



Combating Wildlife Trafficking HANDBOOK

First Edition 2021



USAID
FROM THE AMERICAN PEOPLE

ROUTES
Reducing Opportunities
for Unlawful Transport of
Endangered Species





Airports Council International (ACI) advances the collective interests and acts as the voice of the world's airports and the communities they serve and promotes professional excellence in airport management and operations.

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Combatting Wildlife Trafficking Handbook

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The USAID Reducing Opportunities for Unlawful Transport of Endangered Species (ROUTES) Partnership brings together transport and logistics companies, government agencies, development groups, law enforcement, conservation organizations, academia and donors to disrupt wildlife trafficking activities, and forms a key element of the concerted international response to addressing wildlife poaching and associated criminal activities worldwide.

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FOREWORD

by Luis Felipe de Oliveira,
Director General, ACI World



Wildlife trafficking is a global issue that can touch any airport. Traffickers exploit the connectivity and efficiency of aviation. It is a serious crime linked to other criminal activities such as corruption and money laundering. It is a threat to endangered species, and it erodes ecosystem integrity. Wildlife trafficking has also been identified as one of the factors that can contribute to the emergence of zoonotic diseases. The need to mitigate these risks to help avert pandemics is more evident than ever.

Combatting wildlife trafficking requires concerted efforts, and the aviation industry is ideally placed to support this fight. In 2016, the 26th ACI World General Assembly adopted a resolution affirming ACI World's commitment to help combat wildlife trafficking. In 2020, The 30th ACI World General Assembly adopted a resolution encouraging airports to support the protection of biodiversity, and thereby also help averting future pandemics. Together, with the

USAID ROUTES Partnership and the United for Wildlife Transport Taskforce, we continue to raise awareness among members and other aviation stakeholders.

This handbook aims to assist airports in understanding the key issues of wildlife trafficking and provide guidance on opportunities to support the fight. I would like to thank USAID for their support.

I encourage all airports to take action and join us in our commitment to combat wildlife trafficking!


Luis Felipe de Oliveira
Director General
ACI World

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INTRODUCTION

Wildlife trafficking is estimated to be worth between US\$7 and US\$23 billion per year,¹ making it one of the world's largest international crimes after drugs, counterfeit goods and human trafficking.

It poses a significant threat to biodiversity, and adversely affects communities that rely on local wildlife and wildlife tourism. It is linked to other criminal activities such as corruption and money laundering and has negative impacts similar to other international crimes, including promoting instability and financing organised crime. Wildlife trafficking can pose health and safety risks. Wildlife trafficking has also been identified as a factor that may contribute to the development and spread of zoonotic diseases (zoonoses). The need to mitigate such risks and help avert new pandemics is more evident than ever.

In 2016, the 26th ACI World General Assembly adopted a resolution against wildlife trafficking, re-affirming ACI World's commitment to the United for Wildlife Transport Taskforce Buckingham Palace Declaration of the Royal Foundation and support to the USAID² Reducing Opportunities for Unlawful Transport of Endangered Species (ROUTES) Partnership. The resolution acknowledges that, while the responsibility to apprehend and prosecute offenders rests with national enforcement authorities, airports and their staff can contribute to addressing the problem. Given the extent of this illegal activity, it requires concerted efforts from all aviation stakeholders.

The USAID ROUTES Partnership is an innovative and transformational partnership that brings together transport and logistics companies, government agencies, development groups, law enforcement agencies, conservation organizations and donors for a multi-year collaborative programme to disrupt wildlife trafficking by reducing the use of legal transport supply chains. Since 2016, ACI has been part of the ROUTES Partnership, working with some of its pioneering member airports to address this problem and gather information on how airports can take action in stopping this illicit activity.

This handbook, produced with the support of the ROUTES Partnership, draws on the experience of airports that have already taken an active role against wildlife trafficking and provides guidance to airports on the options that may be available to them to support action. It is also intended to provide clarity on the role of airports in combatting wildlife trafficking. It contains materials to assist airports, irrespective of their size or geography, to play their part to the extent possible. It promotes a comprehensive approach that involves coordination with industry partners (such as airlines) and with law enforcement agencies (e.g., border protection and customs agents).

¹ UNEP-INTERPOL, The Rise of Environmental Crime (4 June 2016), online (pdf): UNEP https://wedocs.unep.org/bitstream/handle/20.500.11822/7662/-The_rise_of_environmental_crime_A_growing_threat_to_natural_resources_peace%2C_development_and_security-2016environmental_crimes.pdf.pdf?sequence=3&isAllowed=y, Pg. 7.

² United States Agency for International Development.

1. Introduction to Wildlife Trade and Wildlife Trafficking

1.1 What is wildlife trade and what is wildlife trafficking?

Wildlife trade relates to the trade of wild animal and plant resources, alive or as parts and derivatives.³ This may involve buying, selling, bartering, exchanging, importing, exporting or re-exporting.

Typical examples of wildlife trade include the trade of timber and wildlife or its products for use as furniture, food (e.g., fish), traditional medicine, pets, trophies and luxury items (e.g., handbags), and in zoos and collections.⁴

In 2009, the annual value of international wildlife trade, including timber and fisheries products, was estimated to be US\$320 billion.⁵

Contrarily, wildlife trafficking involves the *illegal* trade of protected species of wild animals and plants, derivatives or products thereof. This includes, but is not limited to, importing, exporting and re-exporting in contravention to the relevant law(s). The trade in wildlife may be illegal under international and/or domestic law. There is no universally accepted definition of the term wildlife trafficking, and different jurisdictions, regulations and organisations employ different terminology and scopes.⁶ Some also refer to smuggling (as the illegal movement of goods into or out of a country), poaching (illegal hunting), capture or collection against ban or quota (illegal harvest) as wildlife trafficking.⁷

Commonly known trafficked species include elephants and tigers. Elephants are often poached for their ivory and tigers for their skins and bones. However, other species, such as rosewood, pangolins, birds, reptiles, rhinos and marine turtles, are also among commonly trafficked species.⁸

The illegal wildlife trade is estimated to have an annual value between US\$7 to US\$23 billion.⁹

³ Compare TRAFFIC, *Legal Wildlife Trade*, online: <<https://www.traffic.org/about-us/legal-wildlifetrade/#:~:text=Wildlife%20trade%20is%20any%20sale,biodiversity%20conservation%20and%20human%20development>>.

⁴ See ROUTES, "General Awareness Training", online: <<https://routespartnership.org/training-modules/general-training>>

⁵ TRAFFIC analysis based on the United Nations Commodity Trade Statistics Database (UN Comtrade) and the Food and Agriculture Organisation Statistical Database (FAOSTAT databases), 2006

⁶ UNODC "Wildlife trafficking involves the illegal trade, smuggling, poaching, capture, or collection of endangered species, protected wildlife (including animals or plants that are subject to harvest quotas and regulated by permits), derivatives, or products thereof. There is, however, no universally accepted definition of the term and different jurisdictions and organizations employ different terminology (Biegus & Bueger, 2017; UNODC, 2016; Wellsmith, 2011)"

⁷ *Ibid.*

⁸ See UNODC, *World Wildlife Crime Report: Trafficking in protected species*, 2016, online: <https://www.unodc.org/documents/data-and-analysis/wildlife/World_Wildlife_Crime_Report_2016_final.pdf>.

⁹ UNEP-INTERPOL, *The Rise of Environmental Crime* (4 June 2016), online (pdf): UNEP <https://wedocs.unep.org/bitstream/handle/20.500.11822/7662/-The_rise_of_environmental_crime_A_growing_threat_to_natural_resources_peace%2C_development_and_security-2016environmental_crimes.pdf.pdf?sequence=3&isAllowed=y> Pg.7.

1.2 Regulation

1.2.1 Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES)

The Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES)¹⁰ is an international agreement between States that defines rules for the international trade of animal and plant species.

It aims to ensure that international trade does not threaten the survival of wild animals and plants.¹¹ It was opened for signature in 1973 and entered into force in 1975 in the first countries.¹² Today it has over 180 signatory countries and protects roughly 5,950 animal and 32,800 plant species listed across three Appendices.¹³

CITES Species

CITES works through a system of Appendices and permits for the import and export of CITES-listed species. Permits are used to control the movement of live, dead, part or products containing a CITES-listed animal or plant across an international border.¹⁴ Species are listed under three Appendices, to which different levels of protection are applied. Appendices I and II are updated every three years by the CITES Conference of the Parties at their regular meetings.¹⁵ The Convention also allows for amendments by a postal procedure between these meetings, but this procedure is rarely used.¹⁶ Species under Appendix III are added at the request of the Party that already regulates its trade and is seeking cooperation to prevent exploitation.¹⁷

¹⁰ For consolidated text Convention on International Trade in Endangered Species of Wild Fauna and Flora, [hereinafter CITES] <https://www.cites.org/eng/disc/text.php>. For original text of Convention on International Trade in Endangered Species of Wild Fauna and Flora, 3 March 1973, 993 U.N.T.S. 243, online: <<https://treaties.un.org/doc/Publication/UNTS/Volume%20993/volume-993-I-14537-English.pdf>>.

¹¹ Preamble CITES.

¹² *Ibid.*

¹³ *Ibid.*




¹⁴ CITES. See also explanation on CITES website “How CITES works,” online: <<https://www.cites.org/eng/disc/how.php>>

¹⁵ CITES, Article XV.

¹⁶ CITES, Article XV.

¹⁷ CITES, Article XVI.



Appendix I	Appendix II	Appendix III
Species which are or may be at risk of extinction from international trade, e.g, Asian Elephant	Species which may become threatened with extinction if trade is not controlled, e.g, Toco Toucan	Species which are protected in one or more countries that have requested help from other member states to control the trade, e.g, Golden Jackal
		
General ban on trade with very limited exceptions under Art. 3 CITES	Controlled trade to avoid detriment to conservation under Art. 4 CITES	For regulation see Art. 5 CITES

Each country uses its national laws and enforcement agencies to implement and enforce the Convention.

1.2.2 Further regulation and national trade

Countries may have additional laws designed to protect specific wild animals and plants, for example from unsustainable exploitation, which may include wildlife species not listed by the CITES Appendices. These include rules governing capture from the wild, possession and transport of certain species.

Wildlife is also collected or produced for sale and consumption within a country’s borders. The domestic trade of certain species and their products can also be illegal depending upon a country’s national regulations.

Most countries are parties to CITES. To check if your country is a party, you can use this link: https://cites.org/eng/disc/parties/chronolo.php?order=field_country_official_name&sort=asc

For contact details of your national CITES Management Authority check: https://cites.org/eng/parties/country_profiles/national-authorities

1.3 Impacts of wildlife trafficking

Wildlife trafficking has significant environmental, social and economic consequences. The following (non-exhaustive) list includes impacts identified in current research and reports and identifies links to the United Nations Sustainable Development Goals¹⁸ (“SDG”; see also Annex 3 and subsection 4.10).



- **Biodiversity**

Wildlife trafficking threatens a range of protected species, causing serious damage to the environment and depriving societies of their valuable and finite natural resources. The illegal wildlife trade also puts wildlife being transported and wildlife in the destination area at risk. Illegally traded wildlife can be disease carriers or invasive alien species that harm delicate ecosystems as native species might be unprepared to defend themselves.¹⁹

Halting the loss of biodiversity and especially taking “urgent action to end poaching and trafficking of protected species of flora and fauna and address both demand and supply of illegal wildlife products” are addressed by SDG 15, targets 15.5 and 15.7.²⁰ Conservation and sustainable use of marine resources is covered by SDG 14.

¹⁸ United Nations, Sustainable Development Goals, online: <<https://www.un.org/sustainabledevelopment/biodiversity/>>. The UN Sustainable Development Goals are a set of 17 goals that aim to alleviate global challenges related to the well-being of people and the planet.

¹⁹ See Invasive Species, IUCN, online: <<https://www.iucn.org/theme/species/our-work/invasive-species>>, WWF, online: <https://www.panda.org/discover/our_focus/wildlife_practice/problems/invasive_species/> Chia-Yi Hou, “Wildlife Trade 101”, Natural Resources Defence Council 15 August 2019, online: NRDC <<https://www.nrdc.org/stories/wildlife-trade-101>>.

²⁰ United Nations, Sustainable Development Goals, online: <<https://www.un.org/sustainabledevelopment/biodiversity/>>

- **Economy**

Wildlife trafficking robs communities of legitimate economic livelihoods by undermining legal trade and efforts made to manage natural resources, deprives communities of critical income generated through ecotourism and the government of revenue from taxes.²¹ Also, the consequences of wildlife crime can cause a vicious circle where traffickers solicit poachers by exploiting the economic needs of the affected communities.²²

Enhancing “global support for efforts to combat poaching and trafficking of protected species, including increasing the capacity of local communities to pursue sustainable livelihood opportunities” is addressed by SDG 15 target 15.C.²³

- **Governance, rule of law and national security**²⁴

Wildlife trafficking undermines the rule of law and causes negative impacts similar to other international crimes, including promoting instability, financing organised crime and fuelling corruption.²⁵ As such, it also conflicts with SDG 16, “promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels,” and especially its targets 16.5 and 16.A.²⁶

Corruption can take many forms. It can start from the initial stages of the supply chain in the form of bribes for information on areas guarded or with sightings of a particular species, continuing on to obtain rights and quotas, and further to avoid inspection/reporting or to accelerate shipping.²⁷

For example, in December 2017, officials in Thailand detained a Thai National Parks and Wildlife Conservation official as he attempted to smuggle rhino horn from the quarantine section at the airport to a nearby apartment.²⁸

²¹ See Katherine Lawson, Alex Vines, *Global Impacts of the Illegal Wildlife Trade: The Costs of Crime, Insecurity and Institutional Erosion*, (Chatham House 1 February 2014) online (pdf): [Chatham House https://www.chathamhouse.org/sites/default/files/public/Research/Africa/0214Wildlife.pdf](https://www.chathamhouse.org/sites/default/files/public/Research/Africa/0214Wildlife.pdf) p.7; and WWF, *Elephant Poaching Costs African Economies US \$25 Million per year in lost tourism Revenue-Study* (1 November 2016) online: <<https://www.worldwildlife.org/press-releases/elephant-poaching-costs-african-economies-us-25-million-per-year-in-lost-tourism-revenue-study>>

²² Jeremy Haken (2011), ‘Transnational Crime in the Developing World’, *Global Financial Integrity*, p.13. Channing May, “Transnational Crime and the Developing World”, *Global Financial Integrity* (March 2017) online (pdf): <https://secureservercdn.net/45.40.149.159/34n.8bd.myftpupload.com/wp-content/uploads/2017/03/Transnational_Crime-final.pdf> pg. 57.

²³ United Nations, Sustainable Development Goals, online: <<https://www.un.org/sustainabledevelopment/biodiversity/>>

²⁴ UNODC, Module 1: Illicit Markets for Wildlife Forest and Fisheries Products, online: < <https://www.unodc.org/e4j/en/wildlife-crime/module-1/key-issues/implications-of-wildlife-trafficking.html>>.

²⁵ WWF, “Fighting Illicit Wildlife Trafficking, A consultation with governments” 2012 online (pdf): <https://wwfeu.awsassets.panda.org/downloads/wwffightingillicitwildlifetrafficking_lr_1.pdf>. See also UNEP-INTERPOL, “The Rise of Environmental Crime 2016”, online: <<https://wedocs.unep.org/handle/20.500.11822/7662>>.

²⁶ <https://www.un.org/sustainabledevelopment/peace-justice/>

²⁷ UNODC Executive Director Yury Fedotov 7th session of the Conference of the States Parties to the United Nations Convention against Corruption (UNCAC CoSP7, Vienna, 6-10 November 2017) cited in <https://www.unodc.org/unodc/en/press-releases/2017/November/links-between-corruption-and-wildlife-crime-highlighted-at-un-anti-corruption-conference.html>. See also ROUTES, “Wildlife Trafficking General Awareness Training”, online: <<https://routespartnership.org/training-modules/general-training/global-wildlife-trafficking-awareness-training-modules>>

²⁸ Utermohlen, M. & Baine, P. “In Plane Sight.” C4ADS and USAID Reducing Opportunities for Unlawful Transport of Endangered Species (ROUTES) Partnership, 2018, online:< <https://routespartnership.org/industry-resources/publications/in-plane-sight/view>>.

Wildlife trafficking, when overlapping with other crimes²⁹ such as drug trafficking and money laundering, could impede development towards achieving targets 16.4 and 16.A of the SDGs and can fuel poachers and illegal hunters that participate in the illicit trade.³⁰

- **Health**

The United Nations Environment Programme (UNEP) has identified the “illegally and poorly regulated” wildlife trade as one factor that increases the emergence of zoonoses (disease or infection that is naturally transmissible from animals to humans)³¹ along with other factors such as deforestation and other land changes—intensified agriculture and livestock production—antimicrobial resistance and climate change.³² Illegal wildlife trade may detrimentally impact existing habitats³³ and bring wild animals into close contact with other animals and humans.³⁴ Alien diseases can pose threats to the health of livestock, ecosystems, native wildlife and the human population. In this context, it has also been raised that illegal trade disregards requirements of proper sanitary controls and quarantine requirements, further exacerbating the potential risks.³⁵

Experts estimate about 60% of human infections reported globally have an animal origin.³⁶ Once a zoonosis starts spreading in human populations, it can impact efforts to attain SDG 3, “Good health and wellbeing.”³⁷ Examples of fatal diseases which have been linked to a transfer from animals to humans include Ebola, SARS, avian influenza and COVID-19.³⁸ Exploring, understanding and mitigating risks of zoonoses is therefore crucial. Reducing wildlife trafficking should thus also be considered in sustainability agendas to contribute to preventing future epidemics and pandemics.³⁹

²⁹ EIA, WWF, TRAFFIC (2013), ‘Wildlife and Forest Crime: CCPCJ 22’, Joint Briefing, p. 1. See also Katherine Lawson, Alex Vines, *Global Impacts of the Illegal Wildlife Trade: The Costs of Crime, Insecurity and Institutional Erosion*, (Chatham House 1 February 2014) online (pdf): [Chatham House <https://www.chathamhouse.org/sites/default/files/public/Research/Africa/0214Wildlife.pdf>](https://www.chathamhouse.org/sites/default/files/public/Research/Africa/0214Wildlife.pdf) crimes like illicit trade in arms, money-laundering, and drug-smuggling p.6.

³⁰ *Ibid.*

³¹ See for exact zoonoses definition, WHO, “Zoonoses”, online: <https://www.who.int/topics/zoonoses/en/#:~:text=Health%20topics-,Zoonoses,or%20may%20involve%20unconventional%20agents>.

³² “Six nature facts related to coronaviruses”, 8 April 2020, online: UNEnvironment <https://www.unenvironment.org/news-and-stories/story/six-nature-facts-related-coronaviruses>.

³³ UNEP (2020) “Preventing the Next Pandemic- Zoonotic Diseases and How to Break the Chain of Transmission”, online: <https://www.unenvironment.org/resources/report/preventing-future-zoonotic-disease-outbreaks-protecting-environment-animals-and> p. 14.

³⁴ UNEP (2020) “Preventing the Next Pandemic- Zoonotic Diseases and How to Break the Chain of Transmission”, online: <https://www.unenvironment.org/resources/report/preventing-future-zoonotic-disease-outbreaks-protecting-environment-animals-and> p. 33, Spevack, B. “Animal Smuggling in Air Transport and Preventing Zoonotic Spillover.” C4ADS and USAID Reducing Opportunities for Unlawful Transport of Endangered Species (ROUTES) Partnership, 2020, online: <https://routespartnership.org/industry-resources/publications/animalsmuggling> p. 9.

³⁵ UNODC, “World Wildlife Crime Report” 2020, p. 19. See for findings in the context of a study on Trade in wild-sourced African grey parrots, online: <https://www.sciencedirect.com/science/article/pii/S2351989418301768>, See for an example of animals packed together in confinement online: <https://gagadaily.com/forums/topic/146729-passenger-accused-of-smuggling-108-exotic-animals-on-flight-from-jakarta/>.

³⁶ UNEP, “Preventing the Next Pandemic-Zoonotic Diseases and How to Break the Chain of Transmission”, citing Woolhouse, M.E.J. and Gowtage-Sequeria, S. (2005). Host range and emerging and re-emerging pathogens. *Emerging Infectious Diseases*, 11, online: <https://www.unep.org/resources/report/preventing-future-zoonotic-disease-outbreaks-protecting-environment-animals-and>.

³⁷ United Nations, Sustainable Development Goals, online: <https://www.un.org/sustainabledevelopment/health/>.

³⁸ UNEP (2020) “Preventing the Next Pandemic- Zoonotic Diseases and How to Break the Chain of Transmission”, online: <https://www.unenvironment.org/resources/report/preventing-future-zoonotic-disease-outbreaks-protecting-environment-animals-and> pgs. 11,13,21.

³⁹ See UNEP, “Six nature facts related to coronaviruses” (2020), online: <https://www.unep.org/news-and-stories/story/six-nature-facts-related-coronaviruses>

1.4 Wildlife trafficking risks for airports

Wildlife trafficking may pose the following risks to airports:

- **Reputational risks**

Wildlife trafficking may generate negative press, reviews or reports. The general public and media might not be aware of different roles and responsibilities in the transport chain and are likely to highlight an airport's name in case of seizures. Wildlife seizures, however, can also be used to show the level of awareness and training of the airport community,⁴⁰ when communicated properly. Airports can help to create the narrative, positively acknowledge enforcement efforts and deter traffickers.⁴¹

- **Economic risks**

Wildlife trafficking may reduce wildlife populations, potentially negatively affecting nature-based tourism, which could in turn affect airports' business, and diminish operational efficiency by interrupting processes. The risk of being held liable, e.g., for escaped wildlife, regardless of whether it is justified or not, is an additional risk. Legal risks might also depend on the role of each airport and the national framework.

- **Health and/or safety risks**

Trafficked wildlife can pose health and/or safety risks for passengers, staff, and enforcement authorities, should contact occur. Wildlife may carry disease, be venomous or cause injury if it tries to escape.

For example, in July 2012, Taiwanese authorities seized 38 pet birds positive for H5N1⁴² smuggled in the cabin baggage of a trafficker.⁴³

⁴⁰ Utermohlen, M. & Baine, P. "Flying Under the Radar." C4ADS and USAID Reducing Opportunities for Unlawful Transport of Endangered Species (ROUTES) Partnership, 2017, online:<<https://routespartnership.org/industry-resources/publications/flying-under-the-radar-final.pdf/view>> p 78.

⁴¹ See also subsection 6.1 and ROUTES, Wildlife Seizure Press Releases: A Best Practice Guide, 14 November 2019, online:<<https://routespartnership.org/industry-resources/guidance-documents/guidance-documents-1/routes-praidememoire.pdf/view>>.

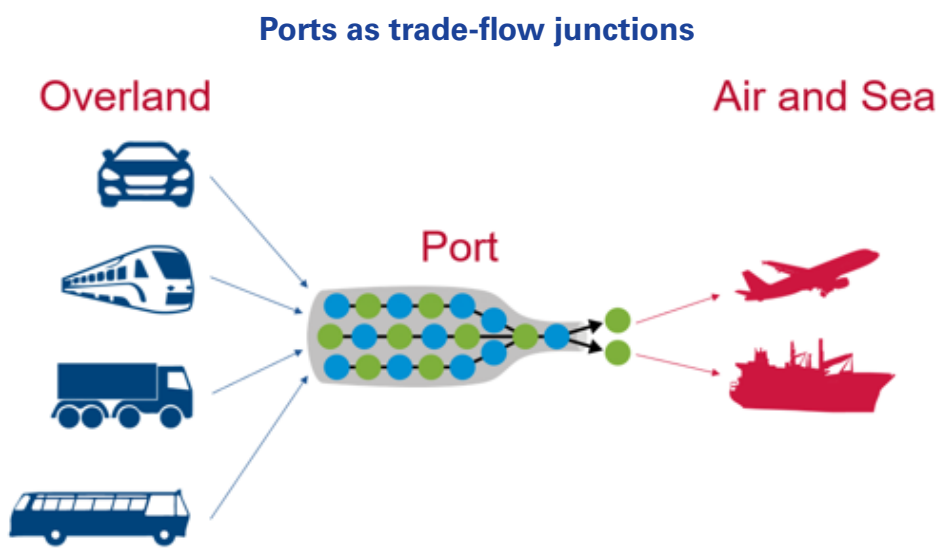
⁴² H5N1 is a type of influenza virus infecting birds with a disease called avian influenza, humans can become infected by coming in close contact with infected live or dead birds. It has a mortality rate of about 60%. World Health Organization, *Influenza*, FAQs: H5N1 influenza, online: WHO < https://www.who.int/influenza/human_animal_interface/avian_influenza/h5n1_research/faqs/en/>.

⁴³ Taipei Times, "Smuggled birds with H5N1 virus confiscated at airport," 18 Jul 2012, online: TaipeiTimes < <http://taipeitimes.com/News/taiwan/archives/2012/07/18/2003538040>>.

2. Wildlife Trafficking in the Aviation Sector

2.1 Supply chain and roles of countries in the wildlife trade

Wildlife trafficking is a global issue. Traffickers use air transport as a frequent method of transportation, due to its ability to efficiently connect to many destinations. Airports and air transport routes constrict wildlife trade-flows into a bottleneck as goods pass through them. This provides opportunities for enforcement authorities to detect and intercept illegal wildlife. The aviation industry is thus well positioned to assist the effort to disrupt wildlife trafficking. It can train its staff and members of its community in recognizing and dealing with trafficking situations and raise public awareness.



Airports around the world, no matter their size or location, could be used by traffickers. However, the way in which they can be used also depends on their geographic location.⁴⁴

Countries can play several different roles in wildlife trade:

Source	Transit	Destination / Consumer
The location where a plant or animal was collected or produced.	Places which act just as a waypoint in the journey as wildlife is moved from source to consumer.	The end destination of the wildlife.

⁴⁴ Utermohlen, M. & Baine, P. "In Plane Sight." C4ADS and USAID Reducing Opportunities for Unlawful Transport of Endangered Species (ROUTES) Partnership, 2018, online:< <https://routespartnership.org/industry-resources/publications/in-plane-sight/view>>.

Some countries play more than one role, depending on the type of wildlife which is being traded. In some instances, wildlife is moved a considerable distance between the source and the market where it will be sold and consumed. Transit locations may be used, even where there are direct flights,⁴⁵ to hide the true origin of the journey.

Reports that explore such trends include the United Nations Office on Drugs and Crime (UNODC) World Wildlife Crime report 2020⁴⁶ and the Center for Advanced Defense Studies (C4ADS) reports “Runway to Extinction,”⁴⁷ “Flying under the Radar”⁴⁸ and “In Plane Sight”⁴⁹. It was found, for example, that ivory shipments commonly originate in African countries with the Greater Horn of Africa having internal transit points; and the Middle East and Europe being transit points to Southeast Asia and East Asia for shipments originating in East Africa, South Africa and West Africa.⁵⁰ Shipments of live reptiles were sourced from South Asia, Central Asia, East Africa and West Africa, destined for East Asia and Southeast Asia, the United States and Europe. The reports also pointed out that trends in wildlife trafficking change over time, as do the transport routes used by smugglers.⁵¹

More information about seizures in a country can be found on the ROUTES Dashboard. The CITES Trade Database <https://trade.cites.org/> provides information about trade including seizures.⁵²

2.2 ROUTES Dashboard

The ROUTES Dashboard is an interactive website providing graphics on wildlife trafficking through airports between 2009 and 2020. The Dashboard’s graphics are derived from open-source wildlife seizure data collected by C4ADS under the ROUTES Partnership. The Dashboard also contains a Route Risk Tool, which allows users, including airport stakeholders, to input specific flight routes and receive free estimated risk assessment based on the number of previous trafficking attempts reported along that route, and a Country Profile Map, which provides a summary of wildlife trafficking information for individual countries.

⁴⁵ See for reference UNODC, World Wildlife Crime Report 2020, online: < https://www.unodc.org/documents/data-and-analysis/wildlife/2020/World_Wildlife_Report_2020_9July.pdf>.

⁴⁶ *Ibid.*

⁴⁷ Utermohlen, M. “Runway to Extinction.” C4ADS and USAID Reducing Opportunities for Unlawful Transport of Endangered Species (ROUTES) Partnership, 2020, online: <https://routespartnership.org/industry-resources/publications/routes_runwaytoextinction_fullreport.pdf/view>

⁴⁸ Utermohlen, M. & Baine, P. “Flying Under the Radar.” C4ADS and USAID Reducing Opportunities for Unlawful Transport of Endangered Species (ROUTES) Partnership, 2017, online: <<https://routespartnership.org/industry-resources/publications/flying-under-the-radar-final.pdf/view>>.

⁴⁹ Utermohlen, M. & Baine, P. “In Plane Sight.” C4ADS and USAID Reducing Opportunities for Unlawful Transport of Endangered Species (ROUTES) Partnership, 2018, online: <<https://routespartnership.org/industry-resources/publications/in-plane-sight/view>>.

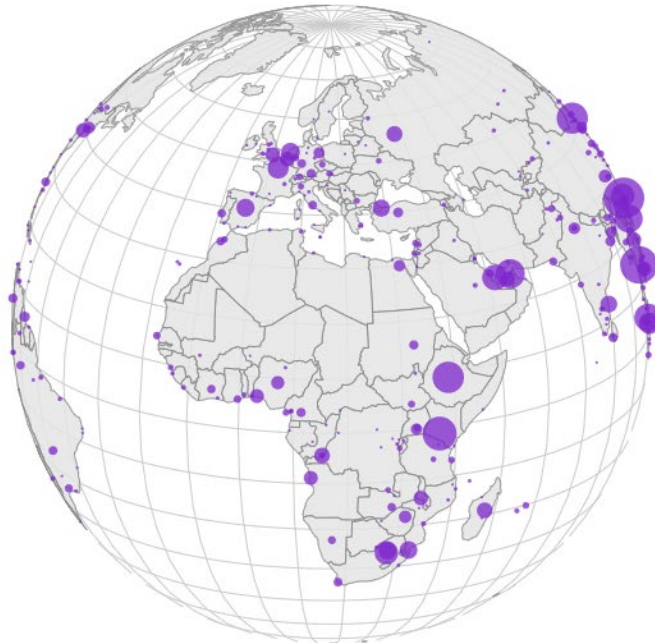
⁵⁰ UNODC, World Wildlife Crime Report 2020, online: < https://www.unodc.org/documents/data-and-analysis/wildlife/2020/World_Wildlife_Report_2020_9July.pdf>

⁵¹ *Ibid.* See also, Utermohlen, M. & Baine, P. “Flying Under the Radar.” C4ADS and USAID Reducing Opportunities for Unlawful Transport of Endangered Species (ROUTES) Partnership, 2017, online: <<https://routespartnership.org/industry-resources/publications/flying-under-the-radar-final.pdf/view>>.

⁵² The CITES Trade database contains records of trade in wildlife. The information about seizures can be downloaded or viewed by using the ‘Source’ search tab and selecting Confiscations/seizures from the drop-down menu.

The ROUTES Dashboard

The USAID ROUTES Partnership's interactive wildlife seizure dashboard, brought to you by C4ADS.



Wildlife seizures in airports around the world (2009 – 2020).

About The ROUTES Dashboard

The ROUTES Dashboard is an interactive website providing graphics on wildlife trafficking through airports between 2009 and 2020. The Dashboard's graphics are derived from open source wildlife seizure data collected by C4ADS under the ROUTES Partnership.

The Dashboard also contains a Route Risk Tool, which allows users to input specific flight routes and receive an estimated risk assessment based on the number of previous trafficking attempts along that route, and a Country Profile Map, which provides a summary of wildlife trafficking information for individual countries.

<http://www.routesdashboard.org/>

Note that analysing wildlife trafficking activity using open-source seizure data is subject to certain limitations. The accuracy of the data is dependent on the data source and can be affected by differences in reporting from jurisdiction to jurisdiction. The database is not meant to represent the entirety of wildlife trafficking activity through the air transport sector but is intended to showcase the patterns visible within the database. Furthermore, seizures only capture unsuccessful trafficking attempts, and could also be evidence of effective enforcement efforts rather than high volumes of trafficking activity.

3. Role of Airports and How Airports Can Take Action

3.1 Role of airports

Each airport operates differently and many tasks at an airport are often performed by third parties or government authorities, depending on the jurisdiction. Therefore, the actions that can be taken may differ between airports.

Enforcement with regard to wildlife trafficking is usually the responsibility of law enforcement or customs authorities. Airport operators are not asked to assume the responsibilities and tasks of the responsible authorities. Airport operators that have no law enforcement capabilities cannot intervene themselves; they can, however, play a critical role in assisting other agencies in detecting and thereby disrupting potential occurrences of wildlife trafficking.

Airports can play a role in coordination and collaboration with different stakeholders. For example, airport operators can adopt a policy against wildlife trafficking, raise awareness among the airport community and the public, offer training, support reporting, further engage with border and law enforcement agencies and other stakeholders, provide equipment and/or tools to detect wildlife crime,⁵³ and support national and local regulators to establish appropriate measures. Where possible, airports can also support the activities of governments, charities and non-governmental organizations that are involved in preventing trafficking. They can also integrate wildlife trafficking prevention under their sustainability umbrellas.

General impacts of wildlife trafficking and associated risks for the airports are explained under subsections 1.3 and 1.4 above. By combatting wildlife trafficking, airports can support the SDGs and mitigate reputational, economic, as well as health and safety risks.

3.2 Overview of how airports can take action and next steps

Airports can start by:

Step 1 Learning about areas in which airports can take an active role:

- Policy (Chapter 4)
- Awareness-raising (Chapters 5 and 6)
- Training (Chapter 5)
- Engagement with border and law enforcement agencies and other stakeholders (Chapter 7), and
- Partnerships such as:
 - ROUTES Partnership (Chapter 3, para. 3.3.1) and
 - United for Wildlife Transport Taskforce Buckingham Palace Declaration and its landmark action plan (Chapter 3, para. 3.3.2).

⁵³ Please note that it is not recommended that aviation security screeners deviate from their core mandate (identifying IEDs and other prohibited items in an Aviation Security context). However, screeners may play a role in alerting the responsible authorities when items are detected during screening, or by adhering to local laws facilitating screening for wildlife through the sharing of X-ray images with other responsible parties, such as customs.

Step 2 Learning what actions other stakeholders have taken through case studies (Chapter 8).

Step 3 Familiarizing themselves with the current situation at their airport:

- Awareness: Do you know how wildlife trafficking is affecting your airport?
- Training: Does your airport training address wildlife trafficking?
- Communication: Does your airport communicate with others about wildlife trafficking?
- Policy: Do you have policies related to wildlife trafficking?
- Coordination mechanism: Do you have a mechanism which allows working with the enforcement agencies and other airport stakeholders to combat wildlife trafficking?

The document “[How airports can take action](#)” provides more detailed information on this.⁵⁴

Step 4 and beyond

Next steps that may be helpful when addressing wildlife trafficking include:

- Identify which department is responsible for addressing illegal wildlife trade.
- Work with senior management to set out commitments and consider signing the United for Wildlife Transport Taskforce Buckingham Palace Declaration (Chapter 3, para. 3.3.2).
- Create an action plan to counter wildlife trafficking, develop a policy and/or integrate wildlife trafficking into existing policies (Chapter 4).



⁵⁴ ROUTES, “How Airports Can Take Action”, online: <https://routespartnership.org/industry-resources/guidance-documents/guidance-documents-1/airports_action_plan/view>

3.3 Partnerships

3.3.1 ROUTES Partnership

The USAID ROUTES Partnership brings together transport and logistics companies, government agencies, development groups, law enforcement agencies, conservation organizations and donors to disrupt wildlife trafficking by reducing the use of legal transportation supply chains, and forms a key element of the concerted international response to addressing wildlife poaching and associated criminal activities worldwide.⁵⁵

At the heart of ROUTES is a core group of partners collaborating with the US Government and the transport sector that includes ACI, C4ADS, the International Air Transport Association (IATA), TRAFFIC and WWF. The Partnership is funded by USAID and coordinated by TRAFFIC. Airport-specific tools, guides, training and awareness materials developed under the ROUTES Partnership can be found on the ACI website: <https://aci.aero/services/member-tools-to-combat-human-and-wildlife-trafficking/wildlife-trafficking/>.

The ROUTES Partnership can help provide further guidance and resources across the transport sector, such as:⁵⁶

- printed and digital awareness-raising materials
- customized staff training on detecting and reporting wildlife trafficking activity
- regional and role-specific training materials
- reports, factsheets and infographics regarding the latest trends in wildlife trafficking
- business communication materials and resources, and
- information on seizure data via the ROUTES Dashboard, as explained under subsection 2.2 above.

Resources developed under the ROUTES Partnership can support the delivery of the commitments of the [United for Wildlife Transport Taskforce Buckingham Palace Declaration](#).

3.3.2 United for Wildlife Transport Taskforce

The United for Wildlife Transport Taskforce of The Royal Foundation comprises leaders from the global transportation industry. It was created to work with the transport industry to identify its exploitation by the illegal wildlife trade and looks at ways that the sector can break the chain between illegal suppliers and consumers. It has been working to facilitate collaboration between the transport sector and law enforcement to disrupt and prevent wildlife trafficking and establish regional chapters in order to take action at a local and regional level.⁵⁷

In 2016, ACI and other industry partners signed the United for Wildlife Transport Taskforce Buckingham Palace Declaration, an action plan to strengthen and coordinate efforts by airports and other stakeholders against wildlife trafficking. Signed by over 140 transport sector companies from across the globe, the Buckingham Palace Declaration has become a landmark action plan. Airports can commit to stopping wildlife trafficking by signing the Buckingham Palace Declaration and implementing their commitments. One of the commitments is adopting a zero-tolerance policy. The United for Wildlife Secretariat supports signatories with general information and regular meetings.

⁵⁵ ROUTES < <https://routespartnership.org/>>.

⁵⁶ Ibid.

⁵⁷ See United for Wildlife, Transport Taskforce, < <https://unitedforwildlife.org/projects/transport-taskforce/>>.

4. Airport Policy

It is useful for an airport to develop a policy that clearly defines its position regarding wildlife trafficking and highlights senior management's pledge to combatting the issue. This policy can be a standalone policy or be integrated into existing policies. It should be communicated to all staff members and the public. The following items might be included in a policy.

4.1 Statement from the general manager or executive

The policy may include a vision or mission statement of the airport's approach and of its commitment to combatting wildlife trafficking, and reference to any legal instruments applicable in the State of operation.

4.2 Definition of wildlife trafficking

A definition of wildlife trafficking may be provided, along with information about the impact of the issue and the way that air transportation is exploited by wildlife traffickers.

The definition chosen may also depend on national laws and regulations. Subsection 1.1 What is wildlife trade and what is wildlife trafficking? hereto can be of help.

Example from Royal Schiphol Group:

"Wildlife trafficking is the illegal trade of protected specimens of wild animals and plants, either threatened with extinction or not threatened, but controlled in order to avoid utilization incompatible with their survival."

4.3 Definition of responsibilities

The policy may clarify the roles of different departments in compliance with applicable law.

4.4 Zero tolerance policy

The airport may establish a zero-tolerance policy, which includes procedures if any employee is found guilty of engaging or participating, directly or indirectly, in wildlife trafficking.

4.5 Reporting policies

The policy may set out the responsibility for all staff members to report suspected cases of trafficking at the airport and provide clear instructions on how and when to report. It is crucial to emphasize confidentiality to ensure staff feel comfortable/safe enough to come forward to report. Since organised crime syndicates frequently participate in the illegal wildlife trade, it can develop a culture of non-reporting by employees in fear of dangerous repercussions. Therefore, creating an anonymous reporting mechanism can reduce the anxiety of reporting suspected wildlife trafficking.

4.6 Whistleblowing policy

The airport's wildlife trafficking policy may also encourage the reporting of internal organizational concerns with regard to wildlife trafficking by all employees (temporary workers, agency workers and contractors) and/or include a reference to the whistleblowing policy in place, ensuring that there are clear instructions on who to contact and how.

4.7 Employee engagement

The policy may lay out how employees can expect to be engaged — including training, events and internal communication campaigns. Plans for public communication campaigns and events can also be included.

4.8 Supply chain / other airport stakeholders

The policy may contain a statement of how the airport's supply chain for products and services/contracts with other stakeholders should comply with the requirements of its wildlife trafficking policy, and how the procurement policies of the airport and its business partners need to promote high standards, responsibility and transparency. Airports should review their supply chain, procurement policies and contracts to ensure that best practices are being implemented.

4.9 Collaboration with other agencies and partners

The policy may set out the airport's approach to work in cooperation with other industry partners (airlines, ground handlers, retailers and suppliers), conservation organizations and civil society, regulatory bodies and enforcement agencies.⁵⁸ For examples on cooperation, see Chapter 7.

Airports can also support and encourage other stakeholders, such as airlines, in creating a policy. This can also help to align processes among entities that operate closely together.

4.10 Integrating wildlife trafficking under the sustainability umbrella

Airports may include wildlife trafficking under their sustainability umbrella thereby supporting the UN SDGs, a set of 17 goals that aim to alleviate global challenges related to the well-being of people and the planet.



The SDGs are a set of 17 Goals adopted along with their corresponding targets by all UN Member States in 2015. They aim to promote prosperity while protecting people and the planet. The SDGs are not legally binding, nevertheless, they are a call to action for all sectors. Within each goal are targets and indicators that measure progress towards these goals.

⁵⁸ United Nations, Sustainable Development Goals, online: <<https://www.un.org/sustainabledevelopment/biodiversity/>>. The UN Sustainable Development Goals are a set of 17 goals that aim to alleviate global challenges related to the well-being of people and the planet.

Airports can link their actions, for example, to SDG 3 Health and Well-Being, SDG 14 Life Below Water, SDG 15 Life on Land, SDG 16 Peace, Justice, and Strong Institutions and SDG 17 Partnerships (refer to subsections 1.3 and 1.4 for impacts and for further details on SDG targets, Annex 3, hereto). An effective way would be to incorporate wildlife trafficking under their sustainability plans or strategies. ACI EUROPE has added wildlife trafficking to its Sustainability Strategy as part of biodiversity protection (SDG 15, Target 15.7). This strategy document outlines frameworks and guidance for airports to achieve sustainability, including the integration of biodiversity impact mitigation by fighting wildlife trafficking.

ACI Europe Sustainability Strategy for Airports (Second Edition November 2020): <https://www.google.com/url?sa=t&source=web&rct=j&url=https://www.aci-europe.org/component/attachments/attachments.html%3Ftask%3Dview%26id%3D1253&ved=2ahUKewiryp3vqObwAhWGFikFHVcmBxQQFjABegQIGRAC&usg=AOvVaw1-RvPqnAQPgV1sxTD1ahN9>

For further information on how combatting wildlife trafficking can support the SDGs:

- download this document on the ACI website: <https://store.aci.aero/form/how-the-aviation-industry-can-support-the-un-sustainable-development-goals-by-tackling-wildlife-trafficking/>
- read more about the impacts of wildlife trafficking and links to specific SDGs in Chapter 1 hereto.

5. Staff Awareness and Training for Airport Community

5.1 Techniques and tools

Awareness-raising can be carried out across a wide range of staff at varying levels. Training may be provided to airport-employed staff and other staff working at the airport. Airport operators can support and cooperate with other stakeholders to ensure that the staff most likely to detect wildlife trafficking receive the relevant training. Staff members can be made aware of indicators to look for, the instances in which they could detect the signs while the trafficker or cargo is at the airport, and how to report a suspected case of trafficking. To further illustrate the issue, staff awareness can be reinforced by posting information in staff areas and including a short wildlife trafficking session in other trainings.

ACI and TRAFFIC, as part of ROUTES, have jointly developed the following **training materials** exclusively tailored for airports:

- [Two Wildlife Trafficking Awareness Training Videos for airports](#), one 12-minute and one 6-minute version, both available in English with subtitles in Arabic, Chinese, French, Spanish and Portuguese.

These can be shown independently, added to employee-facing web portals, and incorporated into existing training to help prepare aviation staff to detect and report wildlife trafficking.

- A comprehensive ACI e-module for airports available from mid-2021 onwards on the OLC Training platform.

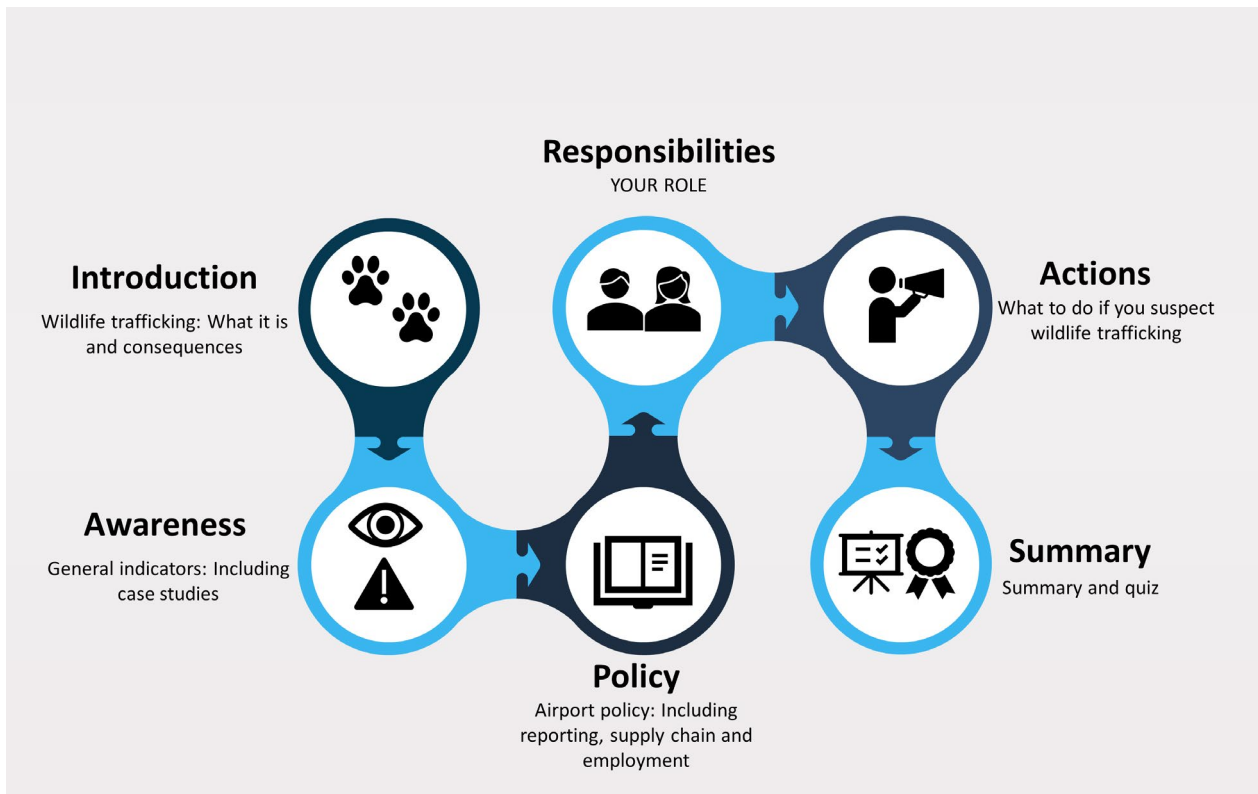


If interested in developing its training programme, an airport should consider the materials made available, and tailor them to specific roles that are more likely to come across trafficked wildlife, such as ground handlers.

For example, as of November 2020, Schiphol Airport is working on the implementation of ROUTES training material for all its aerodrome staff to be trained by its aviation university.

Airports may also establish their own e-module, which does not have to be complex. It is useful to include multimedia, such as video, and to follow up with a quiz or assessment. E-learning should be tailored to the airport's policy and reporting procedures.

How to Build an Airport Specific E-module



For example, El Dorado Airport in Bogota, Colombia, has included the ACI Wildlife Trafficking Awareness video followed by a quiz in their Safety, Health and Sustainability Induction course, which is mandatory for everyone in the airport community who will be working at the airport for more than three days.

Additionally, staff can be provided with quick reference guides and factsheets (digital or paper) during the training which they may refer to if they spot something unusual.⁵⁹

⁵⁹ ROUTES, Quick Reference Contact Card, online: < <https://routespartnership.org/training-modules/general-training/supplementary-training-resources/contact-card/view>>.





ROUTES Quick Reference Contact Card

5.2 Examples of relevant signs

Recognizing the signs of wildlife trafficking and knowing what to do when seeing suspicious behaviour can help make a difference regardless of the staff role at the airport. Every day, airport staff around the world can assist and alert authorities to intercept.⁶⁰ Wildlife traffickers use various methods to smuggle wildlife or wildlife products: they may carry it on their person, in their cabin baggage or hold baggage, or send it through air cargo and post.

The following are a few examples of how to recognize the signs of a wildlife trafficker.

<p>Appearance</p> 	<ul style="list-style-type: none"> • Wearing clothing that is too big or inappropriate for the climate in either the origin or destination of the journey
<p>Behaviour</p> 	<ul style="list-style-type: none"> • Avoiding eye contact or delaying responding to your question • Repeating the question before answering • Abnormal speech patterns, such as talking very quickly • Fidgeting, adjusting clothing or jewellery • Abandoning or exchanging baggage • Involuntary responses including sweating, dilated pupils, extreme nervousness or shaking and twitching <p>Examples:</p> <ul style="list-style-type: none"> • In 2015, a German tourist was caught at an airport in Costa Rica after a security guard noticed him repeatedly checking the inside of his bag. He was carrying more than 400 live snakes, frogs and lizards stuffed into poorly ventilated plastic food containers.⁶¹

⁶⁰ For more information please see, ROUTES, “What to Look For Factsheet,” online: <<https://routespartnership.org/industry-resources/factsheets/what-to-look-for-factsheet/view>>.

⁶¹ Latin American wildlife trafficking takes to the air” 19 November 2015, online: Mongbay <<https://news.mongabay.com/2015/11/latin-american-wildlife-trafficking-takes-to-the-air/>>

Suspicious Items



- Unusual smells, movement or noise coming from a passenger, their baggage or from cargo shipments could indicate that there are wildlife products on them or in the cabin and hold baggage
- Air holes in a passenger's cabin or hold baggage, where no live animals were declared, could indicate that there are live animals inside
- Excess baggage relevant to the journey
- Taxidermy (preparing, stuffing and mounting the skins of animals)
- Aluminium or tin foil, paper, plastic or cloth used as an obfuscation method

Examples:

- In 2016, authorities at an airport in Kazakhstan intercepted baggage with air holes containing 32 live falcons bound for the United Arab Emirates.⁶²
- In 2014, officials were alerted at an airport in South Africa by a bad smell coming from a sealed shipment. The consignment (bound for the US from Madagascar) had been in the holding facility for five days because of cancelled flights and contained dead and dying reptiles.⁶³
- In 2013, officers at Macau, who were suspicious of the weight of some boxes, discovered that the "chocolates" were 90 ivory seals.⁶⁴
- In 2011, Argentinian X-ray technicians identified 247 reptiles and spiders being transported inside plastic containers, bags and socks by an exotic animal salesman to Spain. The exotic and endangered species included boa constrictors, venomous pit vipers and spiders.⁶⁵
- In 2005, a woman was caught by customs officers while smuggling 51 live tropical fish in 15 plastic water-filled bags hidden in a specially designed apron under her skirt while travelling on a flight from Singapore to Melbourne, Australia. Officers were alerted to the smuggling attempt by "flipping" noises.⁶⁶



⁶² "Kazakhstan thwarts smuggling of endangered falcons," 16 November 2016, online: EFE <<https://www.efe.com/efe/english/life/kazakhstan-thwarts-smuggling-of-endangered-falcons/50000263-3098719>>

⁶³ "Hundreds of dead animals found at South Africa airport," 31 January 2014, online: <<https://www.bbc.com/news/world-africa-25877368>>.

⁶⁴ "Customs seize 34 kg of ivory disguised as 'chocolate bars'," 18 July 2013, online: Macau news <<https://macaonews.org/politics/customs-seize-34-kg-ivory-disguised-chocolate-bars/>>

⁶⁵ "Argentine Airport X-ray Surprise: Poisonous Snakes" 28 December 2011, online: Salon <https://www.salon.com/2011/12/27/argentine_airport_x_ray_surprise_poisonous_snakes_2/>

⁶⁶ "Woman charged with smuggling fish in skirt," 6 June 2005, online: Nbc news, <<https://www.nbcnews.com/id/wbna8117876#.X5EEatBKg2w>>

<p>Unusual City Pairs</p> 	<ul style="list-style-type: none"> • Typically, passengers prefer to take the shortest possible route to their destination. Passengers making unusual connections or city pairs could be another sign, mainly if the origin is a “hot spot” country. <p>Example:</p> <ul style="list-style-type: none"> • 15 Vietnamese passengers travelling from Angola were caught in Hong Kong while connecting from Ethiopia to South Korea and then to Cambodia with 790 kg of ivory in their check-in baggage.⁶⁷
<p>Documentation</p> 	<ul style="list-style-type: none"> • Missing, misspelled, incomplete or fraudulent customs documentation.⁶⁸ • Shell or front companies. • Inconsistent weights, shipments of low-value bulk goods.⁶⁹ • An unusually low estimated price given the declared products.⁷⁰ • Inconsistent information (e.g., used tire products being shipped to “ABC Furniture Company”).⁷¹

⁶⁷ “15 travellers arrested after Hong Kong Customs seize 790 kg ivory”; 10 June 2014, online: TRAFFIC <<https://www.traffic.org/news/15-travellers-arrested-after-hong-kong-customs-seize-790-kg-ivory/>>

⁶⁸ See CITES, “Fraud Warning”; 24 August 2017, online: CITES <https://www.cites.org/eng/news/sundry/2007/fraud_warning.shtml>

⁶⁹ Utermohlen, M. “Runway to Extinction.” C4ADS and USAID Reducing Opportunities for Unlawful Transport of Endangered Species (ROUTES) Partnership, 2020 , online: <https://routespartnership.org/industry-resources/publications/routes_runwaytoextinction_fullreport.pdf/view>.

⁷⁰ Ibid.

⁷¹ Ibid.

6. Public Awareness and Community Engagement

6.1 Public awareness

Increased awareness of wildlife trafficking and its impacts could lead to more seizures of wildlife and wildlife products. Informed passengers and travellers are more likely to report suspicious activity and it might prevent them from unintentionally purchasing and carrying illegal wildlife products.⁷² Communication can also help to highlight the airport's commitment to combatting wildlife trafficking.

High passenger volume and movements in airports can provide an ideal environment to raise public awareness. Video presentations, installations and exhibitions are some examples of how the public can be engaged at the airport. Airports can also build their position on combatting wildlife trafficking into marketing plans across diverse customer touchpoints, including social media posts on important wildlife awareness days across various channels.⁷³

Social Media Campaign by ACI World Taskforce on International Wildlife Conservation Day 2020



Dynamic Signage – Digital displays showing key messages to passengers as they pass through the terminal. This might include video playing at departure gates, digital signage displayed alongside flight information display screens, or information at security, border control and customs.

⁷² Utermohlen, M. & Baine, P. "In Plane Sight." C4ADS and USAID Reducing Opportunities for Unlawful Transport of Endangered Species (ROUTES) Partnership, 2018, online:< <https://routespartnership.org/industry-resources/publications/in-plane-sight/view>>.

⁷³ For a list of important awareness days visit, <<https://routespartnership.org/industry-resources/other-awareness-resources/social-media-toolkits/file/view>>.



A campaign by Royal Schiphol Group at the Airport with International Fund for Animal Welfare

Retractable Signage – Movable signage that can be strategically positioned for potentially higher-risk flights.

Social Media and Website – Online messages to draw the attention of the public to potential cases of wildlife trafficking and reporting mechanisms.

6



Campaign launched by Wildlife Crime Control Bureau of India and UN Environment aimed at airports across India.⁷⁴

⁷⁴ Campaign 'Not all animals migrate by choice' launched to raise awareness on illegal wildlife trade, online: <<https://pib.gov.in/PressReleasePage.aspx?PRID=1572277>> Campaign launched by Wildlife Crime Control Bureau of India and UN Environment aimed at airports across India.

Press conferences/releases – A challenge that airports might face is that increased awareness leads to more seizures and may also lead to negative perception if the airport is branded as a wildlife trafficking hot spot (refer to subsection 1.4 for reputational risks). This underlines the importance to clearly explain the airport’s commitment and its support to enforcement authorities. The ROUTES “Wildlife Seizure Press Releases: Best Practice Guide” aims to aid the aviation industry to effectively communicate wildlife seizures made.⁷⁵

Airports should highlight their commitment towards combatting wildlife trafficking through press releases about the actions taken, including but not limited to signing the Buckingham Palace Declaration, publishing a corporate policy, holding campaigns and events and publicizing successful seizures.



Schiphol chose wildlife trafficking as the central theme of its internal magazine (Autumn 2018 issue) to raise awareness of wildlife trafficking among its members.⁷⁶

Campaigns – A public awareness programme might include several different types of media. Some airports have run targeted campaigns involving local communities or have set aside a specific time of year for promoting awareness.

For instance, Heathrow has launched several public awareness campaigns. In 2017, on World Elephant Day, with Border Force and IAG, representatives from the Border Force and IAG Cargo spoke to passengers about wildlife trafficking. In 2018, they promoted the UN Wild for Life campaign on digital screens across all four terminals for one week, supported with activities on social media and for families (selling WWF plush animal toys and face painting).⁷⁷

⁷⁵ ROUTES, “Wildlife Seizure Press Releases: a Best Practice Guide”, online: < https://routespartnership.org/industry-resources/guidance-documents/guidance-documents-1/routes_praidememoire.pdf/view >

⁷⁶ ACI Blog, “Amsterdam Schiphol Airport is combating wildlife trafficking,” online:<<https://blog.aci.aero/amsterdam-schiphol-airport-is-combating-wildlife-trafficking/>>.

⁷⁷ Heathrow, “Heathrow unites for World Elephant Day”, online: <<https://mediacentre.heathrow.com/pressrelease/details/81/News-1/8720>>



6.2 Community engagement

Airports can engage with their local communities, such as business partners, local and national NGOs and academic institutions (schools, colleges, universities), to raise awareness about the risks for the community of illegal wildlife trade and how to report a suspected case of trafficking. The community can play a crucial role by building local awareness and pride in their natural resources, taking leadership to support responses to activities that underpin illegal trade, such as reducing poaching and demand, supporting enforcement efforts,⁷⁸ and establishing a culture of zero tolerance beyond the airport.

Community awareness-raising can also be targeted specifically at demand factors such as purchasing habits. Communities can be engaged through special events such as exhibitions, evening events, airport visits, and school and college engagement.

Activities might include:

- Organising an airport art exhibition with local professional artists recruited as exhibitors.
- Inviting students, parents, school personnel and local officials to visit the airport.
- Providing video training modules for specific audiences such as airport staff, taxi drivers or vendor personnel to familiarize themselves with how to spot wildlife trafficking and what actions to take.
- Promoting the airport as an organization and airport employees as collaborators in ending wildlife trafficking.
- Engaging with existing local anti-wildlife trafficking organizations.



During July and August 2019, El Dorado International Airport in Bogota, Colombia, and the Santa Cruz Zoo Foundation, exhibited several photographs, on the first floor of the airport next to national arrivals, of animals that have been linked to wildlife trafficking, pet trade and animal abuse. The foundation shelters more than 700 animals rescued by environmental authorities and focuses primarily on trafficked animals.⁷⁹

Photo exhibition at El Dorado Airport

⁷⁸ World Bank, "Tools and Resources to Combat Illegal Wildlife Trade", online: < <http://pubdocs.worldbank.org/en/389851519769693304/24691-Wildlife-Law-Enforcement-002.pdf>> p. 16

⁷⁹ Check-in, El Dorado Edition 3, online: < https://issuu.com/checkinbarranquilla/docs/ci_vip_lounge>

7 Engagement with Border and Law Enforcement Agencies and Further Cooperation with Stakeholders

Airport operators are not asked to assume the responsibilities and tasks of enforcement authorities. Airports can, however, support enforcement authorities and other stakeholders via its coordination role and initiate or contribute to collaboration.

7.1 Identifying relevant stakeholders

Initial steps for any airport wanting to take action will be identifying who are the responsible authorities and what actions other stakeholders have taken.

Each airport will have different authorities which may be responsible for activities related to wildlife trafficking. Here are some examples of potential authorities involved:

- customs
- police (border/state/city/environmental) in further cooperation with regional police authorities (e.g., Europol) / Interpol
- wildlife authority/animal welfare authority
- CITES management authority (see also para. 1.2.1 hereto)
- transport authority
- animal quarantine, and
- food safety authority.

It can be difficult to identify all stakeholders that are or need to be involved, as different departments can have different areas of expertise. For example, live animals may need to be dealt with by a separate authority or a specific unit of authority.

Other stakeholders to consider include:

- airport business partners (airline, ground-handling, retail), and
- sustainability and environmental partners.

See also subsection 3.3 above for the ROUTES Partnership and the United for Wildlife Transport Taskforce.

Engagement with further stakeholders such as passengers, public and community is addressed separately in Chapter 6.

7.2 Reporting mechanisms

Anyone working in the aviation sector can support local enforcement agencies by reporting suspected incidences of wildlife trafficking to the authorities. By working with local law enforcement and customs authorities, airports can help to ensure that proper communication channels exist for notification of potential trafficking activity and that appropriate action is taken when a potential trafficker is identified or a suspected trafficking case found.

Airports should work closely with the relevant authorities to ensure that a standard process for reporting suspected wildlife trafficking to the authorities and internally is in place and known. Demarcation of responsibilities between agencies and other stakeholders should be clearly defined, as should reporting procedures to be followed. These procedures should be written down and reviewed periodically.

The protocol will depend on the local situation. Aspects to consider include the safety and opinion of staff members and union views. Staff members must understand that they should alert the relevant authorities and know that they have the support of their management and the organization. Reporting procedures should be simple and easy to follow. They should ideally also be anonymous⁸⁰ to protect the person involved and to encourage reporting.

Kenya Airports Authority has created an anonymous hot-line to allow people to report suspected prohibited items, among them illegal wildlife products.

The procedure could include such information as:

- **Contact details of relevant authorities**

Each airport will have different authorities and hotline numbers. Here are some examples of potential enforcement authorities:

- customs
- police
- wildlife department, and
- animal quarantine.

- **Information that the person reporting should note in the report:**

- description of the suspected trafficker
- suspicious signs observed
- time, and
- location of observation.

- **Recommended appropriate responses:**

- Do not handle animals (potentially including a warning of diseases or poisonous and stressed animals; claws/beaks/teeth/tails).
- If anyone is injured by an animal, seek medical attention. If safe, take a picture of the animal.
- Items such as baggage tags/documentation should not be removed by unauthorized personnel.
- If possible, give photographs of the trafficked item to the authorities to assist in their investigation.

⁸⁰ Utermohlen, M. & Baine, P. "Flying Under the Radar." C4ADS and USAID Reducing Opportunities for Unlawful Transport of Endangered Species (ROUTES) Partnership, 2017, online: <<https://routespartnership.org/industry-resources/publications/flying-under-the-radar-final.pdf/view>> p.75.

Agencies should understand that airport personnel (and the public) may not always correctly identify cases of wildlife trafficking, but they still can provide a valuable resource in alerting and assisting the authorities.

The need for animals to be handled appropriately and the varying stakeholders required to address such a situation create a dependence on the availability of the relevant authority and their relevant experts. This highlights the need for a multi-stakeholder response and underlines the importance of good collaboration and regular exchange.

7.3 General exchange

Various formats can be suitable to facilitate engagement and foster relationships with enforcement and other stakeholders, depending on the individual organization and resources of each airport, as shown in the following examples.

- **Stakeholder Event**

In 2016, Heathrow Airport held a stakeholder event with Border Force, The Royal Foundation and WWF to discuss how Heathrow could contribute to combatting the illegal trade. They have continued to hold these meetings to discuss illegal wildlife trade as part of their coordination role. Kenya Airport Authority participated in an inter-agency conference in 2019 for enforcement agencies to discuss emerging issues with regard to wildlife trafficking and other environmental crimes. Schiphol Customs held a joint meeting with the International Fund for Animal Welfare.

- **Regular Stakeholder Meetings**

At some airports, wildlife trafficking was first raised and/or is permanently integrated into existing committee(s) meetings at the airports. These are organised by the airport or the airport authority and convene relevant stakeholders, e.g., committees that include custom authorities or committees on general operational issues. Relevant topics will also depend on the level of confidentiality of the meeting and can concern successful seizures, reflections on what went well, how cooperation may be improved, observation of standard procedures and country trends on wildlife trafficking. One aspect to consider is that different stakeholders might have different policies in sharing confidential information.

- **Working Group**

Another path could be to set up a regular working group, specifically on wildlife trafficking.

- **Joint training sessions**

Airports can hold joint training sessions with and/or for other stakeholders. The Airport Authority Hong Kong (AAHK) worked with ACI and the ROUTES Partnership to organise a training workshop and stakeholder forum in 2019 to raise airport business partners' awareness on this issue and share information on how airport operators, airport staff and enforcement agencies can collaborate to combat wildlife trafficking. Local enforcement agencies were invited to share their experiences in detecting and preventing wildlife trafficking activities at the Hong Kong International Airport and other airports, and the procedures for airport workers to report suspected trafficking incidents. The Royal Schiphol Group aims to use wildlife trafficking training materials from ROUTES in its airport college for educating a wide variety of airport employees from airline crews to luggage or service assistance.

- **Separate conversations with enforcement authorities/other stakeholders**

Airports can also have individual or separate channels for exchange with other stakeholders. Kenya Airports Authority created a harmonized system with Kenya Airways for the seamless sharing of information about suspicious wildlife trafficking activity.⁸¹ For more details, see their case study on page 42.

7.4 On-site availability

Airport facilities and infrastructure are also aspects to consider for cooperation with enforcement authorities.

The Kenya Airport Authority has provided space for a court of law inside the Jomo Kenyatta International Airport (JKIA) (for more details see case study in Chapter 8).

Galapagos Ecological Airport provides enforcement authorities with a strategic location at the airport to facilitate their work (for more details see case study in Chapter 8).

Authorities might also look for safe and secure storage of illegal wildlife products seized to prevent them from returning to the illegal market.⁸²

⁸¹ Learn more, “KAA Promoting of The Ban On Illegal Wildlife Trade”, online: < <https://www.kaa.go.ke/kaa-promoting-ban-illegal-wildlife-trade/>>.

⁸² Inside the Vault Holding 80 Tonnes of Illegal Ivory.” ITV. ITV PLC, 15 March 2016, online: <<https://www.itv.com/news/2016-03-14/inside-the-warehouse-holding-80-tonnes-of-illegal-ivory>>.

8. Case Studies

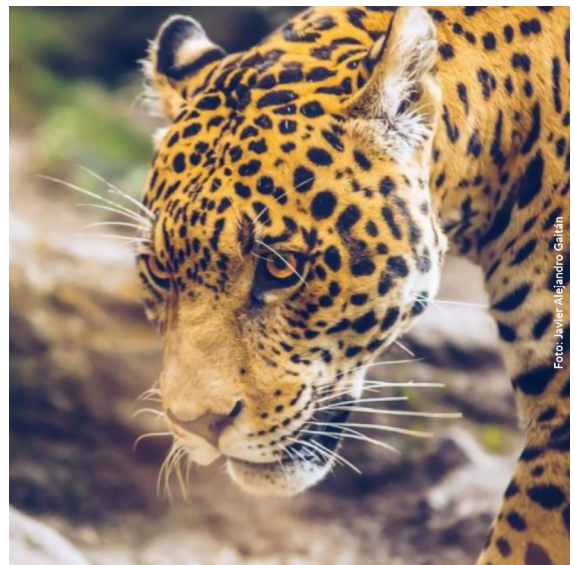
The following case studies from ACI Member Airports and Airport Groups provide examples of strategies, actions and challenges that aim to inspire other airports to combat wildlife trafficking. We would like to thank our members for sharing the following case studies.

8.1 EL DORADO LUIS CARLOS GALAN SARMIENTO INTERNATIONAL AIRPORT/ OPAIN S.A.

Introduction

Sustainability, conservation and protection of national resources, as well as prevention of international crime, are key drivers for El Dorado International Airport, Bogota, Colombia, to combat wildlife trafficking.

A joint initiative between the Ministry of Environment and Sustainable Development (MADS), the Bogota District Environmental Secretariat (SDA) and the Wildlife Conservation Society (WCS) aims to coordinate actions between different stakeholders to improve the capacity to reduce wildlife trafficking at the national and international level at El Dorado International Airport. This inter-agency protocol for the control of illegal wildlife trade is led by the SDA and supported by the airport operator OPAIN S.A. It is developed in a participatory manner and will have an action plan with a five-year horizon.



Collaboration

The idea is to link administrative and police authorities, security companies, and cargo and passenger transport companies operating at the airport, as well as supporting NGOs. Key actors include the SDA, the National Aquaculture and Fishing Authority, the Colombian Agricultural Institute, the Colombian National Institute for Medicine and Food Surveillance, the National Directorate of Taxation and Customs, the Civil Aviation Authority, the National Police, the Colombian Airforce, OPAIN S.A. and the WCS.

The initiative began in October 2019 at a meeting with managers of administrative and police authorities where the idea was discussed. This was followed by five workshops in November and December 2019 to generate inputs for actions to be raised in the protocol with the participation of employees and officials of administrative and police authorities, security companies, and cargo and passenger transport companies. During 2020, work was carried out on the elaboration of the document, with the support of the WCS and OPAIN S.A.



El Dorado International Airport is currently finalizing the development phase of the protocol and action plan document. Then it will be reviewed with some of the main responsible stakeholders, such as OPAIN S.A., MADS and the WCS, to consolidate the proposed actions. Afterward, it will be shared with all other supporting and participating stakeholders, and a formal adoption will be sought, such as a memorandum of understanding, to allow for successful implementation.

Awareness-raising and training

OPAIN S.A. has already implemented one of the identified actions. It included the ACI /TRAFFIC Airport Wildlife Trafficking Awareness video produced under the ROUTES Partnership in their Safety, Health and Sustainability Induction course, followed by a quiz, which is mandatory for everyone in the airport community who will be working at the airport for more than three days.

Challenges

“The protocol is still in the development phase. From the workshop phase, we learned that in addition to securing management commitment, it is important to communicate clearly to the employees of all participating institutions that they should engage in the initiative, even if combatting wildlife trafficking is not among their core tasks.”

Contributors:

*Carolina Urrutia Vásquez, Secretaria Distrital de Ambiente
Secretaría Distrital de Ambiente, Alcaldía Mayor de Bogotá*

*Grupo de Fauna de la de Subdirección de Silvicultura, Flora y Fauna Silvestre
Secretaría Distrital de Ambiente, Alcaldía Mayor de Bogotá*

*Tania Chacín Jaimes, Directora de Sostenibilidad
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*Alejandra Nieto Sánchez, Coordinadora Ambiental
Dirección de Sostenibilidad. Gerencia de Asuntos Legales e Institucionales. Opain S.A.*

8.2 GALAPAGOS ECOLOGICAL AIRPORT

Introduction

Galapagos Islands are known worldwide as the “Enchanted Islands”, famous for numerous endemic species and flora and fauna which are unique. Because of this, the islands have been exploited by humans to the point where there are several species in danger of extinction and now appear in the IUCN Red List of Threatened Species. The Galapagos Ecological Airport is aware of the worldwide illegal wildlife trade, especially in vulnerable places like the Galapagos Islands and, as a result, has developed a strong relationship with the Galapagos National Park which has a unique legal base in the Archipelago to ensure the survival of these endangered species.

The Galapagos Ecological Airport provides support in any way possible to preserve the species. It is committed to taking care of the islands’ natural beauty and being responsible for the sustainability of its operations. Hence, the staff is trained to take necessary measures, collaborate with the authority to facilitate their work, and spare no resources or efforts to preserve the islands.



Seizures

Between 2019-2020, 484,532 pieces of luggage were inspected at Galapagos Ecological Airport and 46 retentions of constituent elements of flora and fauna of Galapagos, as well as geological material, were prevented from export, such as 26.17 kg of sand, 13.88 kg of rocks, 5.49 kg of white coral, 0.45 kg of shells, 3.45 kg of snails and 0.45 kg of sea urchin remains.

Stakeholders involved

- Internal: Environment Department
- External: Galapagos National Park Authority

What has taken place to boost the fight?

In collaboration with the Galapagos National Park Authority, Galapagos Ecological Airport’s work can be summarized as follows:

Strategy

In 2019, the sustainability department was formed, which has taken control of reinforcing issues related to wildlife trafficking. In April 2019, Galapagos Ecological Airport signed the Buckingham Palace Declaration during the ACI Asia-Pacific/World Annual General Assembly, Conference and Exhibition in Hong Kong. The main motivation was that wildlife trafficking has always been a persistent problem throughout the world and, as a gateway to the islands, the airport is a key actor to combat this threat. Following this, long-term objectives have been set to contribute to this fight, though the atypical year of 2020 has delayed the plans. The aim for 2021 is to implement a policy, start training with different stakeholders and reinforce work with the authorities in charge of control.

Training and awareness

Galapagos Ecological Airport staff receive recurring training on the Galapagos National Park's regulations and how to recognize organic species and wildlife trafficking. Plans to expand the training programme have been delayed due to the pandemic. Galapagos Ecological Airport has planned to start training in 2021 for all airport and cargo staff, airlines and the airport community, in general, in different topics related to wildlife trafficking.

Galapagos Ecological Airport also hopes to promote this issue on social networks, ensuring that all the stakeholders are informed about the challenges. The Spanish language ROUTES materials, including the ACI Wildlife Trafficking Awareness Videos, are being reviewed for this purpose.



Cooperation and information exchange with authorities

Authorities are provided with a strategic location at the terminal to facilitate their work. The airport's security checkpoints have dual screens and one of them is made available for the authority. At the security checkpoints, well-trained staff and the enforcement officer observe the X-ray screening images to detect any irregularities. Having a separate screen ensures that the aviation security personnel are not distracted from their core mandate. Whenever a passenger is suspected of taking part in illegal wildlife trade, the airport is prepared to provide the officials with all the facilities to apply the legal actions required.

The security department checks the X-ray images to detect if there are any species present in passengers' baggage and notifies the Galapagos National Park Authority to proceed with the seizure.

What encouraged Galapagos Ecological Airport to implement the programme?

Sustainability, conservation and boosting ecotourism of the Galapagos Islands are important considerations for the airport. The airport itself is devised, designed and built completely taking into account the airport's relationship with the natural environment and minimizing the environmental impact. As the world's first ecological airport, preserving the natural beauties and wonders of the island is, therefore, one of the priorities. Also, the drivers that encouraged the airport to counter wildlife trafficking activities include conservation and sustainability, reputation and maintaining wildlife for nature-based tourism and the economies of communities that rely on wildlife.

What challenges did Galapagos Ecological Airport face?

"As an airport, we can highlight the importance of managing the security and control of the airport. However, we are aware that the trafficker always seeks to evade controls. Therefore, it is important to provide continuous training to staff and research new technologies to be at the forefront of the combat against illegal trade.

Our plans for 2021 are to start training all airport and cargo staff, airlines and the airport community in general, in different topics related to wildlife trafficking. We also hope to promote this issue on social networks to enable all our stakeholders to be informed about our struggle. We spare no resources or efforts to ensure the preservation of the species on the islands."

Contributors:

Jorge Rosillo, CEO

Alejandro Peñafiel, Sustainability

Wendy Rosillo, Public Relations

Edgar Muñoz, Environment

Galapagos Ecological Airport

8.3 KENYA AIRPORTS AUTHORITY

Introduction

Kenya Airports Authority (KAA) plays a vital role in the fight against illegal wildlife trade through the deployment of security strategies at its aerodrome facilities that enable detection through screening of passengers and cargo, confiscation, and arrest of traffickers in collaboration with other security agencies such as the Kenya Wildlife Service (KWS), Customs, Kenya Police and assisted by airlines, ground handlers, DHL and the Postal Corporation.

Currently, KAA has published its Environmental Sustainability Policy that captures preservation of biodiversity as one of its key areas of action thus emphasizing its zero-tolerance to illegal wildlife trade as an organization. Additionally, it is noteworthy that no case has been reported as from 2019 to date, and it is hoped that this trajectory will be sustained.

In a bid to combat the illegal wildlife trade, KAA has initiated the following measures that will tighten loopholes and create more awareness.

Inter-agency collaboration

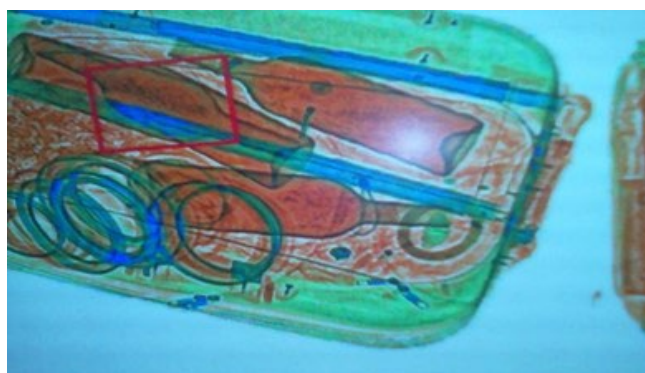
This mainly involves working with other relevant stakeholders within the airport to harmonize the screening procedures, interceptions, reporting, preservation of evidence, presentation to court and conviction.



Inter-agency collaboration

The agencies that work in tandem with KAA to successfully achieve the steps above include:

- Airlines – once a piece of baggage is screened by machines and canines and is suspected to contain wildlife or wildlife products, the airline is called upon to link the baggage with the rightful owner. Kenya Airways has made it mandatory for baggage that are in transit to be re-screened before departure to the next destination.



X-ray image of ivory inside a bag

- Kenya Wildlife Service – in case a passenger is suspected to be in possession of a wildlife product, KAA security liaises with KWS officers who ascertain that the item is illegal. Additionally, KWS trains, treats and caters to the canines that are housed within the airport premises.
- The Kenya Airport Police Unit – makes arrests and presents the suspects to court for prosecution.
- Customs and Border Control – carries out reverse screening for luggage that is entering the country.
- The Judiciary – KAA has constructed a courthouse at the Jomo Kenyatta International Airport (JKIA) to ensure the conviction process is expedited. Additionally, having the courthouse within the airport prevents the loss and interference of evidence during transit. The court handles criminal cases that are reported at JKIA thus preventing scenarios of delayed justice since “justice delayed is justice denied”.

Awareness and sensitization

In creating awareness and sensitization in illegal wildlife trade, KAA has undertaken the following.

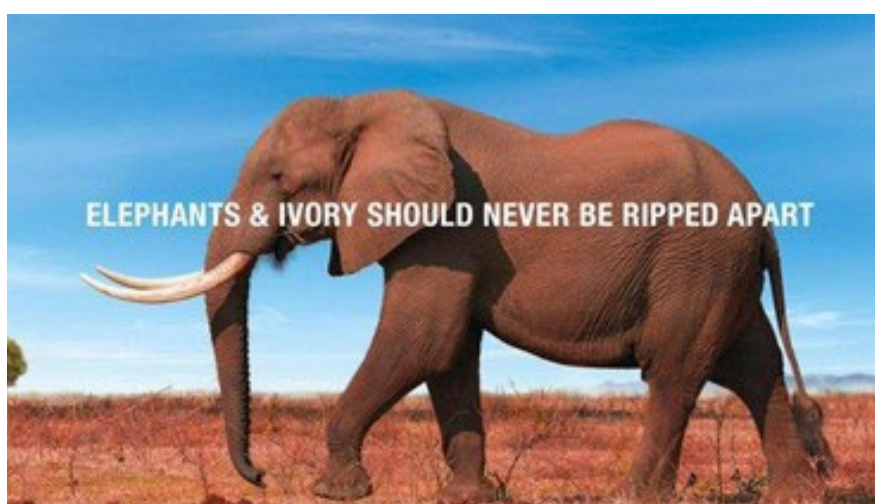
a) Training

As part of the commitment towards adopting zero tolerance of illegal wildlife trafficking, KAA is devising collaborative ways to share intelligence, facilitate progress and bring positive long-term behavioural change for KAA staff, industry stakeholders and passengers. This is done by incorporating the ROUTES - ACI World six-minute airport awareness video on wildlife trafficking in the annual security training programme for all airport users prior to issuance of security passes.

<https://www.youtube.com/watch?v=BiUqV1QkQIA#action=share>

b) Campaign

In 2019, KAA partnered with Kenya Airways, Kenya Wildlife Services, the Ministry of Tourism and Wildlife, and Customs and Border Control to create awareness and sensitization on wildlife trade and trafficking to all airport users. The theme of the campaign was “Elephants and ivory should never be ripped apart”.



c) Website

KAA joined more than 140 transport sector companies which have confirmed their support to combat wildlife trafficking by signing the United for Wildlife Transport Taskforce Buckingham Palace Declaration, making it the first airport authority in Africa to have signed the Declaration.

This has further been amplified on the KAA website and social media platforms.

<https://www.kaa.go.ke/kaa-promoting-ban-illegal-wildlife-trade/>



d) Communication

A hotline is available to anonymously report suspected wildlife traffickers to the Duty Security Officer, who relays the information to the KWS satellite office at the airport.



Illegal wildlife trade threatens the future existence of the world's most iconic species found in Kenya. Part of our efforts to fight against the Illegal trade, we created a hotline number: 0800721254 / 0800221415 for people to report illegal wildlife trade activities easily.

Challenges

- additional challenges for passenger control due to the COVID-19 pandemic
- fewer canines resulting in longer working hours which may affect their efficiency, and
- the cost of ultra-modern X-ray detection machines for quick and accurate screening.



Contributors:

- Naomi Njeri Gitau, Environment Manager, Kenya Airports Authority*
- Linda Itindi, Industrial Safety & Environment, Manager, Kenya Airways*
- Ivy Okwado, Casual Assistant, Environment, Kenya Airports Authority*
- Mr. Newton Kithuka, Security, Jomo Kenyatta International Airport*

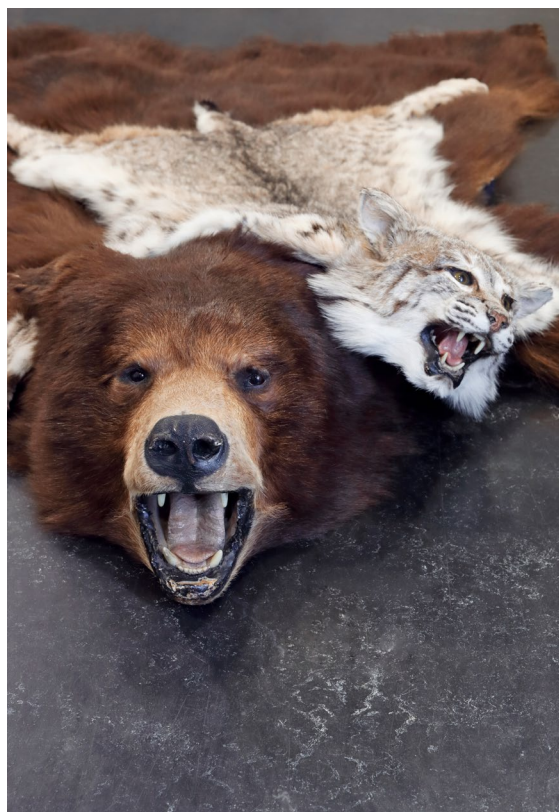
8.4 ROYAL SCHIPHOL GROUP

Introduction

The Royal Schiphol Group (RSG) owns and operates Amsterdam Airport Schiphol, Rotterdam, The Hague Airport, and Lelystad Airport, and holds a majority stake in Eindhoven Airport.

Raising awareness among RSG employees was an important first step towards its fight against wildlife trafficking. The RSG featured the topic in their internal magazine (2018 autumn edition), which was distributed to approximately 2,500 employees to coincide with World Animal Day, 4 October 2018. As the frontrunner in the world in driving supply chain management responsibility, RSG highlighted the collaboration with the customs authority.

An example of a recent seizure at Amsterdam Airport Schiphol is finding a stuffed African Caracal during the inspection of a shipment of hunting trophies at Schiphol. This is a protected species for which a CITES permit is required. The appropriate papers were missing, and Customs confiscated the stuffed animal. (Source: The Tax and Customs Administration, The Netherlands, 2020).



What encourages the Royal Schiphol Group?

Joining the ACI Wildlife Trafficking Task Force in 2017 was a major milestone for the RSG. RSG saw it as a confirmation that this crucial issue is now a focus of increasing attention throughout the sector. This is extremely important given the complexities involved. The drivers that encourage RSG in the countering of wildlife trafficking activities include sustainability and reputation.

For RSG, the protection of biodiversity is a social responsibility. In the beginning of 2020, the Intergovernmental Science-Policy Platform on Biodiversity and Ecosystem Services (IPBES) Global Assessment Report on Biodiversity and Ecosystem Services⁸³ stated that “our planet is on fire.” The report concludes that around one million animal and plant species are now threatened with extinction.

COVID-19 highlighted the importance of RSG’s zero tolerance towards wildlife trafficking. The outbreak acted as a wake-up call, confirming human and economic vulnerability towards the spread of infectious diseases. Besides sustainability and reputational reasons, public health and financial impact became important drivers to combat illegal wildlife trade via airports.

⁸³ IPBES (2019): Summary for policymakers of the global assessment report on biodiversity and ecosystem services of the Intergovernmental Science-Policy Platform on Biodiversity and Ecosystem Services. S. Díaz, J. Settele, E. S. Brondízio E.S., H. T. Ngo, M. Guèze, J. Agard, A. Arneth, P. Balvanera, K. A. Brauman, S. H. M. Butchart, K. M. A. Chan, L. A. Garibaldi, K. Ichii, J. Liu, S. M. Subramanian, G. F. Midgley, P. Miloslavich, Z. Molnár, D. Obura, A. Pfaff, S. Polasky, A. Purvis, J. Razaque, B. Reyers, R. Roy Chowdhury, Y. J. Shin, I. J. Visseren-Hamakers, K. J. Willis, and C. N. Zayas (eds.). IPBES secretariat, Bonn, Germany. 56 pages.

Stakeholders involved

- Royal Schiphol Group: Corporate Communications, Corporate Development, Safety & Compliance, Safety, Security and Environment, Cargo, Airport Community Schiphol (education).
- External stakeholders: customs terminal, passengers and customs laboratory, airlines (i.e., home carrier KLM), Airport Community Schiphol (education and ministry), Dutch operational environmental crime police enforcement, the Netherlands Food and Consumer Product Safety Authority (NVWA), International Union for the Conservation of Nature (IUCN), World Wildlife Fund (WWF), International Fund for Animal Welfare (IFAW), Port of Rotterdam, ACI (Environmental Committee), IATA, Ecojust, TRAFFIC.
- Environmental National Police Authority, military police.

What has taken place to boost the fight?

RSG became a member of the ACI Wildlife Trafficking Task Force in 2017. In close cooperation with other ACI members, it helps our partners in the chain and other parties in the aviation industry to tackle this illegal trade. To reinforce its commitment, RSG signed the Buckingham Palace Declaration at the ACI World Annual General Assembly in 2019. RSG learns a great deal from United for Wildlife experts, its wildlife and financial taskforces and inspiring joint sessions.

Strategy

For RSG, taking responsibility means standing shoulder to shoulder with stakeholders, internal and external, to combat wildlife trafficking. RSG uses a professional tool for a responsibility assignment matrix (RASCI) focusing on strengths and weaknesses, opportunities and threats (SWOT analysis) and follows an action plan, which is reviewed regularly, aimed to adapt to review lessons learned, innovations, development of organizational structures (i.e., after reorganization of detection units), trends of seizures, etc.

Policy

Currently, RSG is working on a policy for wildlife trafficking. The first edition will be published in 2021. RSG objects to any kind of wildlife trafficking and does not accept any activity involved in this type of crime at its airports.

RSG is also supporting and cooperating with airlines in creating their own wildlife trafficking policy.

Public awareness and leadership

RSG is working on the implementation of ROUTES training material for its entire aerodrome staff to be trained by its aviation university. RSG featured the topic in its internal magazine (2018 autumn edition).

RSG worked with other foundations such as the IFAW, SPOTS (<https://stichtingspots.nl/>) and Animal Advocacy and Protection (AAP) (<https://www.aap.nl/en>) to warn tourists of wildlife attractions that are related to wildlife abuse and indirectly to wildlife trafficking.



Cooperation and information exchange with enforcement and other stakeholders

RSG discusses wildlife trafficking like other safety-related issues in fixed committee meetings, such as the Schiphol Security Committee or ad hoc with Schiphol Cargo. There are regular meetings between the team leaders of the Schiphol security department and the contracted security companies, meetings of the corresponding management teams (internal and external), and meetings between security and customs where recent seizures are discussed.

For RSG's security companies, wildlife is a so-called "bycatch". Their primary task is to check for items that could harm persons directly at the airport or in the air. Security companies cannot do anything with such a secondary catch without customs being involved. NVWA provides information on health of animals and plants, animal welfare and the safety of food and consumer products, and maintains the legislation in the field of nature. If customs has seized wildlife that is still alive, the NVWA, together with a vet, will be asked for assistance and taking over the animals.

RSG is currently working with Schiphol customs to establish a reporting policy and define procedures further.

Training

RSG has conducted training for airport personnel to detect wildlife trade smugglers through e-learning and guest lectures.

The airport college at Schiphol (Airport Community Schiphol), aims to include a wildlife trafficking e-learning course from TRAFFIC, developed under the ROUTES Partnership to train all airport employees from airline crew to luggage and service assistance on the topic.

What challenges did Royal Schiphol Group face in moving this effort forward?

“I can share the challenges I have faced as the Corporate Responsibility Advisor. It is crucial to build internal support and manage external relationships.

In 2012, when I first raised the alarm about the subject, I could not receive enough support. I continued building my network with the relevant stakeholders – customs, police, Interpol, etc. – and tried to initiate awareness-raising activities. A turnaround came when ACI started the taskforce on wildlife trafficking. I received support from my management and RSG stepped forward to take the issue on board.”

In addition, RSG sometimes finds it challenging to align the different corporate cultures between RSG and stakeholders facing different goals and policies in sharing confidential information.

Corporate culture on the hierarchy is quite distinct as well. How to achieve success? RSG learned that it is crucial to show empathy and respect for each other’s role. Cooperation is a great platform to highlight the success of the stakeholders involved in the airport’s job to prevent wildlife trafficking.

Another lesson learned is that increased awareness of the problem can also generate negative attention. This should not discourage any airport to implement a change, but airports should be aware that this might be part of the process and airports should emphasize in their communication that their goal is to prevent wildlife trafficking.

*Contributor:
Rosanne Blijleven,
Corporate Responsibility Advisor
Royal Schiphol Group*

8.5 ZAMBIA AIRPORTS CORPORATION LIMITED

Introduction

Trophy hunting in Zambia is permitted as long as one meets the prescribed requirements. In order to hunt an animal or for its trophy, an application for a hunting licence must be made to the Department of National Parks and Wildlife. A trophy licence for ownership is also granted once the hunting has been done. However, illegal hunting is still ongoing involving hunters who do not possess any hunting licence. Illegal hunting is posing pressure on Zambia's resources and its tourism industry. Therefore, Zambia Airports Corporation Limited (ZACL)⁸⁴ has aligned itself as a key player in combatting the crime. ZACL has developed an Environmental Management Programme (EMP) stating its environmental objectives and detailing the roadmap to achieve them.

Being aware of the fact that the tourism industry in Zambia is being threatened by poaching and illegal wildlife trafficking, one of the objectives documented in the EMP is to combat the facilitation of illegal trophy trading through airports. During the development stage of the programme, Wildlife Crime Prevention approached the airport authorities for training on prevention of wildlife trafficking through airports.

What encourages Zambia Airports Corporation Limited?

ZACL strategically runs an Environmental Management System to operate as a sustainable company and contribute to the environmental pillar of sustainability. The corporation, therefore, supports all stakeholders with an objective of environmental protection and sustainability. The corporation realizes that its facilities may be used to enable the transit of animals and other trophies and thus deliberately embarked on this project to support the department in charge of wildlife protection as part of corporate responsibility.

ZACL believes in conserving our natural resources for present and future generations. It is aware of the fact that human beings do not exist in a vacuum and are beneficiaries of an ecological balance created by nature. The aviation industry in Zambia has a direct link to the tourism industry. ZACL was thus also motivated by the fact that the more their airports tighten up measures to protect our animals, the more sustainable tourism they are likely to attract and the more financial benefit our airports may yield.

Stakeholders involved

Aviation Security, the leading department, is supported by ground handling that is overseen by the Department of Safety, Health, Environment and Quality.

The objective is to build capacity among the whole airport community that can prevent the transport of trophies through airports.

What has taken place to boost the fight?

Building up from the training, ZACL has taken deliberate measures to ensure all front-line staff are vigilant in the detection of illegal wildlife trafficking through airports by rolling out an awareness programme for all airports under its jurisdiction. The corporation intends to place pop-ups in strategic areas and build upon the campaign as well as identify champions against wildlife trafficking in all airports.

⁸⁴ Manages Kenneth Kaunda International Airport, Simon Mwansa Kapwepwe International Airport, Harry Mwaanga Nkumbula International Airport, and Mfuwe International Airport MIA.



Strategy

The programme is at the planning stage though some activities such as awareness commenced beforehand when Wildlife Crime Prevention presented a plan to conduct training for airport staff and other stakeholders which worked to the advantage of the Corporation.

ZACL has strategically incorporated the prevention of wildlife trafficking in implementing a holistic Environmental Management System.

Cooperation and information exchange with enforcement and other stakeholders

Joint meetings are being planned on a quarterly basis which will look at the implementation of the planned activities and its challenges. Recommendations on how to better the detection system will be drawn from all members.

Training

During the development stage of the EMP, Wildlife Crime Prevention approached the airport authorities for training on the prevention of wildlife trafficking through airports. Management received the proposal with gratitude as this was going to help in achieving the set goals documented in the EMP.

The training was then conducted in February 2020, starting with a trainer of trainers session where six staff members from Zambia airports were trained as well as other stakeholders. Separate training for the general airport frontline staff, cargo handlers and other relevant stakeholders was also conducted.

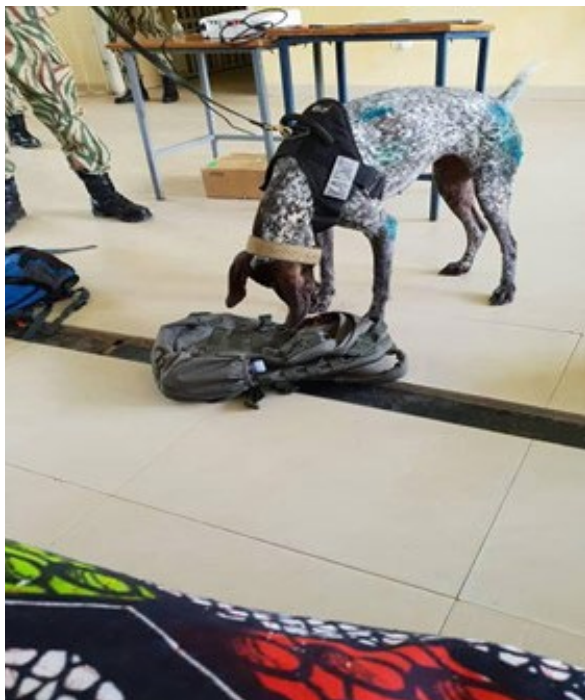
The training incorporated internal stakeholders which included airlines, state police, immigration, department of wildlife and national parks and cargo handling agencies. While all the parties play a role in detecting wildlife trafficking, the Department of National Parks and Wildlife of the Ministry of Tourism and Arts, together with the state police, are key in enforcing the law.



Opening remarks by ZACL Managing Director

What challenges did Zambia Airports Corporation Limited face in moving this effort forward?

The major challenge experienced was that during the initial planning stage, the world was hit by the COVID-19 pandemic which badly affected the aviation industry. This meant that resources were scanty and much of what was being planned would have been challenging to implement. The focus was also drawn to magnifying the prevention of spreading COVID-19 instead of wildlife crime prevention. Areas that had been designated for wildlife crime pop-ups were used for COVID-19 pop-ups. Awareness meetings could not take place as the corporation had banned several training sessions to avoid interactions.



Practical search by DNPW K-9 Unit during training

Amidst learning resources, ZACL has continued to work to ensure that maximum sensitization is done around the other airports. As long as COVID-19 awareness prevails, ZACL has explored other non-cluttered areas such as washrooms to convey messages against wildlife trafficking in the form of posters.

The other challenge was that the airport had focused on wildlife in terms of managing wildlife hazards from a safety point of view, but not yet on conservation and sustainability of wildlife. It was a whole new phenomenon to start raising campaigns against wildlife trafficking. **In emphasizing environmental management, the protection of wildlife was stressed, and airport staff identified themselves as key players in combatting the crime.**

*Contributor:
Harriet Nakazwe Angetile, Airport Manager
Zambia Airports Corporation Limited*

Annex 1:

Relevant Law and Policy Instruments

United Nations Conventions, Protocols and Resolutions

Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES)

<https://cites.org/eng/prog/iccwc.php>

Resolution on Tackling Illicit Trafficking in Wildlife adopted by 193 Member States of the United Nations at the final meeting of the 73rd session of the United Nations General Assembly

<https://undocs.org/A/73/L.120>

EU Action Plan against Wildlife Trafficking

https://ec.europa.eu/environment/cites/trafficking_en.htm

United Nations Development Programme

<https://sdgs.un.org/2030agenda>

United Nations Office on Drugs and Crime

<https://www.unodc.org/unodc/en/wildlife-and-forest-crime/index.html>

ACI and IATA

ACI, Resolution 3 Airport Council International's (ACI) support of the "United for Wildlife Transport Task Force" campaign, approved on September 27, 2016 at the 26th Meeting of the ACI World General Assembly

https://aci.aero/Media/303fa73f-842a-4ab7-a755-1df41e3e06e1/6wpuLQ/News/Releases/2016/09-28-2016/20160928_ACI_Wildlife_Resolution.pdf

ACI working paper "Airports' efforts against wildlife trafficking", ICAO General Assembly, 2019

https://www.icao.int/Meetings/a40/Documents/WP/wp_488_en.pdf

Annex 2: Resources

A vast array of resources is available for use in raising awareness of wildlife trafficking. The following list is not exhaustive. Each airport should check with its national government for the material most applicable to its country and build a package of awareness and training that best suits its staff and environment. Specific information should be included about how and to whom to report suspected cases.

Relevant documents for a wildlife trafficking sustainability strategy

ACI Europe Sustainability Strategy for Airports

<https://www.aci-europe.org/downloads/resources/ACI%20EUROPE%20SUSTAINABILITY%20STRATEGY%20-%20SECOND%20EDITION.pdf>

How the aviation industry can support the UN Sustainable Development Goals by tackling wildlife trafficking

<https://store.aci.aero/form/how-the-aviation-industry-can-support-the-un-sustainable-development-goals-by-tackling-wildlife-trafficking/>

Best Practice Case Studies from Selected Airports: Combating Illegal Wildlife Trade

<https://store.aci.aero/product/best-practice-case-studies-from-selected-airports-combating-illegal-wildlife-trade/>

How Airports Can Take Action

https://routespartnership.org/industry-resources/guidance-documents/guidance-documents-1/airports_action_plan/view

Reducing Wildlife Trafficking in Aviation

https://routespartnership.org/industry-resources/guidance-documents/guidance-documents-1/routes_gap-assessment-best-practices.pdf#dl-form

Wildlife Seizure Press Releases: A Best Practice Guide

https://routespartnership.org/industry-resources/guidance-documents/guidance-documents-1/routes_praidememoire.pdf/view

General Information and Awareness

ACI Member tools to combat Wildlife Trafficking

<https://aci.aero/services/member-tools-to-combat-human-and-wildlife-trafficking/wildlife-trafficking/>

ASEAN Handbook on legal cooperation to combat wildlife crime

<http://www2.ecolex.org/server2neu.php/libcat/docs/LI/MON-090732.pdf>

Reducing Opportunities for Unlawful Transport of Endangered Species (ROUTES)

<https://routespartnership.org/>

TRAFFIC: The Wildlife Trade Monitoring Network

<https://www.traffic.org/about-us/illegal-wildlife-trade/>

United for Wildlife

<https://www.unitedforwildlife.org/>

C4ADS

<https://c4ads.org/>

International Consortium on Combatting Wildlife Crime (ICWC)

<https://www.unodc.org/unodc/en/wildlife-and-forest-crime/icwc.html>

Interpol

<https://www.interpol.int/Crimes/Environmental-crime/Wildlife-crime>

ROUTES Data Dashboard

<https://routespartnership.org/industry-resources/data-dashboard>

USAID

<https://www.usaid.gov/biodiversity/wildlife-trafficking>

US Fish and Wildlife Service

<https://www.fws.gov/international/wildlife-trafficking/index.html>

IATA

<https://www.iata.org/en/programs/environment/wildlife-trafficking/>

World Wildlife Fund (WWF): Stop Wildlife Crime

<https://www.worldwildlife.org/pages/stop-wildlife-crime>

Wildlex

<https://www.wildlex.org/>

Fighting Wildlife-Related Corruption

Organization for Economic Co-Operation and Development (Oecd) Cleangovbiz Toolkit

<https://anticorruption-integrity.oecd.org/>

Transparency International 2013. Diagnosing Bribery Risk: Guidance for the Conduct of Effective Bribery Risk Assessment https://issuu.com/transparencyyuk/docs/diagnosing_bribery_risk

UNODC 2012. Wildlife and Forest Crime Analytic Toolkit, Rev. Ed

https://www.unodc.org/documents/Wildlife/Toolkit_e.pdf

Annex 3:

Selected Sustainable Development Goals and Targets

- **SDG Goal 3: Ensure healthy lives and promote well-being for all at all ages**
3.3 By 2030, end the epidemics of AIDS, tuberculosis, malaria and neglected tropical diseases and combat hepatitis, water-borne diseases, and other communicable diseases.
- **SDG Goal 14: Conserve and sustainably use the oceans, seas, and marine resources for sustainable development**
14.C Enhance the conservation and sustainable use of oceans and their resources by implementing international law as reflected in UNCLOS, which provides the legal framework for the conservation and sustainable use of oceans and their resources, as recalled in paragraph 158 of The Future We Want.
- **SDG Goal 15: Protect, restore, and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss**
15.5 Take urgent and significant action to reduce the degradation of natural habitats, halt the loss of biodiversity and, by 2020, protect and prevent the extinction of threatened species.
15.7 Take urgent action to end poaching and trafficking of protected species of flora and fauna and address both demand and supply of illegal wildlife products.
15.C Enhance global support for efforts to combat poaching and trafficking of protected species, including by increasing the capacity of local communities to pursue sustainable livelihood opportunities.
- **SDG Goal 16: Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable, and inclusive institutions at all levels**
16.4 By 2030, significantly reduce illicit financial and arms flows, strengthen the recovery, and return of stolen assets and combat all forms of organised crime.
16.5 Substantially reduce corruption and bribery in all their forms.
16.A Strengthen relevant national institutions, including through international cooperation, for building capacity at all levels, in particular in developing countries, to prevent violence and combat terrorism and crime.
- **SDG Goal 17: Strengthen the means of implementation and revitalize the global partnership for sustainable development**
17.14 Enhance policy coherence for sustainable development.
17.16 Enhance the global partnership for sustainable development, complemented by multi-stakeholder partnerships that mobilize and share knowledge, expertise, technology, and financial resources, to support the achievement of the sustainable development goals in all countries, in particular developing countries.
17.17 Encourage and promote effective public, public-private and civil society partnerships, building on the experience and resourcing strategies of partnerships.



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