <p>Salaries increase and promotion</p> <p>Improved reporting systems and incentives for the private sector</p> <p>Punitive laws</p> <p>Ethical code of conduct and regular audits</p> <p>Provision of regular capacity building training</p> <p>Integrations of up-to-date various user systems, e.g. single window systems (ESWs)</p> <p>Use of an automatic profiling system</p> <p>Enhanced adoption of new technologies</p>	<p>Institutional and legal frameworks</p> <p>Donor's restrictions from corruption</p> <p>The known role of the private sector</p> <p>Existing artificial intelligence</p> <p>Use of open-source technologies</p> <p>Scalability of the automated profiling system</p> <p>Constant and reliable internet access</p> <p>EAC integration</p>	<p>Funds</p> <p>Human resources</p> <p>Policy framework</p>	<p>Government authorities – customs and relevant Ministries</p> <p>Private sectors</p> <p>EAC</p>	<p>USAID</p> <p>GEF</p> <p>UNODC</p> <p>UNDP</p>
PRIORITY ISSUES	PROPOSED SOLUTIONS	OPPORTUNITIES	RESOURCE REQUIRED	LEAD ORGANISATIONS	POTENTIAL DONORS
GROUP 3: IMPLEMENTATION OF IMO GUIDELINES – (PUBLIC SECTOR)					
1. Insufficient inter-agency collaboration mechanisms and budget to support operations and programmes 2. Lack of identified focal points/personnel to foster communications, i.e. liaisons officers	<p>Review inter-agency procedures to support collaboration</p> <p>Establish and strengthen mechanisms for inter-agency collaboration</p> <p>Adequate budget allocation agencies' operations</p> <p>Establishment of electronic data exchange processing systems</p> <p>Establish focal points and communication channels</p>	<p>Existing resolutions based on IMO guidelines</p> <p>Successful interception of illegal shipments</p> <p>Effective and seamless exchange of information</p> <p>Investigation procedures that led to effective prosecutions of IWT cases</p> <p>Awareness creation due to inter-collaboration</p>	<p>IMO guidelines</p> <p>Legal and policy frameworks</p> <p>Funding</p> <p>Technical experts</p>	<p>Wildlife and Forest authorities</p> <p>Customs</p> <p>Maritime Authorities</p> <p>Shipping lines</p> <p>TRAFFIC</p> <p>IMO</p>	<p>UNDP</p> <p>WWF</p> <p>WCS</p> <p>AWF</p> <p>GEF</p> <p>United for Wildlife</p>

PRIORITY ISSUES	PROPOSED SOLUTIONS	OPPORTUNITIES	RESOURCE REQUIRED	LEAD ORGANISATIONS	POTENTIAL DONORS
GROUP 2: CAPACITY AND NEEDS ASSESSMENT FOR PORTS AND TRANSPORT NODES					
<p>1. Lack of recognition and trust from the government</p> <p>2. Limited and inconsistency flow of information</p> <p>3. Lack of inter and intra-institutional collaborations</p> <p>4. Personnel capacities with inadequate knowledge and awareness</p> <p>5. Cost of implementations and procedures</p> <p>6. Lack of political goodwill and bureaucracy in the host countries</p>	<p>Increase engagement with the government and streamline the government protocols</p> <p>Creation of communication-sharing protocols by involving relevant stakeholders and partners</p> <p>Harmonisation of priorities upon inclusive policies and legislative frameworks</p> <p>Training and capacity-building approaches</p> <p>Capacities development to identify appropriate funds opportunities and partnerships</p>	<p>General economic growth</p> <p>Competent and trained personnel</p> <p>Democratic Government and political goodwill</p> <p>Employment opportunities and promotions</p> <p>Public-Private Partnership</p>	<p>Advanced technology and use of ICT</p> <p>Legislation reviews and good policies</p> <p>Human resources (trained personnel)</p>	<p>IMO Member states</p> <p>Maritime Authorities</p>	<p>UNDP</p>
PRIORITY ISSUES	PROPOSED SOLUTIONS	OPPORTUNITIES	RESOURCE REQUIRED	LEAD ORGANISATIONS	POTENTIAL DONORS
GROUP 1: FINANCIAL INVESTIGATIONS, CONTROLLED DELIVERIES, FORENSICS AND TECHNOLOGY - LED BY ROD KHATTABI AND MOSES OTIENDE					
<p>1. Financial constraints</p> <p>2. Lack of training and capacity building</p> <p>3. Lack of effective collaborations with the respective experts.</p> <p>4. Lack of Mutual Legal Agreements (MLAs)</p> <p>5. Insufficiently advanced technologies</p>	<p>Train trainers in relevant expertise</p> <p>Stakeholders' engagements meetings</p> <p>Harmonising policies with other counterparts</p> <p>Embrace and acquire the use of technology</p>	<p>Donors' support</p> <p>Existing laboratories</p> <p>Political goodwill from countries</p> <p>Legal and policy frameworks</p>	<p>Funds</p> <p>Reflective policies</p>	<p>Customs</p> <p>KWS/TAWA/TANAPA</p> <p>Grace Farms Foundation</p> <p>Experts</p> <p>LATF</p> <p>TRAFFIC</p>	<p>UNDP</p> <p>USAID</p> <p>GEF</p> <p>UNODC</p>

ANNEX II. GROUP WORK OUTCOME ON ISSUES, CHALLENGES, AND RESOURCES NEEDED

DONORS AND LEAD ORGANISATION ON HOW LAW ENFORCEMENT APPROACHES CAN BE IMPROVED TO COMBAT IWT

PRIORITY ISSUES	PROPOSED SOLUTIONS	OPPORTUNITIES	RESOURCE REQUIRED	LEAD ORGANISATIONS	POTENTIAL DONORS
GROUP 2: RATS AND CANINE UNITS - LED BY CRICENT NYELLO AND ISABELLE SZOTT					
1. Higher costs for running units 2. Inadequate knowledge capacities of unit's trainers and handlers 3. Assessment of sites of deployments 4. Acceptance of use and applicability of the units 5. Threats to the unit's long terms self-sustainability	Engaging more donors for financial support Government budgets allocation on units Workshop/seminars and networking opportunities Creation of synergies between canine units and rats' units Publications to bridge the information gaps about the units	Government support Donors' interest/support Joint collaborations in the transport nodes Dogs and rats are anti-corruptive tools	Funding	APOPO Wildlife, forest authorities, customs Security agencies and Intelligence departments	UNDP UNDP WildAid USAID GIZ AWF

PRIORITY ISSUES	PROPOSED SOLUTIONS	OPPORTUNITIES	RESOURCE REQUIRED	LEAD ORGANISATIONS	POTENTIAL DONORS
GROUP 3: JOINT PORT CONTROL UNITS (JPCUS) - LED BY SWALEH FARAJ					
<p>1. Outdated computer technology hardware, tools, and equipment, e.g. – hand-held scanners</p> <p>2. Legislation-manifest for export procedures</p> <p>3. Lack of awareness of JPCU operations</p> <p>4. Unsustainable operations budgets</p> <p>5. Less public/private sector collaborative engagements</p>	<p>Shift to full automated systems</p> <p>Implementation and roll-out of cargo targeting systems</p> <p>Provision of electronic manifests, i.e. 24 - 72 hours before loading</p> <p>Training on CITES issues</p> <p>Establishment and extension of additional units at other ports (dry ports, borders seaports and airports)</p> <p>Enhanced awareness raising and sensitisation of the respective agencies and private sector</p>	<p>Donor funding</p> <p>Government budgets</p> <p>Retaining a fraction of asset forfeiture</p> <p>Public-Private sector engagements</p>	<p>Government funding</p> <p>Donor funding and support</p> <p>Policies and Legal frameworks</p>	<p>Customs and relevant agencies</p> <p>JPCUs</p> <p>WCO</p> <p>TRAFFIC</p>	<p>USAID</p> <p>UNODC</p> <p>UNDP</p> <p>GEF</p>
PRIORITY ISSUES	PROPOSED SOLUTIONS	OPPORTUNITIES	RESOURCE REQUIRED	LEAD ORGANISATIONS	POTENTIAL DONORS
GROUP 4: EASTERN AFRICAN TWIX PLATFORM - LED BY ALLAN MASHALLA					
<p>1. Low number of TWIX users in the region</p> <p>2. Lack of one government (lead agency) to coordinate information sharing per country</p>	<p>Capacity building and training to law enforcement on the system usage</p> <p>Recruiting more users from ports and borders</p> <p>Link Eastern Africa-TWIX with host agencies (e.g. Eastern Africa Police Chiefs Cooperation Organization - EAPCCOs)</p> <p>Merge the Eastern Africa-TWIX system with other law enforcement systems</p>	<p>Donors' interest/support</p> <p>Regional bodies support</p> <p>Existence of TWIX - the safe and secure platform</p> <p>Trust and confidence from law enforcement to use the system</p>	<p>Funds for capacity building/training</p> <p>IT development for adding new features (TWIX App)</p>	<p>Law enforcement agencies</p> <p>TRAFFIC</p>	<p>USAID</p> <p>INL</p> <p>UKAid</p> <p>UNDP</p>

ANNEX III. GROUP WORK OUTCOME ON ISSUES, CHALLENGES, AND RESOURCES NEEDED

DONORS AND LEAD ORGANISATIONS ON PRIVATE SECTOR AND PUBLIC SECTOR ENGAGEMENT AND INNOVATIVE FUNDING OPPORTUNITIES FOR PORT-RELATED ACTIVITIES

PRIORITY ISSUES	PROPOSED SOLUTIONS	OPPORTUNITIES	RESOURCE REQUIRED	LEAD ORGANISATIONS	POTENTIAL DONORS
PUBLIC SECTOR ENGAGEMENT					
1. Lack of trust between the private and public sector	Training/sensitisation on the AEO programme	Existing EAC - AEO programme	Funds	Customs and relevant government agencies	USAID
2. Lack of knowledge and skills to combat IWT	Skills in identifying suspects/red flags and wildlife products	Existence of IMO guidelines	Human resources	EAC	UNDP
3. Corruption leading to illicit trade facilitation	Enhance information-sharing platforms	Existing anti-corruption models	Advanced use of technology	TRAFFIC	United for Wildlife
	Whistleblowing policies and reward schemes for information shared		Legal and policy frameworks		
	Employees background checks/vetting				

PRIORITY ISSUES	PROPOSED SOLUTIONS	OPPORTUNITIES	RESOURCE REQUIRED	LEAD ORGANISATIONS	POTENTIAL DONORS
PRIVATE SECTOR ENGAGEMENT					
1. Capacity building on IWT issues 2. Coordination of private sector response	Train private sector associations members on IWT, intelligence alerts, seizure data sharing typologies, and develop SOPs for reporting and crime scene preservation Join the UfW task force, and work with local NGOs, to share information between companies by using existing frameworks	Collate free training and implement training for association members Add members and coordinate responses, regional chapter Use existing technology platforms, e.g. TWIX, Collate free training and implement training for association members Add members and coordinate responses, regional chapter Use existing technology platforms, e.g. TWIX, and implement protocols to shorten information gaps	Funds Right partners engagements Specific training for local conditions Administrative support, leadership skills	Private sector associations (TASAA) Regional freight forwarders Shipping companies TRAFFIC UFW Manchester CS, WWF, etc	WildAid, USAID, GIZ, UNDP, GEF, World Bank

PRIORITY ISSUES	PROPOSED SOLUTIONS	OPPORTUNITIES	RESOURCE REQUIRED	LEAD ORGANISATIONS	POTENTIAL DONORS
INNOVATIVE FUNDING OPPORTUNITIES					
1. Lack of creativity and dynamism from funders who should be looking for innovative projects, stringent rules about how assistance should be utilised 2. Funding is not broad enough and pigeon-holed into very specific areas that don't necessarily solve the challenges 3. Lack of sustainable funding 4. The duplicity of solutions/ systems and they are incompatible	Donors should be more open about how an entity proposes to solve a challenge Donors to exercise some flexibility after taking into account the prevailing circumstances Collaborate as a sector and combine efforts to make requests as a unified group, focusing on agreed priorities and jointly supporting the same systems that are compatible Preparedness by the entity that is seeking funding: • Pitch to the donor before proposing • Demonstrate success with proof of concept Finding an existing working models	Political goodwill Existing Legal and policy frameworks Customisable pre-existing models Existing learning institutions and programmes	Human Resources (Capacity Building) Financial (Initial Purchase (Capital / Expenditure) Maintenance and Repair) Infrastructural and equipment (Resources Tools of Trade) Asset management experts MOUs Policy champion	Government agencies, Private sector JPCUs Development partners	USAID GEF UNDP World Bank UNODC, UNDP, USAID, GEF



Potential Donors

- (a) Traffic
- (b) USAID
- (c) UNODC
- (d) UNDP

Priority Ports: All ports and Porous Borders

2. TECHNOLOGY

Proposed Solution

- (a) Training
- (b) Integration of various systems e.g. Single Window system.
- (c) Profiling system.
- (d) Adoption of technology

Intelligence (AI)
Core technology



ANNEX IV. A ROADMAP FOR INVOLVEMENT OF PORTS IN AFRICA AND ASIA

IN COMBAT AGAINST WILDLIFE AND OTHER ILLICIT TRAFFICKING USING EXPERIENCE FROM THE UNDP-GEF-USAID PORT PROJECT

The vision of this roadmap builds on the successes and lessons learnt from the implementation of the UNDP-GEF-USAID Project on *“Reducing the Maritime Trafficking*

of Wildlife between Africa and Asia”, and outlines activities to be implemented towards the achievement of the following critical outcomes;

- **Reduced opportunity for wildlife crime,**
- **Increased detection of wildlife crime,**
- **Increased collaboration to disrupt wildlife crime,**
- **Increased awareness on issues of wildlife crime,**
- **Strengthening policies and legal frameworks.**

Considering the issues of concern leading to vulnerability exposure of transport nodes, seaports, dry ports and cross-borders and a shift of wildlife traffickers’ routes to West and South Africa and importance of involvement of Asian ports in cooperation against transnational organized criminal groups we

recommend expanding the scope to the following ports to be involved in capacity building activities to address wildlife trafficking (along with the project’s target ports of Mombasa, Dar es Salaam, and Zanzibar, and dry port of Kampala):

- **Lome, Togo** (4 ivory seizures in 2013-2015 with total weight of 14,615 kg; 260 kg pangolin scale seized);
- **Lagos, Nigeria** (Nigeria is complicit in 51,245 kg of pangolin scales and 8,462 kg of ivory seized in 2016-2023; including 8,200 kg of pangolin scales and 2,000 kg of ivory originated from Lagos port were seized in Hong Kong in 2019; also, over 2,500 kg of pangolin scales and 600 kg of ivory from Nigeria were seized in Vietnam in 2019);

- **Matadi, DRC** (8,670 kg of pangolin scales seized in DRC in 2016-2022; 9,000 kg of ivory from DRC seized by Vietnam Customs in Da Nang Port in 2019);
- **Port-Gentil, Gabon** (cases of illegal timber trafficking to Europe and China);
- **Banjul, Gambia** (Figures obtained by BBC Africa Eye showed that China has imported more than 300,000 tons of West African rosewood from Gambia since 2017)
- **Luanda, Angola** (1,798 kg of ivory and 895 kg of pangolin scales seized in Luanda in 2018);
- **Maputo, Mozambique** (5,560 kg of ivory seized in 2015 and 2018);
- **Hong Kong, China** (33,723 kg of ivory seized in 2000-2020; 55,552 pangolin scales seized in 2000-2020);
- **Hai Phong, Vietnam** (26,970 kg of ivory seized in 2000-2017; 61,375 kg of pangolin scales and 69,170 kg of ivory seized in Viet Nam in 2005-2023);
- **Da Nang, Vietnam** (see above);
- **Singapore** (29,882 kg of ivory seized in 2000-2020; 37,849 kg of pangolin scales seized in 2015-2019);
- **Manila, Philippines** (10,800 kg of ivory seized in 2000-2017; 10,000 kg of pangolins seized in Philippines in 2012-2019)

FOLLOWING ACTIVITIES ARE SUGGESTED FOR THE PORTS ABOVE:

ACTIVITIES	EXPECTED RESULTS	POTENTIAL RESPONSIBLE PARTY	POTENTIAL DONOR
<p>Activity 1. Organization of Port Stakeholder Workshops in the ports affected by wildlife crime:</p>	<p>The first activity at the target ports. Port stakeholders (government, private sector, NGOs) are aware about wildlife crime trafficking and jointly identify the key gaps at the port that allow exploitation through traffickers. A set of collaborative activities to improve port capacity to prevent, detect, and intercept wildlife and other illicit trafficking are developed, presented to the Governments for implementation.</p>	<p>TRAFFIC, UNODC, WWF, JPCUs</p>	<p>USAID, GEF, GIZ</p>
<p>Activity 2. Organization of the PortMATE assessments at the target ports</p> <ul style="list-style-type: none"> • All ports except Mombasa, Dar es Salaam, Zanzibar, Philippines and Kampala dry port 	<p>The first activity at the target ports. Identification of the key gaps in the port capacity to prevent and intercept illicit trafficking. Setting up priorities that should be addressed first of all. Development of evidence-based recommendations and programs to systematically improve capacity at the port, both for law enforcement agencies and the private sector. Monitoring of capacity improvement processes at ports.</p>	<p>TRAFFIC, UNODC, WWF, JPCUs</p>	<p>USAID, GEF, GIZ</p>

ACTIVITIES	EXPECTED RESULTS	POTENTIAL RESPONSIBLE PARTY	POTENTIAL DONOR
<p>Activity 3. Introduction of the Automated Risk Profiling Systems - ARPS (e.g., WCO Cargo Targeting System) to the target countries and ports; building capacities of Customs and JPCUs to apply automated risk profiling in everyday practice.</p> <ul style="list-style-type: none"> All target ports where PortMATE indicates lack of automatic risk profiling, including continuing support of Mombasa, Dar es Salaam and Zanzibar ports 	<p>ARPS allows profiling of all container traffic at ports, including import, export and trans-shipment using full cargo manifests from shipping lines. Customs and JPCUs save considerable time on the risk profiling that can be allocated to inspection of suspicious containers identified by ARPS. Efficiency of illicit trafficking detection and seizures increases significantly.</p>	<p>UNODC-WCO Container Control Program</p> <p>US Customs and Border Protection</p>	<p>USAID, GEF, GIZ</p>
<p>Activity 4. Establishment, training and mentoring of Joint Port Control Units (JPCUs) at the target ports.</p> <ul style="list-style-type: none"> All target ports 	<p>Increased inter-agency collaboration and effectiveness of the risk profiling and container inspection. Collaboration with the JPCU network in the world, including exchange of actionable information between the ports. Increased skill of Customs and other agencies on risk profiling, container inspection, wildlife crime intelligence, and CITES regulation and identification.</p>	<p>UNODC-WCO Container Control Program</p>	<p>USAID, GEF, GIZ</p>
<p>Activity 5. Practical trainings on wildlife crime investigation and prosecution for Customs, Police, Wildlife and Forest Authorities and other law enforcement agencies, including the following aspects: financial investigation, asset recovery, and controlled delivery</p> <ul style="list-style-type: none"> All target ports 	<p>Increased national and target port capacities to investigate and prosecute wildlife crime. The key LE agencies have necessary practical skills in professional investigation and prosecution techniques. Each country has a pool of national trainers on investigation and prosecution. Increased international collaboration for investigation and prosecution of wildlife trafficking.</p>	<p>Grace Farms Foundation (GFF), Fidelity Global Insights Group, Lusaka Agreement Task Force, US Homeland Security Investigations</p>	<p>USAID, INL, GEF, GIZ</p>
<p>Activity 6. Capacity building for ports and countries on wildlife crime forensics, including wildlife seizure DNA analysis, training on forensic sampling for Customs and other LE officers, technical support to the national wildlife forensics centers.</p> <ul style="list-style-type: none"> All target ports 	<p>Increased national and ports capacities on wildlife crime forensics. Increased use of wildlife forensic evidence (DNA) for investigation and prosecution of transnational criminal groups.</p>	<p>University of Washington, US Homeland Security Investigations</p>	<p>USAID, GEF, GIZ</p>

ACTIVITIES	EXPECTED RESULTS	POTENTIAL RESPONSIBLE PARTY	POTENTIAL DONOR
<p>Activity 7. Introduction of HeroRats into practice of Dar es Salaam Port for container inspection and detection of wildlife and other illicit trafficking</p> <ul style="list-style-type: none"> • Dar es Salaam Port 	<p>Increased effectiveness and efficiency of container inspection for wildlife trafficking at Dar es Salaam Port. Demonstrate proof of concept for possibly scaling in other targeted ports.</p>	<p>APOPO</p>	<p>USAID, GEF, GIZ</p>
<p>Activity 8. Capacity building of port and other law enforcement officers on the Trade in Wildlife Information Exchange (TWIX), including practical training and mentoring of frontline port-based law enforcement officers on TWIX usage and development of the TWIX App</p> <ul style="list-style-type: none"> • All target ports in Africa 	<p>Increased inter-agency and international communication and collaboration between law enforcement agencies in Africa to investigate and prosecute wildlife trafficking</p> <p>Improved work effectiveness for TWIX users working in remote field locations through increased access to TWIX platform and improved platform functionality</p>	<p>TRAFFIC</p>	<p>USAID, GEF, GIZ, INL</p>
<p>Activity 9. Sensitization and capacity building for judiciary on conviction of wildlife trafficking criminals</p> <ul style="list-style-type: none"> • All target ports 	<p>Increased awareness and capacity of judiciary in the target countries to convict wildlife traffickers.</p> <p>Increased conviction rate of wildlife trafficking middlemen and kingpins.</p>	<p>Space for Giants, Arcturus Consultancy</p>	<p>USAID, GEF, GIZ, INL</p>
<p>Activity 10. Development of KYC regulations for Exporters/Importers in the target countries and building capacity of government agencies and private sector for the regulation implementation</p> <ul style="list-style-type: none"> • All target countries with EAC countries as a priority 	<p>Export and Import Agents conduct due diligence and collect information on their clients that can be used for investigation in case of seizures of wildlife and other illicit goods. Rate of successful investigations and prosecutions of wildlife traffickers increased.</p>	<p>Space for Giants, Arcturus Consultancy</p>	<p>USAID, GEF, GIZ</p>
<p>Activity 11. Awareness and technical workshops on Authorized Economic Operator program (AEO) among participants of export and import supply chain at the ports of Africa and Asia:</p> <p>**Zanzibar requested delivery of the AEO training because only a few supply chain actors were trained during the Dar es Salaam AEO workshop.</p> <ul style="list-style-type: none"> • Zanzibar and all target ports, especially in Africa 	<p>Increased participation of exporters and importers in the regional and national AEO programs. Increased resilience of maritime supply chain to wildlife and other illicit trafficking. Stronger cooperation between Customs and the private sector to prevent and intercept illicit trafficking.</p>	<p>EAC AEO Program, National AEO Programs, TRAFFIC, WCO</p>	<p>USAID, GEF, GIZ</p>

ACTIVITIES	EXPECTED RESULTS	POTENTIAL RESPONSIBLE PARTY	POTENTIAL DONOR
<p>Activity 12. Organization of Wildlife Crime Awareness campaigns among stakeholders along cargo transport supply chains, primarily at ports and key transit/border points, along with operationalization of hotlines to report wildlife trafficking</p> <ul style="list-style-type: none"> • All target ports and along key trafficking routes 	<p>Increased awareness of port-based stakeholders along cargo transport supply chains about the impact of wildlife trafficking on the national economies and livelihoods. Strengthened local reporting culture with increased reporting of suspected wildlife trafficking cases through hotlines.</p>	<p>WildAid, WWF, TRAFFIC</p>	<p>USAID, GEF, GIZ</p>
<p>Activity 13. Raising awareness and building capacity of the ports and countries on the IMO Guidelines for the prevention and suppression of the Smuggling of Wildlife (e.g. Additional training workshops on supply chain security measures for the private sector at container freight stations and depots) on Ships Engaged in International Maritime Traffic</p> <ul style="list-style-type: none"> • All target ports 	<p>Increased stakeholder awareness and capacity on implementation of the guidelines and establishment of a monitoring and reporting system to track progress</p>	<p>TRAFFIC, WWF</p>	<p>IMO, GEF</p>
<p>Activity 14. Training customs and other regulatory agencies on assessment gaps identified, such as (i) detecting illegal wildlife products (species identification techniques and concealment methods); (ii) CITES regulations and implementation - including e-CITES permit system implementation; (iii) scanned image analysis and interpretation of wildlife products; and (iv) electronic single window system implementation at cross borders – for customs declarations (v) Establishing K9 units for detecting wildlife and wildlife products</p> <ul style="list-style-type: none"> • All target borders/ports along key trafficking routes 	<p>Increased skill of Customs and other agencies in preventing wildlife trafficking, detecting wildlife products, and implementing CITES regulation</p>	<p>TRAFFIC, AWF, UNODC</p>	<p>USAID, GEF</p>
<p>Activity 15. Conducting training of Trainers (TOTs) and developing IWT modules for customs institutions. This will include producing training materials, including online courses</p> <ul style="list-style-type: none"> • Kenya and Uganda 	<p>Increased capacity of customs to detect, interdict, seize and transfer to investigative agencies, cases of illegal wildlife products, through raising awareness, knowledge and skills</p>	<p>TRAFFIC</p>	<p>USAID, INL</p>

ACTIVITIES	EXPECTED RESULTS	POTENTIAL RESPONSIBLE PARTY	POTENTIAL DONOR
<p>Activity 16. Develop IWT training module for transport institutions (Transporters, Clearing and Forwarding Agents, freight forwarders, shippers, agents, etc., dealing with containerised cargo) – Institutes of Transportation in Kenya, Uganda, and Tanzania</p> <ul style="list-style-type: none"> • Kenya, Tanzania, and Uganda 	<p>Institutionalized and improved knowledge on IWT for transport sector and strengthened collaboration with government law enforcement agencies in combatting IWT</p>	TRAFFIC	GEF
<p>Activity 17. Strengthen anti-corruption policies for supply chain actors (law enforcement and private sector)</p> <ul style="list-style-type: none"> • All target ports 	<p>Enhanced professional standards and deter corrupt practices with agencies working at port/border</p>	UNODC	GEF

GOVERNMENT PARTNERSHIPS

Illegal wildlife Trafficking is a multi-sectoral trans-national issue which requires tackling through collaborative partnerships which bring together the private sector and the different law enforcement government agencies across

borders to form concerted international response to addressing IWT together with its associated criminal activities. Such key government entities include, but not limited to;

- a. **Wildlife Authorities**
- b. **Port Authorities**
- c. **Maritime Agencies**
- d. **Revenue Authorities**
- e. **The Police**
- f. **The Office of the Directorate of Public Prosecutions (ODPP)**
- g. **The Directorate of Criminal investigations (DCI)**
- h. **The Judiciary**
- i. **Financial Investigations and Reporting Centers**

ANNEX V. WORKSHOP AGENDA

“Reducing Maritime Trafficking of Wildlife between Africa and Asia “

BEST PRACTICE WORKSHOP PROGRAMME

White Sands Hotel, Dar es Salaam, Tanzania 21st – 23rd June 2023

DAY 1: 21 ST JUNE 2023 – INTER-SECTORAL COLLABORATIONS	
TIME	AGENDA SESSION
07:30 - 08:30	Registration
08:30 - 09:00	Opening ceremony and welcome remarks <i>Ms. Julie Thomson, Director, TRAFFIC International East Africa</i> <i>Ms. Jennifer Johnson-Qureshi, Strategic Communications Manager, USAID</i> <i>Mr. Sergio Valdini, Deputy Resident Representative, UNDP TZ</i> <i>Mr. Kiza Baraga, Assistant Director – Anti-poaching & acting Chairman of the National Anti-poaching Task Force (NTAP)</i>
09:00 - 09:30	Overview of workshop objectives and approach, and participants’ introduction: <i>Racheal Remona /Facilitator & Harun Guclusoy /UNDP</i>
09:30 - 09:50	Video: Combating Wildlife Trafficking Through Ports Reducing Maritime Trafficking of Wildlife between Africa and Asia <i>Mikhail Paltsyn, Tamara Tschentscher, Vella Angima, Petra Valastinova, Harun Guclusoy / UNDP</i>
09:50 - 10:05	Questions and discussion
10:05 - 10:40	Group Photo and Refreshment break
10:40 - 10:55	Port Stakeholders Workshops in EAC <i>Julie Thomson / TRAFFIC</i>
10:55 - 11:15	Wildlife Crime Awareness Campaigns at Mombasa, Dar es Salaam, and Kampala ports <i>Tamara Tschentscher / UNDP</i>
11:15 - 11:40	Questions and discussion
11:40 - 12:00	Port Monitoring and Anti-Trafficking Evaluation Tool (PortMATE): The assessment of Transport Nodes Connected to Mombasa Port <i>Martin Ojok / EAC-AEO & URA</i>



TRAFFIC



DAY 1: 21ST JUNE 2023 – INTER-SECTORAL COLLABORATIONS

TIME	AGENDA SESSION
12:00 - 12:15	Questions and discussion
12:15 - 12:35	IMO Guidelines for the Prevention and Suppression of the Smuggling of Wildlife on Ships engaged in International Maritime Traffic <i>Katherine Kithikii / Kenya Maritime Authority</i>
12:35 - 12:50	Questions and discussion
12:50 - 14:00	Lunch Break
14:00 - 15:00	Group work (Tentative 4 groups)
15:00 - 16:10	Group work presentations, Q&A, (Discussions)
16:10 - 16:40	Tea/Coffee Break
16:40 - 17:00	Wrap up of Day 1 & brief overview of Day 2
Reception dinner for all participants	



TRAFFIC



“Reducing Maritime Trafficking of Wildlife between Africa and Asia “

BEST PRACTICE WORKSHOP

PROGRAMME

White Sands Hotel, Dar es Salaam, Tanzania 21st – 23rd June 2023

DAY 2: 22 ND JUNE 2023 – APPROACHES TO LAW ENFORCEMENT	
TIME	AGENDA SESSION
08:30 - 09:00	Registration day 02
09:00 - 09:20	The Multi-Agency Paradigm <i>Robert Mande Mkwawa College of Education, University of Dar-es-Salaam</i> <i>Wesley Gold / CEO of Okoa Maliasili</i>
09:20 - 09:30	Questions and discussion
09:30 - 10:45	Plenary Discussion: Joint Port Control Units (JPCUs) at Dar es Salaam, Mombasa, and Zanzibar ports & Automatic Risk Profiling Systems (WCO Cargo Targeting System and Risk Profile) <i>Verronica Mallya / JPCU - Dar es Salaam</i> <i>Swalleh Faraj / Enforcement JPCU - Mombasa</i> <i>Ayubu Mohamed Chinjala / JPCU - Zanzibar</i> Moderator: <i>Rod Khattabi / Grace Farms Foundation</i> Questions and Answers to Panel
10:45 - 11:25	Tea/Coffee Break
11:25 - 11:45	Application of African rats for detection of wildlife trafficking in sea containers <i>Isabelle Szott, APOPO</i>
11:45 - 12:05	Wildlife Crime Reporting Hotlines <i>Margaret Kasumba - UWA</i>
12:05 - 12:30	Questions and discussion



DAY 2: 22ND JUNE 2023 – APPROACHES TO LAW ENFORCEMENT

TIME	AGENDA SESSION
12:30 - 13:40	Lunch Break
13:40 - 15:00	<p>Controlled Delivery and Financial Investigation as tools for investigation of wildlife seizures <i>Rod Khattabi / Grace Farms Foundation</i></p> <p>Wildlife Crime Forensics (pre-recorded presentation) <i>Sam Wasser / University of Washington</i></p> <p>The Eastern Africa - TWIX Platform for information sharing, networking and collaboration <i>Allan Mashalla / TRAFFIC</i></p>
15:00 - 16:00	Group work (Tentative 4 groups – discussions revolving around law enforcement)
16:00 - 16:20	Tea/Coffee Break
16:20 - 17:30	Group work presentations
17:30 - 17:45	Wrap up of Day 2 & brief overview of Day 3



“Reducing Maritime Trafficking of Wildlife between Africa and Asia “

BEST PRACTICE WORKSHOP

PROGRAMME

White Sands Hotel, Dar es Salaam, Tanzania 21st – 23rd June 2023

DAY 3: 23 RD JUNE 2023 – PRIVATE SECTOR ENGAGEMENT / DEVELOPMENT PARTNERS	
TIME	AGENDA SESSION
08:00 - 08:30	Registration day 03
08:30 - 09:00	Recap/presentation of recommendations worked out on day 1&2
09:05 - 10:15	<p>The EAC AEO Programme <i>Martin Ojok / EAC AEO & URA</i></p> <p>Know Your Customer legal framework for exporters and importers in Kenya <i>Katto Wambua / Space for Giants</i></p> <p>United for Wildlife <i>Ian Cruickshank / Royal Foundation & United for Wildlife</i></p>
10:15 - 10:35	Questions and discussion
10:35 - 10:55	Tea/Coffee Break
10:55 - 11:55	<p>Panel discussion: How to best engage the private sector</p> <p><i>Elijah Mbaru Ndungu / Institute of Chartered Shipbrokers East Africa</i></p> <p><i>Abel Estomih Uronu / Tanzania Shipping Agents Association (TASAA)</i></p> <p><i>Washington Mwamburi / Uganda's Country Manager for Express Shipping and Logistics East Africa</i></p> <p>Moderator: <i>Martin Ojok / EAC -AEO</i></p> <p>Questions and Answers to the Panel</p>



DAY 3: 23RD JUNE 2023 – PRIVATE SECTOR ENGAGEMENT / DEVELOPMENT PARTNERS

TIME	AGENDA SESSION
11:55 - 12:55	Group Work: Private sector and Innovative funding opportunities port related activities (subsidies, tax benefits etc.)
12:55 - 13:55	Lunch Break
13:55 - 14:30	Discussion: Key recommendations
14:30 - 15:45	<p>Development Partners Round Table Discussion</p> <p><i>Monica Zavagli / World Bank - Global Wildlife Programme</i> <i>Claire Ogali / USAID</i> <i>Ian Cruickshank / Royal Foundation & United for Wildlife</i></p> <p>Moderator: <i>Onesimus Muhwezi / UNDP</i></p>
15:45 - 16:15	Tea/Coffee Break
16:15 - 17:00	Wrap up & Way forward strategies: Lessons learnt from the Workshop: Feedback/ evaluation from participants
17:00 - 17:30	<p>Closing Ceremony:</p> <p><i>Ms. Julie Thomson, TRAFFIC International East Africa</i> <i>Ms. Monica Zavagli / World Bank Global Wildlife Programme</i> <i>Ms. Christine Musisi, Resident Representative, UNDP</i> <i>Mr. Kiza Baraga - Head of National Anti-poaching Task Force on behalf of the Director of Wildlife Division</i></p>

END OF WORKSHOP

ANNEX VI. LIST OF PARTICIPANTS

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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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