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## ***The Prospect of Customs Cooperation with the Navy in Facilitating Maritime Transport and International Trade Development***

*Tayebe Sadat Kashfi<sup>1</sup>, Ali Babaee Mehr<sup>2</sup>, Reza Nasiri Larimi<sup>3</sup>*

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### **Abstract**

Nowadays, along with the expansion of the era of globalization, the prosperity of trade, and internationalization, countries pay great attention to customs affairs to facilitate commercial issues. In this regard, they have tried to establish the security of this important process by involving the Navy. Therefore, the present research is trying to investigate the prospect of customs cooperation with the navy in facilitating maritime transport trade and developing international trade. From this point of view, following the expansion of the conceptual space of the subject, the role of the navy forces in facilitating maritime transport trade and the development of international trade will be investigated. According to the subject documents presented in this research, the research method is descriptive-analytical and the method of collecting information in this research is library. The findings of this article indicate that "the relationship between customs cooperation with the navy forces is an interactive and mutual one, in a way that customs and commercial activities can create conditions in which the navy forces benefit and by establishing maritime and commercial security, navy forces can provide the necessary ground for facilitating maritime transport trade and the development of international trade.

**Keywords:** Customs Cooperation, Navy, Trade Facilitation, Maritime Transport, International Trade Development.

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<sup>1</sup> Ph.D. Candidate in Public Law, Sari Branch, Islamic Azad University, Sari, Iran.

<sup>2</sup> Assistant Professor Department of Public Law, Chalous Branch, Islamic Azad University, Chalus, Iran.  
(Corresponding Author) Email: [gatbabayee@iauc.ac.ir](mailto:gatbabayee@iauc.ac.ir)

<sup>3</sup> Assistant Professor Department of International Law, Sari Branch, Islamic Azad University, Sari, Iran

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## **1. Introduction and literature review**

Nowadays, along with the expansion of the era of globalization, the prosperity of trade and internationalization, countries have paid a lot of attention to customs affairs in order to facilitate trade issues, and in this regard, they have taken two key actions. First, countries have established and updated codified laws and regulations with a strong executive guarantee in accordance with international norms, because on the one hand, in the era of communication, the idea of countries being isolated and not needing to communicate with each other seems so strange and far-fetched that it is no longer necessary. The relationship between countries in different political, economic and cultural fields does not need any proof and this requires the acceptance of international norms and the formulation and establishment of codified laws, and secondly, they have tried to establish the issue of customs security, hence the discussion of the entry of the navy forces into this process has been brought up and placed in the center of attention because customs, as a tool for implementing the country's foreign trade policy, will move in the direction of economic prosperity when all economic, political, cultural and social issues and interests of the country are considered not only when establishing customs laws and regulations, but also when the implementation of the regulations with proper management should work in such a way that the resulting goals from it are also met and this requires the establishment of security by the navy forces. Therefore, this article tries to analyze how the navy forces play a role in establishing peace and stability in trade and facilitating sea transportation and the development of international trade in general. A review of the researches and studies done related to the topic of the current research shows that the researches done in this field have investigated the issue of customs and international trade from different aspects e.g. Saadat Selajgeh and Alireza Saibani (2018) in an article: "Legislative position of prevention of goods smuggling by customs and police establishments ". The present article by initially examining police models and legal documents for predicting police cooperation with customs, and finally examining customs duties and finding their commonalities in the form of situational prevention approach and social prevention approach, has tried to



express the common preventive bases of these two institutions. This research can be very useful and bountiful since it deals with one of the main variables of this research, i.e. customs. Mohsen Halajian (2012) in a thesis titled: "Investigation of the role of electronic customs system on export development from the point of view of experts and exporters in Gilan province" has indicated the purpose of this research as to investigate the role of electronic customs on export development from the point of view of experts and exporters in Gilan province. And he comes to the conclusion that electronic customs will actually improve the trade facilitation situation by shortening the time required for export and import and reducing the number of documents and costs of export and import. Elahi, Shaaban and Hassanzadeh, Alireza, (2006) in an article entitled: "Investigation of the role of electronic customs in facilitating exports", have benefited the experiences of successful countries in the cross-border trade index and the recommendations and solutions proposed by the World Bank regarding facilitation. Foreign trade offers suggestions to improve the mentioned index in Iran, the most important of which are the creation of a single electronic window between organizations and institutions in charge of issuing foreign trade prerequisite licenses, identifying Iran's major trading partners and concluding two or more memorandums of understanding. together with them in order to speed up and facilitate cross-border trade, use the potential of the private sector in expanding and modernizing rail transportation, expanding the scope of using risk-based inspections in order to speed up the clearance by the organizations in charge of inspecting commercial shipments in order of the importance of the inspected goods and removing order registration from the documents required for import to reduce the cost and time required for import in order to improve the rating Iran. Seyyed Abu Talib Najafi; (1383) in a research: "Necessity of using information technology in customs", shows that the use of new technologies in the customs system can eliminate additional copies of declarations, issue customs licenses by computer, and provide instant statistical reports in the shortest possible time, helps to the automatic calculation of duties and customs duties, and uses optimally of the human resources, increases control of official sources of entry and exit. Nowadays, due to

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globalization and the integration of micro economies in the international economy, the necessity of facilitating and expanding global and international trade has become more significant. The discussion of insecurity and threats has also become complicated and significant, so the necessity of the involvement of the navy forces in this international process has been taken into account, therefore, the present article is innovative from this point of view that, firstly, it considers the discussion of how to facilitate international trade and by referring to other countries, it examines the role and performance of the navy forces in this process.

**2. Theoretical framework: maritime transport business and international trade development**

The exchange of goods and commercial transactions is considered an inseparable part of the history of human life, which has played a very important role in the growth and prosperity of civilizations. This has caused a great emphasize and attention from economics regarding economic prosperity and legal science, in line with the establishment of codified laws and the regulation of commercial transactions since mankind has existed many years since on the earth. Documented history and research of archeological investigations in the depths of history until the Stone Age, whose historical record reaches five thousand years ago shows that while preserving his individual existence, mankind has often lived in a group and collective form. In the end, financial and commercial exchanges have been important for both individuals and society. For the individual, it is important because he touches and engages with it. It is also very important for society; Because the growth, prosperity, wellbeing, power, independence, greatness and achieving the desired perfection for the society are all affected by the issues of property, wealth, trade and financial exchanges which are interpreted in economic terms. (Solomon, 2012: 529).

Based on the history of mankind, this issue shows that the early men lived as an individual and managed their lives by hunting, but since mankind is a social being per se and finds meaning in the community, human social groups were formed gradually, which are called "primary communes" according to the



communism. In the primary social and group forms, fear of conflict, dangers of nature, preservation of property and lack of security in the field of financial exchanges paved the way for mankind to choose a person from themselves as the head of the tribe, and provided the Kadkhoda or the elder of the tribe so that in times of conflict, conflict, crisis and even aggression, he can judge among the members and execute justice. This process has always existed in different periods of history and has continued his life. With the emergence of legal schools and later on, kings, we gradually witness the emergence of the necessary grounds for the formation of government and, apart from the custom and philosophy of the formation of communities, this issue has also been discussed among religions and religious schools, and the goal of the prophets has been to shape the Islamic government, and this issue has reached its peak in Islam. One of the most important goals of Islam is the formation of an Islamic government so that it can act justly and protect the lives, and property of people. The ability to preserve property, assets, property and wealth is one of the pillars and goals of the formation of governments in different dimensions, and the Islamic government in its more specific dimension, gradually flourishes with the formation of government in the market world and financial and non-financial exchanges. The governments tried to exploit trade and financial exchanges in line with their economic prosperity, since one of the factors that play a fundamental role in achieving the goal of rapid and continuous economic growth is the development of the financial sector and its related exchanges in every country. Countries with a more developed financial system are on the path of faster economic growth because they make the economy in question capable of experiencing higher growth rates.

Therefore according to Simon Kuznet (1946), the society has always been looking for an agreed standard, relying on which it can measure the success of its economic and commercial activities. (Simon, 1946: 135) In fact, it should be said that the optimal performance of the economic system in any society depends on the existence of two real efficient and financial sectors. The activity of these two sectors together is considered a necessary and sufficient condition for the economic system, because the performance of each of these two sectors



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affects the performance of the other sector (Marouf, 1392: 9). By moving away from the old age and coming to the new age, we are gradually witnessing the transformation from traditional trade to modern and electronic style. Therefore, from the beginning of human life to the modern era, has been interpreted in the form of traditional trade, and from this period until now is called modern trade and electronic business. Therefore, according to the above content, it can be said that traditional business is a part of business practices that includes all activities that facilitate exchange. There are two types of activities involved in business which are business and ancillary services and business assistants. The term "trade" refers to the purchase and sale of goods and services in exchange for receiving cash or non-cash and ancillary services of transaction and trade assistants. (Chudik, 2017:135). More precisely, trade includes all activities that facilitate the exchange of goods and services from the producing company to the final consumer. When the production of the goods is finished, they do not directly reach the hands of the customer, but have to go through various activities involved in the trade. Its main task is to meet the needs of consumers by making goods available to them at the right time and place.

But e-commerce or e-commerce refers to the exchange of goods, services, money and property or information between companies and consumers who use an electronic network, that is, the Internet or an Internet social network.

E-commerce means trading and helping business activities through the use of electronic tools, that is, all activities such as buying, selling, ordering and paying are done online. (Difference between traditional trade and e-commerce, 2021: 2-12) At the same time, by passing from the traditional stage and entering the modern period, that trade has undergone transformation and change in various dimensions, including in the field of trade and sea transportation, we are witnessing significant developments. Therefore, based on the above-mentioned content, it can be said that although sea transportation has played a major role in trade over the centuries, and the mutual dependence between trade, transport services and transportation and supply chain has been created. This has also resulted in measurable social and economic achievements. In addition, it has also played a vital role in bringing together maritime transport providers



and users, and all parties in the international supply chain to work together for the benefit and profitability of trade. During the 1960s maritime transport on a global scale began to mainly use containers for large cargoes, and the idea was developed that these were a useful and cost-effective method of transporting cargo over any distance by large boats or ships above oceans and lakes. Since then, this method of transportation has proven to be the most popular among people and companies involved in international trade.

Among its advantages, one can mention the transportation of goods with a large volume at a low cost and highest usability in modern societies. According to the 2019 United Nations Conference on Trade and Development report, maritime transport with more than a quarter of global trade volume carried through ocean transport, is the backbone of global trade and manufacturing supply chains. In addition, maritime transport accounted for 80% of the "volume" of world trade. This trade has linked the global economy and acted as an important factor of trade, driving factor of growth and social development (Matekenya & Nwadi, 2022: 1, 2). Ships carry more than 80% of world trade volume and about 70% of trade value. The global fleet that carries maritime trade includes dry bulk carriers, container ships and oil tankers. Each type of ship specializes in different classes of products and can be divided into two categories: those that operate on fixed itineraries, much like buses, and those that operate on flexible routes, like taxis. Container ships and gas/oil tankers and dry bulk carriers belong to the first and second group, respectively. Dry bulk carriers, which account for about half of maritime trade and 45 percent of the total global fleet, are the primary method of transporting commodities such as grain, ore, and coal. They operate on flexible routes and are therefore called "ocean taxis" (Kalouptsidi, 2021).

The global maritime system provides the backbone of logistics operations for global supply chains and international trade. In recent decades, increased globalization has led to an increase in international trade and the significance of maritime shipping. In early 2020 (just before the outbreak of the Covid-19 pandemic), the international shipping industry carried approximately 90% of global trade by weight. In 2018, world maritime trade reached nearly 11 billion

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tons. As illustrated in the figure below, global trade, including maritime trade, has outpaced two key industrial indicators, including gross domestic product (GDP) (Li et al, 2021: 2). The Covid-19 pandemic disrupted shipping industry, the damages have been less destructive than what first could be imagined, though. The shock in the first half of 2020 caused maritime trade to decline by 3.8 percent in 2020. But there was a nascent, albeit asymmetric, recovery in the second half of the year, and by the third quarter, volumes had rebounded for both the container trade and dry bulk. However, there is still no full recovery for tanker shipping. Maritime trade has performed better than expected in part because the COVID-19 pandemic unfolded in stages, at different speeds, and with different paths across regions and markets. The return to trade flows was also the result of large stimulating projects and increased consumer spending on goods, as e-commerce grew, particularly in the United States. Later, by the emergence of vaccines, there was more general optimism in developed. But this was partly due to the opening of pending demand for cars e.g., due to restocking and inventory building, but the rebound was relatively quick because, unlike the global financial crisis in 2009, the recession was not coordinated across the globe. . In 2021, seaborne trade will increase by 4.3% as global goods trade and manufacturing improve (Figure 1).UNCTAD, 2021: xiv).

### **3. Research findings**

Recent studies by the World Trade Organization (WTO) show that improvements in border management around the world could increase global trade by \$1 trillion a year, meaning that trade facilitation strategy can have a larger impact on international trade. Developing countries and SMEs suffer disproportionately from cumbersome border procedures, so easier, faster and less expensive processes will allow many companies to trade internationally for the first time and unify the world value chains.

#### **A- Necessities of involvement of navy forces in international trade affairs**

Regarding the reasons for the involvement of the army and the navy forces in business matters, the needs and challenges that justify this participation should be addressed:





The first approach includes the general context of customs reforms: weak border enforcement has been identified as one of the main causes of informal cross-border trade in the world. Informal business takes place on the margins and is something that should be reduced as much as possible for two main reasons: creating a loss in revenue collection and generally as a kind of challenge for government officials because today we are in touch more than ever.

Economies around the world can be measured and compared according to a wide range of analytical data. But these statistics never show the full reality. Black markets of illegal products and illegal activities collect huge revenues and shape the economy in many ways that are not reported in official publications. The most profitable black markets are smuggling, counterfeiting, and piracy. Together, the top ten countries with the largest illicit markets are estimated to have an impact of \$1.6 trillion on the global economy. (Illicit Trade 2017) For example, a drug cartel is an organization that operates in the illegal market of drug production, smuggling and sale. The goal of cartels is to reduce competition and obtain major shares of a market that operates as a monopoly. This suggests that today's drug-trafficking organizations resemble large legal firms because they compete in a multibillion-dollar market where they manufacture, transport, market, and sell their products to final consumers. They essentially take control of the entire supply chain in order to maximize their profits. For example, according to the latest United Nations World Drug Report, the value of the illegal drug market in the United States in 2010 was estimated at \$109 billion annually, which is 0.74% of the total US GDP. Compared to other countries, these numbers show that the United States is the largest drug-consuming economy on a global scale. (Drugs and Crime. 2017: 23) This creates a constant demand for drugs, a major part of which is provided by Mexican cartels, which are mainly active in the sale of heroin, marijuana, and cocaine. While growing heroin and marijuana fields, they also import cocaine from South American countries to export later. The huge profits in drug trafficking are impressive, a kilogram of cocaine can be bought for \$800 in Colombia and sold for around \$122,000 in the United States. Of course, costs

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such as transportation costs or bribing officials should be reduced, but the profitability is still high (Hartmeier, 2018: 6-10).

**The second approach** shows how informal cross-border trade is tolerated by national and local authorities to ensure income generation for the local population. It also shows how informal cross-border trade is a local response to distrust of national authorities. In some cases, the state may be perceived as illegal: informal cross-border trade is therefore a way to combat it, by undermining the state. It also emphasizes the possible collusion between some government institutions and some large informal traders. However, this literature does not examine the role of customs as a government institution, as well as the role of financial departments in the context of organized violence (Cantens & Raballand, 2017: 7,8). Therefore, in this regard, it can be analyzed that today, terrorist groups such as the Taliban and ISIS had financial resources and they began to do the drug trade themselves gradually. By investigating the past 20 years, it is clear that these groups, due to their power, became a support for groups that were active in drug transit without the governments being able to deal with them. On the other hand, terrorist groups used to get money from drug gangs. Over time, these groups became one following this logic that the terrorist group produced, cultivated and transited the drugs; this is where a new concept called narco-terrorism is created, which is translated as drug terrorist. Another point is that the issue of anti-money laundering techniques targets the financial foundations of these groups so that they cannot transit the money obtained in this way. For this reason, FATF groups and the Palermo Convention are trying not to allow these groups to operate through international banking networks. The most recent figure for money laundering is \$426 billion to \$652 billion, which is probably closer to \$652 billion, but the global drug money laundering figure is around \$100 billion, which has not been updated since 2014. In line with the importance of non-conventional financial and commercial exchanges, the report of the European Police (Europol) on the evaluation of organized and serious crime threats, which was published in 2017, noted how a large part of the heroin consumed in the European Union countries is smuggled through the countries of the Western Balkans. In the risk analysis report of the



European Border and Coast Guard Organization, it is stated that the cannabis plant is produced in large quantities in six countries of the Western Balkans and then exported to the European Union countries through the Adriatic Sea. The Eastern European Police, an international regional organization, estimated the approximate value of seized drugs (opium-based, cocaine, cannabis, and mixed) in 2018 at \$2.4 billion.

In general, according to the report of the European Commission, organized criminal groups are still active in this region and belong to the countries of the Western Balkans and Turkey. Since 2012, violent crime, related to disputes over territory, influence, or financial transactions between them. , 2020: 808-818) Dobovšek) have also occurred among the criminal groups themselves

**The third approach** directly deals with the work and performance of government employees in general and customs officials in particular. This literature mainly focuses on entry points such as ports and airports either to analyze the actual governance of international trade, or to address the issue of corruption and anti-corruption policies in customs. Customs administrations in border areas are prone to conflict and adjust the financial burden to be acceptable to local economic operators. The acceptability of tax levels is partly negotiated with importers to prevent or curb smuggling and boost local economic activities. Business activities are flexible. In most cases, trade continues in conflict-prone areas despite the violence. This means that traders either pay a certain price for security or make alliances with violent groups. Where state actors have been replaced by non-state actors, they still ensure that the passage of goods generates resources through some form of informal taxation. Business resilience can be explained by the fact that, regardless of whether the actors are insurgents/militia or government entities, navy groups always need supplies. However, and perhaps even more importantly, trade is flexible, as all navy groups want it to be: controlling trade and ensuring that trade flows remain effective is a sign of the capacity (and income) to rule for those who intend to rule a territory. The local significance of customs in insecure areas is due to that government's position in the flow of trade and its role in providing cash to other state actors and local authorities. Customs is

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usually the most important government agency that deals with traders and intermediaries such as brokers and transporters. Intermediaries establish a relationship with customs and negotiate with them. This is important in cases where the presence of the state is restored in fragile borders. Finally, traffickers may finance violent actions. Terrorist groups may also pay intelligence traders to allow them to cross borders. There appear to have been cases in northern Nigeria where Boko Haram paid businessmen to become informers. The same phenomenon has been reported by residents of Timbuktu in Mali. When trade routes change due to violence, some neighboring cities or regions of a fragile region may compete to attract new trade flows. This competition can exist between government institutions, navy groups, and even cities that find new opportunities to connect to border economies. It can be based on the price of providing security and lead to competition in the cost of providing transportation security (official and unofficial) and customs duties. But, the most important competition between the border cities is to attract the conflict areas of the trade routes: this can affect the government's income at the national level. But in the case of areas adjacent to conflict zones, it becomes more intense. It can be led by local authorities using customs offices as allies, or by the customs offices themselves. The range of "facilitating measures" can be wide: from reducing the financial burden (e.g. by carrying out an overall assessment of loads and setting a universal tax for each truck), to providing a security escort for a fee. (Cantens & Raballand, 2017: 7, 8)

In countries with weak governance and weak institutions governing trade transactions and procedures, traders can face significant difficulties in dealing with public sector officials such as customs officials. They can complicate customs clearance through time-consuming inspection procedures (requiring unnecessary signatures for clearance), absence of the customs officer from work; and poor lines of communication and unnecessary coordination with many government agencies. More complications arise when poorly paid customs officials demand bribes. (Gani, 2017: 283).

**B- The role of the navy forces in establishing security from "maritime security to maritime security"**



Security is an issue that is associated with the individual and social life of a person and is considered one of his basic needs. Life expectancy, progress and progress in many fields, including cultural and economic progress and the achievement of industry and technology, are possible in the light of security. In other words, if the security factor in a country is high, the people and ethnic groups living in it live together with peace and intimacy, comfort and tranquility, and work for the development of their country individually and as a group (Human Security Handbook, 2017: 7), in such a way that nowadays it is possible to talk about political security, economic security, social security, military security, legal security, maritime and commercial security (Powell, 2012: 1-20). One of the types of security models is the "maritime and commercial" security model, which is the factor of business prosperity, the facilitation of transportation and actually the development of international trade, therefore it can be said that maritime security in the sense of "being safe" is different from "maritime security in the sense of "being safe from natural disasters", so maritime security in the first sense is "a combination of preventive and reactive measures to protect the maritime area against threats and intentional illegal actions". The key words in this definition are: "Preventive and reactive measures, aimed at law enforcement as a civilian and military necessity and defensive operations as a military necessity" while "Maritime security is a combination of preventive and reactive measures in order to protect the maritime domain from accidental hazards." or natural, damage to the environment, risks or damages, and limiting its effects. Therefore, there is a fundamental distinction between man-made and unintentional hazards and accidents. Safety refers to the risks to the ship, its crew and passengers, cargo and navigation (Feldt et al, 2013: 2-4). Which means protection of the marine environment through regulations and techniques. While security focuses on operational requirements, safety is a civilian responsibility and its achievements are based on joint efforts between governmental and non-governmental agents. The International Maritime Organization, IMO, is the custodian of all regulations necessary to establish and maintain appropriate standards, such as BMP best management practices, to advise all ship owners to protect



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themselves against piracy and navy robbery attacks. From this point of departure on, the navy forces will actually enter the sea and international trade and in fields such as: international and national peace and security; sovereignty, territorial integrity and political independence; Security of maritime communication lines; security protection against the formation of crimes at sea; security of resources, access to resources in the sea and seabed; Environmental Protection ; The security of all seafarers and fishermen( Feldt et al, 2013: 2-4), and actually combining all of them in a concept called "Maritime Security and Sea Security" in order to facilitate trade and transportation and international trade. The examination of the above cases shows that, firstly, today maritime, commercial and international transportation security is considered an important and vital issue.

Secondly, due to the extent of maritime threats and the establishment of sea security and safety, the role of the navy forces can be clearly considered serious and important. Thirdly, if this is achieved with the help of the navy forces, then we can see prosperity, facilitation, development and expansion of international trade. This is something that can be considered important and beneficial for the world community.

**C- Necessity of involvement navy forces in facilitating maritime transport trade (case study: European Union)**

Examining the trend of global threats and the challenges facing global trade has caused countries to take several measures to have the navy forces enter in to international trade and exchanges. In addition to that, economic crisis and the increase of threats, organized crimes and illegal immigration has revealed the issue of efficient and effective management of the external borders of the European Union more pronounced. Therefore, following the announcement of the seventh commission of May 2002 regarding the integrated border management and also the study of May 30, 2002 regarding the European border police, the European Assembly in Seville approved an action plan regarding the management of the external borders of the European Union .from this time on, the basis for customs and navy cooperation in the European Union was provided. For example, in line with the role of the navy forces in facilitating



trade and customs, we can mention the government of Bulgaria, which is trying to adapt its customs and border police department to cooperation operations to increase the security of the EU's exit borders. In 2005, the two so called "Tampre and The Hague" programs were approved to strengthen the organization of exit borders, and some of the achievements of the implementation of these two programs led to the establishment of the European Agency for the Management of Operational Cooperation along External Borders (FRONTEX) and the approval of the regulation on the movement of people through borders. (Schengen Borders Code, 2006.) In addition, the Customs Code (2005) introduced a number of systems that focus on enforcing stricter security rules for the movement of goods across international borders. The above cases show that the issue of trade facilitation is at the top of the agenda of countries, especially the European Union. For this reason, we are witnessing the efforts of this union in the general dimension and its individual members in order to facilitate trade and use of border forces and navy forces. But despite the development of common standards for the management of external borders of the European Union, the form and scope of cooperation depended on the capacity of each member state. As a result, some countries have managed to establish acceptable institutional cooperation and even merged these two institutions (e.g., the UK), while in other countries the relationship between the two institutions is either with a strict division of missions and tasks or even in cases especially due to mistrust, competition and lack of communication. Three models of cooperation between the navy forces and the customs have been formed in the union (Policy Brief, 2011: 1-6))

**A- Institutional structure:** while in some member countries, there is a professional border guard and customs, in others, the police or the coast guard have the authority to guard the border, or the navy forces and disciplinary forces are responsible for the implementation of the customs law.

**B. Powers/jurisdictions of customs:** In some member countries, customs and border guards do not have the ability to investigate. Others

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may have no maritime patrol capacity or any capability beyond border crossings.

**C: Considering the law on which the cooperation is based:** while in some Member States there are comprehensive laws, in others local or need-based agreements, or informal cooperation prevail. Examining the three models of cooperation between customs and navy forces, as well as the challenges and threats to customs and trade facilitation in the European Union, has forced several basic measures:

First, sharing results from one institution with other institutions, secondly, conducting a joint risk analysis. In fact, among all member states, risk analysis is shared in some way (either informally at lower levels, or formally and published). (Policy Brief, 2011: 1-6) Common risk analysis is usually limited in scope and only carried out in specific locations (high-risk border points) or on specific issues (such as drugs or cigarettes). This type of analysis is done nationally or regionally only in Finland, Sweden and the United Kingdom. Thirdly, the joint operation between the border guard and the customs has been conducted because of providing the right opportunity for effective and efficient cooperation. Although the term "joint operations" has different meanings among EU institutions, it generally refers to a set of activities that, while not routinely carried out, are nevertheless planned and carried out in longer period of time, with a greater degree of complexity/coherence, or over a wider geographical area. Carrying out joint projects between the customs and the border guard is often about the cases in which they have joint powers such as drug trafficking and indirect goods such as cigarettes, alcohol or fuel. The number of union countries that conduct joint operations related to illegal immigration is less. Joint actions bring various benefits both in terms of effectiveness and efficiency. For greater effectiveness, all participating institutions should share important information or resources. The mentioned efficiencies include the use of forces and equipment, or saving time in exchanging information or transferring our files between two institutions. The best method in this field should be determined. In Germany, a comprehensive system for evaluating joint actions has been implemented. This system analyzes



operational results, personnel allocation and information exchange. The second successful example is related to Poland. In Poland, joint operations are planned in detail, including the allocation of specific tasks, control procedures, joint use of equipment, and financial contributions of participating agencies (Policy Brief, 2011: 1-6).

## **Conclusion**

The discussion of trade, trade exchanges among countries has always been of considerable significance in legal discussions throughout history. Although, this importance is so that a person touches it and finds himself involved with it, both from an individual perspective and from a collective and national perspective. Its significance for the society is also due to the fact that growth, prosperity, power, independence, greatness and achieving the desired perfection for the society are all affected by success in trade, exchange of goods, transportation, and customs efficiency, a constructive and suitable role played by the navy forces in facilitating trade. This article should not be considered as the mere significance of trade for the progress and development of a society, rather, it simply should refer to its importance and indicates that if a country is willing to achieve growth and development in terms of economy, industry and technology, one of the affecting factors is definitely the existence of two components of efficient customs. , powerful navy forces and finally interaction and cooperation between these two. With the studies carried out in this article, it can be stated that there is no high executive guarantee in commercial laws and the fight against disrupting international trade groups, the circumvention of laws by governments and terrorist groups, and the government's enjoyment of the necessary security in order to promote non-conventional exchanges has provided the basis for expanding and increasing the role of the navy forces in trade and maritime transport, which can provide a range of cooperation, including in the field of border and cross-border communication and information exchange, joint cooperation in transportation at the border points, providing criminal and criminal legal investigations and cooperation in the field

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of joint operations in line with the security of transportation and international trade. Therefore, in the final analysis which is affected by the impact of customs, Navy and the intervention of these forces to facilitate trade, two types of assumptions can be made. First of all, the businesses enjoying high profits and the threats arising from it on the one hand and globalization, the complexity of threats, the inability of the customs administration to facilitate trade, maritime transport and the development of international trade, paved the necessary grounds for intervention of navy forces in customs and trade affairs. On the other hand, the intervention of navy forces in the process of trade, customs affairs, sea transportation and finally the development of trade can not only provide the necessary security, rather, it leads to the facilitation and development of trade. Therefore, according to this situation, it is suggested that the cooperation between the customs and the navy forces shall be considered at three so called levels of , strategic, operational and tactical, so that at the strategic level (police, customs and tax administration) cooperate is facilitated . At the operational level, the ground is provided for the preparation and regulation of information, and at the tactical level, these two conduct joint investigations in order to share information, support investigations and carry out crime analysis, which in case it is realized it can lead to prosperity, facilitation, expansion and development of business.

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