

## **UNITED FOR WILDLIFE TRANSPORT TASKFORCE BUCKINGHAM PALACE DECLARATION**

### **PREAMBLE**

We, signatories to the United for Wildlife Transport Taskforce Buckingham Palace Declaration and the members of the United for Wildlife International Taskforce on the transportation of illegal wildlife products<sup>1</sup>, recognising the devastating impact of illegal wildlife trade, agree to the Commitments set out below, as they apply to our industry or organisation.

We, as signatories to the Declaration, will not knowingly facilitate or tolerate the carriage of wildlife products, where trade in those products is contrary to the Convention on International Trade in Endangered Species of Wildlife Fauna and Flora (CITES)<sup>2</sup>, and as such is illegal under international and national laws.

We agree to implement the Commitments relating to our own industry sector or organisational mandate, as part of our intention to tackle this issue and bring an end to illegal wildlife trade<sup>3</sup>.

We agree to evaluate the impact of the Commitments regularly, to assess what has worked and identify and address any challenges.

We ask the entire transport industry to follow our lead and help bring an end to the illegal trade in wildlife by signing this Declaration and supporting implementation of the Commitments.

### **COMMITMENTS**

#### **EXPRESSION AND DEMONSTRATION OF AGREEMENT TO TACKLE THE ILLEGAL WILDLIFE TRADE**

1. Adopt or encourage the adoption of a zero tolerance policy regarding illegal wildlife trade.
2. Increase passenger, customer, client, and staff awareness about the nature, scale, and consequences of illegal wildlife trade.
3. Promote the Declaration and its Commitments across the entire transport sector and encourage all in the sector to sign up to the Declaration.

## **INFORMATION SHARING AND DETECTION**

4. Develop mechanisms to enable the transport sector to receive timely information about the transport of suspected illegal wildlife and their products, including methods of transportation, key routes, ports and other locations.
5. Enhance data systems, including due diligence and risk assessment, to allow the transport sector and/or enforcement agencies to screen data and/or cargo, to identify potential shipments of suspected illegal wildlife and their products.
6. Identify and promote systems for staff and the public to report suspicions in relation to the transportation of illegal wildlife and their products.
7. Improve the training of staff within the transport sector to enable them to detect, identify and report suspected illegal wildlife trade, and acknowledge staff who champion this cause.

## **PRACTICAL MEASURES TO STOP THE TRANSPORTATION OF ILLEGAL WILDLIFE PRODUCTS**

8. Develop a secure, harmonised system for passing information about suspected illegal wildlife trade from the transport sector to relevant customs and law enforcement authorities, where permitted by law.
9. Notify relevant law enforcement authorities of cargoes suspected of containing illegal wildlife and their products and, where able, refuse to accept or ship such cargoes.
10. Establish a cross-disciplinary team working with local customs and law enforcement authorities to develop a system of best practice for combatting illegal wildlife trade in key ports.

## **NEW MECHANISMS TACKLING ILLEGAL WILDLIFE TRADE**

11. Support the development of mechanisms by the World Customs Organization and national customs authorities to aid the detection and prevention of trade in illegal wildlife and their products.

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<sup>1</sup> The Taskforce was established by The Royal Foundation of The Duke and Duchess of Cambridge and Prince Harry to work with the transport industry to develop a series of Commitments to tackle illegal wildlife trade.

<sup>2</sup> This refers to species listed in CITES Appendix I. See Explanatory Note.

<sup>3</sup> The Taskforce recognises that there may be limits on what some organisations in the transport sector can do to detect illegal wildlife species or products, particularly if those organisations are carriers of containers, which are sealed prior to loading.