

A Study on Confiscated Goods in Andhra Pradesh – Tamil Nadu Border

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Abstract-A Study on confiscated goods in Andhra Pradesh – Tamil Nadu Border ABSTRACT: This study looks into the topic of confiscated commodities along the Andhra Pradesh-Tamil Nadu border, focusing on the nature, causes, and consequences of illegal commerce in the region. The border, a major commercial exchange point, sees the smuggling of goods such as electronics, agricultural products, narcotics, counterfeit items, and wildlife, which are trafficked to avoid taxes and laws. The study looks into smuggling methods, the role of law enforcement agencies, and the legal framework that governs interstate trade, focusing on the economic, security, and public health consequences, such as lost revenue, disrupted businesses, and potential risks from illicit goods such as counterfeit medicines. The report outlines issues like as gaps in monitoring, enforcement cooperation, and legal loopholes, and it provides case studies and data analysis to help readers understand smuggling dynamics. The report recommends improving border security, legal frameworks, and interstate collaboration to combat illegal trade. It aims to inform policy formation and reinforce enforcement mechanisms for a more secure trading environment.

Key Words: Smuggling, confiscated goods

INTRODUCTION

The border region between Andhra Pradesh and Tamil Nadu is a hotbed of smuggling and criminal activity, with illicit goods including drugs, guns, wildlife products, and contraband whiskey. This study aims to examine the types of objects confiscated, the problems that law enforcement encounters, and the broader socioeconomic consequences of these crimes. It will look into smuggling methods, criminal characteristics, and the efficiency of existing laws and enforcement mechanisms. The region's diversified terrain, which includes forests, highways, and industrial zones, provides both opportunities and obstacles for criminals. High-profile crimes like as red sandalwood

smuggling and highway robberies have persisted, with gangs like the Bawaria Gang stepping up their criminal activity. Furthermore, the rise of cybercrime and cross-border fraud has exacerbated law enforcement challenges. Jurisdictional conflicts and inadequate inter-state cooperation are major difficulties, preventing police units from responding quickly and sharing information. Despite initiatives like as collaborative task groups and intelligence networks, law enforcement remains fragmented. Smuggling and organized crime have had a substantial economic impact on local communities, with companies suffering as a result of insecurity. Psychological trauma, distrust of law enforcement, and a fearful environment all contribute to a lower quality of life. The project will look into crime prevention techniques beyond enforcement, with a focus on community engagement. In conclusion, the purpose of this study is to provide a full understanding of criminal activities along the Andhra Pradesh-Tamil Nadu border, including their causes and repercussions. It will provide actionable insights to help law enforcement, increase inter-agency cooperation, and develop policies that ensure regional security and economic stability.

REVIEW OF LITERATURE

Reddy (2017) examined the difficulties at the Andhra Pradesh-Tamil Nadu border. Reddy emphasized the particular problems associated with the illicit trafficking in red sandalwood, which is highly prized in global marketplaces. He stressed that smuggling such contraband not only causes major economic losses, but also adds to environmental deterioration, as the illicit extraction of red sandalwood endangers the region's biodiversity. Reddy also talked about the societal repercussions of smuggling gangs competing

with one another, including a rise in crime and violence.

Bala (2018) provided a thorough analysis of the problem of red sandalwood smuggling, emphasizing the particular difficulties in areas with thick forests and insufficient security. Bala maintained that the illicit harvesting and trading of red sandalwood, a resource that is highly valued in global markets, is made possible by the isolated and inadequately supervised forest areas. He clarified that organized smuggling networks flourish in these areas due to a lack of strong policing and inadequate governance. Bala underlined that these elements not only cause serious environmental damage but also worsen poverty in the area and encourage criminal behaviour. In order to tackle the illicit trade in red sandalwood, he advocated for improved resource management, increased forest surveillance, and more robust law enforcement.

Kumar & Sharma (2018), one of the primary barriers to effective border policing is a lack of cooperation amongst different law enforcement organizations. They maintained that ineffective border control activities and delays in response times are frequently caused by this lack of cooperation. Kumar and Sharma emphasized that law enforcement has major obstacles due to the jurisdictional complications across states, such as those in the Andhra Pradesh-Tamil Nadu region. Due to these complications, smuggling operations are able to thrive since prompt responses are impeded and agencies are unable to collaborate efficiently. To increase the efficiency of policing in these areas, they recommended strengthening interagency cooperation and simplifying border security activities.

Rani and Kumar (2019), focused on the socio-economic vulnerabilities at the Andhra Pradesh-Tamil Nadu border, highlighting how factors like unemployment, lack of education, and rural poverty contribute to the rise of smuggling activities in the region. They argued that these socio-economic conditions create an environment where people are more likely to engage in illegal trade as a means of survival, and they also highlighted how organized crime syndicates take advantage of these vulnerabilities by recruiting people from economically disadvantaged communities to transport contraband, such as drugs and wildlife products. The study

underscored the importance of addressing the socio-economic causes of smuggling in order to effectively combat this issue, and they suggested comprehensive socio-economic reforms, including better education and employment opportunities.

RESEARCH METHODOLOGY

Semi-structured interviews with 20 officers near border checkpoints and field observations. Data were analysed using descriptive statistics for trends and thematic analysis for qualitative insights. The study focused on key variables: confiscated goods and enforcement intensity, economic incentives and border infrastructure.

OBJECTIVES

1. To identify the types of goods most frequently confiscated at the Andhra Pradesh – Tamil Nadu border.
2. To study the people involved in smuggling.
3. To analyse how well the current laws and police efforts are working to stop smuggling at the border.

SAMPLE SIZE & SAMPLE TECHNIQUES

20 samples were collected from the Andhra – Tamil Nadu border police. The sample represent the opinion of the state border police about the goods smuggling at the borders. Only male police officers. It involves the type of crimes and the mode of transport of the offenders to carry the smuggling goods.

The study focuses on types of smuggling goods to found out in the Andhra, Tamil Nadu border. Structured questionnaires are prepared and the data collected from the police who are in the state border of Andhra – Tamil Nadu border.

DATA COLLECTION & DATA ANALYSIS

1. Primary data through an interview questionnaire was collected.
2. Secondary data through sources from journals, articles, books and social media.

Structured questions will be implemented in SPSS software used for statistic values of the collected data

RESULT AND ANALYSIS

TABLE 4.1: AGE

S.NO	Age	Percent
1.	26-35	19.0
2.	36-45	76.2
3.	Above 45	4.8
	Total	100.0

TABLE 4.1: It presents the age-wise distribution of respondents, revealing a strong plurality of those aged 36 to 45, who account for 76.2% of the overall sample. This shows that the study focuses on the viewpoints of middle-aged people who are likely to be in stable stages of their jobs and personal life. The 26-35 age group accounts for 19.0% of responders, indicating younger professionals who may provide new insights and adaptability. In comparison, just 4.8% of participants are over the age of 45, demonstrating a lack of representation among the elderly. Overall, the age distribution is significantly oriented around the 36-45 age range, which may influence how the study's findings are interpreted and applied, especially in circumstances where age diversity is important.

TABLE 4.2: YEARS OF SERVICE

S. NO	Years	Precent
1.	1-3 years	14.3
2.	4-7 years	57.1
3.	More than 7 years	28.6
	Total	100.0

TABLE 4.2: It highlighting that, the majority, 57.1%, have between 4 and 7 years of experience, indicating a workforce with a moderate level of tenure and a thorough awareness of their duties and organizational processes. Furthermore, 28.6% of respondents have more than 7 years of service, showing a sizable proportion with long-term experience who may provide deeper insights based on their extensive connection with the company. Meanwhile, 14.3% of respondents have been with the firm for 1 to 3 years, indicating comparatively newer employees who may contribute new insights but have had less opportunity to fully integrate. Overall, the data suggests that the majority of participants have a strong presence in their roles, which may have a beneficial impact on the reliability and richness of the information acquired during the study.

TABLE 4.3: MEASURES COULD IMPROVE LAW ENFORCCEMENT

S. NO	Measures need to improve	Percent
1.	Increase manpower and resources	23.8
2.	Advance surveillance technology	28.6
3.	Stricter legal penalties	28.6
4.	Better coordination between state police	19.0
	Total	100.0

TABLE 4.3: It summarizes respondents' perspectives on the major actions required to improve existing systems or operations. A sizable majority of respondents ranked advanced surveillance technology (28.6%) and stiffer legal penalties (28.6%) as top priorities, indicating a strong conviction in both technological advancement and legal enforcement as key components for progress. Furthermore, 23.8% of interviewees stressed the significance of boosting manpower and resources, indicating concerns about understaffing or insufficient logistical assistance. Meanwhile, 19.0% of respondents advocated for increased coordination across state police agencies, demonstrating a realization of the importance of improved inter-agency collaboration to improve efficiency and reaction. Overall, the findings indicate that a multifaceted approach is required, with equal emphasis on technology, legal reform, and resource strengthening.

S. NO	Challenges facing	Percent
1.	Insufficient Manpower	14.3
2.	Advance smuggling techniques	33.3
3.	Corruption within agencies	23.8
4.	Lack of coordination between states	9.5
5.	Legal loopholes	19.0
	Total	100.0

TABLE 4.4: CHALLENGES IN CONTROLLOING SMUGGLING

TABLE 4.4: It summarizes the primary problems encountered in regulating smuggling, as perceived by respondents. The most major issue mentioned is the

employment of advanced smuggling techniques, which was cited by 33.3% of respondents, demonstrating that smugglers' evolving and sophisticated methods outpace present enforcement capabilities. Corruption within agencies is the second most often identified difficulty, with 23.8% identifying it as a key impediment, implying that internal flaws undermine anti-smuggling operations. Legal flaws, stated by 19.0%, impede enforcement by allowing offenders to take advantage of inadequacies in the legal framework. Furthermore, 14.3% of respondents reported a lack of manpower, raising worries about the ability of enforcement agencies to effectively respond to smuggling activities. A lesser proportion, 9.5%, identified the absence of collaboration between states as a concern, citing administrative fragmentation. Overall, the comments indicate that combating smuggling necessitates a combination of technology improvement, institutional integrity, legal reform, and interstate cooperation.

TABLE 4.5: MODE OF TRANSPORT

S. NO	Transport	Percent
1.	Truck/Lorries	23.8
2.	Private cars	42.9
3.	Motor Bikes	23.8
4.	Public Transport (Buses)	9.5
	Total	100.0

TABLE 4.5: It shows the most often used forms of transportation for smuggling activities, as perceived by respondents. A sizable proportion, 42.9%, indicated private cars as their major mode of transportation, indicating that smugglers frequently use inconspicuous, ordinary vehicles to evade discovery and carry products surreptitiously. Trucks/lorries and motorcycles were noted by 23.8% of respondents, demonstrating their involvement in both large-scale and agile, small-scale smuggling operations. Trucks are most usually utilized for moving greater supplies over longer distances, although motorcycles may be preferred for short, local transfers, especially in places with difficult terrain or high surveillance. Public transportation, such as buses, received the fewest citations (9.5%), most likely due to greater visibility and risk of detection. Overall, the data reveals that smugglers choose transport modes intentionally based on considerations such as hiding, cargo quantity, and

route difficulties, with private vehicles clearly preferred for their flexibility and low profile.

TABLE 4.6: REASON FOR GETTING INVOLVED IN SMUGGLING

S. NO	Reasons	Percent
1.	Financial problem's	47.6
2.	Influence of organized crime network	19.0
3.	weak law enforcement	19.0
4.	corruption in the system	14.3
	Total	100.0

TABLE 4.6: It summarizes the key causes for smuggling operations, according to respondents' perspectives. The most prevalent issue, indicated by 47.6% of respondents, is financial difficulties, demonstrating that economic difficulty and a lack of livelihood possibilities are major motivators for people to smuggle as a source of money. 19.0% of respondents highlighted the influence of organized crime networks as well as insufficient law enforcement, implying that the presence of structured criminal groups and inadequate policing create a climate conducive to smuggling. Furthermore, 14.3% identified systemic corruption, exposing internal administrative flaws that enable or overlook illicit acts.

TABLE 4.9: TYPES OF ILLEGAL GOODS

S. NO	Types of goods	Percent
1.	Liquor	19.0
2.	Drugs/ Narcotics	38.1
3.	Gold / silver	4.8
4.	Tobacco Products	23.8
5.	wildlife products	9.5
6.	Firearms / weapons	4.8
	Total	100.0

TABLE 4.9: It lists the unlawful products most usually connected with smuggling, as reported by respondents. The statistics show that drugs and narcotics are at the top of the list, with 38.1% of respondents citing them, demonstrating a strong worry about controlled substance trafficking and the damage they pose to public health and security. Tobacco products are second at 23.8%, indicating that tax evasion and regulatory avoidance in this sector make it a rich target for illegal commerce. Liquor is reported by 19.0%, which may be due to regional prohibition laws or high

taxes that encourage black-market distribution. Wildlife items, as stated by 9.5%, highlight the continued issue of illicit poaching and trade, which has serious environmental and ecological consequences. Finally, 4.8% of respondents mentioned gold/silver and firearms/weapons, indicating their involvement in smuggling activities, albeit on a reduced scale. Overall, the table shows a varied spectrum of smuggled items, with drugs and tobacco leading the way, emphasizing the importance of targeted enforcement across many sectors.

DISCUSSION

The study of confiscated goods along the Andhra Pradesh-Tamil Nadu border reveals significant patterns of cross-border smuggling caused by variations in taxation, regulatory policies, and enforcement acts between the two states. Liquor, tobacco, agricultural products, and rarely wildlife are frequently captured, indicating both economic motivations and the use of regulatory loopholes. The data indicate that open borders, insufficient surveillance infrastructure, and poor inter-state coordination all contribute to the continuance of illegal commerce. Furthermore, the involvement of local communities, which is frequently driven by economic challenges, suggests that the issue has a socioeconomic dimension. While enforcement organizations occasionally undertake effective crackdowns, ongoing efforts are impeded by jurisdictional issues and limited resources. The study highlights the need for improved inter-state collaboration, unified policy frameworks, and the use of technology to monitor and deter smuggling, along with community awareness programs to address the root causes of local involvement in these activities

CONCLUSION

The Study title “A STUDY ON CONFISCATED GOODS IN ANDHRA PRADESH – TAMIL NADU BORDER”. This study aims on the issue of confiscated goods at the Andhra Pradesh-Tamil Nadu border is multifaceted, with legal, economic, and enforcement issues. The presence of disparate state policies, a lack of collaboration across departments, and technology restrictions have all led to persistent difficulties in effectively combating illegal trade. The socioeconomic impact is enormous, affecting both the

state's earnings and the lives of local dealers and carriers. An effective solution necessitates a comprehensive and coordinated approach. It is vital to invest in advanced surveillance technologies, create unified databases, and ensure that federal and state regulations are enforced consistently. Furthermore, closer cooperation between state enforcement agencies and central authorities would improve operational efficiency. Public awareness programs focused at educating people about the legal ramifications of moving unlawful products, as well as community participation in monitoring activities, can be extremely beneficial. Finally, minimizing the occurrence of unlawful transportation and confiscation benefits both legitimate trade and the region's economic and security picture. This study emphasizes the importance of long-term policy emphasis and interstate coordination in addressing the core causes of the problem and promoting lawful, transparent cross-border business.

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