

THE BEST MANAGEMENT PRACTICE POLICY ON YOUTH GANGS MOTORCYCLE IN THAILAND

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ABSTRACT

The purposes of this research were to investigate the policing the best management practice in motorcycle youth gang in Thailand. This research was used mixed-method research. Quantitative sample groups included 400 police officers implementing preventive and subjugation measures to solve motorcycle gang problem in Bangkok, and qualitative include 25 administrators supervising in the same project including motorcycle youth gangs. A set up of questionnaires, in-deep interview and focus group were used. Findings showed that the overall average and leadership were high, pursued by teamwork, performance and restoration. The Royal Thai Police had been using prevention, extended investigation and suppression measures as guideline for Data analysis of illegal street race complaint cases, Arresting of page administrators and supporters, Investigating muffler shops selling non-certified TIS standard and extended to manufactory, Setting up check points to calibrate muffler noise, Controlling and seizure of unlawful motorcycles and arrest illegal riders, and having offensive riders to join boot-camp program so as to modify their behavior and attitude. This research conducted that they had been using integrated strategy with the integration by the government, private and public sectors, along with law enforcement and restoration. The suggestions were to apply law enforcement with parents, guardian or care provider of motorcycle gang members seriously, take legal action against manufacturer, possessor and distributor, assembler, and modifier of non-certified TIS standard motorcycle parts and accessories, along with illegal street race supporter. Besides, all sectors in the society needed to cooperate in strengthening the family institution. The policy suggestions were divided into 3 phases including; initial phase (monitoring and suppressing), middle phase (post-Arresting), increase training course time for children under 18 years old. For drug addicts, the police should provide drug addiction treatment at a military camp, and long-term phase, educational institutions should nurture proper attitude, value and belief to children and youth since childhood.

Keywords: The Best Management Practice Policy, Youth Gangs Motorcycle, Boot camp, Check point, Road block.

INTRODUCTION

There had been “dek-wan” problem or teenagers gathering and racing their motorcycles on the public roads for over 10 years in Thailand which it had highly annoyed the public. The Royal Thai Police, therefore, collaborated different operations continuously and solved all dimensions of the problem. Outcome of the suppression in Bangkok (November 2016 – June 2019) reported total 57 operations including inspection of 4,463 motorcycles, seizure of 2,143 motorcycles and prosecution of 2,364 offenders. Among these offenders, 2,113 offenders were charged with violating Road Traffic Act, B.E. 2522 (1979), 251 offenders were charged with violating Narcotics Act, B.E. 2522 (1979).

In addition, the police had investigated 36 establishments and confiscated 425 mufflers and 1,690 accessories which were non-standard according to Thailand Industrial Standard (TIS) with the comparison of statistics data towards illegal street race complaint calls (dek-wan) via hotline 191 in January – September 2016) showed 8,532 cases of illegal street races, and total complaint calls in 2016 was 11,151 cases or 30 cases per day.

In 2017, there were 2,809 cases of illegal street races or 7 cases per day (after the implementation of subjugating measure), and the complaint calls were reduced 77%. In 2018, there were 2,011 cases of illegal street races, 5 cases per day or reduced 30%, and complaint calls were reduced 84% after the implementation of subjugating measure (Tourist Police Bureau, 2018).

The comparison of statistics data of illegal street race reported by Metropolitan Police Division 1-9 in 2016 versus 2017, we had found 4,487 reduced cases or 74.18%. The preventive and subjugating measures against illegal street race were proved to be effective and could achieve their objectives. Therefore, the researcher was interested in studying “Policing the best management practice in motorcycle gang in Thailand” so as to propose policing the best management practice model to reduce motorcycle gang problem in Thailand and other activities later on.

METHODS

The researcher had applied mixed methods research. Quantitative research was to collect data with questionnaire and data analysis using inferential statistics, and qualitative research was to collect data with in-depth interview and focus group discussion using unstructured interview and content analysis.

For the data collection, the researcher had investigated document research and in-depth interview with police officers about their lessons on solving mg problem and focus group discussion among key informants about problem, barrier and good practice using after action review or AAR with our qualitative research and collected data using survey research questionnaire. In this study, we had collected data from police officers implementing or working on preventive and corrective measures to solve motorcycle gang problem in Bangkok, belonging to Metropolitan Police Division 1-9, Traffic Police Division, and Patrol and Special Operation Division and qualitative research, we had collected data from administrator's supervisor working on the same project and motorcycle youth gangs. The study also had applied in-depth interview with key informants in our qualitative research. Our target population was recruited by non-probability sampling using purposive sampling method and we had got 10 samples with knowledge, specialty and experience, or samples who used to play role or were in charge of implementing preventive and corrective measures against mg problem, along with 5 accused of illegal street race. For focus group discussion, 10 samples including administrators and scholars working in implementing preventive and corrective measures against mg problem.

The population in our quantitative research included 17,385 police officers implementing or working on preventive and corrective measures against mg problem in Bangkok, belonging to Metropolitan Police Division 1-9, Traffic Police Division, and Patrol and Special Operation Division. These population were calculated sample size with 95% confidence interval and 5% random error using stratified sampling method until we got 400 samples, and 391 samples to participate with this study at the end. In this study, the qualitative research was investigation of document data and in-depth interview with 15 samples and focus group discussion among 10 samples using unstructured interviewing method that provided flexible, extensive and not too much formal interview. Interviewer could ask the question independently and was able to change the question which suited to individual key informant. Quantitative research was divided into 3 sections including 1) questions about respondents' status, 2) questions asking about samples' implementation of best management practice on solving mg problem in Thailand, and 3) open-ended questions asking about samples' problem, barrier and suggestion.

For the data analysis, this study was a content analysis to verify accuracy, sufficiency and reliability of gathered data and tested with triangulation method. Our quantitative research analyzed gather data with frequency and percentage. The analysis of data related with implementation of the best management practice to reduce mg problem in Thailand on the whole, based on individual aspect and item using descriptive statistics including frequency, percentage, mean and standard deviation (S.D.).

RESULTS

Policing in reducing and solving motorcycle gang problem in Thailand

This study had studied 7 aspects of policing the best management practice in motorcycle gang in Thailand including data analysis and planning, operation, correction and remedy of children and youths, stakeholders, team working, leadership and Sample groups in our research, on the whole, had high opinion towards policing to solve motorcycle gang problem in Thailand, and we had found that sample groups had the highest opinion towards leadership followed by high opinion towards team working, outcome of the operation, data analysis and planning, children and youths correction and remedy, and stakeholders, and sample groups had high opinion towards the operation with the least average respectively.

Addition, In-deep interview and focus group discussion about the operation of police officers to reduce motorcycle gang problem in Thailand, and the study of the best management practice in solving motorcycle gang in Thailand could be concluded that preventive measure against motorcycle gang problem consisted of 4 factors including parents, guardian, care provider, motorcycle parts and accessories shop, riders (children/youths), and legal process.

Guideline for good policing measures in reducing motorcycle gang problem in Thailand

The Royal Thai Police had been using prevention, extended investigation and suppression measures as below.

- Data analysis of notifications and complaint calls towards illegal street race.
- Issuing of an arrest warrant, arrestment and prosecute fan-page administrators who posted invitation to an illegal street race.
- Inspection, the police had investigated non-standard TIS muffler, online selling of the parts, searched non-standard TIS muffler shops and magnifying the arrestment to the producers.
- Setting up checkpoints Setting to calibrate muffler noise by Pollution Control Department.
- Seizure of motorcycle and arresting rider and examined narcotic.
- Having riders (in risk group) attend the training. The police officers had had youth riders attend the training project "Build Immunity, Dream of Children and Youth in Thailand" to modify their behaviors before returning them to the society.

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DISCUSSION

Policing in reducing and solving motorcycle gang problem in Thailand

The researcher had studied 7 aspects of policing the best management practice in motorcycle gang in Thailand including data analysis and planning, operation, remedy for children and youth, stakeholders, team working, leadership and outcome of the operation. Table 1 shows the Number and percentage of policing to solve motorcycle gang problem in Thailand. On the whole, we had found that sample group had high opinion towards policing to solve motorcycle gang problem in Thailand (average = 4.11, S.D. = 0.73).

Considering different aspects, sample group had high opinion towards leadership (average = 4.22, S.D. = 0.74), followed by team working (average = 4.15, S.D. = 0.73), outcome of the operation (average = 4.10, S.D. = 0.78), corrective and remedial measures for children and youth (average = 4.09, S.D. = 0.74), and stakeholders (average = 4.04, S.D. = 0.73). Finally, sample group had high opinion towards the operation (average = 3.99, S.D. = 0.83) with the least average.

Table 1: Number and percentage of policing to solve motorcycle gang problem in Thailand

Policing against motorcycle gang problem in Thailand	Mean	S.D.	Interpretation
1. Data analysis and planning	4.09	0.73	High
2. The operation	3.99	0.83	High
3. Corrective and remedial measures for children and youth	4.09	0.74	High
4. Stakeholders	4.04	0.73	High
5. Team working	4.15	0.73	High
6. Leadership	4.22	0.74	High
7. Outcome of the operation	4.10	0.78	High
Overall	4.11	0.73	High

Policing in reducing and solving motorcycle gang problem in Thailand

Based on this study, the researcher decided to propose important opinions towards 1 aspect in descending order. Table 2 shows the number and percentage of policing to solve motorcycle gang problem in Thailand in term of leadership. On the whole, we had found that sample group had high opinion towards policing to solve motorcycle gang problem in Thailand in term of leadership (average = 4.22). Considering different aspects descending by order, sample group had the highest opinion towards number 33, prevention and subjugating illegal street race among good members in a motorcycle gang required leader with high leadership (average = 4.25), followed by the highest opinion towards number 34, prevention and subjugating motorcycle gang's illegal street race required leader who was active in achieving working objectives (average = 4.20), and the highest opinion towards number 35, preventing and subjugating against motorcycle gang's illegal street race required leader who could manage his divine and grace effectively (average = 4.19) with the least average respectively.

The complied with Burns' study (Burns, 1987) that discussed 3 leaderships including (1) transactional leader: the leader or supervisor who usually shared useful data with his subordinates and the shared data was mutual beneficial. (2) transformational leadership: the leader who was aware of his subordinates' needs, tried to satisfy his subordinates' needs higher than expected, focused on developing his subordinates, encouraged mutual support and respect, promoted leadership among his subordinates until there was consistent development ,which was called a "domino effect", and the leader would become moral leader later on, and (3) moral leadership : the leader who could generate compliant changes among his subordinates and the changes complied with subordinates' needs. In this case, leader had good relationship with his subordinates in term of needs, aspiration, value and adherence on moral and ethics so as to create fairness and justice in the society. This kind of leader was very important and he focused on changes to fulfill his subordinates' needs.

Table 2: Number and percentage of policing to solve motorcycle gang problem in Thailand in term of leadership.

Leadership	Opinion Level					Standard Deviation (S.D.)	Interpretation
	The highest	High	Fair	Low	The Least		
33. Prevention and subjugating illegal street race among good members in a motorcycle gang required leader with high leadership	173 (43.3)	156 (39.0)	67 (16.8)	4 (1.0)	-	4.25 (0.76)	The highest
34. Prevention and subjugating motorcycle gang's illegal street race required leader who was highly active in achieving working	165 (41.3)	161 (40.3)	64 (16.0)	10 (2.5)	-	4.20 (0.80)	The highest

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objectives							
35. Preventing and subjugating against motorcycle gang's illegal street race required leader who could manage his divine and grace effectively	176 (44.0)	141 (35.3)	70 (17.5)	10 (2.5)	3 (0.8)	4.19 (0.86)	The highest
Overall						4.22 (0.74)	The highest

Outcome of in-deep interview and focus group discussion about policing to solve motorcycle gang problem in Thailand and outcome of the study of policing the best management practice in motorcycle gang in Thailand in term of preventive measure against motorcycle gang's illegal street race could be concluded as 4 factors of preventive and corrective motorcycle gang's illegal street race as. From Parents, guardian and care provider: It was concluded that parents and guardian involved with their children's illegal street race without concern of safety and nuisance towards others should be inflicted penalty. If the police considered the punishment was too weak, the police could consider increase the penalty (according to the Child Protection Act, 2546 B.E., a fine of no more than 30,000 baht, and imprisonment for no more than 3 months, or both). If parents and guardian did not involve with their children offense, they were subject to participate with corrective measure by reporting their children's offense to the police, advice and warn their children not to commit an offense. If their children committed an offense again, they were subject to be inflicted penalty.

From motorcycle part or accessory selling establishments/businesses were divided into 2 groups as (1) the factory. The Ministry of Industry was in charge of inspecting garage/shop under their supervision seriously and regularly. If any offense was found, the ministry were subject to punish them such as seizure of license, accessories and equipment used to promote or support illegal street race, and (2) motorcycle accessory shop: The Royal Thai Police and the Ministry of Interior including local administration office and local government, along with the Revenue Department needed to cooperate with integrating inspection process, tax evaluation and law enforcement with the shop involved with supporting illegal street race such as cease the business without affect against legal shop in Bangkok, follow up business transaction of shops in Bangkok, and local government was subject to govern different shops in countries.

From rider (children or youth): In the researcher's opinion, children in the educational system were under the responsibility of the Ministry of Education to teach, advice, nurture good understanding about illegal street race, and educate their parents and guardian about the law and punishment. If parents and guardian involved with the offense or ignored their children's behavior and offense. For those children out of the national educational system, they were under the responsibility of Ministry of Social Development and Human Security and Ministry of Interior in developing guideline to create good understanding to organize the social order towards street race and gathering database for further inspection. It was the responsibility of Ministry of Social Development and Human Security to educate and revive children and youth who committed an offense and their family.

From legal process related with car racing: In the researcher's opinion, law related concerned organizations needed to discuss and brainstorm in developing preventive and corrective measures against motorcycle gang's illegal street race problem and car/motorcycle in dispute (how to forbid leasing company to revoke seized motorcycle). Regarding to traffic law against motorcycle gang's illegal street race problem, there had not had specific law enforcement towards illegal street race, the police, therefore, needed to enforce Section 44 of Constitution of the Kingdom of Thailand (Interim version) 2557 B.E. to solve this urgent problem. In the meantime, concerned organizations had to review the law under their responsibility and amend the law accordingly.

Guideline for good policing measures in reducing motorcycle gang problem in Thailand

Based on this study, the Royal Thai Police had developed 3 measures to solve motorcycle gang problem in Thailand including 1) preventive measure, 2) extension measure, and 3) subjugating measure as the best management practice to solve motorcycle gang problem in Thailand. Figure 1 shows The Integration of policing the best management practice to solve motorcycle gang problem.

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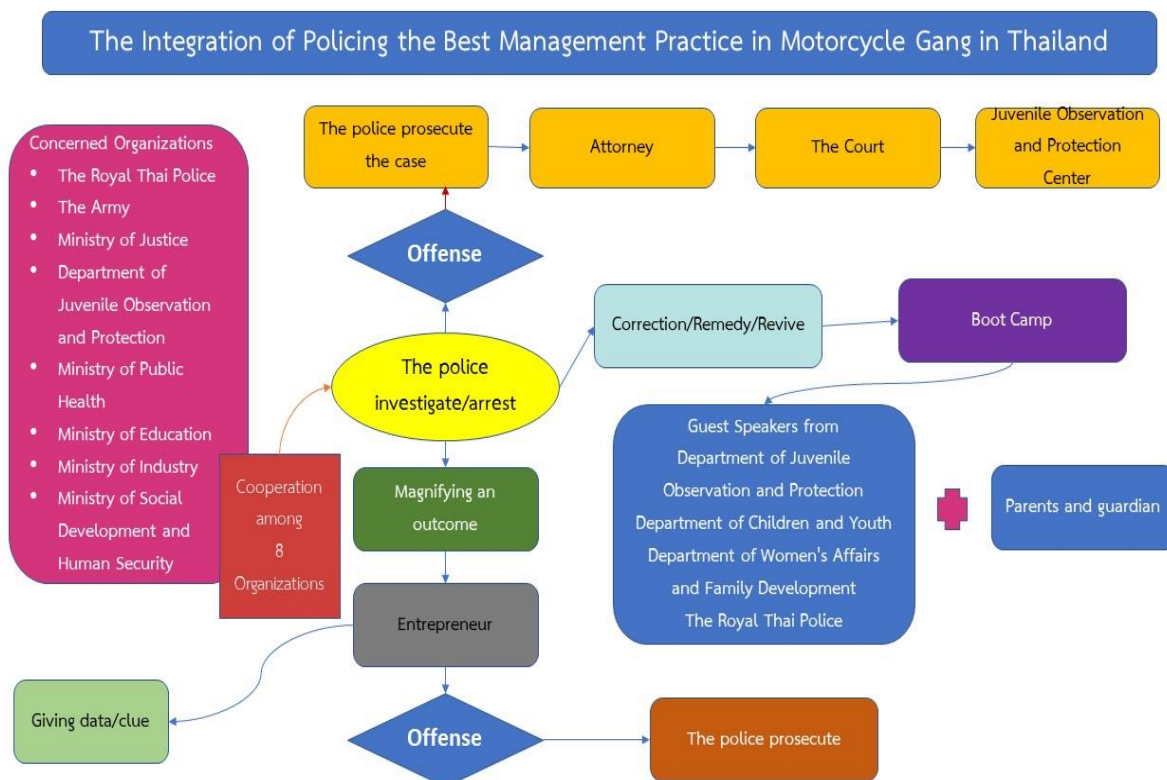


Figure 1: The Integration of policing the best management practice to solve motorcycle gang problem

The integration of government organization concerning to policing the best management practice in motorcycle gang in Thailand included the Royal Thai Police, the Army, Ministry of Justice, Department of Child and Youth Protection Observation, Ministry of Public Health, Ministry of Education, Ministry of Industry, and Ministry of Social Development and Human Security.

The analysis of notifications and complaint calls about illegal street race

The analysis of notifications and complaint calls about illegal street race would enable operating officers to predict where, when and how an illegal street race was, and plan arrestment systemically with the integration of concerned divisions and organizations. The comparison of statistics data about illegal street race notifications through hotline 191 revealed that;

- January – September, 2016: There were 8,532 complaint calls about illegal street race (pre-measure implementation), out of total 11,151 complaint calls through hotline 191 in 2016 or about 30 cases per day.
- In 2017: There were 2,809 complaint calls about illegal street race or about 7 cases per day. This showed that statistics data of complaint calls about illegal street race in 2017 (post-measure implementation) through hotline 191 was reduced 77% from 2016 (pre-measure implementation).
- In 2018: There were 2,011 complaint calls about illegal street race through hotline 191 or about 5 cases per day. This showed that statistics data of complaint calls about illegal street race in 2018 was 30% reduced from 2017 and 84% reduced from 2016 (pre-measure implementation).
- In 2019: There were 1,911 complaint calls about illegal street race through hotline 191 in January – July, 2019.

Page administrator's arrestment according to the arrest warrant and issuing an arrest warrant for page administrator who posted invitation for illegal street race

Police team had arrested page administrators who posted invitation for illegal street race on their fan pages according to the arrest warrant in charge of supporting illegal street race or supporting other people to drive recklessly and dangerously which was guilty according to the Land traffic Act, 2522 B.E., Section 134, Paragraph 2 and its amendment in Section 160 bis.

Section 134, Paragraph 2 “No one shall provide, support or promote illegal street race unless receiving permission in writing from the traffic officer”. Any person who violated section 134, paragraph 2, shall be liable to imprisonment for a term not exceeding 3 months or a fine of 2,000 baht to 10,000 baht or both, and the court to suspend the driving license of that person for at least 1 month or revocation of the driver's license (Section 160 bis). We had found that fan page administrators invited children and youth to race their motorcycles on the public road by posting the news and

appointment on many fan pages. Some fan pages had got more than 120,000 followers. The police had used this information, planned setting up road blocks and arrested those fan page administrators after requesting approval of the court to issue an arrest warrant according to Child Protection Act, 2546 B.E. as an applicable law enforcing against the guilty or related person. Section 26 stated as below,

Section 26 “Subject to the provisions of other laws. Whether the child is consenting or not It is forbidden for any person to do the following acts. (3) willfully or neglect to give things necessary for life or health so that it is likely to endanger the body or mind of the child. If the commission of the offense under paragraph one is punishable by other laws, it shall be punished according to that law”. These fanpage administrators, as persuaders who encouraged children to misbehave, were guilty according to Child Protection Act, 254 B.E., Section 26. The police team had deleted 41 fanpages and arrested 37 fanpage administrators accordingly based on the principles of law using politeness and good manner during the arrestment, and the police had notified offenders. Right accordingly before arrestment along with respect on their human dignity and equality according to the international standard and the arrestment was verifiable. In addition, the police had applied the rule of law according to the Criminal Procedure Code including taking children and youth to the court in order to investigate the arrestment within 24 hours with the collaboration by interdisciplinary and legal specialists.

Inspection of non-certified TIS standard muffler shop

Police team had inspected non-certified TIS standard product selling online, muffler shops and factories, and had arrested and prosecuted offenders for the penalty of merchants selling non-standard industrial products according to Industrial Product Standards Act, 2511 B.E., Section 36.

The study found 36 inspections of non-standard industrial products (TIS), seizure of 425 mufflers and 1,690 accessories. The inspection by the police officers was based on the principles of law. Any personal search and action were done with respect of human right and dignity, physical safety, no torture, maltreatment or violent punishment.

Prior to the search, the police officers had notified their sincerity on behalf of the inspector who treated people with equality, recorded details of the inspection, read the record to the offenders before having them certify the record according to the principle of human dignity and international standard legally, openly and verifiably.

Setting up checkpoint (Vor. 43) to calibrate muffler noise of big bikes or modified motorcycles

Setting up checkpoint (Vor. 43) was to calibrate muffler noise not over the standard 95 decibel using measurement standardize noise decimeter verified by Pollution Control Department. The police officer shall suspend any motorcycle generated over 95 decibel noise for 30 days, replaced with the new muffler and a maximum fine of 1,000 baht.

Setting up checkpoint or Vor. 43 by the police officers had been done according to order of the Royal Police Headquarter number 0625.23/3779, dated March 13, 1997 was a virtue of Traffic Law Act, 2522 B.E. and order of the Royal Police Headquarter number 0007.34/5578 dated October 13, 2013, regarding enforcing measures for the establishment of checkpoints, road blocks, and extraction points. Main objectives of having checkpoints, road blocks and extraction points by the policer officers were to inspect and arrest offenders on the roads or highways so as to tighten traffic discipline, prevent and subjugate crimes, and reduce potential crimes to significantly promote life and property safety of the public. “Checkpoint” meant working point of the police officers to investigate and arrest offenders on the roads and highways temporarily not exceeding 24 hours and the checkpoints shall be moved out immediately (Apasiri Suwannanon et al, 2017).

Setting a checkpoint shall be an operation with specific purpose of having an operating team calibrate muffler noise of big bikes and modified motorcycles according to the law enforcement and announcement by the Ministry of Natural Resources and Environment, general sound level measurement setting maximum noise level not exceeding 95 dB A within a radius of 0.5 meter using noise decimeter of International Electrotechnical Commission or IEC (Pollution Control Department, 2003). According the Land traffic Act, 2522 B.E., Section 10 bis, and police department requirement of Air Quality and Noise Standard, owner who was driving any motorcycle burdened by the standard shall be fine not exceeding 1,000 baht.

Seizure of motorcycle and arresting rider according to order of National Council for Peace and Order (NCPO)

The police officers in different areas had set up checkpoints (Vor. 43) to seizure motorcycles ridden by riders who had behavior mentioned in order of National Council for Peace and Order (NCPO) Number 22/2558 and 46/2558 regarding to narcotic examination and DNA systemic collection.

The above compiled with order of National Council for Peace and Order (NCPO) number 46/2558 regarding preventive measures against problem arose from driving a vehicle.

Clause 1: In the event that a person does the following:

- A person who gathers, mingle, arrange aggregation, conspire or have suspected behavior leading to illegal street race shall be inflicted penalty based on Land traffic Law or

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- Driving public passenger cars or motorcycles used for carrying passengers or six-wheel trucks and above by negligence or with the amount of alcohol in the body more than required by the law causing a person to be seriously injured or even fatal.
- Traffic officer, police officer enforcing land traffic law, police officer or government officer authorized by related law had power to do the following,
- suspend driving license of the person temporarily not exceeding 30 days.
- take and keep suspected car and motorcycle temporarily not fewer than 7 days or as necessarily to prevent and maintain public safety.
- arrest and control the person and have him attend behavioral modification course for no fewer than 7 days but not exceeding 15 days by not treating that person as an accused person.

Clause 2: When the control period had expired as stated in clause 1, if there was a cause for prosecution with the controlled person as an accused, the person shall be sent to inquiry official based on the Criminal Procedure Code for further prosecution. This was not considered arrestment in clause 1 and it was the arrestment based on Criminal Code and Criminal Procedure Code.

Clause 3: If the person acted in clause 1 (2) was an employee of a person holding a transport license according to land traffic law, registrar enforcing to land transport law shall have power to suspend the license or close the business temporarily not exceeding 15 days only if the licensee could prove that he did not involve with the offense of the driver or rider and he had tried his best to prevent the driver/rider from committing an offense.

Clause 4: The government officer who was acting in accordance with the authority under this order in good faith, reasonably and necessarily shall be protected by Emergency Decree on Public Administration in Emergency Situations 2548 B.E., Section 17.

In case of 7-15 day probation and criminal proceedings, the police team shall recruit youths having street race behavior into training project "Build Immunity, Dream of Children and Youth in Thailand" and prosecute land traffic law 2522 B.E. and other laws.

Controlling and Training for Children, Youths and Riders according to the order of National Council for Peace and Order (NCPO)

Having children, youths and riders who were controlled to attend training project "Build Immunity, Dream of Children and Youth in Thailand" along with their parents. The training project was provided with the collaborations among the Royal Thai Police, Tourist Police Headquarter, Patrol and Special operation Division, the Army, and Department of Juvenile Observation and Protection having Office of the Secretary of the Steering Committee follow and monitor the operation according to order by Head of National Council for Peace and Order number 22/2558, and concerned organizations including Department of Children and Youth, Department of Women's Affairs and Family Development, Ministry of Education, and Department of Land Transport to arrange training program "Build Immunity, Dream of Children and Youth in Thailand". The project was developed for children and youths who were arrested for committing the offense of illegal street race for 7 days in a military camp, and the project had been arranged for 7 times provided for 345 children and youths so that children and youths would understand the effect of breaking the law, be nurtured good consciousness and become good youths of the society (Board of Director Secretary Office of Follow-up Order by Head of National Council for Peace and Order Number 22/2558, 2562).

After the training project, it was found that trainees had learned a lot of knowledge, and had good immunity to be quality youths and citizens of the society who would be important work force for country development. The training project had got guest speakers with good cooperation by government and private sectors including the army, Department of Juvenile Observation and Protection, Department of Children and Youth, Department of Women's Affairs and Family Development, and the Royal Thai Police. The training project would create good immunity among children and youths who had illegal racing behaviors and provide new suggestions for their parents by leading guest speakers, and learn from various activities and national role models so that children and youth were inspired to return to the society creatively, had good relationship in their families, had good consciousness, and served their family, school, community, society and the country.

Children and youths were taught traffic knowledge and good consciousness and done volunteer activities in the training project, and their parents had attended one day training at Patrol and Special Operation Division. The training projects had been arranged for more than 50 times and provided for more than 4,000 trainees.

CONCLUSIONS

Based on this study, the public were annoyed and suffered from road accidents caused by commuting cars because children and youth gathered to race cars and motorcycles on the public road. Therefore, The Royal Thai Police had laid down 3 measures to solve motorcycle gang problem in Thailand including 1) Preventive measure, 2) Expanded investigation measure, and 3) Subjugating measure to be applied with the development of policing the best management practice in motorcycle gang in Thailand. Policing the best management practice in motorcycle gang in Thailand included 1) data analysis of process of complaints about street race, 2) arrestment, administration and invitation, 3)

inspecting muffler outlets where were not certified Thailand Industrial Standard (TIS), 4) Having check points to test muffler noise of motorcycles and big bikes, 5) seizing illegal motorcycles/cars and arresting drivers 6) Making risk drivers to attend behavioral correction training and discharging them back to the society. The operations showed that the police could subjugate 57 cases in Bangkok (November 2016-June 2019), inspected 4,463 cars, seized 2,143 motorcycles, and charged 2,113 offenders. These offenders were divided into 2,113 offenders based on Road Traffic Act 1979, and 251 offenders based on Narcotics Act 1979.

The police had investigated and arrested 36 non-certified TIS muffler outlets and seized 425 mufflers and 1,690 car parts, arrested gang leader and persuader to illegal street race upon issued of a warrant of arrest based on Child Protection Act, article 26 for inducing child to behave inappropriately, closed 41 fan pages on www.facebook.com, and arrested 37 page administrators or owners. Comparison of street race complaints via hot line 191 in January to September, 2016, there were 11,151 complaining calls or 30 calls per day. In 2017 (after the implementation of subjugating measure), complaint street race statistics via hot line 191 was reduced 77%, and in 2018 street race complains via hot line 191 was reduced to 2,011 case or 5 calls per day.

This showed that numbers of complaint calls were reduced 30% from 2017 to 2018 or 84% reduction after the measure, and the number was still reducing continuously. In addition, the police had had more than 4,000 children and youth inflicted illegal street race to attend one day training program for the youth and parents provided by Patrol and Special Operations Division for more than 50 times, and provided 7 times of one day project, "Immunization project Dreaming of Thai Children and Youth", for 345 children and youths with the cooperation by concerned parties including National Council for Peace and Order number 22/2015, Department of Juvenile Observation and Protection, Department of Children and Youth, Department of Probation, Department of Women's Affairs and Family Development, and Shelter of Children and Families so that the trainees would acknowledge about the government's policy to correct behaviors of children and youth and return them back to the society creatively, prevent them not to break the law again, and release street race problem with good acceptance by the public.

Further to the study of policing for the best management practice in motorcycle gang in Thailand in term of guideline for solving motorcycle gang problem, our suggestions based on 4 aspects were as: 1) Parents and guardian: The government should enact law for parents and guardian seriously. 2) Motorcycle and its accessories: Further to order announcement by the National Council for Peace and Order 22/2558 B.E., defensive and corrective measure for illegal car and motorcycle racing, manufacturer, possessor, distributor, car and motorcycle decorator and car and motorcycle special part producer who encouraged, supported, induced, provided or involved with illegal car and motorcycle racing were subject to be sentenced no more than 6 month imprisonment or fined 2,000 to 20,000 bath or both. 3) Riders: The government should strengthen family and educational institutions and encourage them to cooperate with nurturing their children with their best effort so that children and youth would have proper attitude, believe and conscious. 4) Legal process related to car/motorcycle racing: The government should increase legal punishment or penalty for exhaust pipe medication business. Since there had not been any enacting for this offense, police officers could prosecute that product was non-standard of Thailand Industrial Standards Institute (TISI) more seriously.

For the Policy Suggestions, the application of prevention and suppression operation measure and enhancement: police were playing major role in applying the policy concretely, and applying 3 phase action plans including; 1) Phase 1 (surveillance): The police should have checkpoint and roadblock at risk area in their area of responsibility, and enact traffic law strictly in order to prevent problem. 2) Phase 2 (post-arrest): The police should emphasize on correcting motorcycle gangs' problem with collaborating cooperation by concerned parties and correct the behavior of under 18 year old children and youth for 15 days. By the way, the correction period was too short and we had not seen its result. We had found that most offenders were students so police should expand continuous correction period to on weekends. Members of motorcycle gang would have to join correction program on Friday and go home on Sunday. In case of drug addicts, they should be sent to a military camp and have electronic monitoring bracelet (EM) with them. And 3) Long term action plan (cultivating proper value, attitude and belief): It was necessary to teach our children since their childhood starting from primary grade or since 5 years old.

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