

**Supplementary Information of
the Customs and Excise Department
Regarding the Recommendations
in Chapter 2 of the Report No. 39 of Director of Audit on
“The Customs and Excise Department’s efforts
to protect government revenue from dutiable commodities”**

Introduction

First of all, we welcome the Director of Audit’s recommendations on “Customs and Excise Department(C&ED)’s efforts to protect government revenue from dutiable commodities” in Chapter 2 of the Report No.39. We agree with most of the recommendations and have implemented part of them. Certainly, when implementing the new measures recommended, we have to take into account whether the new measures can facilitate trade and whether the C&ED has sufficient resources and enforcement powers to do so.

2. This paper provides supplementary information regarding the Director of Audit’s major recommendations to the C&ED. It is hoped that this will facilitate the Public Accounts Committee in the discussion of the recommendations. We will elaborate details of the C&ED’s efforts to make preparation for implementing the “Open Bond System”(OBS), preventing abuses of cigarette duty-free concessions, tackling of cigarette smuggling, auditing oil companies and combating illegal vehicle refuelling activities, etc. It also foretells measures to be implemented by the C&ED in response to the Director of

Audit's recommendations.

Open Bond System (OBS)

3. We agree with the Director of Audit's recommendations on the need to complete all the major tasks before implementing the OBS. The C&ED will complete all tasks according to the planned schedule before implementation.

4. The OBS is not a new practice in Hong Kong and is currently adopted in the supervision of oil depots and breweries. Our present measure is merely an extension of the system to the bonded warehouses of cigarettes and liquor. The decision on the implementation of the new system is made after thorough studies and tests as well as extensive consultations with the stakeholders of the industries.

5. A consultancy was commissioned to conduct an in-depth study on the feasibility of OBS in 1999, and the study confirmed the feasibility and benefits of its full implementation in Hong Kong. Under the system, traders can save the cost of employing Customs officers to supervise the bonded warehouses as well as loading and unloading operations, and the industry may thus reduce the annual operating cost by about \$70 million. The industry can also flexibly arrange bonded warehouse operations. This will facilitate trade, hence enhancing Hong Kong's competitiveness in the international market.

6. The C&ED and the industry are ready for the implementation of the OBS. We, first of all, conducted a pilot scheme in five bonded warehouses from January to June 2001. The results indicated that feedback from the participants on the new system was positive, and that no anomaly had been observed in the amount of duty collected from the participants by the C&ED.

7. As regards consultation with the industry, we have organized a series of seminars to introduce the mode of operation of the new system. Views from the industry indicate that they are very supportive of the implementation of the OBS. We have also sent staff to countries which have already adopted open bond systems, such as the UK, Australia and Singapore, etc., to draw on their successful experience in legislation and law enforcement. Professional accounting officers have been deployed to assist in formulating operational procedures and auditing approaches, to provide training to other staff members and to take part in planning the future management of the OBS.

8. In approving an OBS licence, the C&ED will consider prudently the background and financial status of applicants and assess their system and ability in stock control, record keeping and security management etc, in order to make a comprehensive assessment on the risks involved and plan the corresponding monitoring measures.

9. Under the OBS, the C&ED will conduct monthly blitz checks on the goods and accounts of every bonded warehouse to monitor whether warehouse licensees have complied with the legislation and licence conditions. Besides, the C&ED will conduct a comprehensive audit on the stocks and the accounting system of every bonded warehouse at least once a year, and carry out detailed checks on the regular returns submitted by warehouse licensees. Should irregularities or non-compliance with licence conditions be detected, the licensees concerned will be fined or prosecuted.

10. As regards the level of supervision on the loading and unloading of dutiable goods, we have noticed that other countries that have implemented the system have not fixed any supervision percentage, but adjust the level of supervision in accordance with risk factors. However, for prudence's sake, we will conduct 10% supervision on these operations at the initial implementation stage of the OBS. Besides, subject to needs and availability of resources, we will increase the percentage of supervision against certain high-risk companies and goods.

11. On 14 January 2002, the Administration briefed the LegCo Panel on Commerce and Industry on the Dutiable Commodities (Amendment) Bill 2002. On 30 January, the Bill was introduced into the Legislative Council. The OBS will be implemented subject to the passage of the Bill. We will complete all preparation work according to schedule before the formal implementation of the OBS. The preparation work

concerned will be reported in detail in the Bills Committee. We will conduct three reviews¹ shortly after the implementation of the new system to evaluate the effectiveness of the system and to recommend improvement measures. We will closely monitor the development of the system, particularly at the initial implementation stage of the system, and the movement of dutiable goods, to ensure there is no revenue loss.

Cigarette Duty-free Concessions

12. In response to the Director of Audit's recommendations, we are now conducting a comprehensive review of our various operational procedures to prevent the abuses of cigarette duty-free concessions.

The Sales Activities of Duty-Free Shops

13. The provision for duty-free shops to complete each transaction in five seconds, as mentioned in the Audit Report, is not a condition of licence imposed on duty-free shops by the C&ED. It is rather a requirement imposed on duty-free shops by the KCRC to maintain the smooth flow of passengers. The C&ED is conducting a comprehensive review of all the conditions of licence for duty-free shops. In renewing licence

¹ The ICAC will conduct a review three months after the implementation of the new system. The C&ED will conduct two reviews, the first one will take place three months after the implementation of the new system, while the second one will take place three months after the implementation of improvement measures suggested in the first review.

for a duty-free shop, we will update the licence conditions. By imposing new licence conditions on the duty-free shops, the C&ED hopes that this can help protect Government revenue on the one hand, and does not cause obstruction of passenger flow on the other. Should duty-free shops still find it difficult to complete a transaction in five seconds under the new licence conditions, the C&ED will liaise with the duty-free shops and the KCRC to consider reviewing this requirement.

14. Recently, we also met with the licensees of the duty-free shops and remind them to comply with the prevailing conditions of licence as far as possible, in particular, not to sell to passengers quantities of cigarettes which exceed their entitled duty-free concession. Customs supervision will also be strengthened in this respect.

Percentage of travellers intercepted for checking by Customs officers

15. Currently, there are around 233 000 incoming travellers passing through various control points and the airport each day. We believe that most of the travellers are law-abiding. In order to maintain a smooth passenger flow, the C&ED, like other Customs administrations, adopts risk management in the checking of travellers. Customs officers have various duties to perform in checking inbound travellers. Apart from prevention of smuggling of dutiable commodities, they also have to intercept dangerous drugs, firearms and ammunition, counterfeit and pirated goods, endangered species of plants and animals and

other contraband, etc.

16. In recent years, the number of inbound travellers passing through the Lo Wu Control Point has been increasing rapidly. In 1996, there were an average of 70 000 incoming travellers each day and to date, the number has surged to almost 130 000 (representing an increase of 86%). In other words, there are at present about 7 000 incoming travellers per hour. Relative to such a large passenger flow, the C&ED's manpower on duty in Lo Wu cannot be considered strong. In each shift, there are in general about 10 Customs officers working at examination counters in the Arrival Hall. When OBS is rolled out early next year, we will consider deploying some of the manpower saved to the Lo Wu Control Point to strengthen checking of travellers.

17. In order to handle the huge daily passenger flow with the limited manpower, the C&ED has already adopted the concept of risk management in processing cross-boundary travellers at the Lo Wu Control Point. Under the risk management concept, Customs officers focus on the analysis of intelligence. By using risk analysis skills, they identify and intercept smugglers and thus enhance the hit rate and enforcement effectiveness. Customs officers conduct risk analysis and assessment on cross-boundary travellers before they get through the control point, and then intercept the suspicious travellers.

18. To step up enforcement against smuggling activities at

various boundary control points, a special unit under the Control Points Command was established in March 2002 to support frontline officers in checking travellers. Between January and October 2002, the following cases were effected by the Lo Wu Control Point alone:

	No. of Case	No. of Arrest	Seizure
Cigarettes Cases	300	300	569 170 sticks of cigarettes
Drug Cases	162	165	8 685 grammes and 33 390 tablets of various drugs
Piracy Cases	59	58	41 276 pirated compact discs
Counterfeit Cases	43	44	Counterfeit watches, handbags and portable phones, etc., 10 063 pieces in total
Other Cases	1 190	1 190	Such as firecrackers, extendible batons and endangered species of plants and animals, etc.

19. It is mentioned in Appendix F in Chapter 2 of the Report that in the different periods of the fourteen days between 1 June and 21 July 2002, 32 incoming travellers who had brought in cigarettes slightly in excess of the duty-free concession were

not intercepted for Customs checking at Lo Wu Control Point. It is worth to mention that within these fourteen days, the C&ED had detected 82 cases involving dangerous drugs, pirated goods, counterfeit goods and cigarettes at Lo Wu Control Point. Besides, the C&ED had handled 659 cases relating to abandonment or duty payment of dutiable cigarettes and liquors exceeding the duty-free concession.

20. As regards checking of travellers, baggage inspection at Customs examination counters is in fact just part of the Customs duties. The percentage of travellers intercepted for checking (0.88%), as observed by the Director of Audit, is at variance with the C&ED's internal performance data (10%). The main reason is that the C&ED's performance data include not only the number of travellers intercepted for baggage inspection at Customs examination counters, but also the data drawn from travellers and baggage processing in the following ways:

- verbal enquiries
- dog-sniffing check on travellers
- checking of travellers and baggage by using ion-scanners
- checking of travellers by using metal detectors
- scanning of baggage by using X-ray scanners
- personal search
- intensive surveillance on travellers

21. We agree with the audit recommendation on improving

the data record system of passenger checking. We have issued clear guidelines instructing frontline officers to follow the procedures for collecting, recording and validating data so as to classify the performance data more clearly.

22. We also agree with the Director of Audit that more Customs checks can increase the chance of detecting passengers' abuses of duty-free concessions. However, taking into account C&ED's limited manpower in Lo Wu Control Point and the huge daily inflow of inbound passengers, we can only strike a balance in the real situation. If the manpower and the passenger flow permit, we will increase random checks on inbound passengers as far as possible.

The 24-hour rule for duty-free concessions

23. Permitting inbound passengers to bring in duty-free cigarettes is in conformity with the existing international practice. The 24-hour rule for duty-free concessions was introduced in 1991 mainly to prevent "itinerant traders" from bringing back a large number of duty-free cigarettes from the Mainland to Hong Kong several times a day, taking advantage of the convenience of the geographical connection between Hong Kong and the Mainland.

24. The 24-hour rule for duty-free concessions only applies to Hong Kong residents returning to Hong Kong.

When a Hong Kong resident is found bringing in duty-free cigarettes on return to Hong Kong, Customs officers will first verbally enquire the passenger concerned whether he has been away from Hong Kong for more than 24 hours. If Customs officers found the passenger suspicious, they will verify with the Immigration Department to confirm whether the passenger concerned has been away from Hong Kong for more than 24 hours.

25. At the time when there was still a chop affixed on Home Visit Permits, we could check the chop on the Home Visit Permits to identify the departure date of a passenger. Since the cessation of stamping the Home Visit Permits, the C&ED has internally deliberated various alternatives to enforce the 24-hour rule. Having considered the feasibility of various arrangements, we find that the most effective way is to make direct verification with the Immigration Department to confirm the departure time of a passenger.

26. The C&ED has maintained close cooperation with the Immigration Department. At present, the C&ED can immediately verify the departure time of a passenger with the Immigration Department when necessary. Furthermore, the C&ED is making arrangement to install computer terminals in three control points (including Lo Wu), which will facilitate our speedy verification with the Immigration Department on the departure time of a passenger. The aforesaid procedure is for crime prevention and duty collection and therefore complies

with the Personal Data (Privacy) Ordinance.

Baggage Examination Procedures

27. Under Section 34A of the Dutiable Commodities Ordinance, a traveller shall declare to the Customs officer the quantity of dutiable goods he possesses which is in excess of the duty-free concession. In practice, should a traveller make a complete declaration upon enquiries by the Customs officer, the traveller will be allowed under the legislation to pay the duty on the dutiable goods in excess of the duty-free concession or to abandon the goods.

28. To prevent abuses of the duty-free concessions by travellers bringing excessive duty-free cigarettes into Hong Kong, the C&ED regularly carries out a special operation namely the “Yellow Bird Operation”. In the operation, plain-clothes officers will be deployed to conduct surveillance in the vicinities of the Lo Wu Control Point and at railway station concourse. Suspicious travellers will be searched. Travellers found to be in possession of excessive undeclared dutiable goods are subject to a fine or prosecution².

29. Recently, the C&ED has introduced a new Customs clearance mode. The pilot run of “Customs Clearance Cubicle”

² C&ED believes the existing penalties have sufficient deterrent effect. Under the Dutiable Commodities Ordinance, any person in possession of cigarettes in excess of the duty-free concession is subject to a maximum fine of HK\$1,000,000 and two years of imprisonment. Under the Compounding Scheme, the fine is HK\$2,000 with an addition of 5 times the duty payable on the dutiable goods concerned.

has been launched at the Macau Ferry Terminal. Indeed, we have already incorporated the subject of prevention of abuses of cigarette duty-free concessions by inbound travellers into our study and assessment of the “New Customs Clearance Mode”. It is hoped that we can identify a feasible measure to strike a balance between law enforcement and travellers facilitation.

Combating Cigarette Smuggling

30. The Director of Audit has recommended that the C&ED should make continued efforts to improve monitoring and measurement of C&ED’s performance in tackling cigarette smuggling, closely monitor the impact of the recent developments on smuggling activities and review the resources to be deployed to anti-smuggling activities. We generally agree with the Director of Audit’s recommendations.

31. The C&ED has all along spared no efforts in combating cigarette smuggling. From last year onwards, we have achieved remarkable results in combating cigarette smuggling. From January to October 2002, the C&ED detected 2 068 cases involving illicit cigarettes and seized 140 million sticks of illicit cigarettes, the duty potential of which amounted to \$110 million. (See Appendix I)

32. In hitting smuggling syndicates, the C&ED will continue to strengthen the collection of intelligence and

cooperation with other international enforcement agencies, prosecute members of cigarette-smuggling syndicate and pursue the forfeiture of crime proceeds under the Organized and Serious Crimes Ordinance, and keep a close surveillance on smugglers.

33. Against illicit sales of cigarettes at street level, the C&ED will conduct intensive raiding operations, frequently carry out territory-wide large-scale operations, arrest and prosecute illicit cigarettes buyers and sellers, launch publicity campaigns to educate the public that purchase of illicit cigarettes is an unlawful act, as well as encourage the public to report illicit cigarette activities through the reward schemes.

34. We will review the performance indicators and include relevant performance indicators in the Controlling Officer's Report to effectively reflect the C&ED's performance in combating cigarette smuggling.

35. We will also closely monitor the latest trend of cigarette smuggling. We would flexibly deploy manpower to tackle the problem of cigarette smuggling which include regular deployment of officers of other enforcement units within the department to take part in territory-wide operations against peddling of illicit cigarettes.

Customs Audit on Oil Companies

36. We agree in principle with the Director of Audit's recommendations concerning Customs audit on oil companies.

37. The C&ED is currently adopting the OBS to control local oil companies and oil depots, as well as a transaction-based approach to check the oil companies' compliance with legislative requirements in respect of the import, export, release, storage, sale and provision of hydrocarbon oil.

38. We believe that the transaction-based approach to audit oil companies is simple and easy to perform. However, we also agree with the opinions of the Director of Audit. By comparison, the system-based audits³ are more effective in achieving the objective of Customs audits of checking the oil companies' compliance with legislative requirements.

39. The control of hydrocarbon oil is rather complicated in that it touches on various arrangement on exemption and refund of duties, for example, control of industrial diesel oil, blending and treatment of hydrocarbon oil at oil depots, and sale of duty-free oils to consulates, diplomatic representatives and the disabled, etc. Besides, the operation systems and structures of oil companies and oil depots are unique. Therefore, we will

³ In a system-based audit, an auditor must consider the nature of the auditee's business and evaluate the systems of internal control to determine the nature, extent and timing of the audit procedures to be used.

study applying the system-based approach in auditing oil companies after gathering the experience of adopting system-based approach in auditing tobacco and liquor warehouses operated under OBS.

40. If we are to implement the system-based audits to control hydrocarbon oil bonded warehouses, we will, taking into account the audit experience of other customs authorities, devise an audit system which is suitable for auditing local oil companies and assign professional accountants as well as enhance staff training so as to cope with the new control system.

41. The C&ED has implemented all the relevant recommendations of the Director of Audit since August this year to improve Customs audits on oil companies. These include drawing up guidelines / checklists to help the audit team to perform their tasks effectively, requiring the audit team to show clearly in the audit working papers how monthly returns are selected for detailed verification on-site and how different types of fuel oil are selected for stock checks when reporting the progress of the audit tasks, and building in a surprise element in conducting stock checks at oil depots.

Illegal vehicle refuelling activities

42. The Director of Audit has given many specific recommendations concerning actions taken by the C&ED against illegal vehicle refuelling activities. We generally agree

with the recommendations.

43. Due to the price difference between legitimate and illicit fuels, illegal refuelling activities have all along existed. Nevertheless, the C&ED has made remarkable achievements in combating illicit fuels activities over the years⁴. In addition, the Dutiable Commodities Ordinance was amended⁵ in 2000 and 2001, which facilitates the C&ED to adduce evidence for prosecution, and impose heavier penalty on offenders. These measures have stemmed the increase in illicit fuel activities effectively.

44. The C&ED set up the Intelligence and Investigation Branch on 2 July this year to strengthen the collection of intelligence and analysis work, deploy manpower more flexibly and enhance the enforcement capability. With a view to clamping down the illegal fuel activities thoroughly, the Branch has conducted a comprehensive study of illegal fuel activities at the strategic level, and formulated a series of measures against such illegal activities. Apart from taking stringent measures on raiding illegal fuel production plants in the front line, the Intelligence and Investigation Branch has also focused on the analysis of intelligence concerning the source of illicit fuels, operating mode and sales targets so as to formulate target-based

⁴ See Appendix II for enforcement efforts and revenue.

⁵ Maximum penalty for offences relating to marked oils has been increased from \$200,000 to \$1,000,000. Repeated offenders convicted of illicit fuel offences may have their driving licences revoked for specified periods.

enforcement strategies. Furthermore, the Branch has flexibly deployed manpower from different formations to conduct covert surveillance of illegal fuel syndicates, and collaborated with other law enforcement agencies in joint operations.

45. At present, illicit fuel activities involve the following four types of fuels: (1) synthetic motor spirit; (2) detreated oil; (3) marked oil and; and (4) diesel oil smuggled from the Mainland into Hong Kong.

Synthetic Motor Spirit (SMS)

46. “Synthetic motor spirit” refers to the illicit motor spirit formed by blending rubber solvent with chemicals such as toluene or xylene. This kind of motor spirit is locally produced by illegal syndicates at a cost of about \$3 per litre and sold in the black market at about \$6 per litre. At present, the market retail price of duty-paid motor spirit is \$10.72 per litre (including duty). As the SMS is much cheaper than the legitimate fuel, despite the fact that long-time use of SMS has adverse effects on motor engines (according to the finding of a study report of the Consumer Council in Australia), cheaper, older or company vehicles are still observed to be using SMS in the market.

47. To tackle the problem of SMS, we have taken a series of measures to combat the illicit use of SMS at all levels. Apart from monitoring closely the activities of the related illegal

syndicates, the C&ED also initiates vigorous enforcement actions against illicit SMS manufacturing plants and cracks down on illegal filling stations throughout the territory. The achievements of the C&ED in this respect have been frequently reported in the press. Besides, the C&ED has recently drawn up an action plan to strengthen the effectiveness of actions against these activities. The major measures include:

- After seeking cooperation from the oil companies, Customs officers are deployed to oil depots to check the end use of these chemicals;
- If the backgrounds of the purchasers of these chemicals are found to be doubtful, Customs officers will escort the chemicals to the declared destinations from oil depots; and
- Investigation will be carried out on the actual buyers of these chemicals. Enforcement actions will be taken immediately if they are found to be engaged in illegal production of SMS;

48. The above measures have taken effect since the C&ED launched the action plan on 25 November this year. Illegal syndicates no longer dare to make bulk purchase of rubber solvent, toluene and xylene from oil companies. Within a week from 25 November, oil companies only registered a sale of 240,000 litres of such chemicals, representing a substantial decrease when compared with the sales volume of 590,000 litres weekly on average before the implementation of the action plan.

Detreated oil

49. “Detreated oil” refers to marked industrial diesel with the colouring substance and marker removed by illegal syndicates for sale in the black market as vehicle fuel. The black market price of detreated oil is about \$3 per litre, which is much lower when compared with the price of duty-paid diesel that is sold in the market at \$6 per litre. So there is an incentive for drivers of goods vehicles and dump trucks to purchase it. After years of enforcement actions by the C&ED, the use of detreated oil has been reduced substantially.

50. According to the C&ED’s latest intelligence, all illegal detreating plants currently found equipped with underground storage tanks have ceased operations.

51. The C&ED will continue to closely monitor illegal syndicates that manufacture detreated oil, and take enforcement actions when situations warrant. If necessary, the inter-departmental working committee, led by the C&ED, will take decisive actions to suppress their resurgence.

Marked Oil

52. Since marked oil (red oil) can easily be identified, the use of it as illegal fuel is not rampant. According to the

statistics of the vehicle checks at road blocks set up by the C&ED, about 2.22% of the vehicles checked were found using marked oil. The selling price of marked oil for industrial use is about \$1.5, whereas that for vehicle fuel is about \$2.2-\$2.6. Marked oil, like the detreated oil, is mostly abused by lorries and dump trucks.

53. There are two main measures in combating illegal use of marked oil. The first one is to set up road blocks in streets throughout Hong Kong from time to time to check if vehicles illegally use the marked oil. The second one is to implement a series of administrative measures, which include tightening the restriction on the oil companies in providing low sulphur marked oil to suspicious companies. As a result of a series of crackdown measures, the monthly sale of low sulphur marked oil drops from the peak of 8.8 million litres in May 2001 to 4.4 million litres in September this year.

54. To further eradicate illicit use of marked oil, we have planned to assign Customs officers to escort the marked oil sold by oil companies to suspected buyers when necessary. We believe all of the above measures have already kept the abuses of marked oil situation at bay.

55. We have also noticed that the UK will introduce the "Registered Dealers in Controlled Oil System" in April 2003. Subject to the effectiveness of the system, we will also study the feasibility of introducing a similar monitoring system in Hong

Kong.

Diesel oil smuggled from the Mainland

56. At present, there is no sign of an increase in the activities of bringing in excessive duty-free diesel oil for illicit transfer by cross-boundary goods vehicles.

57. The C&ED will closely monitor the quantity of diesel oil in the fuel tanks of cross-boundary goods vehicles and make sustained enforcement efforts to prevent the abuse of diesel oil duty-free concessions by cross-boundary goods vehicles and the possible resurgence of the problem of illicit transfers of Mainland diesel oil.

58. Officers of the C&ED Control Points Command make random checks of the fuel tanks of incoming goods vehicles everyday to monitor the quantities of duty-free diesel oil in their fuel tanks. At present, the quantities of duty-free diesel oil allowed for cross-boundary goods vehicles entering Hong Kong are prescribed according to the cylinder capacity of a goods vehicle. Permitted quantities range from 100 to 300 litres of diesel oil. From January to October 2002, of the 1 239 incoming goods vehicles checked by the C&ED at the Lok Ma Chau, Man Kam To and Sha Tau Kok Control Points, only 23 vehicles were found to have brought in excessive quantities of duty-free diesel oil, for which duty had to be paid or prosecution had to be instituted. The percentage of vehicles found to have

brought in excessive quantities of duty-free diesel oil among all the vehicles checked accounted for 1.9% only.

59. In the same period, of the 1 836 vehicles checked by the C&ED at the roadside over the territory, only 26 vehicles (1.4% of the total vehicles checked) were found using diesel oil with sulphur content in excess of the prescribed statutory limit, for which prosecution had to be instituted. It is believed that the diesel oil used by these vehicles is originated from the Mainland as the sulphur content of the diesel oil sold in the Mainland is higher than the prescribed standard of Hong Kong.

60. The above figures indicate that the problem of the abuse of duty-free diesel oil for illicit transfers is not serious. That said, the C&ED will closely monitor the situation, take sustained enforcement actions. Whenever necessary, the C&ED will also strengthen the boundary and road-side checking of vehicles so as to prevent the illicit transfer of duty-free diesel oil by cross-boundary goods vehicles.

Customs and Excise Department
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**C&ED's Achievements in the
Seizure of Illicit Cigarettes**

Year	2000	2001	2002 (January to October)
No. of Case	2,203	1,777	2,068
No. of persons arrested	2,058	1,625	1,973
No. of cigarettes seized (stick) *	129,039,528	335,115,479 @	144,336,468

@ The increase in the seizure of cigarettes is due to the 200 million sticks of duty-not-paid cigarettes seized in 24 transshipment cases

* Not including the duty-not-paid cigarettes abandoned by passengers at all control points and airport

**The enforcement achievements in combating
illicit fuel activities**

Year	2000	2001	2002 (January to October)
Number of cases	1,442	926	1,191
Quantity of fuel seized (Million litre)	4.53	1.63	1.69