



The obstacles in the prevention of motor vehicle theft and trafficking in the border area of Kanchanaburi province (Thailand) and prevention guidelines

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Abstract

This article aimed to examine and analyze the obstacles which the Thai law enforcement agencies have in the prevention of motor vehicle theft and trafficking in the border area of Kanchanaburi province. The results of the research revealed that there were 5 major obstacles. They were the unclear policy at national level, the lack of integrated law enforcement mechanism, the lack of local people's awareness of motor vehicle theft, the insufficient collaboration between Thailand and Myanmar, and geographical difficulties in the border area. As a result, the Thai authorities could not prevent the smuggling of stolen vehicles in the border area effectively. Furthermore, the lack of an information-sharing system for the relevant law enforcement authorities and the legal loopholes in relation to a vehicle theft conspiracy made the prevention of vehicle theft more difficult. This article proposed 6 resolutions that could overcome the aforementioned obstacles, namely, the installation of CCTVs, public participation, prevention of recidivism, surveillance of potential criminal groups, reduction of chances of becoming victims, and development of human resources to increase the officers' capabilities to deal with vehicle theft.

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Introduction

Kanchanaburi is a province in the west of Thailand, sharing a border with the Republic of the Union of Myanmar ('Myanmar'). A number of natural border paths along the Thailand-Myanmar border in Kanchanaburi are

hot spots where illegal border crossings into Thailand occur frequently, causing several types of crimes. Among different types of crimes in this border area, trafficking in stolen vehicles is prominent and notorious. Despite a lot of efforts by the Thai law enforcement authorities to prevent and suppress this particular type of crime, the trafficking in stolen vehicles in border areas is still on going. Apart from typical motor vehicle theft, trafficking in stolen vehicles in a form of conspiracy has made it more difficult for the authorities to prevent the crime, arrest the criminals and track down the stolen vehicles than previously. Undeniably, trafficking in stolen vehicles

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has negative impacts not only on the everyday lives and the safety of properties of people living in the border area, but also on economic and financial and automobile manufacturing sectors of Thailand as a whole.

The Border Patrol Police of Thailand is responsible for maintaining security and suppressing crime in the border areas across the country. Due to the Franco–Siamese Treaties of 1863 and 1926, Thailand (formerly known as Siam) has been obliged to keep 25-kilometer-wide areas along the country's borders as demilitarized zones. The Border Patrol Police Kanchanaburi has a duty to patrol along the Thailand–Myanmar border in Kanchanaburi province.

The problem of trafficking in stolen vehicles in Kanchanaburi province is worth examining. While the general trend of motor vehicle theft in Thailand seems in decline, the number of cases in Kanchanaburi province are still high. Furthermore, Kanchanaburi province is of geopolitical importance. Although it is the territory under the sovereignty of Thailand, it is located at a great distance from the central administration in Bangkok. Thus, the administration of transborder economic, social and cultural activities, and the control of cross-border movements of people and illegal items need to be carried out with special care. Otherwise, transnational crimes can occur and become a major threat to security at both national and international levels (Yottrakul, 2008).

Therefore, it is important to examine the obstacles in prevention of motor vehicle theft and trafficking in the border area of Kanchanaburi province. This article attempted to propose resolutions to overcome the obstacles.

Literature Review

The literature review of this study covered the definitions of crime, the types of crimes and the causes of crime. However, due to the word limit of this article, this session focused only on the literature review relating to the causes of crime which were relevant to the trafficking in stolen vehicles. The fundamental concept of the classical school of criminology proposes that an individual has a free will to choose his own action, including commission of a crime (Tasanachaiklu, 1998, pp.127–128). According to the deterrence theory, a person will attempt to commit a crime if he knows that the punishment imposed by law is not swift, certain and severe (Maneepakorn, 2012). In addition, as argued by the rational choice theory – which is based on the concept of utilitarianism, normally, a person will weigh up between satisfaction or benefits deriving from a crime and the possibility of being caught and the subsequent punishment,

before making a decision to commit a crime. In other words, if the satisfaction or the benefits from the commission of a crime outweighs the chance of being arrested and punished, a person is likely to commit a crime. Furthermore, as proposed by the routine activity theory, crime will occur when three elements – which are a motivated offender, a suitable target and the lack of guardianship of victim – exist at the same time (Maneepakorn, 2012).

The social control theory suggests that the environmental and social control mechanisms can prevent people from committing illegal acts. This concept is comprised of: (1) the law enforcement approach theory; (2) the community relations approach theory; and (3) the theory of crime control through environmental design.

The practical principle of crime prevention is comprised of: (1) the principle of punitive-treat of punishment; (2) the principle of correcting people and social environment; and (3) the principle of mechanical prevention tools and management of building.

The patterns of vehicle theft in the border area of Kanchanaburi province – i.e. typical vehicle theft and vehicle theft committed by organized criminal groups (see a discussion below) can be seen as a traditional crime according to the concept of Ray Lopez, a crime against a property according to McKinney Police Department, a *Mala In Se* crime according to concept of Hagan (1989, p. 29) and a crime of opportunity according to concept of Cinnard and Quinney. Vehicle theft also came in a form of organized crime. The rational choice theory can explain this pattern. The criminals commit crime because they gain benefits from the trafficking of stolen cars (Maneepakorn, 2010). The benefits outweigh the punishment that the criminals may have to face. Furthermore, Adwin Sutherland (1883–1950) suggested in his differential association theory that criminal behaviors can be learned. The members of the organized criminal groups could learn how to steal and smuggle the cars from the more experienced members of the groups. In addition, this pattern of vehicle theft can be considered as occupational crime as suggested by McKinney Police Department. Furthermore, the vehicle theft conspiracy is also a special type of crime as classified by Piamsomboon, (2008) and Permsiriwisarn (2000).

Methodology

This study was qualitative. The data were collected by three different research methods as follows: (1) documentary research; (2) in-depth (semi-structured) interviews; and (3) a focus group discussion.

Participants

As regards the in-depth interviews, the key informants for this study included 6 policy level officers, 5 operational level officers and 5 representatives of the community. With regard to the focus group discussion, the participants were 12 policy level officers and the operational level officers of the Sub-Division 13 of Border Patrol Police 1 – who had been involved in the prevention and suppression of the trafficking in stolen vehicles in the border area of Kanchanaburi province for at least 5 years.

Data Collection

The data were divided into two groups as follows:

1. primary data: this type of data was collected from the in-depth interviews and the focus group discussion. It served as the main source of information of this study. The interviews and the focus group discussion were recorded and transcribed immediately to ensure completeness of the data.

2. secondary data: this type of data was collected from relevant documents – such as case reports, government documents, annual reports and crime statistics of the border area in Kanchanaburi province.

Data Analysis

The data from the in-depth interviews and the focus group discussion went through the process of qualitative data analysis, which has 3 essential components as follows:

1. data organizing: the collected data was organized to make its content ready to be presented in a systematic manner.

2. data display: the organized data was presented in a descriptive form within the framework to show the findings.

3. conclusion, interpretation and verification, the findings were interpreted and verified within the framework to reach a conclusion.

Results

The Patterns of Motor Vehicle Theft and Trafficking in the Border Area

According to the data collected from the informants, motor vehicle theft and trafficking in the border area of Kanchanaburi province appeared in 2 different patterns.

The first pattern was typical motor vehicle theft. This pattern of motor vehicle theft normally occurred when a target vehicle was left unattended by its owner – especially when the key was still inserted in the key hole or when the wheel was unlocked. This pattern of motor vehicle theft happened more often to motorcycles than cars. Motorcycles were prime targets and the most common type of the vehicle to be stolen because thieves could roll motorcycles away or easily load them on trucks. (Niyomsap, 2015). According to Kanchanaburi Provincial Police Region 7's statistics of lost and stolen vehicles, 12 cars and 235 motorcycles were reported missing in 2019; and 9 cars and 168 motorcycles were reported missing in 2020. The locations where vehicles often went missing were both private residences and public places – such as markets and department stores. Importantly, it was found that, in most cases, the offenders committed this type of motor vehicle theft because they wanted money to pay debts or buy drugs.

The second pattern was motor vehicle theft committed by organized criminal groups. This pattern came in 2 different forms. The first one was in the form of “new car orders”. Typically, the organized criminal groups would receive “new car orders” from the customers in the neighboring country to steal particular models of new cars (with red license plates). The members of the organized criminal groups would go to search for and steal the models of cars as specified by the “new car orders”. In Kanchanaburi province, normally, the stolen cars were smuggled through natural border paths along the Thailand-Myanmar border to evade detection by the Thai authorities. The second form was a hire-purchase conspiracy which involved different parties – i.e. a car dealership, a car finance provider (the legal owner of the vehicle) and a hire-purchaser (the legal possessor of the vehicle). The trafficker exploited the legal loopholes by hire-purchasing a car in Thailand and then driving it to cross the border into Myanmar. The hire-purchased car would be sold there. Later, the hire-purchaser would report to an insurance company that the hire-purchased car had gone missing. Then, the compensation from the insurance company would be given to the car dealership and the car finance provider (the conspirators). According to Thai law, an embezzlement offence occurs only when a property at issue has been handed over to a third-party receiver. Moreover, Thailand does not have a law to prohibit a legal possessor of the hire-purchased vehicles from driving a car across the border. As a consequence, the Thai authorities at the border do not have legal power to stop a suspicious car and interrogate the driver. This is because, at the point when the suspicious car is at a

border checkpoint, an embezzlement offence has not yet occurred due to the fact that the car in question has not yet been handed over to the customer. In addition, as long as the driver can satisfy that he is the rightful possessor of the hire-purchased car, he can legally drive the car across the border.

The Obstacles in The Prevention of Motor Vehicle Theft and Trafficking in the Border Area

According to the information from interviews and a focus group discussion, there were 5 obstacles which made the prevention of motor vehicle and trafficking ineffective. Firstly, the policies at national level were unclear. As a result, the implementation of the national policies at local level across the country was still largely inconsistent. Secondly, there was no integrated law enforcement mechanism. Normally, different law enforcement authorities in the border area – i.e. police, military, provincial and local administrations, local transportation and local immigration authorities – worked separately, as they did not have a clear guideline at national level to liaison with each other. They had different understandings of the national policies. Thus, the implementation of the national policies differed from area to area. As a result, it was very difficult to enforce the law strictly in the border area to prevent motor vehicle theft. In addition, the punishment imposed by the existing law was not serious enough to deter the criminals. Thirdly, local people in the border area did not have sufficient crime awareness. As it was the border area, immigrant workers from the neighboring country could enter into and leave Thailand easily through permanent crossing points along the border. It was easy for criminals under the disguise of migrant laborers to steal vehicles from the local people. Despite the higher risk of motor vehicle theft due to a great number of the transient population in the border area, most local people were used to their lifestyles in the border area, which had had low crime rate in the past. Therefore, they did not exercise enough caution to protect their vehicles from theft. Fourthly, there was not enough collaboration between Thailand and Myanmar to prevent motor vehicle theft. In Myanmar, there was still a huge demand in quality vehicles from Thailand. The stolen vehicles from Thailand – especially motorcycles – could be registered in Myanmar without the requirement to check their origin. The money from registration fees might make officers in Myanmar overlook the possibility that the registered vehicles could be stolen from Thailand. Furthermore, in Myanmar,

the law and regulations with regard to stolen cars were vague and did not have a standard. These factors obstructed the building of a firm collaboration between Thailand and Myanmar to combat motor vehicle theft. Last but not least, the border area between Kanchanaburi of Thailand and Myanmar is 370 km in length and covered by dense forests with 43 natural border paths, so it was extremely difficult for the Thai authorities to do thorough patrols to effectively prevent motor vehicle theft.

The Resolutions to Obstacles in the Prevention of Motor Vehicle Theft and Trafficking in the Border Area

With regard to the geographical difficulties, the use of technology, such as CCTV installation in the hot spots in the border area, could support the border patrol police and reduce risks which they might face during the patrols in the forests and on the mountains along the border. As regards the crime awareness, the government should encourage local people in the border area to give more importance to the protection of their vehicles through campaigns and education. Despite the Thai authorities' best efforts to prevent stolen vehicle-related crime, it would never be sufficient if the local people did not give cooperation. Furthermore, there should be a crime data system to share information concerning motor vehicle theft among the relevant law enforcement authorities. The punishment should be more severe. All these factors could prevent recidivism. Additionally, there should be a surveillance system to monitor potential offenders and the risky spots in the border area. The information in the system should be kept up-to-date. Moreover, it is necessary to reduce the chances of becoming victims. The authorities should disseminate news and information about vehicle crime to encourage people to take special care of their vehicles and to avoid becoming victims. Lastly, there should be human resource development programs to improve and increase necessary skills of the local authorities. They should be trained to become experts with sufficient skills and knowledge about the stolen vehicle crime in the border area. The new officers who have just come to a station in the border area should receive trainings, so that they will become more familiar with the problem of vehicle crime along the border and be able to respond to the crime effectively.

Table 1 shows the number of vehicle theft cases reported in Kanchanaburi province between October 2018 and September 2019. 1 car theft case and 1 arrest were reported, accounting for 100 percent of success rate

of crime suppression. 44 motorcycle theft cases and 28 arrests were reported, making up 57.14 percent of success rate of crime suppression. Kanchanaburi Central Police Station had the highest number of reported cases (16 cases). Sangkhlaburi Police Station and Tha Muang Police Station had the same quantity of reported cases (4 cases each).

Table 2 shows the number of vehicle theft cases reported in Kanchanaburi province between October

2019 and September 2020. 4 car theft cases and no arrest were reported, accounting for 0 percent of success rate of crime suppression. 28 motorcycle theft cases and 2 arrests were reported, making up 7.14 percent of success rate of crime suppression. Kanchanaburi Central Police Station had the highest number of reported case (18 cases). Tha Ruea Police Station and Tha Muang Police Station had the same quantity of reported cases (3 cases each).

Table 1 Vehicle theft statistics in Kanchanaburi province from October 2018–September 2019

Provincial Police Station(s)	Statistics of Car Theft		Provincial Police Station(s)	Statistics of Motorcycle Theft	
	Case(s)	Arrest(s)		Case(s)	Arrest(s)
Kanchanaburi	1	1	Kanchanaburi	16	13
			Tha Maka	3	0
			Phanom Thuan	2	2
			Thong Pha Phum	2	2
			Sangkhlaburi	4	2
			Samlong	3	1
			Nong Ri	1	0
			Huai Krachao	2	1
			Lat Ya	1	0
			Tha Muang	4	3
			Lukkae	1	1
			Nong Prue	1	0
			Tha Ruea	1	0
			Nong Khao	2	2
			Bor Ploy	1	1
Total 1 Station	1	1	Total 15 Stations	44	28

Source: The Report on the results of car and motorcycle theft suppression operations (Vehicle Theft Suppression Center of Kanchanaburi Provincial Police) September 2019, Provincial Police Region 7 Kanchanaburi Province (2018).

Table 2 Vehicle theft statistics in Kanchanaburi province from October 2019–September 2020

Provincial Police Station(s)	Statistics of Car Theft		Provincial Police Station(s)	Statistics of Motorcycle Theft	
	Case(s)	Arrest(s)		Case(s)	Arrest(s)
Kanchanaburi	2	0	Kanchanaburi	16	0
Saiyok	1	0	Tha Maka	1	0
Thong Pha Phum	1	0	Saiyok	1	0
			Phanom Thuan	1	0
			Nong Ri	0	1
			Tha Muang	3	0
			Lukkae	2	0
			Tha Ruea	3	0
			Nong Khao	1	0
			Bor Ploy	0	1
Total 3 Stations	4	0	Total 10 Stations	28	2

Source: The Report on the results of car and motorcycle theft suppression operations (Vehicle Theft Suppression Center of Kanchanaburi Provincial Police) September 2020, Provincial Police Region 7 Kanchanaburi Province (2020).

Table 3 shows the number of vehicle theft cases reported in Kanchanaburi province between October 2020 and April 2021. There was no car theft reported case. However, 6 motorcycle theft cases and no arrest were reported, making up 0 percent of success rate of crime suppression. Kanchanaburi Central Police Station had the highest number of reported case (4 cases). Tha Ruea Police Station had 2 reported cases.

Discussion and Conclusion

The Patterns of Motor Vehicle Theft in the Border Area

As stated above, there are 2 different patterns of motor vehicle theft in Kanchanaburi province – i.e. typical vehicle theft and vehicle theft committed by organized criminal groups. The typical vehicle theft happens when the owners leave their vehicles unattended. This pattern can be explained by routine activity theory. The unattended vehicles are suitable targets which do not have guardianship. Therefore, the criminals are likely to steal unprotected vehicles. Under the Neo-Classical School of criminology (Maneepakorn, 2010, p. 105), this pattern of vehicle theft can be seen as a traditional crime according to the concept of Ray Lopez, a crime against a property according to McKinney Police Department, a *Mala In Se* crime which seriously harms a property and a person according to concept of Hagan (1989, p. 29) and a crime of opportunity according to concept of Clinnard and Quinney. The vehicle theft conspiracy is an organized crime committed by different parties as explained above. Rational choice theory can explain this pattern. The criminals commit crime because they gain benefits from the trafficking of stolen cars (Maneepakorn, 2010). The benefits outweigh the punishment that the criminals may have to face. Furthermore, Adwin Sutherland (1883–1950) suggested in differential association theory that criminal behaviors can be learned. The members of the organized criminal groups could learn how to steal and smuggle the cars from each other. In addition, this pattern of vehicle theft can be considered as occupational crime as suggested by McKinney Police Department.

The Obstacles in The Prevention of Motor Vehicle Theft and Trafficking in the Border Area

As mentioned above, the national policy is unclear. Thus, it is difficult to have a strategy which all relevant sectors can follow. The penalty is not serious enough. According to Yottrakul (2008), the border area is far from the central administration. Therefore, the regulations of economic, social, cultural activities and the control of illegal trading in the border area should be implemented carefully. Otherwise, problems can occur, leading to transnational crime. Furthermore, due to the lack of integrated enforcement mechanism and a clear guideline, it is difficult for relevant law enforcement authorities – i.e. police, military and administrative officers – to work in line with each other. According to the study, officers at operational level have different understandings of the national policies. There is no information sharing system. Such obstructs the effective prevention of motor vehicle theft in the border area. With regard to the crime awareness, local people in the border area do not pay much attention to the protection of their vehicle from thieves. Moreover, the influx of migrant workers in the border area allows criminals to enter into Thailand and commit crime. As suggested, an essential key of the crime prevention strategy depends significantly on public relations. Information about crime and how to protect vehicles from thieves should be disseminated to the local people to raise their crime awareness. They should not park their motorcycles in risky areas. They should not let strangers borrow their motorcycles. Importantly, they should not leave their motorcycles unattended when parking them in public places. The lack of a real collaboration between the two countries to prevent and suppress vehicle theft is also a major obstacle. The high demand of cheap and good quality vehicles from Thailand and the possibility to register vehicles without checking their origins in Myanmar are key factors which encourage criminals to continue committing vehicle crime. As argued, the best way to build a real collaboration between the two countries is that both Thailand and Myanmar should include cross-border vehicle theft in their national agendas. Lastly, geographical difficulties in the border area also obstruct the effective

Table 3 Vehicle theft statistics in Kanchanaburi province from October 2020 – April 2021

Provincial Police Station(s)	Statistics of Car Theft		Provincial Police Station(s)	Statistics of Motorcycle Theft	
	Case(s)	Arrest(s)		Case(s)	Arrest(s)
Total 0 Station	0	0	Kanchanaburi	4	0
			Tha Ruea	2	0
			Total 2 Stations	6	0

Source: The Report on the results of car and motorcycle theft suppression operations (Vehicle Theft Suppression Center of Kanchanaburi Provincial Police) April 2021, Provincial Police Region 7 Kanchanaburi Province (2021).

prevention of stolen vehicle smuggling. According to Utayo (2018), who conducted research on the management of police operation and related law to secure public order in 10 ASEAN countries, cross-border crimes are common for countries which have contiguous borders. ASEAN countries should strengthen regional cooperation to prevent and suppress cross-border crimes, including motor vehicle theft and trafficking.

The Resolutions to Obstacles in the Prevention of Motor Vehicle Theft and Trafficking in the Border Area

As the border area in Kanchanaburi province is largely mountainous and covered by dense forests with a number of natural border paths, it is very difficult for the Thai authorities to have thorough patrols to inspect and prevent vehicle smuggling. The installation of CCTVs in hot spots not only supports patrols of the authorities, but also replaces the officers in certain areas which are difficult to access. This is in line with the theory of crime control through environmental design and the synthesized concept between law enforcement theory and community relations theory. According to a study by the Office of Police Strategy, Royal Thai Police (2012), the installation of CCTVs can reduce chances of crime in Bangkok. 75.3 percent of the respondents in this study felt safer when CCTVs were installed in their areas. 90 percent supported CCTV installation. Public participation is also a key element of the effective prevention of vehicle theft. The authorities should ask cooperation from the local people to pay more attention to the protection of their vehicles. This strategy is in line with the community relations approach and the crime prevention theory. As shown in the study of Thamdee (2004) on the factors affecting police performance in the suppression of automobile thieves (a case study of the metropolitan police division 6), public participation was a key to support the police in the suppression of motor vehicle theft. As regards the prevention of recidivism and the surveillance of the potential criminal groups, there should be an information sharing system with up-to-date data to support the police to monitor risky areas. Furthermore, the severity of the punishment should be increased. Additionally, the Thai government should create more job opportunities for those who are released from prisons. This could prevent recidivism. According to the deterrence Theory, special Deterrence, and Neo-Classical School (Maneepakorn, 2010, p.105), the suppression of drug trafficking could also prevent the smuggling of stolen vehicles. A study on the property recidivism of young inmates found that most of young inmates committed crimes – especially burglaries –

more than once. They repeatedly committed crimes because they did not have money, wanted to buy drugs, and were asked by their peers to participate in criminal activities. What they needed were financial supports and employment. Certain recidivists committed crimes because they wanted money to buy drugs. Therefore, the Thai government should implement suppressive measures against drugs urgently. This approach appeared to be more effective than the policies which focus only on criminal punishment. The reduction of chances of becoming victims is also important. Many local people in the border area do not pay much attention to protect their vehicles. As a result, their vehicles become easy targets. Therefore, the authorities should disseminate information about news, provide trainings and keep warning people to protect their vehicles. It is also necessary for parents to take care of their children with love and warmth to prevent them from participating in criminal activities. According to the study on the factors affecting the offenses committed by young people in the Department of Juvenile Observation and Protection, Songkhla province, the young people who were first-time offenders and recidivists had common characteristics. They were unemployed and poorly educated. In the study by Pankaew (2010), the analysis of criminal data could identify the risky areas for crime. This information could be used to reduce the opportunities of crime in the risky area. Lastly, the development of human resource is also significant. Without necessary skills, techniques and technologies, it is very difficult for the authorities to investigate and arrest organized criminal groups. Training programs could help the officers to increase their capabilities. In addition, the more experienced officers would be able to transfer their knowledge to newly recruited officers, so that the latter could prepare and implement proactive measures against stolen vehicle crime more effectively. Boonterm, S. (2012) studied the approaches to improve the prevention and suppression performance of the police officer of Amnatcharoen Provincial Police Station. He pointed out that, to improve the prevention and suppression performance, the operation plans should be based on the opinions and the suggestions of experts or those who had experiences.

Recommendations

Policy Level

The Thai government should include the smuggling of stolen vehicles in the border area in its national agenda. The local authorities should be assigned to implement the policy as follows:

1. The national security agency in Kanchanaburi province (Surasee Forces) should coordinate with the national security agency of Myanmar to create tangible measures by offering rewards to Myanmar authorities for seizing stolen vehicles. There should be some pressure – in the form of sanctions – on the Myanmar government to give more importance to the problem of cross-border vehicle theft, especially the requirement to check the origins of vehicles in the registration process. There should be monitoring mechanism with a requirement to report to the Thai government on a periodic basis.

2. Kanchanaburi Provincial Attorney, who is an expert in the application and the interpretation of laws, should regularly have discussions about legal issues with the relevant authorities of Myanmar.

3. Kanchanaburi Provincial Police should create a data system to record information and cases of stolen vehicles and the trafficking of stolen cars by organized criminal groups. This would allow the police officers to analyze the relevant data quickly and take necessary actions promptly.

Operational Level

The operational security agency at the local level (Lat Yaa Special Force) should have regular meetings with the operational security agency at the local level of the neighboring country. The problem of vehicle theft and trafficking in the border area should become a main agenda of every periodic meeting. Border Patrol Police Division 13 and Sangklaburi Customs should strictly inspect all vehicles waiting to cross the border at every border checkpoint and checkpoint for border trade. The suspected vehicles should be recorded in the data as stolen vehicles by organized smugglers. The data should be connected to the database of the Car Theft Prevention and Suppression Center of Royal Thai Police.

Future Research Recommendations

There should be more studies on the policies to prohibit vehicles which are still under the hire-purchasing contracts and those with red license plates from crossing the borders to neighboring countries through all border paths and checkpoints for border trade nationwide. Additionally, there should be more studies on the possibilities to amend the embezzlement offence to allow the police to take legal action without a complaint from an injured person. This would allow the enforcement of law against a vehicle theft conspiracy.

Conflict of Interest

There is no conflict of interest.

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