CRITICAL ECOSYSTEM PARTNERSHIP FUND

Stakeholder Engagement Plan

21 April 2021

CEPF Grant 111901

Zoological Society of London

Strengthening capacity and collaboration for combating illegal trade of pangolin and other wildlife in Thailand

Thailand

1. **Grantee organization:** Zoological Society of London
2. **Grant title:** Strengthening capacity and collaboration for combating illegal trade of pangolin and other wildlife in Thailand
3. **Grant number:** 111901
4. **Grant amount (US dollars):** $209,826.76
5. **Proposed dates of grant:** August 1, 2021 – July 31, 2023
6. **Countries or territories where project is located:** Thailand
7. **Date of preparation of this document:** 21 April 2021, revised 6 May 2021, title revised 11 June 2021

8. <u>**Introduction:**</u> This section will briefly describe the project including design elements and potential social and environmental issues. Where possible, include maps of the project site and surrounding area.

ZSL has submitted the project titled, "Strengthening capacity and collaboration for combatting illegal trade of pangolin and other wildlife in Thailand" to CEPF to request funding.

The purpose of the abbreviated Stakeholder Engagement Plan is to establish a consultative process to ensure that the project will not have any negative impacts on stakeholders, and particularly local communities, and that project activities do not infringe on rights and livelihoods. Specifically, the purpose of the plan is to establish an agreed process by which potentially affected stakeholders and communities shall participate in:

   a. The identification of potential negative impacts due to overlap with infringement on peoples' rights and livelihoods

   b. The identification and design of measures to avoid, minimize or compensate for these impacts

   c. The monitoring of the implementation of these measures and their effectiveness.

Project Description and Geography

The project, 'Strengthening capacity and collaboration for combatting illegal wildlife trade of pangolin and other wildlife in Thailand' will be implemented across at least four sites (TBC) in Thailand (Figure 1).

The project has four main objectives, which include

Component 1. Collation, analysis and sharing of data and intelligence on IWT occurring overland in Thailand facilitates intelligence-led law enforcement approaches between Thai government agencies.
Component 2. Improved detection and coordination of response to IWT along Thailand's priority ground trafficking routes.
Component 3. Proactive cross-sector action and co-operation initiated within Thailand to address IWT along ground transport routes.
Component 4. Model of combating IWT along overland trafficking routes promoted to other countries in Indo-Burma Biodiversity Hotspot.

This will be done through the following activities and deliverables:

Component 1. Collation, analysis and sharing of data and intelligence on IWT occurring overland in Thailand facilitates intelligence-led law enforcement approaches between Thai government agencies.

Deliverable 1.1 Four 6-monthly non-nominal intelligence reports (aka strategic threat assessments) on IWT routes and dynamics, including high-level recommendations on where to deploy law enforcement action, produced and shared with law enforcement agencies.

A.1.1.1 Ongoing monitoring of illegal online trade in pangolins and protected wildlife species in Thailand.
A.1.1.2. Identify main pangolin trafficking routes through social network analysis of compiled seizure data; update every 6 months to inform intelligence picture.
A.1.1.3 Conduct key informant interviews to supplement knowledge of trafficking dynamics gained through analysis of seizure data.
A1.1.4 Undertake situation analysis to inform selection of priority IWT routes in which to focus law enforcement action, and identify stakeholders (e.g., ground transport companies) to engage in project.
A.1.1.5 Regularly review intelligence picture using new seizures and intelligence from detection dog deployments and other sources to inform 6-monthly intelligence reports.
A.1.1.6 Share updated intelligence (e.g., from online trade monitoring) on pangolin trafficking with DNP-CITES and other appropriate law enforcement agencies in Thailand.

Deliverable 1.2 At least 4 nominal intelligence reports provided to law enforcement agencies for targeted enforcement action at priority locations connected to transport routes.

A.1.2.1 Nominal intelligence reports generated from ZSL IWT research and detector dog deployments and shared with Thai enforcement partners.
A1.2.2. Quarterly inter-agency intelligence analysis meeting uses nominal intelligence reports (containing nominal/problem profiles) to coordinate inter-agency joint deployment workplan and response framework in at least 4 priority areas in Thailand.
A.1.2.3 Identify priority locations for detector dog deployment, with at least 4 inter-agency intelligence-led enforcement actions undertaken to disrupt wildlife trafficking routes and identify actors.
A.1.2.4 Law enforcement agencies integrate nominal intelligence generated through project into reactive intelligence analysis case meetings utilizing the GEF6 law enforcement working group.

Component 2. Improved detection and coordination of response to IWT along Thailand's priority ground trafficking routes.

Deliverable 2.1 Protocol for inter-agency frontline response framework revised to support best practices for evidence and live animal handling and mitigating health risks for humans and animals.

A.2.1.1 Workshop involving key DNP actors (CITES, wildlife division, forensics, rescue centers) to refine existing response SOPs and guidelines for first responders.
A.2.1.2 Remote consultation processes undertaken to revise best practices for first responders, with endorsement obtained from DNP for the finalized protocols.

Deliverable 2.2. Training report, including pre- and post- test evaluation and list of participants, shows a 60% increase in knowledge on international best practices and guidelines to train and deploy dogs to detect target wildlife species strategically and safely.

A.2.2.1 Selection of at least 10 dog handlers to receive training and accreditation to the internationally recognized UK National Police Chief Committee standards.

A.2.2.2 At least 10 dog handlers undertake training to international standards in Standard Operating Procedures (training standards, deployment tactics).

A,2,2.3 Scent detector dogs are trained on and able to detect pangolins and up to 2 additional target wildlife species.

A.2.2.4 Participants (handlers and dogs) pass training course to achieve international accreditation.

A.2.2.5 Pre- and post-training course evaluation to assess knowledge/capacity change among training course participants (target: >60% improvement in knowledge on best practice and guidelines).

A.2.2.6 Training standards and protocols (including best practices for evidence and live animal handling, mitigating health risks and safe working in road environments) embedded in DD unit workplan.

2.3 Deployment situation reports (n=4) from at least 2 dog teams at key illegal live animal priority transport routes and hubs in Thailand.

A.2.3.1 Trained detector dog teams deployed in line with Thai authorities' strategic deployment plan.

A.2.3.2 Daily activity is debriefed, identifying intelligence from seizures and from negative interventions (i.e., when stopping a vehicle and finding no contraband), and lessons learned to inform future tactics and deployments.

A.2.3.3 Intelligence gaps (unanswered questions about a criminal issue or threat) identified by detector dog unit commanders to inform future deployments.

A.2.3.4 Intelligence reports are created, evaluated and then disseminated through appropriate partners in line with intelligence cycle.

A.2.3.5 Intelligence case studies shared with GEF6 law enforcement working group.

2.4 Materials from awareness campaign designed to sensitize the public to the detector dog program at deployment locations and mobilize public participation in wildlife crime detection and reporting at key provincial transport hubs in Thailand.

A.2.4.1 Hold at least one community engagement session at each detector dog deployment location to sensitize communities on project activities.

A.2.4.2 Identify existing and if necessary, develop new public relations content promoting awareness raising of wildlife trade laws, risk of zoonotic disease transmission, and anonymous tip reporting.

A.2.4.3 Distribute communications materials in at least 4 key transport hubs, particularly near where dog detection units are deployed in Thailand. Start campaign approx. 6 months into deployment.

Component 3. Proactive cross-sector action and co-operation initiated within Thailand to address IWT along ground transport routes.

Deliverable 3.1 Reports from 2 IWT/transport sector engagement workshops, involving representatives from at least 10 transport companies and 2 transport associations (road and rail).

A.3.1.1 Update stakeholder engagement strategy based on updated intelligence picture from component 1, with the aim of identifying companies that are implicated in IWT and working with them to improve their practices.

A.3.1.2 Develop workshop agenda, engage target companies to attend and, where relevant, present at workshop.

A.3.1.3 Identify and build capacity of >1 transport association to play leadership role in project through being one of the main coordinators for engagement with Thailand transport sector and United for Wildlife Transport Taskforce.

A3.1.4 Hold annual workshop (n=2) to include at least 10 ground transport companies and 2 transport associations (road and rail) in Bangkok on IWT and opportunities for transport sector engagement to combat IWT.

Deliverable 3.2. Commitments to "Zero Tolerance" of transportation and trade of illegal wildlife products are made by at least two ground-based transport/logistics stakeholders in Thailand.

A 3.2.1 Ongoing consultation with workshop participants to make formal zero tolerance commitment, introduce corporate measures to reduce involvement in illegal transportation, sale & consumption of wildlife, and where appropriate, support enforcement action.

A 3.2.2. At least two ground transport companies agree to adopt measures (staff training plus one other action, e.g., display PR material or "know your customer") to reduce IWT.

A.3.2.3 In collaboration with existing United for Wildlife Transport Taskforce members, support companies to review and update policies and operations to identify gaps in preventing IWT.

Deliverable 3.3 Training module including materials developed for Thailand ground transport companies on IWT, wildlife laws and detection methods, delivered to staff of at least two transport companies with corporate IWT reporting protocols.

A 3.3.1 Co-develop, with two ground transport companies, training module and materials to increase awareness of IWT and encourage/empower staff to identify and respond appropriately to suspicious consignments and behavior through updated corporate policy.

A.3.3.2 Provide training to transport companies' sustainability team or other suitable team/department to deliver training to staff; pilot and refine training module and materials in collaboration with transport companies.

A.3.3.3 Pre- and post-training evaluations of participating staff at the two companies show a 60% increase in IWT awareness, wildlife laws, detection methods, and corporate reporting protocols.

Deliverable 3.4 Agenda and list of companies attending at least one United for Wildlife Regional Chapter Meeting promoting strengthened communication and information-sharing between transport and other sectors.

A 3.4.1 Recruit and integrate 2 new ground transport companies into UfW Transport Task Force, through proactively engaging with the sector's leadership in government, private sector and trade associations to create stakeholder network & champions for change.

A.3.4.2 Ground transport companies attend United for Wildlife regional chapter meeting, with opportunities to engage and build relationships with other transport sector stakeholders and IGOs.

A 3.4.3. Support the identification of representatives from ground, air, maritime and fast parcel sectors to bolster Thai representatives within United for Wildlife Transport Task Force.

Deliverable 3.5 Compliance with CEPF's Stakeholder Engagement Best Practice monitored and reported to CEPF every 6 months.

A.3.5.1 Review, update (if necessary) and report on stakeholder engagement strategy every 6 months; ensure grievance mechanisms are in place and reinforced with all stakeholders.

Component 4. Model of combating IWT along overland trafficking routes promoted to other countries in Indo-Burma Biodiversity Hotspot.

Deliverable 4.1 Methodology report on use of detector dogs for detecting IWT along ground transport routes disseminated to the enforcement sector in the IBBH.

A.4.1.1 Compile information from SOPs, non-nominal detector dog deployment situation reports, concealments identified, health and safety procedures, detector dog welfare and details on process of accreditation into a detector dog methodology report.

Deliverable 4.2 At least one United for Wildlife intelligence alert, originating from ground transport partners, issued to law enforcement and UfW transport and financial sector stakeholders demonstrating the importance of ground sector engagement in combating IWT.

A.4.2.1 >1 ground transport company sharing best practices and lessons learned at >1 regional IWT transport sector chapter meeting annually.
A 4.2.2 Sanitized intelligence case studies and lessons learned from project shared across regional transport & financial sector stakeholder networks to promote best practice, build confidence and establish trust between ground transport and law enforcement.
A.4.2.3 Ground transport stakeholder network feeding intelligence into United for Wildlife intelligence alert system where appropriate.

Deliverable 4.3 One presentation at an appropriate multilateral event highlighting the successful model of cross-sector engagement to combat live animal trafficking in Thailand, lessons learned, and potential for replication in additional countries in Indo-Burma BH.

A 4.3.1 Promote opportunity for DNP CITES representative to present lessons learned from project at >1 regional meeting (e.g., INTERPOL or ASEAN) to promote best practices (dog unit and cross-sector engagement) in Indo-Burma Biodiversity Hotspot.

Project Location: Project activities will take place in across Thailand, with targeted interventions in at least four regional sites.

- *Component 1:* Main data collection and management will occur in ZSL's Kanchanaburi office and with partners (Department of National Parks, Wildlife and Plant Conservation) in Bangkok.
- *Component 2:* Training will be held at a Royal Thai law enforcement agency (e.g., police or military) dog training facility. Dog Unit Deployment locations will be dependent on ongoing trade monitoring, although four potential locations have been tentatively selected based on current intelligence of overland trade routes (indicated in the below map as orange circles). Community engagement will be dependent on the final dog deployment locations.
- *Component 3:* Workshops and trainings will be coordinated to be held in Bangkok.
- *Component 4:* Participation in meeting will be dictated by the venue, but likely Bangkok or other major city in the region.

Figure 1. Map of Thai primary road network with border-crossing checkpoints indicated as circles. Orange circles indicate potential site locations for project interventions.

Potential Social and Environmental Issues:

ZSL uses several managerial tools and mechanisms to minimize and mitigate against risks. This includes steps taken as part of an environmental and social management system such as the initial impact assessment which identifies and analyses potential knock--on impacts to communities and the environment that may ~~as a~~ result from ~~of~~ project activities and plans to mitigate for negative impacts. ZSL also uses detailed risk registers for all donor approved projects which also includes measures to mitigate additional operational, fiduciary, safeguarding, delivery and context-based risks. These detailed risk matrixes assign owners to the risks, their probability, triggers and mitigation actions. These are reported on to donors imminently should action need to be taken and annually as part of normal reporting processes which includes a review of the level and likelihood of each risk.

All project partners are required to sign sub-agreement which includes clauses linked to the agreed risk escalation process and potential contract termination, should there be any actions that negatively impact the delivery of the project or go against safeguarding and ESMS requirements.

The main social and environmental issues are as follows:

Gender: Gender considerations will be incorporated in the design and implementation of the project baseline, monitoring, and evaluation. Gender disaggregated data will be collected at the source and will be part of data processing and analysis. Project findings, analysis, conclusion, and recommendations will incorporate gender lens and considerations.

Ethics: ZSL have rigorous in-house protocols for ethical approval, adhering to international commitments for human rights and biodiversity and those of CEPF. The project will be subject to a full risk-assessment to ensure any programmatic risks and possible negative impacts on communities and biodiversity are mitigated for and reported on. Mitigation measures for Thailand offices are in place which identify, monitor and managed human rights issues in a participatory manner, as used across our operations. Additional assessment and mitigation will take place throughout the project cycle

Safeguarding: ZSL has rigorous safeguarding policies which will form the basis of due diligence requiring all project partners meet the same environmental and social safeguarding standards. These policies are incorporated in cooperation agreements including MoUs, sub-agreements and ToRs. They are translated into Thai and made available for partners to implement or adapt as necessary to meet these standards during the inception phase. ZSL's facilitation for developing beneficiary documents such as reports, training and workshop materials and collaboration agreements, ensures that policies follow ethical standards and enable participation of vulnerable groups. During cooperation, financial and procurement rules and procedures are introduced and explained as necessary to officers of partner organizations and community members for maintaining ethical standards while maximizing value for money. Therefore, many partners and service suppliers are already familiar with ZSL's safeguarding policies and financial/procurement procedures. Enforcement training material covering the arrest and detention of suspects is compliant with the Police and criminal evidence act 1984 and its codes of practice.

Corruption: ZSL has policies in place to maintain a robust anti-corruption culture through its Fraud, Corruption, and Anti-Bribery Policies to which all employees are bound. As such, ZSL in-country staff and newly recruited officers will be responsible not only for their actions but also prevention of corruption among partners and beneficiaries. Besides, all project stakeholders have duties to abide by the Thai (Anti-corruption) Law. To reduce risks of elite capture, and potential for bribery in regulation systems the project will implement several measures, including: (1) Training all outreach staff on ethics and associated regulations; (2) Inclusion of the anti-corruption principles and processes and equitable representation in activity plans and working group mandates; (3) Collaboration agreements or MoUs with all partner organizations including a specific section on 'fraud, corruption, and bribery' and related sanctions; (4) Enabling anonymous reports, through a grievance mechanism, of any concerns to project partners and the donor as outlined in Section 16 below; (6) Actively seeking feedback from stakeholders during fieldwork and participatory trainings and workshops.

9. **Summary of Previous Stakeholder Engagement Activities:** If the grantee has undertaken any activities to date, including information disclosure and/or consultation, provide the following details:
   - Type of information disclosed, in what form (e.g., oral, brochure, reports, posters, radio, etc.), and how it was disseminated.
   - The locations and dates of any meetings undertaken to date.
   - Individuals, groups, and/or organizations that have been consulted.
   - Key issues discussed and key concerns raised.
   - Grantee response to issues raised, including any commitments or follow-up actions; and
   - Process undertaken for documenting these activities and reporting back to stakeholders.

ZSL holds an active MoU with DNP to formalise its partnership with the government of Thailand, which incorporates components of this project. ZSL has been actively engaging with trade monitoring and demand reduction partners e.g., USAID, ASEAN-WEN, TRAFFIC and WildAid to support information related to pangolins and other species as part of a national demand reduction working group. This working group previously coordinated through USAID Wildlife Asia, has now been merged into DNP-TRAFFIC's Demand Reduction Steering Group meetings.

To strengthen the understanding of the impacts this project can deliver, ZSL has been working in collaboration with the government (DNP) and several other partner organizations (e.g., TRAFFIC, WildAid), to conduct research on the consumption of wild meat, with a focus on pangolin, in key areas of Thailand. The aim of the research is to understand trafficking routes from source to market and motivations for consumption.

In addition to community-level engagement related to pangolin trade, ZSL is currently supporting a project, in collaboration with USAID, focused on understanding the stakeholders involved in, and effect of, linear infrastructure projects and how this may influence conservation landscapes and increased opportunities for trade in Thailand. As part of this project, we have been identifying key sectors (agencies, NGOs, industries, and associations) for which we are about to engage in remote consultation to assess opportunities for capacity building, including several related to rail and overland transportation.

ZSL has been in ongoing discussions for the development of the project framework with DNP's CITES Management Authority for several years, where the concept was based off their specific request for supporting improved knowledge and mitigation of pangolin trade. In the most recent consultations at the end of May 2021, CITES (Klairoong Poonpon, Director of CITES Implementation and Monitoring; Nuwat Leelapata, CITES Head of Wildlife Checkpoints) reinforced that, if successful, project activities would complement ongoing trade monitoring and law enforcement work under their mandate and thus will remain the main division for coordinating both intra-divisional and inter-agency implementation. Thus, they are supporting the endorsement letter from DNP's Director General for the project proposal.

We have preliminarily identified at least one Thai academic institution (Kasetsart University), with which the project team will collaborate on the social network analysis of seizure data for Thailand. A Masters student will be selected to support the design and delivery of this research project. It is hoped that this collaboration will be formalised, research capacity will continue to be built within Thailand, and the resulting data presented regularly to the national demand reduction working group.

When invited to submit a full application in late May, we have also reached out to various other trade monitoring partners (TRAFFIC, Freeland, USAID) to provide a concept overview to ensure there was no duplication of efforts and identify how project activities can complementary their ongoing work. All agreed that engaging dog-detection units and ground-transport sector components would be a useful contribution to the broader national and cross-border initiatives.

UNDP have just confirmed that as part of the GEF 6 project, a new multi-stakeholder law enforcement working group comprising inter-agency LEAs and select NGO actors being approved by DNP, with whom we can share intelligence case studies from this project. UNDP has invited us to present the project concept during the first LE working group meeting, if the proposal is successful. In addition, the GEF 6 project's third working group will revolve around communities and public relations. As they are currently in the planning stages to conduct a community-based IWT risk assessment to inform activity planning at three sites, we discussed initial opportunities for joint-planning for integrating community-based initiatives (e.g., GEF 6 LE Community Volunteers, community consultations, campaign dissemination) in at least two overlapping intervention sites.

These partnerships and collaborations have informed the design of this project, with the activities and deliverables having been developed in consultation with these key actors. This stakeholder group are fully supportive of the project components and will remain pivotal collaborators throughout the project both formally and informally.

Key civil society engagement activities will be delivered in collaboration with the Royal Foundation's United for Wildlife Transport Taskforce, an initiative established in 2014 with the objective of engaging the transport sector in identifying and developing relevant and targeted solutions to wildlife trafficking. ZSL has a long-standing partnership with the Royal Foundation and is one of the founding members of United for Wildlife. This partnership will leverage existing UfWTT members, with a footprint in the region, using their ongoing commitments, to identify regional sector associations to engage with the project. The UfWTT will be critical in identifying at least one transport association champion who will be actively engaged in the project and who will be supported and invested in, to enable them to have a leadership role within this project. Two founding members of the taskforce, DHL and DP World have already indicated supporting this integration.

DHL is a global courier operator, which has introduced detailed training, policies and a commitment to not carry wildlife or products from endangered species in its supply chain. DHL has a strong track record of supporting conservation; it used company resources to facilitate and support the relocation of rhinos, and has supported INTERPOL's initiative to sample all ivory seizures to identify the origin of the ivory, through providing the logistics to move the scientific samples to key sites in the USA.

DP World, a global port operator, has supported training for its staff, outreach on IWT within global communities where it has a footprint both at schools, and within its workforce. Both partners and their customer base are heavily reliant on the road transport system, making them key actors in leveraging collaborative support from similar companies in the region. DP World and operates a free zone and terminal development in Laem Chabang International Terminal, which is likely to be focal point for wildlife products travelling through the port. Already a ZSL partner, DP World has expressed interest in engaging in a number of activities that could be developed at the site level to improve port and operator training and capacity building, education and also to work towards joint commitments around addressing IWT issues in Thailand and engaging with both government and corporate partners. This potentially includes

road haulage – companies moving containers to and from the ports in Thailand is a major route for products in and out of the country. DP World has also indicated that it may be able to assist with engaging the other operators at the port for maximum impact.

ZSL Thailand is in discussion with several local grassroots NGOs to identify suitable partners to undertake awareness-raising with communities and the public along key trafficking routes and detector dog deployment sites. ZSL has extensive experience engaging with communities and has clear safeguarding standards that are employed. These include following IUCN environmental and social standards when identifying and working with communities, particularly those with protected status such as indigenous people, which include Free Prior Informed Consent (FPIC). However, from preliminary assessments, no communities with protected status will be involved/impacted by project activities.

10. **Project Stakeholders:** This section will list the key stakeholder groups who will be informed and consulted about the project. These should include persons or groups who:
   - Are directly and/or indirectly affected by the project or have "interests" in the project that determine them as stakeholders; and
   - Have the potential to influence project outcomes (examples of potential stakeholders are affected communities, local organizations, non-governmental organizations (NGOs) and government authorities. Stakeholders can also include politicians, companies, labor unions, academics, religious groups, national social and environmental public sector agencies, and the media).

Project Stakeholders		
Type	Organization	Representatives
Government	AMLO	
	ASEAN: Mainly through Thailand's CITES Secretariat	
	Department of National Parks, Wildlife and Plant Conservation	Thanya Netithammakun, Director General
	DNP: Wildlife Conservation Department	Dr. Supagit Vinitpornsawan, Director of Wildlife Conservation Information System Division
	DNP - CITES Management Authority	Dr. Sornsathapornkul, Director; Klairoong Poonpon, Director of CITES Implementation and Monitoring; Nuwat Leelapata, CITES Head of Wildlife Checkpoints
	DNP – Special Operations Detection Dog Unit	Thanee Wongnak (DNP Central Office) and Somsak Kong Sombat Suk (Head of Dog Unit Facility and Operations)
	DNP - WIFOS, Wildlife Forensic Science Unit	Dr. Kanita Ouitavon, Chief
	DNP Wildlife Rescue Facilities	Bunphot Maleehuan, Chief
	Military Border Patrol units	
	Ministry of Transportation: State Railway of Thailand	
	Ministry of Transportation: Department of Highways	
	Ministry of Transportation: Department of Land Transport	
	Ministry of Transportation: Department of Rural Roads	
	Royal Thai Army	
	Royal Thai Military Dog Detection Facility	
	Royal Thai Military, Military Border Patrol units	
	Royal Thai Police Border Patrol Unit	
	Thailand Customs	
	USAID	Craig Kirkpatrick, Regional Wildlife Conservation Advisor for Asia
	USAID Wildlife Asia	Peter Collier, Chief of Party; Sulma Warne, Law Enforcement Lead
Academic / Research	Kasetsart University	Dr. Ronglarp , Faculty of Forestry
	Mahidol University Livestock and Wildlife Hospital	Wasinee Thepapichaikul, D.V.M
Community Group	Local Government Officials & Community Members (target = n=2)	TBC and link with GEF 6 Community Project Activities (Law Enforcement Community Agents, when possible)

Type	Organization	Representatives
Network / Cooperative	ASEAN Trucking Federation Land Transport Federation of Thailand (LTFT) People's Empowerment Foundation (PEF) Thai International Freight Forwarders Association (TIFFA) Thai Transportation & Logistics Association IUCN SSC Pangolin Specialist Group GEF 6 Working Group - Law Enforcement GEF 6 Working Group - Demand Reduction United for Wildlife Transport Taskforce United for Wildlife Financial Taskforce	Kerry Parker & Matthew Shirley, Co-Chairs Ian Cruickshank, United for Wildlife Transportation Taskforce Lead
Private Enterprise	DHL DP World Thai ground transport sector companies TBD (target n=10)	Adrian Whelan - Global Head of Security Kate Willoughby
UN Entity	UNDP - GEF6	Rattaphon Pitakthepsombat
Non-Governmental Organization	Freeland Foundation TRAFFIC The Royal Foundation & United for Wildlife Veterans for Wildlife Wildlife Conservation Society - Thailand Wildlife Friends Foundation of Thailand World Wildlife Fund	Steve Galster, Director; Sombat Teungwiwat, Director of Analysis Monica Zavagli – Programme Manager – Transport Sector Engagement; Dararat Weerapong – Senior Programme Officer Rob Campbell, Programme Manager – United for Wildlife Mike Brewer & Lee Fairman Dr. Anak Pattanavibool, Country Director Edwin Wiek, Founder Jedsada Taweekan – Regional Illegal Wildlife Trade Program Manager for Greater Mekong

11. **Stakeholder Engagement Program:** This section will summarize the purpose and goals of the program. Briefly describe what information will be disclosed, in what formats, and the types of methods that will be used to communicate this information to each of the identified groups of stakeholders. Methods used may vary according to target audience, for example:
   • Newspapers, posters, radio, television.
   • Information centers and exhibitions or other visual displays; and
   • Brochures, leaflets, posters, non-technical summary documents and reports.

C1. 6 Intelligence reports outlining situation analysis to inform selection of priority IWT routes in which to focus law enforcement action, and identify stakeholders (e.g., ground transport companies) to engage in project shared via secure source electronically and in print form.

Stakeholders: GEF 6 Law Enforcement Working Group to include DNP, Border Patrol, Royal Thai Police, AMLO, UNDP, and other NGO actors (e.g., IUCN SSC Pangolin Specialist Group, TRAFFIC, WCS, Freeland, etc.) as appropriate.

C1. 4 Nominal intelligence reports generated from ZSL IWT research and detector dog deployments and shared with Thai enforcement partners.

• Discussed at Quarterly inter-agency intelligence analysis meetings to coordinate inter-agency joint deployment workplan and response framework in at least 4 priority areas in Thailand to identify deployment locations

Stakeholders: GEF 6 Law Enforcement Working Group to include DNP, Border Patrol, Royal Thai Police, AMLO, UNDP, and other NGO actors or other stakeholders as appropriate and permitted by Steering Group Committee.

C2. Frontline Response Protocol (workshop training and printed document) for inter-agency frontline response framework on best practices for evidence and live animal handling and mitigating health risks for humans and animals.

Stakeholders: DNP (Wildlife Conservation Department, CITES Management Authority, WIFOS Wildlife Forensic Science Unit, Wildlife Rescue Facilities, Mahidol University, Kasetsart University, Wildlife Task Forces (e.g., Phaya Seua, Green Cops, Dog Unit), Wildlife Friends Foundation of Thailand, USAID Wildlife Asia) for training material and protocol document. Protocol document also made available to: Military Border Patrol units, Royal Thai Army; Royal Thai Military Dog Detection Facility; Royal Thai Military, Military Border Patrol units; Royal Thai Police Border Patrol Unit; Thailand Customs, GEF 6 LE Working Group, Veterans for Wildlife, IUCN SSC Pangolin Specialist Group.

C2. Detector Dog Training Module on best practices, SOPs and accreditation standards (Delivered in person and all materials also included in training agenda and program)

Stakeholders: Veterans for Wildlife, DNP, Royal Thai Police / Military /Border Patrol Dog Detection Units. Post-training dissemination will also be shared with frontline response working group (DNP Wildlife Conservation Department, CITES Management Authority, WIFOS, Wildlife Forensic Science Unit, Wildlife Rescue Facilities, Mahidol University, Kasetsart University, Wildlife Task Forces (e.g., Phaya Seua, Green Cops), Wildlife Friends Foundation of Thailand, USAID Wildlife Asia, Kasetsart and Mahidol Universities, and any other stakeholder (existing or new) interested in content within Thailand and abroad.

C2. Deployment situation reports (n=4) from at least 2 dog teams at key illegal live animal priority transport routes and hubs in Thailand.

Stakeholders: GEF 6 Law Enforcement Working Group to include DNP, Border Patrol, Royal Thai Police, AMLO, UNDP, and other NGO actors (e.g., TRAFFIC, WCS, Freeland, etc.) as appropriate.

C2. Campaign awareness materials with a potential mix of printed (posters, pamphlets, postcards) and digital media advertisements. All posters would be displayed in public areas to ensure optimal stakeholder engagement.

Stakeholders: Direct engagement of printed/advertisement material: Local government, Local communities, local transport associations, local law enforcement agencies, DNP, UNDP and inter-agency first responders (DNP, Royal Thai Police, Border Patrol and Military). Additional campaign material made available online to public and other key demand reduction working group stakeholders (WildAid, USAID Wildlife Asia, WWF), United for Wildlife, DP World.

C3. IWT-Ground Transport Workshop Reports (n=2) from IWT/transport sector engagement workshops, involving representatives from at least 10 transport companies and 2 transport associations (road and rail).

Stakeholders: DNP, The Royal Foundation, United for Wildlife (Transportation and Financial Task Force), Ministry of Transportation: State Railway of Thailand, Department of Highways, Department of Land Transport, Department of Rural Roads, inter-agency first responders (DNP, Royal Thai Police, Border Patrol and Military), AMLO, ASEAN Trucking Federation, Land Transport Federation of Thailand (LTFT),

People's Empowerment Foundation (PEF), Thai International Freight Forwarders Association (TIFFA), Thai Transportation & Logistics Association, DHL, DP World, Thai ground transport sector companies TBD (target n=10); TRAFFIC, Freeland, WWF, USAID, USAID Wildlife Asia.

C3. Public social media post on Commitments to "Zero Tolerance" of transportation and trade of illegal wildlife products to further motivate participation.

Stakeholders: Transport companies and associations, Ministry of Transport sectors in addition to all other stakeholders and general public.

C3: Training module (presentation materials and report) for Thailand ground transport companies on IWT, wildlife laws and detection methods.

Stakeholders: DNP, The Royal Foundation, United for Wildlife (Transportation and Financial Task Force), Ministry of Transportation: State Railway of Thailand, Department of Highways, Department of Land Transport, Department of Rural Roads, inter-agency first responders (DNP, Royal Thai Police, Border Patrol and Military), AMLO, ASEAN Trucking Federation, Land Transport Federation of Thailand (LTFT), People's Empowerment Foundation (PEF), Thai International Freight Forwarders Association (TIFFA), Thai Transportation & Logistics Association, DHL, DP World, Thai ground transport sector companies TBD (target n=10); TRAFFIC, Freeland, WWF, USAID, USAID Wildlife Asia in addition to other potential national, regional or international stakeholders interested.

C4. Methodology report on use of detector dogs for detecting IWT along ground transport routes

Stakeholders: All stakeholders and general public.

C4. United for Wildlife intelligence alert(s), originating from ground transport partners, issued to law enforcement and UfW transport and financial sector stakeholders

Stakeholders: Transport companies and associations engaged, United for Wildlife Transport and Financial Task Forces, GEF 6 Law Enforcement Working Group (DNP, Border Patrol, Royal Thai Police, Military, AMLO, UNDP), Thailand-WEN, ASEAN; other stakeholders (e.g., IUCN SSC Pangolin Specialist Group, TRAFFIC, WCS, Freeland, WWF, USAID, etc.) as appropriate.

C4. Presentation highlighting Thailand's model of cross-sector engagement to combat live animal trafficking

Stakeholders: All stakeholders, law enforcement and ground transport stakeholders in IBBH, and general public.

Grievance Mechanism. During remote consultations, the grievance contacts will be provided as an additional attachment to all remote project correspondence and appendix to any survey or report circulated. This information will be included as subtext on any posters or public awareness material provided to all stakeholders and included in any handouts during (workshop, training or awareness raising materials).

Stakeholders: All Stakeholders

12. **Consultation methods:** This section will describe the methods that will be used to consult with each of the stakeholder groups identified in previous sections. Methods used may vary according to target audience, for example:
   - Interviews with stakeholder representatives and key informants.
   - Surveys, polls, and questionnaires;
   - Public meetings, workshops, and/or focus groups with a specific group;
   - Participatory methods; and
   - Other traditional mechanisms for consultation and decision-making.

Consultation methods will be varied for each component. For Component 1, we will seek external consultation through key information interviews to supplement knowledge of trafficking dynamics gained through analysis of seizure data. Updated intelligence on trafficking and results will be shared to through case files presented at inter-agency meetings convened quarterly.by the national GEF-6 Law Enforcement working group to coordinate strategic action plans to identify priority locations for detector dog deployment. For Component 2 , we will engage with key DNP actors (CITES, wildlife division, forensics, rescue centers) through an initial workshop and then remote consultation processes undertaken to revise best practices for first responders. Remote-based consultations via e-mail and other platforms (e.g., zoom calls) will be used to select handler teams to participate in the dog detection training. A 14-day training module (presentations and practical exercises) will be delivered to detector dog handler and staff. During the training, participants will receive a pre- and post-test survey to assess changes in knowledge on best practices and guidelines. Dogs will be assessed via a 5-point score system for scent detection training. Joint-participation in dog detection deployment will convene meetings (each evening post-deployment) to compile intelligence deployment reports, then shared remotely with appropriate partners in line with intelligence cycle, and particularly through the quarterly GEF-6 law enforcement working group. Community-outreach will involve a pre-deployment consultation (utilizing the GEF-6 LE Community Assistants, where possible) or through meetings (remote or in-person) with relevant local authorities dependent on deployment location. We will hold at least one community engagement session at each detector dog deployment location to sensitize communities on project activities and disseminate awareness raising related to the project and wildlife trade laws, risk of zoonotic disease transmission, and promoting anonymous tip reporting (and grievance materials) through a presentation, as well as posters and handouts in public gathering spaces, and consideration of utilizing mobile advertising for broader dissemination of activities during ongoing COVID-19 pandemic.

For Component 3, transport sector engagement will be done through a series of remote consultations and workshops. Transport-sector stakeholders will be identified and initially consulted via e-mail and remote calls (with ZSL and United for Wildlife colleagues) to assess interest in further engagement, particularly for those selected for Thai leadership roles in greater engagement and coordination. A workshop will be delivered (presentations and printed material) annually to the ground transport sector. Ongoing consultation through e-mail correspondence and meetings (remote or, when possible, in person) will be used for transport sector engagement (and specific staff within the companies sustainability team) to adopt measures to combat IWT and co-develop associated training material. Corporate trainings will be available both online (generic and company specific) and delivered in person, when possible. Pre- and post-training evaluations of participating staff at the two companies will be conducted to assess change in awareness related to wildlife trade, wildlife laws, detection methods, and corporate reporting protocols. Regional Chapter workshops, convened by the United for Wildlife Transportation Taskforce, will further engage project stakeholders (government, private sector and trade associations) with

opportunities to engage and build relationships with other transport sector stakeholders and IGOs. For Component 4, public facing sensitized reports (e.g., detector dog deployments and intelligence cases) on lessons learned from project will be shared across regional transport & financial sector stakeholder networks to promote best practice, build confidence and establish trust between ground transport and law enforcement via e-mail and available online. An existing, private United for Wildlife Network, will be a medium to share intelligence alerts, originating from ground transport partners, issued to law enforcement and UfW transport and financial sector stakeholders A presentation at an appropriate multilateral event will also be used to highligt the successful model of cross-sector engagement to combat live animal trafficking in Thailand, lessons learned, and potential for replication in additional countries in Indo-Burma Biodiversity Hotspot, with continued follow-up via e-mail and ASEAN or UfW networking opportunities.

13. **Other Engagement Activities:** This section will describe any other engagement activities that will be undertaken, including participatory processes, joint decision-making, and/or partnerships undertaken with local communities, NGOs, or other project stakeholders. Examples include benefit-sharing programs, community development initiatives, resettlement and development programs, and/or training and microfinance programs.

During project planning the following mitigation strategy has been identified:
- In the project sites at select transportation hubs once established, public areas will be marked with clear signage in both Thai and relevant local languages, as well as with pictorial information (to account for non-literate community members) detailing the purpose of dog deployment units.

However, it is important to note that the below described consultation process might provide fur further recommendations and the final mitigation strategy will be the one jointly agreed with the communities in the last steps. While the ethnicity of target communities will not be known until final site selection. While the main emphasis is general community members, the process will also be extended to indigenous communities. The engagement process will include the following steps that will be implemented prior to the deployment of dog detection units or awareness raising campaigns:

- **Consultation with community representatives:** In each of the identified target villages, a first meeting with community leaders and other community representatives (representing equitable gender ratios), and particularly indigenous peoples (where applicable), will be held. This meeting is to introduce them to the project, the project approach and the potential impacts. It will also provide an opportunity to identify any other risks related to projects activities as well as discussing significance of the impacts. The mitigation strategy will be presented, but the participants will be invited to provide further recommendations for mitigation measures. The representatives are asked to contribute to the preparation of a follow up meeting with a larger audience, which aims at sensitizing community members about the dog detection units.
- **Community meetings**: Prior to community interventions, a meeting will be held (jointly-with GEF 6 Community teams, when possible) that will involve explaining the project, the purpose of the dog detection units being deployed and technical measures that will be put in place to avoid any negative impacts to the community. The participants will also have the opportunity to raise concerns they may have despite the mitigation measures. Representation from different social groups, gender-based groups, vulnerable groups etc. will be ensured. Where considered

necessary separate meetings are held (e.g., with women, vulnerable groups). In communities with mixed ethnicity, indigenous peoples are consulted separately.

- **Obtaining consent**: Further meetings are held to formalize and document the consent from community representatives on the use of dog units and the agreed mitigation measures following the principle of Free, Prior and Informed Consent. The consent will be documented for each target village. It is important that no pressure is felt –"Free" refers to a process that is self-directed by the community from whom consent is being sought, unencumbered by coercion, expectations or timelines that are externally imposed.

14. **Timetable:** This section will provide a schedule outlining dates and locations when various stakeholder engagement activities, including consultation, disclosure, and partnerships will take place and the date by which such activities will be incorporated into project design.

Project Components	Deliverables	Activities	Activity Start Date	Activity End Date
C.1 Collation, analysis and sharing of data and intelligence on IWT occurring overland in Thailand facilitates intelligence-led law enforcement approaches between Thai government agencies.	1.1 4 6-monthly non-nominal intelligence reports (aka strategic threat assessments) on IWT routes and dynamics, including high-level recommendations on where to deploy law enforcement action, produced and shared with law enforcement agencies.	A.1.1.1 Ongoing monitoring of illegal online trade in pangolins and protected wildlife species in Thailand.	01 Aug 2021	31 Jul 2023
		A.1.1.2. Identify main pangolin trafficking routes through social network analysis of compiled seizure data; update every 6 months to inform intelligence picture.	01 Aug 2021	31 Jul 2023
		A.1.1.3 Conduct key informant interviews to supplement knowledge of trafficking dynamics gained through analysis of seizure data.	01 Oct 2021	31 Jan 2022
		A1.1.4 Undertake situation analysis to inform selection of priority IWT routes in which to focus law enforcement action, and identify stakeholders (e.g., ground transport companies) to engage in project.	01 Aug 2021	31 Jul 2023
		A.1.1.5 Regularly review intelligence picture using new seizures and intelligence from	01 Jan 2022	31 Jul 2023

		detection dog deployments and other sources to inform 6-monthly intelligence reports.		
		A.1.1.6 Share updated intelligence (e.g., from online trade monitoring) on pangolin trafficking with DNP-CITES and other appropriate law enforcement agencies in Thailand.	01 Aug 2021	31 Jul 2023
	1.2 At least 4 nominal intelligence reports provided to law enforcement agencies for targeted enforcement action at priority locations connected to transport routes.	A.1.2.1 Nominal intelligence reports generated from ZSL IWT research and detector dog deployments and shared with Thai enforcement partners.	01 Aug 2021	31 Jul 2023
		A1.2.2. Quarterly inter-agency intelligence analysis meeting uses nominal intelligence reports (containing nominal/problem profiles) to coordinate inter-agency joint deployment workplan and response framework in at least 4 priority areas in Thailand.	01 Jan 2022	31 Jul 2023
		A.1.2.3 Identify priority locations for detector dog deployment, with at least 4 inter-agency intelligence-led enforcement actions undertaken to disrupt wildlife trafficking routes and identify actors.	01 Jan 2022	31 Jul 2023
		A.1.2.4 Law enforcement agencies integrate nominal intelligence generated through project into reactive intelligence analysis case meetings utilizing the GEF6 law enforcement working group.	01 Jan 2022	31 Jul 2023

C2: Improved detection and coordination of response to IWT along Thailand's priority ground trafficking routes.	2.1 Protocol for inter-agency frontline response framework revised to support best practices for evidence and live animal handling and mitigating health risks for humans and animals.	A.2.1.1 Workshop involving key DNP actors (CITES, wildlife division, forensics, rescue centers) to refine existing response SOPs and guidelines for first responders.	01 Oct 2021	31 Oct 2021
		A.2.1.2 Remote consultation processes undertaken to revise best practices for first responders, with endorsement obtained from DNP for the finalized protocols.	01 Oct 2021	31 Mar 2022
	2.2 Training report, including pre- and post- test evaluation and list of participants, shows a 60% increase in knowledge on international best practices and guidelines to train and deploy dogs to detect target wildlife species strategically and safely.	A.2.2.1 Selection of at least 10 dog handlers to receive training and accreditation to the internationally recognized UK National Police Chief Committee standards.	01 Oct 2021	31 Dec 2021
		A.2.2.2 At least 10 dog handlers undertake training to international standards in Standard Operating Procedures (training standards, deployment tactics).	01 Oct 2021	31 Dec 2021
		A.2.2.3 Scent detector dogs are trained on and able to detect pangolins and up to 2 additional target wildlife species.	01 Oct 2021	31 Dec 2021
		A.2.2.4 Participants (handlers and dogs) pass training course to achieve international accreditation.	01 Oct 2021	31 Dec 2021
		A.2.2.5 Pre- and post-training course evaluation to assess knowledge/capacity change among training course participants (target: >60% improvement in knowledge on best practice and guidelines).	01 Oct 2021	31 Dec 2021
		A.2.2.6 Training standards and protocols (including best practices for evidence and live animal handling, mitigating health risks and safe working in road environments) embedded in DD unit workplan.	01 Dec 2021	31 Jan 2022

	2.3 Deployment situation reports (n=4) from at least 2 dog teams at key illegal live animal priority transport routes and hubs in Thailand.	A.2.3.1 Trained detector dog teams deployed in line with Thai authorities' strategic deployment plan.	01 Feb 2022	31 Jul 2023
		A.2.3.2 Daily activity is debriefed, identifying intelligence from seizures and from negative interventions (i.e., when stopping a vehicle and finding no contraband), and lessons learned to inform future tactics and deployments.	01 Feb 2022	31 Jul 2023
		A.2.3.3 Intelligence gaps (unanswered questions about a criminal issue or threat) identified by detector dog unit commanders to inform future deployments.	01 Feb 2022	31 Jul 2023
		A.2.3.4 Intelligence reports are created, evaluated and then disseminated through appropriate partners in line with intelligence cycle.	01 Feb 2022	31 Jul 2023
		A.2.3.5 Intelligence case studies shared with GEF6 law enforcement working group.	01 Feb 2022	31 Jul 2023
	2.4 Materials from awareness campaign designed to sensitize the public to the detector dog program at deployment locations and mobilize public participation in wildlife crime detection and reporting at key provincial transport hubs in Thailand.	A.2.4.1 Hold at least one community engagement session at each detector dog deployment location to sensitize communities on project activities.	01 Aug 2022	31 Jul 2023
		A.2.4.2 Identify existing and if necessary, develop new public relations content promoting awareness raising of wildlife trade laws, risk of zoonotic disease transmission, and anonymous tip reporting.	01 Jun 2022	31 Jul 2022
		A.2.4.3 Distribute communications materials in at least 4 key transport hubs, particularly near where dog detection units are deployed in Thailand. Start campaign approx. 6 months into deployment.	01 Aug 2022	31 Jul 2023

C3. Proactive cross-sector action and co-operation initiated within Thailand to address IWT along ground transport routes.	3.1 Reports from 2 IWT/transport sector engagement workshops, involving representatives from at least 10 transport companies and 2 transport associations (road and rail).	A.3.1.1 Update stakeholder engagement strategy based on updated intelligence picture from component 1, with the aim of identifying companies that are implicated in IWT and working with them to improve their practices.	01 Nov 2021	30 Nov 2021
		A.3.1.2 Develop workshop agenda, engage target companies to attend and, where relevant, present at workshop.	01 Nov 2021	31 Dec 2021
		A.3.1.3 Identify and build capacity of >1 transport association to play leadership role in project through being one of the main coordinators for engagement with Thailand transport sector and United for Wildlife Transport Taskforce.	01 Nov 2021	31 July 2023
		A3.1.4 Hold annual workshop (n=2) to include at least 10 ground transport companies and 2 transport associations (road and rail) in Bangkok on IWT and opportunities for transport sector engagement to combat IWT.	01 Jan 2022	31 Mar 2023
	3.2. Commitments to "Zero Tolerance" of transportation and trade of illegal wildlife products are made by at least two ground-based transport/logistics stakeholders in Thailand.	A 3.2.1 Ongoing consultation with workshop participants to make formal zero tolerance commitment, introduce corporate measures to reduce involvement in illegal transportation, sale & consumption of wildlife, and where appropriate, support enforcement action.	01 Jan 2022	31 Jul 2023
		A 3.2.2. At least two ground transport companies agree to adopt measures (staff training plus one other action, e.g., display PR material or "know your customer") to reduce IWT.	01 Jan 2022	31 Jul 2023
		A.3.2.3 In collaboration with existing United for Wildlife Transport Taskforce members, support companies to review and	01 Jan 2022	31 Jul 2023

		update policies and operations to identify gaps in preventing IWT.		
		A 3.3.1 Co-develop, with two ground transport companies, training module and materials to increase awareness of IWT and encourage/empower staff to identify and respond appropriately to suspicious consignments and behavior through updated corporate policy.	01 Jan 2022	31 Mar 2023
	3.3 Training module including materials developed for Thailand ground transport companies on IWT, wildlife laws and detection methods, delivered to staff of at least two transport companies with corporate IWT reporting protocols.	A.3.3.2 Provide training to transport companies' sustainability team or other suitable team/department to deliver training to staff; pilot and refine training module and materials in collaboration with transport companies.	01 Apr 2022	31 Jul 2023
		A.3.3.3 Pre- and post-training evaluations of participating staff at the two companies show a 60% increase in IWT awareness, wildlife laws, detection methods, and corporate reporting protocols.	01 Apr 2022	31 Jul 2023
		A 3.4.1 Recruit and integrate 2 new ground transport companies into UfW Transport Task Force, through proactively engaging with the sector's leadership in government, private sector and trade associations to create stakeholder network & champions for change.	01 Jan 2022	31 Jul 2023
	3.4 Agenda and list of companies attending at least one United for Wildlife Regional Chapter Meeting promoting strengthened communication and information-sharing between transport and other sectors.	A.3.4.2 Ground transport companies attend United for Wildlife regional chapter meeting, with opportunities to engage and build relationships with other transport sector stakeholders and IGOs.	01 Jan 2022	31 Jul 2023
		A 3.4.3. Support the identification of representatives from ground, air, maritime and fast parcel sectors to	01 Jan 2022	31 Jul 2023

		bolster Thai representatives within United for Wildlife Transport Task Force.		
	3.5 Compliance with CEPF's Stakeholder Engagement Best Practice monitored and reported to CEPF every 6 months.	A.3.5.1 Review, update (if necessary) and report on stakeholder engagement strategy every 6 months; ensure grievance mechanisms are in place and reinforced with all stakeholders.	01 Feb 2022	31 Jul 2023
C4. Model of combating IWT along overland trafficking routes promoted to other countries in Indo-Burma Biodiversity Hotspot.	4.1 Methodology report on use of detector dogs for detecting IWT along ground transport routes disseminated to the enforcement sector in the IBBH.	A.4.1.1 Compile information from SOPs, non-nominal detector dog deployment situation reports, concealments identified, health and safety procedures, detector dog welfare and details on process of accreditation into a detector dog methodology report.	01 Feb 2023	31 Jul 2023
	4.2 At least one United for Wildlife intelligence alert, originating from ground transport partners, issued to law enforcement and UfW transport and financial sector stakeholders demonstrating the importance of ground sector engagement in combating IWT.	A.4.2.1 >1 ground transport company sharing best practices and lessons learned at >1 regional IWT transport sector chapter meeting annually.	01 Nov 2022	31 Jul 2023
		A 4.2.2 Sanitized intelligence case studies and lessons learned from project shared across regional transport & financial sector stakeholder networks to promote best practice, build confidence and establish trust between ground transport and law enforcement.	01 Feb 2023	31 Jul 2023
		A.4.2.3 Ground transport stakeholder network feeding intelligence into United for Wildlife intelligence alert system where appropriate.	01 Jan 2022	31 Jul 2023
	4.3 One presentation at an appropriate multilateral event highlighting the successful model of cross-sector engagement to combat live animal trafficking in	A 4.3.1 Promote opportunity for DNP CITES representative to present lessons learned from project at >1 regional meeting (e.g., INTERPOL or ASEAN) to promote best practices (dog unit and cross-sector engagement) in Indo-Burma Biodiversity Hotspot.	01 Feb 2023	31 Jul 2023

	Thailand, lessons learned, and potential for replication in additional countries in Indo-Burma BH.			

15. **Resources and Responsibilities:** This section will indicate what staff and resources will be devoted to managing and implementing the Stakeholder Engagement Plan. Who within the project team will be responsible for carrying out these activities? What budget has been allocated toward these activities?

The Project Manager will be the primary person responsible to managing and implementing the Stakeholder Engagement Plan – designating at least 25% of time, with support and Consultation with the other staff and stakeholders.

16. **Grievance mechanism**: All projects that trigger a safeguard must provide local communities and other relevant stakeholders with a means to raise a grievance with the grantee, the relevant Regional Implementation Team, or the CEPF Secretariat.

This grievance mechanism must include, at a minimum, the following elements.

- Email and telephone contact information for the grantee organization
- Email and telephone contact information for the CEPF Regional Implementation Team.
- The email of the CEPF Executive Director: cepfexecutive@conservation.org
- A statement describing how you will inform stakeholders of the objectives of the project and the existence of the grievance mechanism (e.g., posters, signboards, public notices, public announcements, use of local languages).
- You should include the following text, exactly, in any grievance mechanism: "We will share all grievances – and a proposed response – with the Regional Implementation Team and the CEPF Grant Director within 15 days. If the claimant is not satisfied following the response, they may submit the grievance directly to the CEPF Executive Director at cepfexecutive@conservation.org or by surface mail."

Following the guidance above, describe the grievance mechanism that you will use.

As part of any consultations and activities during the project, all project stakeholders will be provided contact details and steps to raise a grievance concerning project activities. During remote consultations, the grievance contacts will be provided as an additional attachment to all remote project correspondence and appendix to any survey or report circulated. This information will be included as subtext on any posters or public awareness material provided to all stakeholders and included in any handouts during (workshop, training or awareness raising materials). All text will be translated into the Thai language and, if appropriate based on final community demographics of dog deployment locations, local indigenous languages (e.g., Karen) as well.

To raise any grievance related to project activities, please contact the following:

Name: Thanakritta Oonsri
Phone: +66 95 692 6569
E-mail: Thanakritta.Oonsri@zsl.org
Organization: Zoological Society of London

Name: Siriporn Sriaram
Phone: + 66 2 662 4029
E-mail: cepf-indoburma@iucn.org
Organization: CEPF Regional Implementation Team

"We will share all grievances – and a proposed response – with the Regional Implementation Team and the CEPF Grant Director within 15 days. If the claimant is not satisfied following the response, they may submit the grievance directly to the CEPF Executive Director at cepfexecutive@conservation.org or by surface mail."

17. **Monitoring and Reporting:** This section will describe any plans to involve project stakeholders (including affected communities) or third-party monitors in the monitoring of project impacts and mitigation programs. Describe how and when the results of stakeholder engagement activities will be reported back to affected stakeholders as well as broader stakeholder groups.

The stakeholder engagement plan will be assessed every six months and revised as necessary. Initial feedback on any project activity will be circulated in a follow-up communication regarding expected timeline for reporting results of project activities. Summary reports to include relevant stakeholders will be circulated

Participatory Monitoring and Evaluation (PME approaches) will be employed. The integrated nature of the proposed project suggests the need to include a range of stakeholders, using different vantage points to monitor, assess and evaluate progress. PME will help the local government, ZSL and other stakeholders to keep track of progress, build on areas where success is recognized, and address challenges along the way. PME helps strengthen stakeholder organizations and people's capacities to formulate plans and take action in addressing the threats and ensure human rights, gender fairness, inclusiveness in benefits and reducing the risks of elite capture will be considered.

ZSL will use a combination of participatory, qualitative, and quantitative methods in monitoring and evaluation of the project. Baseline data will be collected at the inception stage of the project. This will be followed by regular monitoring that feeds into the periodic project implementation assessment and planning. Monitoring of different activities will be conducted on a monthly, quarterly, and semi-annual basis. The monitoring shall precede the Project's management, assessment and activity planning meetings and track the progress of the Project implementation vis-a-vis the Project Implementation Plan.

A parallel and integrated Project Financial Monitoring will also be implemented. This will coincide with the Monitoring schedule, which will also feed into the project management assessment and planning

activities. Burn rate and budget timeliness and efficiency spending will be the focus of the financial monitoring activities.

At the end of the project term, ZSL will conduct an end-of-project evaluation. The project will compare the baseline data and the end-of-project data to assess the cumulative output, outcome, and early impacts of the project.