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海巡署逆向稽核案例 研析與策進建議

The profiling and strategic
recommendation of select Coast
Guard Administration reverse
audit cases





壹、前言

業務稽核屬機關內控機制，旨在透過業務作業程序、方法之檢查，以審核、偵測相關業務執行之正確性，並評估機關所面臨或潛伏之各項危機，以適時匡正作業程序，確保相關業務執行符合效能。本乎此旨，海巡署逆向稽核之目的，即以危機管理為導向，運用風險管理策略，針對走私、偷渡得逞具體個案，檢討轄區勤務部署罅隙，資以強化勤務規劃與部署並防範政風、風紀相關問題之發生，裨益有效打擊海上犯罪，落實海域執法任務，期供海巡署各單位參考，以加強危機處理應變作為，提升本署執法工作效能。

貳、偷渡作業習性分析

一、中線接駁，舢板搶灘

大陸人民偷渡入境行為模式，通常歷經三至四次之海上交通接駁。由大陸出海者，其接駁方式依序為，通常於海岸隱密處利用夜間搭乘舢板出海，以避人耳目，航行相當距離後換乘大陸漁船行至海峽中線，轉乘我國漁船繼續航行，待近海岸時，改由舢板接駁搶灘上岸，但亦有省略舢板接駁搶灘，直接在中線換乘我國漁船靠港；或以舢板直航至目的地沿海時，換乘當地舢板上岸之案例。至於農漁畜產品部分，由於大陸並未禁止我國漁船進入大陸漁港，且大陸對於相關產品出口至我國，認係貿易行為，故有關農漁畜產品之走私類多由我國漁船於日間在對岸上貨，直接往來於兩岸，但與漁產無關之其他貨物仍需藉由舢板、膠筏接駁搶灘上岸。

二、組織分工，仲介牽引

兩岸走私、偷渡犯罪集團已走向組

Part 1 Foreword

Operations audit falls under an agency's internal control mechanism that serves to assess a sleuth of potential crisis an agency confronts through auditing business operating procedures, methods with timely corrective operating procedures in order to secure that the agency's operations executions meet the anticipated yield. Upholding this objective the purpose of the Coast Guard Administration's reverse audit aims to deploy a risk management policy heeding to a crisis management orientation to review jurisdictional loopholes at the duty department on tangible cases in which the traffickers and smugglers had succeeded, strengthen duty planning and deployment, and to prevent ways and means and disciplinary problems from occurring that would help to effectively infiltrate the crime, enforce maritime law enforcement duties anticipating to provide reference to all Coast Guard units for strengthening crisis response move and excelling the administration's law enforcement working efficiency.

Part 2 Illegal immigration operations' tendency analysis

I. Midpoint relaying and sampan beaching

Mainland residents' inbound trafficking behavioral mode usually entails three to four intermittent transiting at sea. The sequence of transiting for those disembarking from the mainland often entails sailing via sampan in a well concealed spot along the coastline in order to circumvent attention, and transiting onto a mainland fishing vessel after sailing for sometime to the midpoint of the Taiwan Strait, before transiting again on a local fishing vessel and changing onto a sampan for beaching when nearing the coastline; some would change onto a Taiwanese shipping vessel to come ashore by skipping the sampan beaching process. As to agricultural produce and livestock, since Mainland authorities have not banned Taiwanese fishing vessels from entering Mainland fishing ports, and that the Chinese authorities regard exporting related products to Taiwan as a trade behavior, hence the smuggling of relevant agricultural produce and livestock have been largely loaded onto Taiwanese fishing vessels during daytime for crossing the Taiwan Strait directly, while cargoes unrelated to the fishery catch still need to rely on transiting and beaching via sampans and rubber rafts.

II. Organizational task-sharing, brokering pairing

Cross-strait smuggling and people trafficking rings have advanced to an organized operating mode, with detailed task-sharing defined within a ring, in which the boats and rafts used to carry smuggled residents were contacted by a ring one-way, and



織化經營，其組織內部分工細密，偷渡人口之接駁船筏通常係由集團單線聯繫，定點接駁。分工人員包括在大陸內陸物色人選之大陸仲介者；負責二岸近岸接駁之小船業者；公海(海峽中線)載運之台灣漁船；上岸接運後送之車輛、人員及負責「起水點」搶灘時哨路掩護人員；內陸組織犯罪成員及負責岸際通聯協調之首謀人員。

三、地緣關係與報關出海

案例顯示負責近岸接駁之小船對登陸地點均相當熟悉，推認相關船籍與登陸地點附近漁港具有地緣關係；且從本署各漁港安檢所報關檢查程序完備以觀，研析接駁之舢舨，除非無籍，否則均經進、出港報關手續，且係空船報關出海，接駁搶灘放人後空船返回；再從其「哨路船」先行，以警戒通報(把風)之組織分工觀察，接駁船出海前，哨路船通常提早2小時出港，事成後陸續返港，研判接駁船與哨路船返港時間二者間隔不久，且舢舨搶灘之前類多以手機與岸上接應人員短暫通聯，亦顯示其接駁範圍在手機收訊範圍內。

參、現行管理機制分析

一、尖峰時段檢查時間方面

依據漁港法第4條規定，台灣地區漁港就其使用目的及地理位置而言，計分為屬於全國性或配合漁業發展特殊需要之第1類漁港；屬於直轄市性質之第2類漁港；屬於縣(市)性質之第3類漁港及位居偏遠地區之第4類漁港。其中除第4類漁港因靠籍船筏噸位小且數量少，安檢人力相



for transiting at fixed points. Task members include mainland brokers selected in inland China; small boat operators responsible for the near-coast cross-strait transiting; Taiwanese fishing vessels responsible for transiting "at midpoint of the Strait" in open seas; vehicles and personnel responsible for transportation upon landing ashore and cover-up personnel responsible as scouts and cover-ups during the beaching process at the "shore pickup point"; and criminal members of inland organizations and masterminds in charge of cross-strait contact and coordination.

III. Geographical link and outbound sailing declaration

Prior case examples showed that small boats in charge of near shore transiting were rather familiar with the landing spot, which had been deduced that a vessel's place of registration and landing site bore a geographical tie to the fishing ports nearby; the transiting sampan, unless unregistered, tended to declare inbound/outbound customs declaration formalities, based on the comprehensive customs declaration formalities filed with various administration fishing port security offices, entailing declaring sailing as empty boat for transiting, beaching and unloading the human cargo before heading back as an empty boat; "the transiting boat", based on observations made on the alert/scouting organization task-sharing, entailing the scouting ships tended to set sail two hours earlier prior to the transit ship's disembarking, and often returned to port after the task was concluded. By gauging that the timing for the transit ship and the scouting ships to return to port being rather close, and that



對充足，有餘裕充分檢查外，餘第3類以上漁港安檢所因靠港船筏噸位較大且數量較多緣故，一直有安檢人力吃緊之困境。實務上，每日漁船進港尖峰時平均每船檢查時間不過5分鐘，依此時間欲對100噸級以上漁船完整、深入之澈底檢查，顯得勉強。

二、查艙技巧方面

關於漁船之藏匿偷渡人員，無論密艙如何隱密，但其出入口必須足供人員進出(匍匐或攀爬)，若能確定出入口位置，自得發現密艙所在。以屏東擄妓勒索案及板橋電玩小開遭擄人勒索案之偷渡為例，前者密艙設於駕駛艙右側甲板下方，即右舷滿載吃水線上緣與乾舷間之隔水艙，密艙出入口則位於船艙廁所旁；後者之密艙位於駕駛艙下方，出入口為駕駛艙地板掀蓋，此密艙位置，可資案例參考。

the sampan tended to establish brief contact with contacts ashore prior to beaching, it suggested that the parameter of transiting often fell within the range of handset signal reception.

Part 3 Analysis of the current administration system

I. Inspection timing during the peak hours

As stipulated under Article 4 of the Fishing Port Administration Act, Taiwan's fishing ports, by operating purpose and geographical location, can be divided into type 1 fishing ports in support of national or unique fishery development needs; type 2 fishing ports that fall under central-ruled municipality; type 3 fishing ports that fall under county and municipal rule; and type 4 fishing ports in remote regions. Among them, except type 4 fishing ports that were subject to more ample inspection for a relatively sufficient security manpower in relation to smaller tonnage ships and lesser in number, the rest of the fishing ports rated at type 3 and up had always been strapped by underrated security inspection manpower. In practicality, the average time per ship in daily inbound fishing vessel inspection at less than five minutes would render it rather trying in terms of wanting to conduct a thorough inspection for fishing vessels exceeding 100 tons and up during this time span.

II. Ship hull inspection techniques

When it comes to concealing human traffickers onboard fishing vessels, in spite of however hidden the concealed chambers are, the entryway must be big enough for the people to pass through, either by crawling or climbing, thus the ability to detect the entryway would lead to discovering where the concealed chamber lied. In the examples of the human traffickers of the kidnapping of prostitutes for ransom in Pintung and the kidnapping of the son of an arcade game owner for ransom in Panchiao, the former had the concealed chamber installed below deck on the right side of the steering room, meaning the insulation chamber above the draught line at full load and the dry hulls, with the entryway to the concealed chamber located next to the toilet at the stern; the latter's concealed chamber was located below the steering room, with entryway accessed through a lift door on the steering room floor, where all such locations of the conceal chambers could be used as case references.

III. Mainland fishing workers' management guideline

As bound by the cross-strait relation and the overall labor policy, presently the government has not deregulated mainland residents to work in Taiwan. Yet in light of a severe deficiency in fishery manpower, and under the requisite that the fishery authorities not



三、大陸漁工管理規範方面

基於兩岸關係及整體勞工政策，目前政府並未開放大陸人民進入台灣地區工作。惟鑒於漁業勞力嚴重不足，漁業主管機關在不違反陸勞政策前提下，以「境外僱用作業，過境待業暫置」（註1）限制條件，同意漁船船主於12浬境外水域僱用大陸船員協助作業，並以過境方式隨漁船進入臺灣地區設有岸置處所或指定漁港之暫置碼頭區暫置，相關人力之輸入採取總量管制並維持適當比例。由於大陸方面自92年2月1日禁止大陸船員輸出台灣，所謂「12浬『境外』水域僱用」與實際相去甚遠；且國內迄今尚無針對漁工仲介業者訂定相關管理規定，就行為形式而言，大陸漁工之輸入本質上實係由大陸非法出境，其工作期滿返回大陸亦與偷渡行為無異。

農業主管機關之無法可管及大陸方面對於單純偷渡者則採較為寬鬆之刑事政策，使得相關業者從事兩岸人力仲介近乎半公開活動，對於有意尋求偷渡入、出境之人員無異提供方便管道。以海巡署追查何秀彬為首的5名大圈仔擄人勒贖案為例，追查發現接運之漁船幹部即兼從事大陸漁工仲介業務，涉案大陸人士即係其藉仲介之便，於『境外』水域夾帶偷渡入境，釀成上述案例。

四、大陸漁工岸置管理方面

目前臺灣地區關於大陸漁工之岸置處所僅有7處，其中試辦岸置處所5處，臨時岸置處所2處（註1）。又依據行政院農業委員會94年6月16日農授漁字第0941320998號令頒「劃

infringing the Chinese work ban, the "Offshore hiring and transit employment placement" restrictive criteria have allowed fishing vessel owners to hire mainland crews beyond 12 nautical miles offshore to help out their fishing operation, and allow the crews to enter areas of Taiwan along with the fishing vessels and fitted with shore placement shelters or fishing port temporary placement docks via the transit mode, with relevant manpower input taking to a volume control and kept to an adequate ratio. Given that the Chinese authorities had banned outbound mainland fishery workers since Feb. 1, 2003, the so-called "offshore hiring beyond 12 nautical miles" was found to deviate from the actual scenario to a great extent; besides there had not been any regulation drafted concerning stipulations governing fishery workers' brokering. In formality, the importation of mainland fishery workers was essentially an illegal departure from Mainland China, and the act of the workers' returning to mainland upon contract expiry was no different than a illegal trafficking act.

The competent agriculture authorities' lack of administration law, and the mainland China's taking to a more lenient criminal policy on those charged with straightforward people trafficking have led to operators across the strait to provide convenient trafficking venue for people looking to exit or enter in half opened activities. For instance in the Coast Guard's investigation of the kidnapping for ransom case involving five mainlanders led by He Shu-bin, the follow up investigation found that the management staff aboard the transit fishing boat were brokers of mainland fishery workers, in which the mainlanders were involved in transporting human cargo from open seas utilizing their brokering roles to lead to the foresaid case.

IV. Mainland fishing workers' shore stay management

Currently, there are only a total of seven placement facilities for mainland fishery workers in Taiwan, which comprised of five trial shore facilities, and two interim shore placement facilities¹. Also as promulgated by Council of Agriculture, it is stipulated in the "Principle for developing the placement for mainland fishery crews' fishing port docks and waters" that, fishing vessel owners at fishing ports that have not had a shore placement facility or interim dock installed are not allowed to hire mainland ship crews (first section, part 2); the number of fishing ports allocated for interim placement docks in each of the counties and municipalities may not exceed one-third of the number of fishing ports within a jurisdiction (first section of item 4). Under this distribution rule, only three among 11 fishing ports at Ilan were eligible to set up shore placement facilities at the interim dock area and to hire mainland fishery workers, which in actuality was no way near the actual demand, forcing fishermen in fishing ports that did not



設安置大陸船員之漁港碼頭區與水域處理原則」規定：未設置岸置處所或暫置碼頭區之漁港，設籍於該漁港之漁船船主不得僱用大陸船員（第2點前段）；各縣市畫設暫置碼頭區的漁港數量不得超過所轄漁港數

have an interim placement facility or interim dock area to place mainland fishery workers illegally by stowing them in container shacks inside a fishing port, where not only there was virtually no security mechanism to speak of, but only aided to increased risks of mainland workers' escaping and brokering for human cargo trafficking in the name of bogus fishery worker.



量的三分之一(第4點前段)。依此分配規定，則宜蘭縣11處漁港，只能有3處漁港設置暫置碼頭區岸置中心及僱用大陸漁工，實際上根本不敷所需，迫使未設岸置處所或暫置碼頭區漁港的漁民，只好違法安置大陸漁工，將大陸漁工安置於漁港內之貨櫃屋，安全管理機制全無，增加大陸漁工脫逃及仲介「假漁工、真偷渡」風險。

肆、策進建議

一、加強轄區舢舨、膠筏之清查與列管

舢舨、膠筏因船身低，裝卸迅速；吃水淺，易於搶灘或於內河航道進出；目標小，不易為雷達辨識，故為搶灘載具及哨路船筏，目前海巡署各安檢所對於轄區舢舨、膠筏大

Part 4 Strategic recommendations

I. To step up inventorying and cataloging the sampans and rafts within a jurisdiction

Sampans and rubber rafts are easier to load for their lower ship body, and easier to beach or navigate through inner rivers for a lighter draught, and are less prone to be detected by the radar, which make them ideal as beaching carrier and scout ships and rafts. Currently, the Coast Guard Administration had had a comprehensive ship registration database instilled on sampans and rubber rafts that operate within the jurisdiction of all security offices. To instill effective crisis management, it would be prudent for Coast Patrol units to investigate an across-board inventory of the volume, model, speed, berthing port, operating sea area, owner/captain, crew names of the sampans and other water carriers within a jurisdiction, and a survey sheet on probable smuggling sites to facilitate tracking down the suspects going by the boat through data analysis for screening out suspicious boats and rafts.

II. To step up mobile patrol and random roadblock inspection

(I) To step up roaming patrol



體上均已建立完整船籍資料，為有效做好危機管理，各級海岸巡防機關允宜全面清查轄內可供搶灘之舢板或其他水面載具數量、型式、速度、繫泊港口、作業海域、船主（長）、船員姓名及轄內容易走私偷渡地點調查表，透過資料分析，過濾問題船筏，裨益「以船追人」，至屬要務。

二、加強機動巡邏與路障臨檢

（一）加強機動巡邏

針對偷渡入境之接駁船筏具備地緣關係及偷渡上岸地點類多選擇靠近漁港之沙灘，且灘後有便道連接馬路之地點登陸等特徵，岸巡各總大隊及所屬安檢所應即全面清查轄區具備上述特徵之地點，重新檢討勤務部署，又鑑於不法漁民通常於港區附近布置椿哨及裝置監視設備偵查港區安檢勤務動態，故各安檢所於實施機動巡邏時，應確實避免於固定時間循固定路線巡邏。

（二）路障臨檢

巡防機關人員執行第4條所定查緝走私、非法入出國事項，必要時得於最靠近進出海岸之交通道路，實施檢查。海岸巡防法第7條，定有明文，本規定授權本署海岸執法單位得於海域執法地域管轄權範圍內，靠近進出海岸之交通道路；非以逮捕現行犯為必要條件，設置關卡取締走私、偷渡行為與查察犯罪。易言之，即以行政調查作為犯罪調查之前置行為，針對走私與非法入出國之事務管

In response to how the transit ships and rafts aiding in the smuggling entry often bear a geological relation, and the smuggling landing spots tend to be chosen along the sandy beach near the fishing ports, and characterized by convenient walkway leading to the nearby roadways soon after beaching, it is prudent for the various patrol corps and their respective security offices to conduct a comprehensive inspection on all sites within their respective jurisdiction that bear such resemblance, and to review their duty deployment accordingly. Furthermore, in light that ill-intended fishermen often set up watch posts and install surveillance equipment for monitoring the harbor area's security inspection duty actions, it is best that the security office not take to patrolling at a fixed time and a fixed route when conducting roaming inspection.

（II）Random roadblock inspection

Patrol agency personnel, when conducting crackdown against trafficking, illegal entry or exit of the country as cited under Article 4, may conduct inspection at the traffic roadways nearest the outbound coastline, whenever deemed necessary. Clearly stipulated under Article 7 of the Coast Guard Administration Law, the stipulation empowers Coast patrol units to set up roadblock within the scope of their jurisdiction in maritime law enforcement along the traffic roadways nearest the entry/exit coastline taking to the requisite of other than arresting the current fugitives to crack down against trafficking, smuggling and criminal screening. In other words, administrative investigation was adopted as a preparatory act in criminal investigation focusing on cases pertaining to smuggling and illegal entry, in which administrative investigation was adopted to discover crime through launching a criminal investigating proceeding using unwarranted search at the time of discovering crime, which had brought tangible yield to the administration's maritime law enforcement.

III. To step up hull inspection training and vessel boarding inspection at sea

（I）To step up vessel-boarding inspection and random large-scale roaming inspection

Currently with all fishing port security personnel been filled by servicemen on civil duty, as marred by the lack of experience sharing and underrated filed inspection exposure, they tended to be unfamiliar with concealed compartments and hideouts onboard the shipping vessels, which could best



轄案件，以行政調查作為發現犯罪，乃至發現犯罪之際即實施必要式搜索，發動犯罪調查程序，本規定於本署海域執法大有實益。

三、加強查艙教育及海上登臨檢查

(一)加強登臨檢查及不定時大規模抽查

目前漁港安檢人員均為義務役士兵充任，因經驗傳承及臨場安檢時間不足等因，對於漁船密艙、密窩均不熟悉，允宜加強岸上查艙技巧教育；此外，各海巡隊亦應盱衡轄區狀況，於進港航路上增加海巡警艇攔檢能量，尤其是列管注檢有案之船筏，輔以岸巡各總、大隊適時規劃兵力，以不定期、不定點、不定量方式，隨機臨檢抽查卸貨完畢已靠船席之船隻，以遏阻不法船筏所有人僥倖心理。

(二)解析漁船構造及查艙技巧

漁船結構不一，密艙構造互異，掌握漁船結構，即有助於對密艙之瞭解。建議作法如下：

- 1、適時針對上架維修之漁船，會同漁船監理（丈量）（註2）機關進行照相建檔，裨益分析船模結構。理由為，上架維修漁船已脫離船主之掌握，干擾較少；維修時間長，便於選擇適當時間作充分之檢視。
- 2、以扣案漁船為例，召集幹部辦理觀摩教育訓練。
- 3、以基層為訓練單位，對執行

to improved upon by stepping up the awareness education on shore onboard inspection skills. In addition, each of the coast patrol corps would also need to familiar with the state of its own jurisdiction by excelling Coast Guard policing boats' inspection intercepting energy along the inbound navigation routes, particularly on ships and rafts with prior security records, backed by adequately developed forces from various Coast Patrol directorate generals and corps taking to a random, non-fixed, and shifting volume to randomly inspect moored ships already undergone the roaming inspection in an attempt to deter the owners of illicit ships from betting on their luck.



(II) To decipher fishing vessel construction and ship hull inspection techniques

With the construction of fishing vessels varied to a great extent, and the structure of the concealed hulls also differed, the ability to grasp the construction of fishing vessels would poise to gain further understanding to concealed chambers.

1. The appendage of a photography database as joined by fishing boat licensing and surveying agencies focusing on fishing vessels docked on dry land for repair would help to analyze the ship hull structure. The reason being that fishing vessels docked on land at the repair shop tend to draw less interference since they are out of the hand of the ship owners; the extended repair time would also allow ample inspection at opportune time.
2. Showcasing fishing boats that were impounded as case studies, the management personnel were to be rounded up to stage demonstrative awareness training.
3. Taking to the rudimentary level as the training unit, security inspectors were to be given stepped-up ship hull awareness training.



安檢人員加強查艙教育訓練。

四、落實走動式管理

所謂「走動式管理」，即幹部身先士卒的現場管理。安檢士兵因社會歷練不足，檢查程序難免消極、輕率，故岸巡各總、大隊應嚴格督促安檢所、站幹部走出室外，於執行安檢作業時，親臨現場指揮，除資以掌握實際狀況，藉此了解基層的需要；適時調配資源以處理偶發事故及指導監督部屬完成工作任務外，亦有穩定軍心，提振士氣之效。

五、加強離峰時間岸際異常通訊頻率之監聽作業

審諸案例，兩岸漁船於公海接駁或近岸「大桶換小桶」時，接駁位置之大體經緯度通常已經事先決定，迨至接近會合海域時，續以無線電互報經緯度之小數度數。舢板接近岸際時，為期接應人員準備接應作業，此時岸際、舢板通常會以手機呼叫上岸時間。故如何有效運用電子偵測設備，攔截異常的呼叫器、無線電對講機、行動電話等通訊頻率，即有加強研究之必要。

六、加強掌握轄區環境

有關偷渡人員上岸方式，除由漁船夾帶進港外，餘不論係以流籠吊掛上岸、或攀坡上岸、或涉水上岸，均必先歷經舢板搶灘過程，因此沙灘地點即應列為巡邏重點，且由於舢板與搶灘地點多具地緣關係，故毗鄰漁港附近沙灘更屬重點之重點，值得經營轄區者注意。

IV. To enforce roaming management

The so-called "roaming management" pertains to that management personnel were to precede servicemen in filed management. As security inspection servicemen, marred by their underrated social experience, tended to slack off, neglect in the inspection procedure, it would be imperative for the coast patrol corps to stringently monitor the security offices by having the management personnel call on the field to spearhead field command when executing security inspection, with which to grasp the actual scenarios and to discern the needs on the rudimentary level; timely allocate the resources in order to response to unforeseeable incidents and to monitor whose subordinates to timely finish the task and missions at hand, as well as help to instill confidence and morale among the troops.

V. To step up monitoring abnormal shore communications frequency in off-peak hours

By deciphering from prior cases, in the transiting of human cargo in open sea or along the shore changing from large ship to small, approximate coordinates for the transit spot had already been determined in advance, and exact coordinates were exchanged through radio calls when approaching the rendezvous point. When a sampan neared the shore, the landing time was usually made through a handset call aboard the sampan to notify the receiver to ready for the reception. Hence it rendered the necessity to further study the feasibility of how best to utilize electronic surveillance equipment to intercept beepers, wireless radio communicator and cell phone calls operated on abnormal transmission frequencies.

VI. To step up grappling a jurisdiction's environment

With regard to the landing method among the illicit traffickers, besides being brought in to port via fishing vessel, a majority of the others, whether it be brought to land using hanging cage, or slope climbing, or wading to reach ashore, had to undergo the sampan beaching process, hence rendering sandy beach sites a patrol focus, and being sampans and beaching sites were correlated to the geography, that it would be imperative to enlist sandy beaches near a fishing port as a focal point, which would warrant the attention of the jurisdictional regimen.

Part V Recapitulation

Taiwan, being surrounded by sea in all four sides, had seen an influx of Mainland Chinese residents entering the island illegally through various means following the lifting of the Marshal Law,



伍、結語

台灣四周環海，自解嚴後，兩岸關係緩解，促使大陸地區人民有可乘之機，紛紛經由各種管道非法入境來台。93年12月治安機關偵破「蘆洲市陳姓商人遭大圈仔綁票」首宗以仲介偷渡為業之人，引進「大圈仔」並教唆擄人勒贖之組織犯罪案例，此後陸續發生何秀彬、林春明等犯罪組織夥同大圈仔擄人勒贖及肖桓等3名大圈仔結夥強盜殺人等案之發生，社會安全面臨嚴苛考驗。為持續有效肅清潛藏於國內的大陸偷渡犯，海巡署已於今(94)年1月1日統籌成立「靖海」專案，結合軍、憲、警及情治單位力量，建立聯合查緝機制，以杜絕偷渡犯不法活動。針對偷渡謀生方式趨向危害社會治安之質變，海巡署各單位自當深思防範，以強化巡防部署，化解社會之疑慮。

and the cross-strait relationship eased. In December 2004, the law enforcement authorities had busted the first case of individuals taking to trafficking brokering as a livelihood in the kidnapping case where a man surnamed Chen of Luzhou was kidnapped by mainlanders, who not only brought in illicit mainlanders but also misguided and colluded others in kidnapping for random as organized crime. Thereafter, there were incidents of organized criminal partners of He Shou-bin, Lin Tsuen-ming et al who colluded with illicit mainlanders in kidnapping for ransom, and the case in which Shao Heng et al had colluded with illicit mainlanders in grand theft and homicide, subjecting social order to harsh challenge. To continue eradicating mainland traffickers that hide in Taiwan, the Coast Guard Administration has, in January 1, 2005, launched a "Sea eradication" project that combine the strength of the military, military police, police and intelligence units by instilling a joint crackdown mechanism that would help to curtail the traffickers' illicit movements. In respond to the deteriorating social law enforcement as hindered by those turning to trafficking for making a living, it is imperative for all Coast Guard units to reflect for prevention and to step up patrol deployment in order to ease society concerns.

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(本文作者任職於海巡署政風處)

註1：目前臺灣地區關於大陸漁工之岸置處所，共有基隆市八斗子漁港試辦大陸船員岸置處所、宜蘭縣南方澳漁港試辦大陸船員岸置處所、新竹市新竹漁港試辦大陸船員岸置處所、台中縣梧棲漁港試辦大陸船員岸置處所、屏東縣東港漁港試辦大陸船員岸置處所，以及為因應遠洋漁船所僱用之大陸船員分別設置高雄市小港漁港試辦臨時大陸船員岸置處所及高雄市前鎮漁港試辦臨時大陸船員岸置處所

註2：行政院農業委員會九十一年二月十五日農授漁字第○九一一三二○一〇一號令「漁業主管機關受理申請漁船改造或以新丈量法丈量程序及其汰舊噸數之計算原則」參照

Note 1: Currently the shore placement facilities for mainland fishery workers in Taiwan consisted of the trial mainland fishery crews shore placement facility in Ba Dou Zhe, Keelung City; the trial mainland fishery crews shore placement facility in Nan Fang Ao fishing port, Ilan County; the trial mainland fishery crews shore placement facility in Hsinchu fishing port, Hsinchu City; the trial mainland fishery crews shore placement facility in Wu Chi fishing port, Taichung County; the trial mainland fishing crews shore placement facility in Dong Gang fishing port, Pingtung County; in addition to the trial interim mainland fishery crews shore placement facility in Shiao Gang fishing port, Kaohsiung City; and the trial interim mainland fishery crews shore placement facility in Chien Chen fishing port, Kaohsiung City, which are launched in support of mainland ship crews hired by deep-sea fishing vessels.

Note 2: Refer to the "the calculation principles for competent fishery industry government agency's accepting petitions of fishing boat retrofitting, measurement procedure using the new measurement method, and/or retirement of the old tonnage", as promulgated via an Executive Yuan Agriculture Council directive, ref. Agriculture, Authorization, Fishery No. 0911320101, dated Feb. 15, 2002.