

Green Road to Kunming

Planning Environmentally Sustainable Infrastructure

WORKSHOP SERIES 2022 28 April / 19 May / 23 June / 21 July



SESSION

3

Greening Coastal Developments

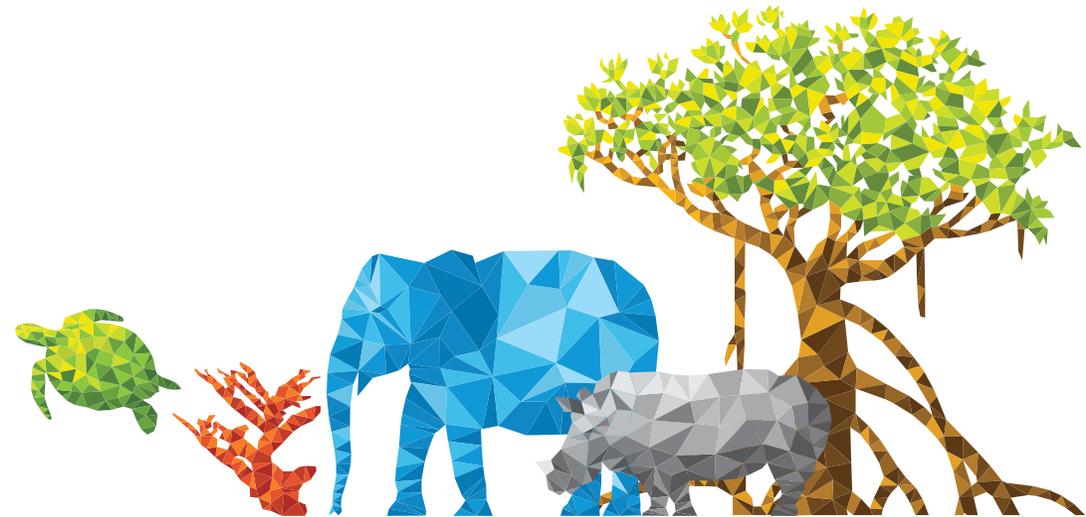
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23 June 2022 (Thursday) / 10:30 a.m., Philippines (GMT+8)

Tools and Techniques to detect Illegal Wildlife Trade in Seaports and Airports

Cecilia Fischer
Illegal Wildlife Trade Coordinator
Asian Development Bank

cfischer.consultant@adb.org

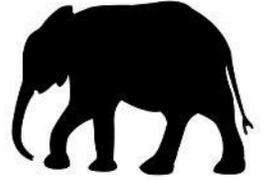




Illegal Wildlife Trade: An underestimated Threat

ADDRESSING
ILLEGAL
WILDLIFE
TRADE IN THE
SULPHURITES

Illegal Wildlife Trade I



- As much as 1 million species face extinction
- Two main drivers
 - Land and sea use change/habitat destruction
 - Direct exploitation, e.g. Illegal Wildlife Trade (IWT), unsustainable and unregulated trade/catch (overfishing etc.)
 - Together: “account for more than 50% of the global impact on land, in fresh water and in the sea”
- IWT = 4th largest illegal trade globally, after arms, drugs and human trafficking – value: USD7-23B/year
- Environmental Impact – natural balance disturbed, prey-predator relationships change, keystone species disappear, natural selection disrupted (e.g. ivory tusks)

...but how does that affect us?

Illegal Wildlife Trade II



III



Sources: Pexels; BBC; ZME Science; www.anitadobson.co.nz; Reinsurgence News; Spiegel; Flickr

Illegal Wildlife Trade III



- Implemented 3-year ADB/GEF project: “[Combating Environmental Organized Crime in the Philippines](#)”
- Developed [IWT Project Map and Database](#)
- Published Reports: [IWT at the Philippine-Southeast Asian Nexus](#) and [Implications of a Wildlife Trade Ban](#)
- Entered partnerships with the World Bank, USAID, and WWF on advancing a Counter Wildlife Trafficking [Development Partner Platform For Asia](#)
- Strengthening capacity of judges and prosecutors for IWT-related cases
- Working together with national banks in revising the information submitted in Suspicious Transaction Reports (STRs)
- Collaborating with the EndPandemics Alliance to address the drivers of and prevent the next pandemic
- Conducted PortMATE Assessments in seven Philippine seaports

IWT Trade Flows and Points of Entry and Exit

- IWT is a transboundary crime, with a strong emphasis on trade between Africa (source countries) and Asia (transit and destination countries)
- Points of entry and exit can be land borders, seaports, and airports, each with their own challenges
- Elaborate methods of concealment are applied:
 - Parrot trade within Asia with birds in PET bottles
 - Ivory and pangolin scales concealed in wooden crates that look like timber logs and hidden within wax
 - Freshwater turtles taped to insides of checked-in suitcase



Wildlife Trade Flows and Points of Entry and Exit

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- These methods require us to **rethink** and to build seaport and airport infrastructure and tools to efficiently and effectively **detect** smuggled goods and thus **deter criminals from using these points of entry and exit**
- Also to regulate legal wildlife trade: 11.6M individual live wild animals exported 2012-2016

Trafficking flows and reported origins/ destinations of pangolin scales (2007—2018)



Sources: UNODC; ABC News; Rainforest Rescue; Mongabay



Risks to transport sector from wildlife trafficking:

- 1) Reputational risks
- 2) Legal risks
- 3) Economic risks
- 4) Health and safety risks
- 5) Security risks



Seaports

CONTAINER TERMINAL ONE

CONTAINER TERMINAL ONE

CONTAINER TERMINAL ONE

CONTAINER TERMINAL ONE

NPC 802

NPCT 801

80



Seaports I

- 72-90% of wildlife products are trafficked by sea
 - cost effectiveness
 - ability to ship large quantities
 - low likelihood of detection
- Enabling condition: networks of corrupt actors
- Key Infrastructure Gaps
 - A lack of comprehensive automatic systems at the ports for risk profiling of containers, specifically before cargo is loaded
 - Lack of secure examination facilities within the port to guard, open and inspect containers
 - Lack of non-intrusive technologies (e.g. scanning, sniffer dogs) and weighing of containers at the port to uncover anomalies in provided documentation
 - Lack of secure reporting systems for suspicious cargo and risk of leaks through corrupt officials
 - No system in place to ascertain the authenticity or legitimacy of documentation submitted
- High on the international agenda: In May 2022, the International Maritime Organization (IMO) adopted new “[Guidelines](#) for the Prevention and Suppression of the Smuggling of Wildlife on Ships Engaged in International Maritime Traffic”

Seaports II

First Step: Baseline Assessment – PortMATE

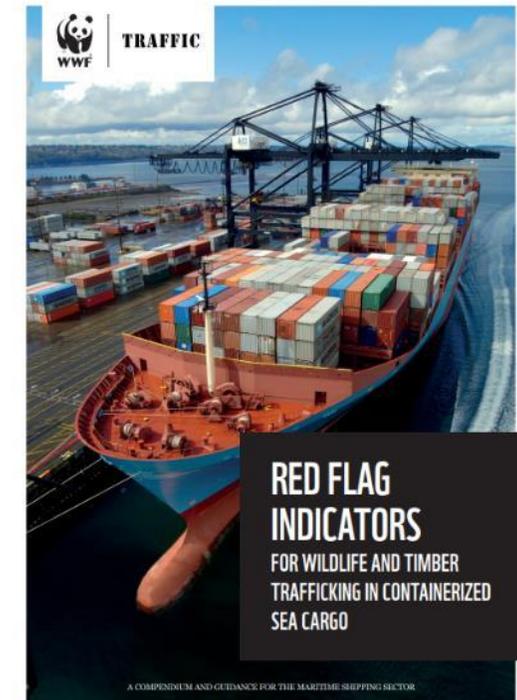
- [Port Monitoring and Anti-Trafficking Tool](#) (PortMATE) developed by UNDP
- Framework to conduct rapid assessments of the capacity of international ports (can be adjusted for domestic ones) in preventing, detecting, and intercepting illicit trafficking activities
- Self-assessment tool with 52 questions (rating from 0-3 points) for baseline establishment and monitoring
 - Example: Are Standard Operating Procedures developed and implemented for container/cargo/baggage inspection and seizure of wildlife and other illicit goods?
- Analysis of the results provides an overview of key gaps identified at the port level
- Need to be factored in when investing in port infrastructure to ensure that efforts to protect the environment can be maximised

Assessment Score	Color	Rating	Description
0 - 20%	Red	Very Low	Lack of presence in the ports
21 - 40%	Orange	Low	Partially present but needs substantial improvement
41 - 60%	Yellow	Medium	Partially present but needs minimal improvement
61 - 80%	Green	High	Present and needs minimal improvement
81 - 100%	Blue	Very High	Present and should be retained by the port

Seaports III

Second Step: Identify Red Flags

- [Red Flag Indicator Compendium](#) by WWF and TRAFFIC, 2021
- Raises awareness at customs level of the most common red flag indicators for IWT through containerized sea cargo
- Examples
 - Shipment of commodities incongruous with origin and/or destination country
 - Consignment split across multiple shipments
 - Last minute request for shipment clearance
 - Value of cargo does not tally with description or size
 - Change of shipping route once the ship has left port
 - Switched Bill of lading when shipment is already en route
- Red flags regarding [known trafficking routes and ports of interest](#)
- How to detect these? Make use of electronic systems and Artificial Intelligence



Source: WWF and TRAFFIC

Seaports IV

Technology Examples

- Risk Profiler Tool:
 - Developed by Vietnam and used by the UNODC-WCO Container Control Programme
 - Handles and analyses large and multiple datasets on containers (code validation, geographical identification), consignees, cargo names and category definition
 - Allows effective risk profiling of thousands of containers in a few minutes, detecting suspicious ones that need inspection
- Nature Intelligence System:
 - Automatically analyses shipment paperwork and identifies questionable shipments and anomalies, based on scanned historical shipping data
- NABIT (Nucleic Acid Barcode Identification Tool):
 - Used to validate the identity of a wildlife or food product
 - Portable DNA detection device providing results within 30 minutes



Source: ConservationXLabs

Airports



Airports I

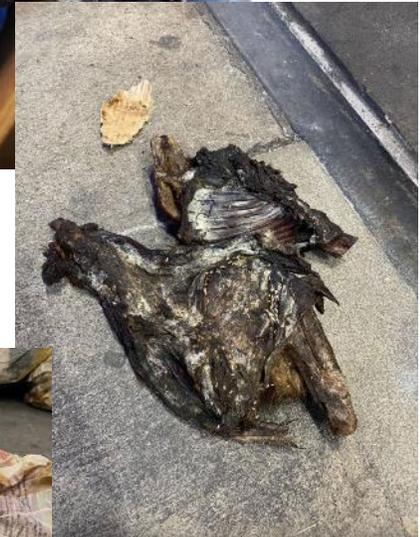
- Efficient option for traffickers looking for a way to move live animals or wildlife products quickly
- Large international airports with lax customs screening procedures, but many connecting flights are at the highest risk (see [ROUTES report: In Plane Sight](#))
- Screening on departure and in transit is primarily done for security purposes - not focused on trafficking
- Screening on arrival is designed to uncover trafficking, but is focused on revenue and agricultural disease protection
- Wildlife traffickers rely on the same weaknesses and loopholes within airports exploited by criminals of all types
- Can also put the health of humans and other animals at risk, e.g. by venomous animals or by infestations, and has severe implications for the airport infrastructure – one example....



Source: ROUTES

Airports II

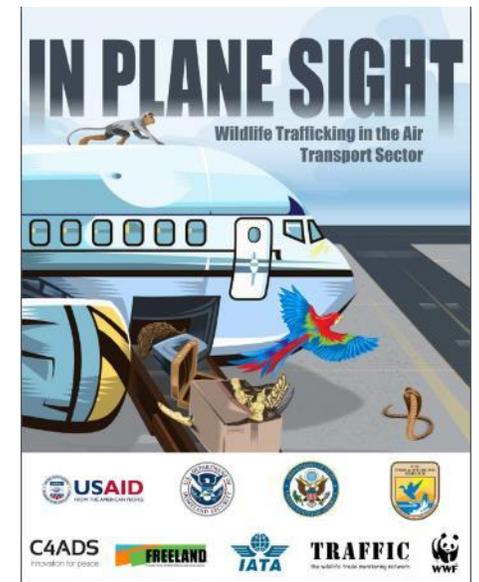
- ...was the discovery of rotten bushmeat (African primate, porcupine and antelope) from Nigeria in Cologne airport in Germany in December 2021
- 15 parcel shipments were seized, on their way to private individuals in Germany, France and Belgium
- Infested with mould and maggots
- The infestation was so bad that **“the airport border control point of the city of Cologne will be destroyed”**



Airports III

Raise awareness among airlines:

- United for Wildlife Transport TaskForce
- Partnerships with businesses from the transport sector in identifying and developing relevant and targeted solutions to wildlife trafficking (airports and seaports)
- Basis: Buckingham Palace Declaration
- Air France, British Airways, DHL Group, Dubai Airports, Emirates, Etihad, Hong-Kong Airport, Qantas, Thai Airways, Sydney Airport, Turkish Airlines, etc.
- Various tools provided by the [Airport Council International](#), such as Best Practice Guide, e-learning trainings, videos, etc.

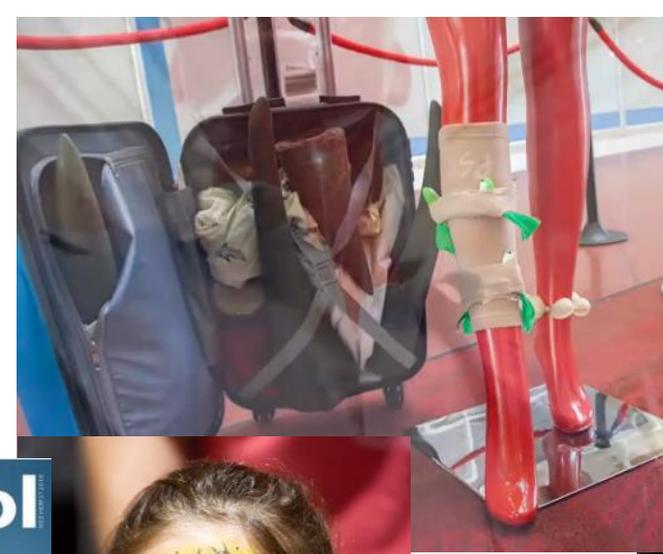


Sources: ROUTES, ACI

Airports VI

Raise awareness among passengers:

- Passenger campaigns
- Airline designs
- Airport billboards
- In-flight awareness raising
- Activities in terminals
- Social media



Airports III

Best practice example for improved infrastructure:

- Jomo Kenyatta International Airport, Kenya
 - Pushed for the creation of a court of law inside the airport in order to allow cases to be heard faster and make the sentencing process quicker
 - Re-screening of all transit bags and cargo by the security team on targeted routes was implemented
 - Houses a canine unit at the airport
 - Developed a standard operating procedure and allowed unobstructed access to the Kenya Wildlife Services





Conclusion



Conclusion

- Combating IWT should be recognized as an important element when discussing about greening infrastructure and making the transport sector more sustainable
- Loopholes in seaports and airports are equally exploited to smuggle live wildlife and wildlife products
- Severe consequences for the environment, economy, and human well-being and health
- Ports of entry/exit require baseline assessments to identify the challenges they are facing, before improving their infrastructure accordingly
- Knowing red flags and using advanced technology to detect those can make a large difference in combating wildlife trafficking
- This will help curb not only wildlife crime, but other forms of crime, too
- Infrastructure should be complemented by efficient inter-agency collaboration, real-time data and intelligence sharing systems, and airline staff and passenger awareness raising and capacity building

An aerial photograph showing a two-lane asphalt road with a double yellow center line and white edge lines, winding through a dense, lush green forest. The road is positioned on the right side of the frame, leading the eye from the bottom right towards the top right. The forest is a vibrant green, with many trees visible from above.

THANK YOU!

The logo for ADB (Asian Development Bank), consisting of the letters 'ADB' in a white, serif font centered within a dark blue square.

ADB



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