

**YANGON UNIVERSITY OF ECONOMICS
DEPARTMENT OF APPLIED ECONOMICS
MASTER OF PUBLIC ADMINISTRATION PROGRAMME**

**THE STUDY ON REASONS BEHIND UNLICENSED DRIVING
(A Case Study of Tharyarwaddy District)**

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MPA – 13 (22nd BATCH)**

JUNE, 2025

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(A Case Study of Tharyarwaddy District)**

A thesis submitted as a partial fulfillment towards the requirement of the Degree of
Mater of Public Administration (MPA)

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This is to certify that this thesis entitled “**THE STUDY ON REASONS BEHIND UNLICENSED DRIVING (A Case Study of Tharyarwaddy District)**” submitted as a partial fulfillment towards the requirement for the degree of Master of Public Administration has been accepted by the Board of Examiners.

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ABSTRACT

The study aims to examine the self-driving behavior of unlicensed drivers and to investigate the circumstances surrounding their apprehension and punishment. Descriptive research and Quantitative research methods are applied. Both primary and secondary data are used in this study. In this study the findings of a survey of 154 unlicensed driving interviewed at the Tharyarwaddy district court. In this study expired license holders, drivers without a current appropriate license and those who had never been licensed. While many offenders limited their driving while unlicensed, other continuous to drive fire quaintly. Moreover, almost one-third of the sample continued to drive unlicensed after being detected by the police. In this study, social-demographic characteristics, reasons for unlicensed driving, adherence to road rules, attitudes towards unlicensed driving, and drinking behaviors were examined. Findings also proved that most unlicensed drivers are educated individuals with awareness about driving laws and rules, road signs, and traffic lights.

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TABLE OF CONTENTS

	Page
ABSTRACT	i
ACKNOWLEDGEMENT	ii
TABLE OF CONTENTS	iii
LIST OF TABLES	v
LIST OF FIGURE	vi
LIST OF ABBREVIATIONS	vii
CHAPTER I INTRODUCTION	1
1.1 Rational of the Study	1
1.2 Objective of the Study	2
1.3 Method of Study	2
1.4 Scope and Limitation of the Study	2
1.5 Organization of the Study	3
CHAPTER II LITERATURE REVIEW	4
2.1 Definition of unlicensed driving	4
2.2 The behavior of unlicensed drivers involved in crashes	6
2.3 Theoretical perspectives	7
2.4 Review of Previous Studies	11
CHAPTER III OVERVIEW OF ROAD AND TRANSPORT ADMINISTRATION	13
3.1 Road Transport Administration Department in Myanmar, Head quarter	13
3.2 Rule and Regulations of Road Transport in Myanmar	20
3.3 Tharyarwaddy Township and District	21
3.4 Function of Each Department	23
3.5 Tharyarwaddy District Multiple Driving Licensed Between 2020 to 2024	26
3.6 New Registration License in Tharyarwaddy District	26
3.7 Renew License in Tharyarwaddy District	27

3.8	Vehicle Accident in Tharyarwaddy District 2020 to 2024	28
CHAPTER IV	SURVEY ANALYSIS	29
4.1	Survey Profile	29
4.2	Survey Design	29
4.3	Survey Result	29
CHAPTER V	CONCLUSION	39
5.1	Findings	39
5.2	Suggestions	39
REFERENCES		
APPENDIX		

LIST OF TABLES

Table No.	Title	Page
3.1	Multiple Driving licensed between 2020 to 2024, Tharyarwaddy District	26
3.2	New Reistration License Tharyarwaddy District, 2015 to 2024	26
3.3	Renew License Tharyarwaddy District, 2015 to 2024	27
3.4	Vehicle Accident Rate in Myanmar	28
4.1	Part A Characteristics of Demographic	30
4.2	Part B and Part C	32
4.3	Part D the Knowledge and feeling of Unlicensed driving Vehicle drivers	34
4.4	Part E The knowledge of normal driving Vehicle	36
4.5	Part F Drinking Behaviors	37

LIST OF FIGURE

Figure No.	Title	Page
3.1	Road and Transport, District Office (Thayarwaddy District)	22

LIST OF ABBREVIATIONS

AD	-	Assistant Director
ASEAN	-	Association of Southeast Asia Nations
BACs	-	Blood alcohol Concentrations
DRTA	-	Department of Road Transport Administration
DWD	-	Driving While Disqualified
DWI	-	Driving While Improved
FORS	-	Federal Office of Road Safety
GMS	-	Grater Mekong Subregion
HIA	-	Highway Impact Assessment
NRMA	-	National Roads and Motorists Association
RBT	-	Random Breath Test
RTAD	-	Myanmar Road Transport Administration Department

CHAPTER I

INTRODUCTION

1.1 Rationale of the Study

Unlicensed driving is a serious problem in many countries, affecting both road safety and society. People who drive without a license often do not have proper training or knowledge of traffic rules, which increases the risk of accidents. Without a valid driver's license, they may not have the skills needed to drive safely, putting themselves and others in danger.

Not all unlicensed drivers are the same. People without licenses include those who have never had one, those who let it expire, those who had their license revoked or disqualified, and those who drive without one. They may drive without a license for different reasons and behave differently. Watson (1997) found that drivers who let their license expire are less likely to cause significant accidents than those who have never had a license, had it invalidated, or have an improper class. Some unlicensed drivers take more risks and disobey the law at different degrees.

There is relatively little study on unlicensed driver behavior and attitudes. Some studies are Robinson (1977), Williams, Hagen, and McConnell (1984), Ross and Conzales (1988), Smith and Maisey (1990), and Job, Lee, and Prabhakar (1994). However, these studies had poor response rates and focused on self-reported unlicensed driving causes. They also have few explanations to explain unlicensed driving behavior (Watson, 1998a).

In Myanmar, unlicensed driving is especially dangerous because the country's roads are still developing. Problems such as traffic congestion, poor road conditions, and a lack of road signs make driving more difficult. Many unlicensed drivers also do not have insurance, which makes it harder for accident victims to get financial help.

To improve road safety, it is important to understand why people drive without a license. Raising public awareness about the risks of unlicensed driving can help change attitudes. Stricter laws and enforcement can also discourage this behavior.

Making driver education and licensing more affordable and accessible can help more people get legal licenses. Community programs that teach road safety can encourage people to follow traffic laws. A combined approach that focuses on both individual behavior and larger social problems can make Myanmar's roads safer.

Unlicensed driving also leads to more reckless behavior. Drivers without licenses often ignore traffic laws, making the roads more dangerous for everyone. Areas with many unlicensed drivers tend to have higher accident and death rates. These drivers may also avoid law enforcement, making it harder to control road safety. Unlicensed driving is often linked to bigger issues, such as poverty and a lack of access to driver education programs.

As more people own vehicles and cities grow, unlicensed driving has become a major concern in Myanmar. It puts many lives at risk and weakens efforts to improve road safety. This research aims to study the reasons behind unlicensed driving, its impact on public safety, and the need for better laws and policies.

1.2 Objective of the Study

The objectives of the study are:

1. To examine the reason driving without license
2. To investigate awareness of unlicensed driving

1.3 Method of Study

This study uses a descriptive method based on both primary and secondary data. The primary data are obtained from 154 persons from unlicensed vehicle and motorcycle drivers. The survey conducts on randomly selected unlicensed driving and licensed driving. Primary data were collected using face to face interview with questions.

The secondary data utilized in this survey were official documents from Ministry of Transport and Communication and Road Transport Administration Department (RTAD).

1.4 Scope and Limitation of the Study

This study focuses on improving driving licensing system in Bago Region. The emphasis has been made Tharyarwaddy district. The size of the study sample is 154 respondents from Tharawaddy district who are unlicensed driver vehicle and motorcycle.

In the Tharawaddy district there are Tharawaddy, Gyobingauk, Latpadan, Minhla, Monyo, Okpho, Zee Kone and Nat ta lin.

1.5 Organization of the Study

Five chapters make up this study. The first chapter introduces the study's premise, objectives, method, scope, limitations, and organization. Second chapter literature defines unlicensed driving, unlicensed driver behavior, and theoretical perspective. In the third chapter, Road Transport Administration Department history and Bago Region licensing system are covered. The fourth chapter covers survey analysis, including study profile, design, and findings. This study's conclusion includes findings and suggestions.

CHAPTER II

LITERATURE REVIEW

2.1 Definition of unlicensed driving

People who drive without a license are called several things in world literature. Common terminology includes "unlicensed driver", "unauthorized driver", "disqualified driver", "suspended driver", "revoked driver", "cancelled driver", and "never licensed driver". These names refer to specific driver subgroups or are used generally. A judicial or administrative license revocation is called "disqualified", "suspended", or "revoked" for drivers. The "never licensed" word refers to drivers who have never been licensed, especially underage drivers.

Consistent with this study's wide approach, "unlicensed driving" will refer to any motor vehicle operations without a license. Hence, the term will be used to refer to drivers who

- have let their license expire,
- have been disqualified or suspended from driving,
- hold an inappropriate license for the class of vehicle they drive,
- drive outside the restrictions of a special license,
- don't currently hold a license, or
- have never held a license.

Drivers might be unlicensed for several reasons, from accidentally letting their license expire to never having one. Therefore, driving without a license may have several reasons. Unlicensed drivers engaged in major collisions are more likely to be male, younger, motorcyclists (FORS, 1997a; Watson, 1997), jobless, students, and blue-collar workers, and involved in rural crashes (FORS, 1997a).

Myanmar, officially known as the Union of Myanmar, is a country with diverse transportation systems, including motorcycles, cars, buses, and trucks. Road safety and traffic management are significant concerns due to increasing vehicle numbers, inadequate enforcement of traffic laws, and socioeconomic factors. A critical issue within this context is the prevalence of unlicensed drivers—individuals operating various types

of vehicles without valid licenses. Understanding the types, reasons, and consequences of unlicensed driving is essential for developing effective policies and ensuring road safety.

Unlicensed drivers in Myanmar can be categorized based on vehicle type, driver demographics, and circumstances under which they operate vehicles without proper authorization.

1. Motorcycle Riders

Motorcycles are a common mode of transportation, especially in urban and rural areas. Many motorcycle riders operate without a license due to a lack of awareness, economic barriers to obtaining licenses, or deliberate avoidance of licensing procedures.

2. Private Vehicle Drivers

There are three types: Private car owners, taxi drivers, and ride-hailing vehicle operators. Some drivers use vehicles without formal licensing, either due to expired licenses, failure to renew, or operating on a temporary or unofficial basis.

3. Commercial Vehicle Operators

There are three types: Bus, truck, and minibus drivers. This category often involves operators who may have obtained licenses improperly or are driving without licenses due to economic pressures or corruption within licensing agencies.

4. Agricultural and Rural Vehicle Operators

Many farmers or rural residents drive tractors, carts, or other vehicles without licenses. Licensing in rural areas is often less accessible or enforced.

5. Tourists and Foreign Drivers

Visitors may operate vehicles without proper licensing, especially if they rely on rented vehicles that do not meet local standards or if they are unaware of licensing requirements.

6. Youth and novice drivers

Young individuals or first-time drivers may begin driving without licenses due to insufficient enforcement or awareness.

2.2 The behavior of unlicensed drivers involved in crashes

Literature assumes unlicensed drivers drive more cautiously to avoid discovery. Refer to Mirrlees-Black (1993).

Disqualification failed to keep all offenders off the roads, but it did lower the frequency and dangerousness of driving for most of those who remained to drive (p.21).

Unlicensed drivers are rewarded for driving properly and inconspicuously since they lessen the chance of detection and may "learn" defensive driving abilities, according to Hurst (1980, referenced in Silcock, 2000). In response to Hurst, Warren (1982, referenced in Silcock, 2000) suggested that unlicensed driving may benefit from evading discovery rather than safety. The collision evidence questions the idea that unlicensed drivers are more careful than licensed drivers. Unlicensed drivers are more prone to cause major accidents on weekends and at night due to drinking, drugs, motorcycle usage, speeding, and inexperience. Additionally, authorities are more prone to blame unlicensed drivers for crashes. DeYoung, Peck, and Helander (1997, p.20) noted that "unlicensed drivers are subject to a "negative halo effect" in that law enforcement will more likely blame them for a crash, especially if the officer knows their invalid license status".

Unlicensed drivers are more likely to drink drive and speed, which explains their increased "at fault" status. No substantial difference was discovered between unlicensed and licensed drivers in the collision speed zone. Motorcycling and unauthorized riding have long been linked.

In major casualty collisions involving unlicensed drivers, males, young drivers, and inexperience are overrepresented. This may be because these drivers lose their licenses more often (Harrison, 1997). Risk-taking and irresponsibility affect young male driver collision rates, according to previous research (e.g. Catchpole, Macdonald and Bowland, 1994).

In Myanmar, the behavior of unlicensed drivers involved in crashes can vary, but generally, several common issues are observed:

1. Lack of Proper Training: Unlicensed drivers often have not undergone formal driving education, leading to poor understanding of traffic rules and safe driving practices.
2. Increased Risk of Violations: They may be more prone to traffic violations such as speeding, reckless driving, or ignoring traffic signals, which can contribute to accidents.
3. Limited Vehicle Control Skills: Without proper licensing, drivers might lack essential skills for handling complex driving situations, increasing the likelihood of crashes.
4. Financial and Legal Consequences: Involved in crashes, unlicensed drivers can face legal penalties, fines, or vehicle confiscation, and victims may have limited recourse for compensation.

5. Motivations for Driving Unlicensed: Sometimes driven by economic necessity, lack of access to licensing, or ignorance of registration procedures, which also influence behaviors on the road.

Efforts by authorities to improve compliance with licensing laws and enhance road safety include stricter enforcement, public awareness campaigns, and efforts to provide accessible licensing services. If you're looking for specific statistical data or recent studies, I can help you find those as well.

2.3 Theoretical perspectives

This section discusses three theoretical approaches used to explain unlawful or high-risk driving behaviors include alcohol driving, speeding, and unlicensed driving. The first three views examine social variables influencing conduct, notably legal and social consequences.

1. *Deterrence theory*

In Australia and other nations, deterrence theory has been widely applied to direct the creation of several road safety countermeasures, especially those pertaining to drunk driving (e.g. Ross, 1982; Homel, 1988). According to Homel (1988), Cameron, Cavallo, and Gilbert (1992), and Watson et al. (1996), it has "underpinned" the design of traffic law enforcement initiatives like speed cameras and Random Breath Testing (RBT).

The main goal of deterrence theory is to explain why illegal activity is either avoided or reduced due to fear of legal repercussions (Gibbs, 1975). According to this theory's conventional or classical form, the perceived certainty, severity, and promptness of punishment all affect how effective a legal threat is. Legal threats are therefore most effective when the final consequence is more definite, harsh, and swiftly applied, and when there is a higher chance of detection, arrest, prosecution, conviction, and punishment (Vingilis, 1990).

Unsurprisingly, the prevalence of unlicensed driving has also been explained by the deterrent hypothesis. According to research, the low perceived risk of being arrested is the main reason why unlicensed driving is so common in many countries (Nichols and Ross, 1990; Ross, 1991). According to Ross (1991, p. 65), driving without a license teaches that if one is careful with the quantity and kind of driving, they don't need to participate in the licensing system. Disincentives to re-enter the system may be in place to prevent drivers from doing so in light of this view.

Deterrence theory states that a person's beliefs of the likelihood of being arrested as well as the certainty, promptness, and severity of punishment should be the primary factors influencing their decision to drive without a license. An investigation by Robinson and Kelso (1981) provided some evidence in favor of this theory.

The literature has critiqued classical deterrence theory for failing to take into consideration the many variables that might affect social compliance. The first step is to think of deterrence in terms of a "wide picture of social control, in which legal threats are only one tool that can lead to compliance." The other processes are typically referred to as informal punishments or extralegal considerations (Vingilis, 1990, p.108).

Second, according to Vingilis (1990), certain criminals are less likely to be swayed by official consequences, especially those who commit crimes out of impulsive or obsessive behavior. Those who have unintentionally let their license expire are unlikely to be affected by this worry. For those unlicensed drivers who have been convicted of the same offense in the past, it is highly pertinent.

In order to comprehend illicit driving behavior, Stafford and Ward's (1993) two further critiques of the classical deterrence theory are also highly pertinent. First, they contend that the impact of penalty avoidance on conduct is not sufficiently taken into account by deterrence theory.

For example, it's feasible that avoiding punishment actually makes crime more likely than it is to be discouraged. Even in the face of sporadic evidence to the contrary, offenders whose experience has been mostly restricted to evading punishment may grow to feel that they are immune from punishment (Stafford and Warr, 1993, p.125).

Second, according to Stafford and Warr (1993), it's critical to take into account both an individual's indirect experiences gained from interactions with their peer group and their direct experiences with punishment and punishment avoidance. They use the social learning theory's contrast between observational/vicarious learning (via indirect experience) and experiential learning (through direct experience) to bolster their claim (e.g. Bandura, 1969).

2. *Social learning theory*

According to Akers (1977, 1990), deterrence theory is a subset of social learning theory and is not a comprehensive or broad account of criminal behavior. According to Akers (1990, p. 655), his main argument is that "the fundamental ideas and sound postulates of deterrence and rational choice are subsumable under general social learning

or behavioral principles." Social learning theory is primarily focused on the general social context in which actions occur and how they are differentially rewarded and penalized, whereas deterrence theory examines the impact of legal sanctions on criminal conduct (Akers, 1990).

In criminology and psychology, social learning theory is a general term that refers to a collection of theoretical stances that share certain characteristics. The idea that behavior is mostly taught and reinforced via social contact is one of the main tenets of social learning theories. One can learn about the social consequences of various acts directly (from personal experience) or indirectly (by watching others). Modeling or imitation are common terms used to describe this latter phase (Bandura, 1969, 1977).

Numerous deviant or nonconforming behaviors, such as drug and alcohol abuse, teen smoking, delinquency, teen sexual behavior, and computer crime, have been examined using the social learning theory (e.g. Akers et al, 1979; Krohn, Skinner, Akers and Massey, 1985; DiBlasio and Benda, 1990; Akers and Lee, 1996; Skinner and Fream, 1997). These investigations have shown that the idea is widely supported in both adult and adolescent groups. The hypothesis hasn't been applied much in the sphere of road safety, nevertheless. One exception was research by DiBlasio (1987) that demonstrated how well a social learning model predicted teenagers' decision to travel with an intoxicated driver.

Although unlicensed driving has not yet been studied using social learning theory, it seems to have certain heuristic benefits over deterrence-based theories. First of all, it offers a thorough approach to a number of significant elements, such as official and informal penalties, experiences that are both direct and indirect, and punishment and avoidance. Second, this method seems to be more appropriate for explaining the obsessive behaviors that some recidivist offenders exhibit, especially those who continue to drive after their license has been revoked (Mirrlees-Black, 1993; Bakker et al, 1997).

3. *Alcohol dependence*

There seems to be a core group of chronic offenders among disqualified drivers who drive in spite of prior convictions (Bakker et al, 1997). These convictions frequently happen alongside other offenses including reckless driving, refusal to take a breathalyzer, or drunk driving (NRMA, 1991). Among drivers who have been banned, this is especially noticeable, "perhaps reflecting a high representation of recidivist drink drivers in that group" (FORS, 1997b). According to international research, drivers with high

blood alcohol concentrations (BACs) who have been involved in fatal crashes are more likely than other groups to have a history of license suspensions and to have been operating a vehicle without a valid license at the time of the collision (Simpson and Mayhew, 1991).

Higher levels of anger, antagonism, and thrill seeking are just a few of the behavioral and psychological traits that persistent drunk driving offenders apart from the general driving population. According to Mayhew, Simpson, and Beirness (1997), they are also more likely to have a criminal record, use drugs, have a bad driving record, drink a lot of alcohol more frequently, and have alcohol-related issues. Therefore, it is easy to believe that many unlicensed drivers' actions, especially those of those who have already been suspended for driving under the influence, are mostly the result of their alcoholism.

There must be some disclaimers attached to this conclusion, though. First, chronic drunk drivers are not a homogeneous group, even if they seem to vary from the overall driving population. "They are diverse, with different backgrounds, problems, and most likely different reasons for engaging in DWI (driving while impaired) behavior" (Mayhew et al., 1997, p. 794). Second, there is proof that high-risk problem drivers and drunk drivers have many traits and are significantly overlapping groups (Wilson, 1991; Donovan et al, 1983 quoted in Bakker et al, 1997). In fact, Bakker et al. have made that argument (1997, p. 29). Although it is evident that the majority of disqualified drivers have many alcohol-impaired driving offenses, DWD (driving while disqualified) offenses are more common for the majority of these individuals, indicating that it is a serious issue in and of itself.

2.4 Review of Previous Studies

Participants in Waston B.'s 2003 study, *The Road Safety Implication of Unlicensed Driving*, included drivers who were suspended or disqualified, those whose licenses had expired, drivers without a valid license, and those who had never held a license. According to the findings, unlicensed drivers shouldn't be thought of as a monolith. Offender types varied significantly in their sociodemographic traits, whether or not they knew they were unlicensed, how they behaved while unlicensed, and the causes that led to their behavior. Unlicensed driving seems to be a sign of a larger pattern of criminal activity and nonconformity among certain offenders. Some offenders continued to drive regularly while others reduced their unauthorized driving. Furthermore, despite being caught by the police, nearly one-third of the sample kept driving without a license.

Whether the offenders required to drive for job purposes while driving without a license was one of the best indicators of the frequency of driving without a license and the likelihood that they would continue to drive after being caught. Offenders claimed speeding and drunk driving did not necessarily reflect their attempts to drive more defensively while driving without a license, despite some evidence to the contrary. The findings show that in order to combat unlicensed driving, existing regulations and processes need to be improved. In order to assess several facets of the behavior, three variables were chosen: the frequency of driving without a license, whether offenders continued to drive after being caught, and their desire to drive without a license going forward. The findings theoretically imply that the requirements for discouraging unlicensed driving are not being met at the moment. Many criminals have encountered cases of penalty avoidance, in addition to a comparatively low anticipated danger of being apprehended. Furthermore, whether or not the offenders required to drive for employment while unlicensed was one of the best indicators of the frequency of unlicensed driving as well as the continuation of driving after being caught. Neither of the study's deterrence approaches seem to adequately explain the role of this variable; instead, a social learning viewpoint does. The need of driving for work serves as a strong incentive to drive without a license as it lowers the possible costs of not driving (such as the possibility of losing one's job) and makes it easier to earn personal benefits (such as money or social standing).

Transportation System Development in Myanmar under the GMS, San Myint Yi, 2012. This research The global transportation system is changing quickly. Because of the increased demand for goods and services brought about by globalization, better transportation and infrastructure are prerequisites for economic growth. This paper's primary goal is to evaluate Myanmar's economic growth potential in light of the GMS transportation infrastructure. This essay makes the case that GMS nations must create an effective regional transit and transportation network. This essay also looks at ways to support regional and local development.

License to Drive: The Impairment of Reliability's assessment of the Swedish driving license exam's validity (Susannah Alger, 2019). Context A pass or fail is the outcome of the criterion-referenced Swedish driving license exam. Currently, there are two components to it: a theoretical test with 65 multiple-choice questions and a practical driving test that requires you to drive in traffic for at least 25 minutes. The findings of two reliability-related research investigations were reported. In Study I, which examined inter-rater reliability in the driving test, the examiners reached the same conclusion in 93% of cases. Examining the validity and reliability of the driving license exam is crucial

since a misclassification might have major consequences for traffic safety. The rate of agreement between examiners is considered good in the studies that are included here. Although consistency and classification accuracy are frequently assessed in different settings, reliability is defined as the degree of agreement between raters and examiners. Therefore, as the validation process progresses, this should be the focus of additional study.

November 2019, Thiri Ko Road Traffic Accident Analysis and Prediction in Yangon Municipal Area (2014-2018). This research After renal disease and diarrheal illness, road accidents rank as Myanmar's thirteenth leading cause of mortality. This thesis's ultimate objective is to fit a model using Poisson regression to secondary data on the number of fatalities and injuries caused by traffic accidents in Yangon city between 2014 and 2018 that was acquired from the No. 2 Office of Traffic Police (Yangon). This study examines the reasons of unintentional collisions and the townships in Yangon with the greatest rate of traffic accidents over time (measured in years). Poisson analysis revealed that the data was excessively dispersed. The number of individuals killed and injured in Yangon would eventually decline. Ultimately, the findings indicated that the primary causes of fatalities in traffic accidents in Yangon (Municipal Area) were driver error and excessive speeding.

CHAPTER III

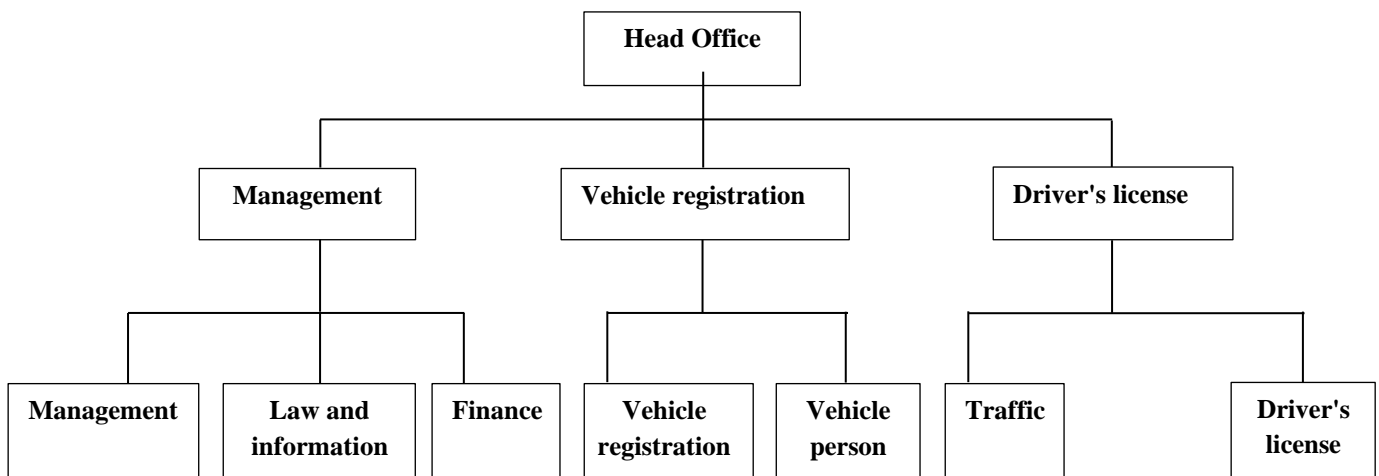
OVERVIEW ROAD AND TRANSPORT ADMINISTRATION

3.1 Road Transport Administration Department in Myanmar, Head quarter

The "Road and Inland Water Transport Authority" was founded on September 1, 1963. Road and Inland Water Transport Authority became "Road Transport Administration Department" under Ministry of Transport and Communication in March 1972. Ministry of Transport and Communication was split into Ministry of Transport, Ministry of Rail Transportation, and Ministry of Communication, Posts, and Telegraph in January 1992. Road Transport Administration became a department.

3.1.1 Function of major departments in the headquarters

The Department of Road Transport of three main departments. These departments include management (management/administration department, finance and accounting department); computer department Central Vehicle Registration Department (Vehicle Registration Department and Vehicle Engineering Department); Central Driver Licensing Department (Driver Licensing Department, Traffic Department and ASEAN). According to each department and the duties of this Department are being balanced in coordination with each other. The duties of each of these departments are as follows,



Source: Road Transport Administration Department, 2013

3.1.2 Department of Management

- (a) Administration of the Director General staff, Implementation of administrative policies.
- (b) Management personnel affairs computer business administrations; Promulgation of orders and instructions related to information affairs.
- (c) Conducting matters related to the structure of the Department and the opening of offices
- (d) monthly to the Ministry, quarterly Submitting reports on annual operations
- (e) other ministries Conducting communication activities with Departments on behalf of the Department.
- (f) Establish business plans in coordination with departments that implement the departments' activities. Supervision.
- (g) Forming small teams to inspect the activities of the entire Department; Reporting to the Director General.
- (h) Requesting and reviewing monthly operational reports to state/region/district offices; Reporting to the Director General;
- (i) Taking responsibility for the approved operations regarding capital expenditure.
- (j) Administration of the Department; material support, Carrying out purchase replenishment and main store activities.
- (k) Appointments related to personnel affairs; increasing action Moving etc.
- (l) Open training and education courses for employees. Management of rotations for courses.
- (m) Central Vehicle Registration Department of the Department; Central Motor Vehicle Licensing Department, planning Accounts records of the personnel department: Computerized maintenance of all statistics.
- (n) Security Management of fire prevention activities.
- (o) Responsible for the Department's central correspondence department.
- (p) Conducting employee welfare matters of the Department. Department's library galleries, what is responsible for historical records?
- (q) internal workshops; business meetings; meetings, Conducting courses.
- (r) Allocation of responsibilities to employees in the planning and administration department: Supervision and enforcement of the Department:

3.1.3 Department of Finance and Accounts

- (a) Implementation of financial policies of the director general
- (b) financial order; instructions Publication of procedures with the approval of the Director General; Presenting recommendations.
- (c) Drafting the budget of the entire department; Verification Supervision...
- (d) With the approval of the Director General, the department's budget can be transferred to state/region/district offices.
- (e) Two multi-year long-term projects; Development of targets; Presentation state office Assignment to regional offices;
- (f) Summarizing the receipts and expenses of the entire department and submitting the statement to the various levels.\
- (g) Monthly summary of the Department; quarterly Compile annual lists and send them to the department and relevant departments.
- (h) Supervising the financial operations of the State/Regional/District Offices Analyzing and reporting the budget to the Director General.
- (i) Supervision of capital expenditures.
- (j) Coordinating with the Central Vehicle Registration Department and the Central Driver Licensing Department regarding tax terms.
- (k) Opening a cash room for the revenues of the Central Vehicle Registration Department and the Central Driver Licensing Department at the headquarters and being responsible for the salaries and expenses of the employees at the headquarters.
- (l) Establishing internal audit teams and inspecting state/region/district offices; Reporting to the Director General.
- (m)analyzing the audit reports of the audit office and presenting them to the Director General; State/Region Supervision to district offices.
- (n) Participating in accounting activities of various pan-welfare committees;
- (o) maintaining the accounting records of the entire Department; Required statistics announced
- (p) Assigning responsibilities to the employees of the Finance and Accounts Department; supervision: Coordinating with administrative departments on personnel and administrative matters.

3.1.4 Technology Department

- (a) entering the personal information of the employees of the Department of Road Transport; If there is a change, recording the change; keeping
- (b) choose from the management's personnel personal information according to the relevant content.
- (c) Maintenance of vehicle registration information and computerization of vehicle statistics information; Choose according to the reason, review
- (d) To ensure the correctness of the vehicle lists maintained by computer technology, typing of the records of the state/province/district offices that are sent on paper every month; Inspection of months a-5 of state/province/district offices sent by Diskette; Updating State/Division/District Offices and vehicle registry inspection every 6 months.
- (e) Information about driver's license and driver's license held by category; computerized verification of statistics; Select information according to the content of the need; review.
- (f) Typing the Kada-24s of the state/region/district offices that send the driver's license list monthly by paper; Sorting and Upbore of 24 State/State/Districts sent by Diskette.
- (g) providing training to computer workers in state/region/district offices; Providing broad technology.

3.1.5 Central Vehicle Registration Department

- (a) Complying with and implementing the Director General's vehicle registration policies;
- (b) Motor vehicle registration order instructions; Promulgation of procedures with the approval of the Director
- (c) Initial registration of imported vehicles and domestically produced vehicles.
- (d) Registration of locally rebuilt vehicles in accordance with specifications.
- (e) Re-registration of auction vehicles.
- (f) Persons with diplomatic privileges; embassies Registration of vehicles of United Nations organizations.
- (g) State/Regional/District Offices' assignment of vehicle registration powers; Supervising operations.

- (h) verification of motor vehicle cases submitted by state/region/district offices; confirmation; Submission to the Ministry with the approval of the Director General.
- (i) Record keeping of vehicle statistics nationwide.
- (j) the transport sector of the State; Compilation and delivery of necessary statistics for economic sectors.
- (k) to the Ministry once every four months; Compiling and presenting annual reports.
- (l) Expired vehicles; Making a plan to prevent it from happening.
- (m) Coordination with departments and organizations related to the business in carrying out transportation activities.
- (n) maintaining records and statistics in a computerized system; Accounting for interest on registered vehicles.
- (o) cancellation of vehicle registration in accordance with the law.
- (p) Law, rule Taking legal action against vehicles that violate the order and instructions.
- (q) Set the vehicle registration tax rates in coordination with the Accounts Department; order Issuance of instructions; Submitting to Pangyi Department. Among the vehicle registration activities, the documents that need to be commented by the Vehicle Inspection Department are transferred to the Vehicle Inspection Department along with the initial record, Comment-based moderation.
- (r) study of issues related to vehicles in the transportation sector; review Reporting to Pangyi Department.
- (s) Determining the duties and responsibilities of Central Vehicle Registration Department employees; supervision; personnel affairs Coordinating with the Department of Planning and Administration in matters of administrator.

3.1.6 Department of Vehicle Inspection (Mechanical)

- (a) Complying with and implementing the director general's vehicle military engineering policies.
- (b) vehicle inspection orders; instructions Promulgation of procedures with the approval of the Director General.
- (c) Responsible inspection of initially registered vehicles whether or not they are safe to drive or not.

- (d) Inspection and verification of locally remanufactured vehicles in accordance with environmental protection and safety standards.
- (e) Allocation of vehicle inspection powers of state/region/district headquarters; Supervision.
- (f) Verification and approval of vehicle inspection cases submitted by state/region/district offices: if necessary, submission to the Ministry with the request of the Director General,
- (g) inspection of vehicles traveling between countries in accordance with international shipping registration
- (h) Construction of vehicles; installation, repair and maintenance of equipment Safety and environmental pollution prevention methodology. procedure; Studying the standards, research; Review and submit to the Ministry with the approval of the Director General.
- (i) setting rules for non-government heavy vehicle repair workshops; Inspection.
- (j) Cooperation with the Department of Traffic in environmental pollution reduction activities.
- (k) study of cases caused by vehicle failure in vehicle attack; Review and make recommendations.
- (l) Workshops for civil inspection engineers, Conducting training courses.
- (m) Maintenance of vehicle inspection words, Analyzing and reporting excapinnat events to the Director General.
- (n) Cooperating with the Central Vehicle Registration Department on vehicle registration activities.
- (o) Motor vehicle clearance construction, Out-of-town maintenance Taking legal action in cooperation with the Vehicle Registration Department against vehicles that violate the order and instructions.
- (p) Allocation of responsibilities to employees in the vehicle engineering department: supervision: Coordinating with the Administrates Department on personnel and administrative matters.

3.1.7 Central Driving Licensing and Traffic Engineering Department (Civil)

- (a) Complying with and implementing the Director General's driving license and traffic policies.

- (b) Driver's license issuance order; instructions Promulgation of procedure with the approval of the Director General.
- (c) Designation of domestic driver's licenses;
- (d) Issuance of international driver's license in accordance with 11 agree
- (e) Issuing foreign driver's licenses with domestic license
- (f) Determining the powers of state/region/district offices to issue c licenses; Supervision and control of activities;
- (g) Driver's license submitted by state/regional offices; Verification traffic cases; Submitting to the Ministry with the approval Director General for approval.
- (h) Nationwide driver's license statistics; Record keeping
- (i) the transportation sector of the whole country; Compilation of necessary satisfied for business sectors.
- (j) Monthly and quarterly to be submitted to the Ministry Compilation of annual reports.
- (k) Traffic hazard Cooperation with relevant department **road safety aspects.
- (l) Keeping records and statistics in a computerized system; C closure cancellation
- (m)law rule Action against driving licenses who violate the c instructions.
- (n) Determine driver's license taxes in cooperation with the account department; order issuing instructions; Presentation to Ministers.
- (o) Publication of curriculums of motor vehicle training schools; Verification and control of activities
- (p) Road signs to be followed by road users for traffic safety. Traffic rules defining traffic rules; publishing doing research Submission to the Ministry.
- (q) Studying vehicle attacks three times a year in order to reduce the risk of vehicle damage: research: Submission to the Ministry.
- (r) Participating in Environmental Impact Assessment (HIA) processes in environmental protection processes; collaborating with the Vehicle Engineering Department.
- (s) traffic engineering works; Collaborate with other departments for road feature works:
- (t) As Chief Engineer (Civil) to make recommendations to the Director General in the construction activities of the Department; Participation in supporting activities: Cooperation with the Administration Department.

- (u) Land transportation, acting as the Focal Point of the Manager in communicating with international organizations for the sector.
- (v) Follow and implement the policies of the Director General in road transport policies and legal activities.
- (w) Allocation of responsibilities to the employees of the Central Driver Licensing and Traffic Department; Supervision Collaborate with the Administration Department on personnel and administrative matters.

3.2 Rule and Regulations of Road Transport in Myanmar

Enactment of motor vehicle laws and regulations

In 1964, the Motor Vehicle Act was first promulgated.

In 1989, the Motor Vehicle Act was promulgated.

In 2015, the Motor Vehicle Law was promulgated.

In 2020, the Traffic Safety and Vehicle Management Law were issued.

In 2022, the Traffic Safety and Vehicle Management Regulations were issued.

The types of driving licenses and the types of vehicles they are allowed to drive are as follows:

- (a) A "T" driver's license is a license issued to learn to drive a motor vehicle.
- (b) "A" driver's license is a license that allows you to drive a motorcycle.
- (c) A "B" driver's license is a license that allows you to drive a motorcycle, a private vehicle that can carry up to three tons of cargo, and a private vehicle that can carry up to 15 people.
- (d) A "C" driver's license is a license that allows the driver to drive specified machinery.
- (e) A "D" driver's license is a license that allows you to drive taxis and vehicles that are permitted to be driven with a "B" driver's license, an "L" driver's license, or an "H" driver's license.
- (f) An "E" driving license is a license that allows you to drive any vehicle registered in accordance with the law, except machinery.
- (g) "L" driving license is a license that allows driving a tractor.
- (h) "H" driver's license is a license that allows you to drive motorcycles and three-wheeled vehicles.

There are no “C” driving license and “L” driving license in RTAD Tharyarwaddy District.

3.3 Tharyarwaddy Township and District

Location and area

Tharyawaddy Township lies between 17 degrees, 28 minutes and 17 degrees, 54 minutes north latitude and 95 degrees, 37 minutes and 96 degrees, 05 minutes east longitude. It measures 24.46 miles east-west and 12.70 miles south-north.

Thayarwaddy Township borders Bago Region and Bago Township to the east, Yangon Region and Taikyí Township to the south, Ayeyarwaddy Region and Zalun Township to the west, and Bago Region and Letpadan Township to the north. Eight townships in Tharyarwaddy District comprise it. Tharawaddy, Latpadan, Minhla, Monyo, Okpho, Gyobingauk, Zee Kone, Nat ta lin.

3.3.1 Organization Structure of Road and Transport Administration Department

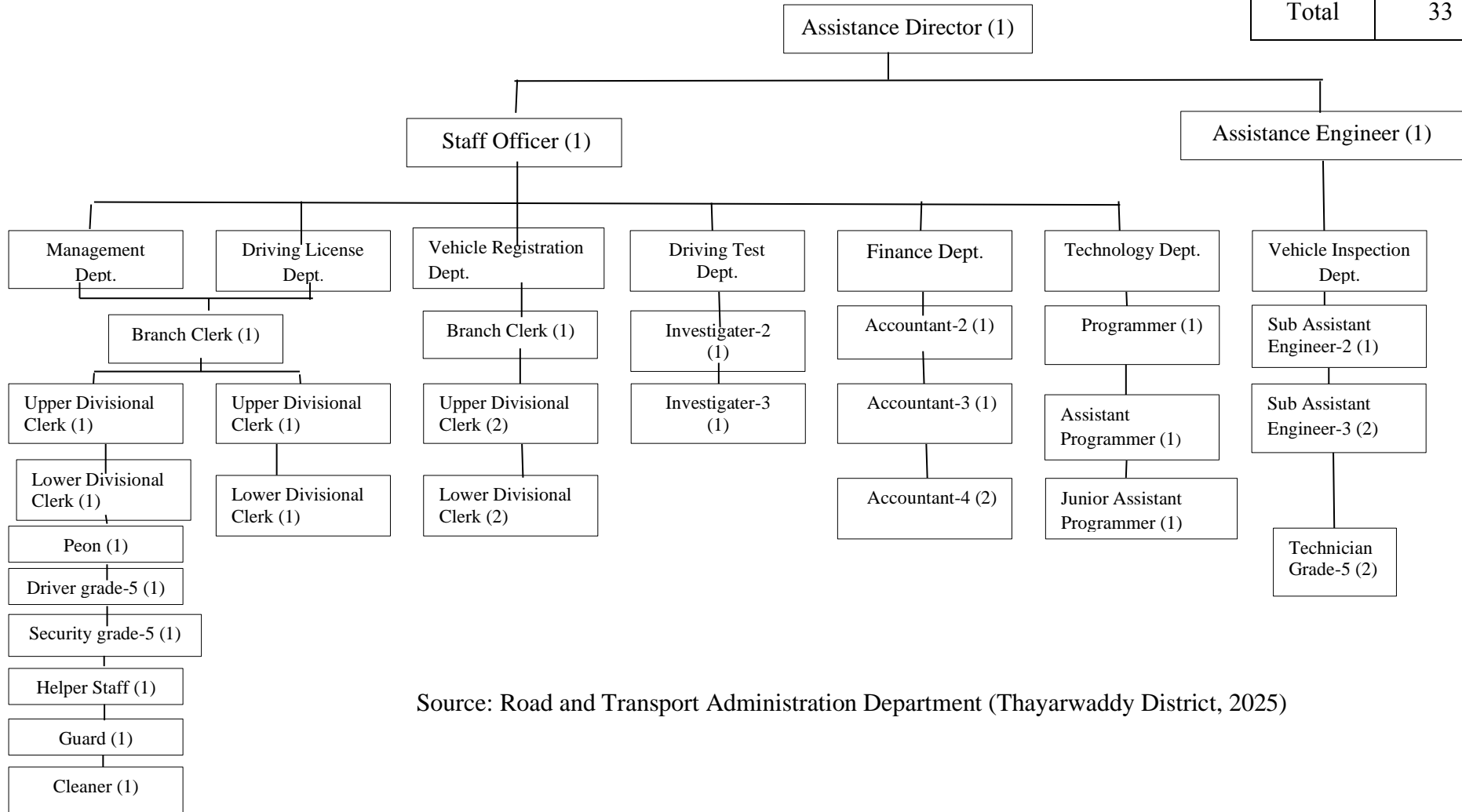
Assistant Director (AD) is a public official responsible for managing and enforcing transportation-related matters within a specific district, often at a local level. Their responsibilities typically include vehicle registration, licensing, permit issuance, and enforcing traffic laws and regulations. AD handle the registration of new vehicles and the issuance and renewal of driving licenses and permits.

They are responsible for enforcing traffic laws and regulations, including those related to road safety and vehicle compliance. AD often play a role in promoting road safety initiatives and collaborating with other agencies on road safety programs. They issue various permits, including those for commercial vehicles and interstate transport. AD may be responsible for collecting vehicle-related taxes and fees.

The following figure shown Road and Transport Administration Department of Tharyarwaddy District.

Figure 3.1 Road and Transport, District Office (Thayarwaddy District)

	Number
Officer	3
Staff	30
Total	33



Source: Road and Transport Administration Department (Thayarwaddy District, 2025)

3.4 Function of Each Department

Road and Transport Administration Department of Thayarwaddy District include (7) Department in it. They are (1) Management Department, (2) Driving License Department, (3) Vehicle Registration Department, (4) Driving Test Department, (5) Finance Department, (6) Technology Department and (7) Vehicle Inspection Department.

3.4.1 Management Department and Driving License Department

Management Department and Driving License Department consists of one branch clerk and ten staff personal. In Management department upper and lower divisional clerk one, peon one, driver one, security one, helper one, cleaner one and guard one and license department there are senior clerk one and junior clerk one. The department takes care of the supervision of the work from Assistant Director of Thayarwaddy District.

3.4.2 Vehicle Registration Department

At the Vehicle Registration Department, branch clerks one and 4 staff all together totaling 5 persons are functioning works to obtain more registered. In Myanmar, the process of vehicle registration involves several steps to ensure that vehicles are officially recognized for use on public roads.

First, the owner must gather necessary documents, including proof of ownership, national identity card or citizenship certificate, and any required taxes or fees. Next, the individual must complete an application form, which can typically be obtained from the local Road Transport Administration Department (RTAD) office. Once the forms are filled out, the owner must submit them along with the supporting documents to the RTAD. The authorities will then inspect the vehicle to ensure it meets safety and regulatory standards. After the inspection is completed successfully, the vehicle is registered, and the owner will receive a registration certificate and license plate.

It is important to pay attention to the type of vehicle, as different regulations may apply for motorcycles, cars, and commercial vehicles. Additionally, registration needs to be renewed periodically, and owners must keep up with local laws and regulations regarding driving permits and insurance. Overall, while the process may vary slightly by region, it generally follows these outlined steps to ensure compliance with Myanmar's road safety standards.

The responsibilities of the department are the procedure of registration cars and others vehicle.

3.4.3 Driving Test Department

At the department of the driving test, there are two persons and functions the work of this department. The main function of the department is to test the skill of new driver.

Here are ten points about vehicle testing in Myanmar:

1. Purpose of Testing: Vehicle tests in Myanmar are primarily conducted to ensure safety, compliance with environmental standards, and overall roadworthiness.
2. Types of Tests: Tests can include emissions testing, brake efficiency tests, and inspections of safety features like lights and signals.
3. Registration Requirement: Vehicle testing is often required before a vehicle can be registered with the Myanmar Road Transport Administration Department (RTAD).
4. Inspections for Used Vehicles: Imported used vehicles must undergo rigorous inspections to confirm they meet local regulations and standards.
5. Test Duration: The duration of the vehicle testing process can vary but typically takes a few hours from inspection to obtaining results.
6. Government-Approved Centers: Tests are conducted at government-approved inspection centers, which are equipped to perform comprehensive vehicle checks.
7. Documentation Needed: Owners must provide relevant documentation, including previous registration papers and identification, during the testing process.
8. Failure to Comply: Vehicles that fail to meet the required standards may be given a grace period to make necessary repairs before re-testing.
9. Impact on Insurance: A valid vehicle test certificate is often required for vehicle insurance, making it crucial for legal driving.
10. Public Awareness Campaigns: The Myanmar government occasionally runs public awareness campaigns to educate vehicle owners about the importance of regular vehicle testing for road safety.

3.4.4 Finance Department

At the finance department 4 staff work to obtain more income. The department has to draw the foreign currency allotment account, book keeping and scrutinizing the expenditures. Moreover, it has to inspect the expenditure finance and book keeping of the financial rules and regulations. The responsibility of the department are maintenance of the accounts of debit and credit in accordance with the procedure and submitting of monthly accounts financial report, and annual statement of account.

3.4.5 Technology Department

At the department of technology, there are 3 staffs a function the works of this department. The main function at the department is to register cars, license and another vehicle.

3.4.6 Vehicle Inspection Department

At the vehicle department there are 5 staffs and one officer functioning work of the department.

Testing a vehicle in Myanmar typically involves several key aspects to ensure safety, compliance with regulations, and roadworthiness. Here are ten points that are generally considered during a vehicle test in Myanmar:

1. Documentation Check: Verify that all necessary documents are present, including the vehicle's registration certificate, insurance, and any permits required.
2. Exterior Inspection: Check the condition of the vehicle's body, including the presence of rust, dents, and the overall aesthetic condition.
3. Tires: Inspect the tires for tread depth, even wear, and proper inflation. Ensure the spare tire is also in good condition.
4. Lights and Signals: Test all exterior lights, including headlights, brake lights, turn signals, and hazard lights for functionality.
5. Brakes: Evaluate the effectiveness of the braking system, including both the foot and handbrake.
6. Engine and Exhaust System: Listen for unusual sounds from the engine and check for oil leaks. Inspect the exhaust system for any leaks or excessive emissions.
7. Suspension and Steering: Assess the condition of the suspension and steering system for any signs of wear or instability.
8. Wipers and Washers: Ensure that windshield wipers function properly and that the washer fluid system is operational.
9. Interior Condition: Inspect the interior for safety features such as seat belts and airbags, and ensure they are in good working order.
10. Test Drive: Conduct a test drive to evaluate the vehicle's performance in real-life conditions, checking for responsiveness, alignment, and any unusual behaviors.

These points can help ensure that a vehicle is safe and compliant with regulations before it hits the road.

3.5 Tharyarwaddy District Multiple Driving licensed between 2020 to 2024

The following table show, there are six types of multiple driving licensed 2020 to 24. They are Ka license, Kha Licensed, Kagyi license, Nga license, Sa license and Ha license in it.

Table (3.1) Multiple licensed 2020 to 2024, Tharyarwaddy District

Type	KA(A)	KHA(B)	GAGYI(D)	NGA€	SA/THA(F/T)	HA (H)
2020	109905	11829	254	2950	3255	42
2021	110227	11919	250	3087	3333	42
2022	106542	13579	281	3597	2681	86
2023	106358	14723	294	3829	3198	243
2024	79923	15476	303	4115	3786	364

Source: Road and Transport Administration Department, Tharyarwaddy District 2025

According to the table (3.1), 110227 Ka license (Motorcycle) is the largest in 2021, 15476, Kha license (Station Wagon, light truck car), is the largest in 2024, 303 Gagyi license (Taxi) is the largest in 2024, 4115, Nga license (any vehicle), is the largest in 2024, 364 Ha license (Three-wheel motorcycle), in 2024.

3.6 New Registration License Tharyarwaddy District

3.6.1 New Registration License Tharyarwaddy District, 2015 to 2024

The following table (3.2), show monthly new registration license in 2015 to 2024 year, most of people are hold THA(T) license total 1327, Ka(A) license total 826 and KHA(B) license total 652.

Table (3.2) New Registration License Tharyarwaddy District, 2015 to 2024

Years	Types of Licenses						
	Ka(A)	Kha(B)	Gagyi(D)	Nga (E)	Sa(F)	Tha(T)	Ha(H)
2015	325	1543	10	84	4336	343	-
2016	9037	1777	23	201	418	216	-
2017	2155	1495	48	214	358	615	-
2018	2910	1447	82	292	374	1935	16
2019	1502	1231	49	277	389	1655	16
2020	826	652	15	162	176	1327	10
2021	919	1799	36	407	214	15767	157
2022	294	2586	58	645	429	7049	45
2023	919	1799	36	407	214	15767	157
2024	1051	1707	29	376	592	8748	121

Source: Road and Transport Administration Department, Tharyarwaddy District 2025

According to the table (3.2), new registration license in Tharyarwaddy district between 2015 to 2024, the largest amount KA (A) license is 2018, Kha(B) is 2022, Gagyi (D) licensed is 2022, Nga (E) license is 2022, Sa (F) license is both of years 2021 and 2023 and ha (H)

3.7 Renew License Tharyarwaddy District

3.7.1 Renew License Tharyarwaddy District, 2015 to 2024

The following table (3.3), shows yearly renew registration license in 2015 to 2024 year, most of people are hold THA license total 256, KA license total 1604 and KHA license total 1089.

Table (3.3) Renew License Tharyarwaddy District, 2015 to 2024

Years	Types of Licenses						
	Ka(A)	Kha(B)	Gagyi(D)	Nga(E)	Sa(F)	Tha(T)	Ha(H)
2015	7.3	842	44	769	108	-	-
2016	1594	347	24	199	39	-	-
2017	1542	827	37	742	59	-	-
2018	1068	715	43	751	52	391	-
2019	2990	1378	30	327	111	342	-
2020	1604	1089	35	551	52	256	-
2021	2526	775	36	560	24	281	-
2022	6491	2162	104	860	96	827	-
2023	13553	1747	71	901	401	1687	4
2024	12791	2162	71	837	114	4739	7

Source: Road and Transport Administration Department, Tharyarwaddy District 2025

According to table (3.3), renew registration license in Tharyarwaddy district between 2015 to 2024, the greatest amount KA (A) license is 2023, Kha(B) is both of the year 2022 and 2024, Gagyi (D) licensed is 2022, Nga (E) license is 2023, Sa (F) license is 2024 and Tha (T) license is 2024.

3.8 Vehicle Accident between 2020 to 2024, Tharyarwaddy District

The table presents the vehicle accident rate in Tharyarwaddy district 2015 to 2024, showing the number of cases, the number of licensed vehicles and the number of inquires.

Table (3.4) Vehicle Accident Rate in Myanmar

Years	No of Case	Unlicensed	Inquire
2015	420	420	-
2016	395	394	1
2017	352	351	1
2018	333	332	1
2019	311	308	3
2020	303	277	21
2021	137	133	6
2022	132	124	8
2023	101	90	13
2024	101	92	17

Source: Road and Transport Administration Department, Tharyarwaddy District 2025

According to the table 3.4, number vehicle accident of cases from year 2015 (420) to year 2024 (101) decreased. But number of inquire column significant increase year 2019 (3) to year 2020 (21) and number of vehicle accident cases from year 2020 (303) to year 2021 (137) decrease. In that year Covid 19 period.

CHAPTER IV

SURVEY ANALYSIS

4.1 Survey Profile

Face-to-face interviews were done in Thayarwaddy, Gyobingauk, Letpadan, Minhla, Moenyo, Okpho, Zeekone, and Nat Ta Lin for the main survey. First, the Thayarwaddy district court schedules drink driving, speeding, and unlicensed driving hearings. The courthouse assigned to each municipality hosts these hearings. Second, this court provided the cheapest 154. This research technique failed with just Thayarwaddy district during the study.

4.2 Survey Design

This survey was conducted in Thayarwaddy district court with total sample 154. The survey questionnaire was structured as a questionnaire. The question design consists of 5 components socio-demographic characteristics, unlicensed driving on driving charge, learners' license, knowledge and feeling of unlicensed driving, vehicle drivers, and including drunk driving behavior. The data collection period was in March 2025 to April 2025. The Myanmar questionnaire was translated into English and added as Appendix.

4.3 Survey Result

The findings from the survey provide the behaviors and feelings of drivers who are caught driving without a license. It looks at cases such as when police arrest drivers without licenses or when drivers are prosecuted after traffic accidents. A significant indicates drivers' knowledge of motor vehicle laws and the reasons why people drive without a license. The emotions drivers feel in different situations, such as when their license is lost or expired, and the impact of drinking while driving. Their family economic conditions when drivers face legal actions which the goal is to reduce unlicensed driving and improve public awareness.

4.3.1 Characteristics of Demographic

Table 4.1 shows that respondents were asked about gender, age, marital status, education, employment, monthly income, and unlicensed driving duration.

Table (4.1) Part A Characteristics of Demographic

	Factor	No. of Respondents	Percent
Gender	Male	111	72.1
	Female	43	27.9
	Total	154	100
Age (years)	Less than 30 years	72	46.8
	31 years to 49 years	72	46.7
	50 years and above	10	6.5
	Total	154	100
Marital Status	Single	57	37.0
	Married	85	55.2
	Divorce	6	3.9
	Widow	6	3.9
	Total	154	100
Level of Education	Basic Education	112	72.7
	Graduate	40	26
	Post Graduate	2	1.3
	Total	154	100
Occupation	Driver	39	25.3
	Carrier	22	14.3
	Worker	3	1.9
	Seller	20	13.0
	Government Employee	33	21.5
	Private Employee	9	5.8
	Dependent	28	18.2
	Total	154	100

Monthly Income (Kyats)	Less than 100,000Ks	0	0
	Less than 300,000Ks	5	3.2
	Less than 500,000Ks	40	26
	Less than 700,000Ks	54	35.1
	Less than 1,000,000Ks	27	17.5
	Equal and More than 1,000,000Ks	28	18.2
	Total	154	100
How last for unlicensed driving			
Duration	Frequency	Percentage	
One year	37	24.0	
Two Year	13	8.4	
Three year	48	31.2	
Four year	56	36.4	
Total	154	100.0	

Source: Survey Data 2025

Table 4.1 Part A survey results involved 154 respondents. Most of them were male, making up 72.1%, while females were 27.9%. Regarding age, nearly half of the respondents were younger than 30 years (46.8%), and a similar percentage (46.7%) were between 31 and 49 years old. Only a small number (6.5%) were 50 years or older. In terms of marital status, more than half of the respondents (55.2%) were married. About 37% were single, while 3.9% were divorced and another 3.9% were widowed.

Most participants had a basic level of education. Specifically, 72.7% had only basic education, while 26% had completed graduate-level studies. A small number (1.3%) had postgraduate education. The respondents had diverse occupations. The largest group (25.3%) were drivers, followed by government employees (21.5%) and dependents (18.2%). Other occupations included carriers, sellers, private employees, and workers. Monthly income levels varied among respondents. Most earned less than 700,000 Kyats per month. The highest portion (35.1%) earned less than 500,000 Kyats, with smaller groups earning between 300,000 and 1,000,000 Kyats or more. None reported earnings below 100,000 Kyats.

The duration of unlicensed driving shows that most respondents have been driving without a license for a long time. 24 % have been unlicensed for one year, 8.4% for two

years, while 31.2% and 36.4% have been unlicensed for three and four years, respectively.

Table (4.2) Part B and Part C

Part B Reason for Unlicensed Driving			
1. Reasons for unlicensed driving	Reasons	No. of respondents	Percentage
	Expired	122	79.0
	Cancelled	32	21.0
	Total	154	100.0
2. Type of vehicle unlicensed driving			
2. Type of vehicle unlicensed driving	Types of Vehicle	No. of respondents	Percentage
	Motor cycle	68	44.2
	Three Wheels	85	55.2
	Car	1	.6
	Truck	0	0
	Bus	0	0
	Others	0	0
	Total	154	100
3. Punishment for unlicensed driving			
3. Punishment for unlicensed driving	Statement	No. of respondents	Percentage
	Yes	92	59.7
	No	62	40.3
	Total	154	100
Part C Learner's License Obeying Road Rules			
1. Attempted Provisional License	Attempt	No. of respondents	Percent
	Yes	83	53.9
	No	71	46.1
	Total	154	100.0
2. Driving unlicensed wear a seat belt	Attempt	No. of respondents	Percent
	Always (100 %)	54	35.1
	About 90 percent	36	23.4
	Sometime	57	37.0
	Never	7	4.5
	Total	154	100.0

3. Drink driving behavior while unlicensed	Attempt	No. of respondents	Percent
	No drink	89	57.8
	No drink(while drive)	26	16.9
	Limit drink	31	20.1
	Can drive (drink)	8	5.2
	Total	154	100.0
4. On road driving attitudes		Mean	Std. Deviation
	obeying the speed limit	3.4	1.3
	traffic lights	3.4	0.9
	stop and give way signs	3.8	0.8
	drink driving laws	3.5	1.1
	seat belt laws	3.9	1.0
	other traffic rules	3.7	0.9
	Total	3.6	1.0

Source: Survey Data 2025

Table 4.2 Part B and C survey data provides most respondents (79%) reported that they drove without a license because their license had expired. A smaller group (21%) said their license was cancelled. In terms of the types of vehicles driven without a license, the majority were three-wheel vehicles (55.2%) and motorcycles (44.2%). Very few respondents drove cars (0.6%), and none drove trucks, buses, or other vehicles.

Regarding punishment, about 60% of the drivers had been punished for driving without a license. However, 40% said they had not been punished. About half of the respondents (53.9%) had tried to get a provisional license, while 46.1% had not. Seat belt use among unlicensed drivers is inconsistent. Only 35.1% said they always wear a seat belt. About 23.4% wear it most of the time, 37% wear it sometimes, and 4.5% never wear a seat belt.

Most respondents (57.8%) do not drink alcohol at all. Another 16.9% do not drink while driving. However, 20.1% admit to drinking small amounts before driving, and 5.2% say they can drive even after drinking. The respondents' attitudes toward obeying road rules were moderate. The average scores for obeying different rules, like speed limits and traffic lights, ranged from 3.4 to 3.9 on the measurement scale. The highest score was for obeying seat belt laws. The average attitude score was 3.6, showing some variation.

Most unlicensed drivers do so because their licenses expired, especially among those driving motorcycles and three-wheelers. Many have been punished, but some have not. About half have tried to get a license legally. Seat belt use and drinking while driving remain problems. Moderate attitudes toward obeying traffic laws.

Table (4.3) Part D The Knowledge and feeling of Unlicensed driving Vehicle drivers

Statement	Mean	Std. Deviation
The penalties for unlicensed/ driving are very tough	3.6	0.8
Everybody drives unlicensed once in a while.	4.0	0.7
Your family would think you were really stupid for driving unlicensed	3.6	0.8
Your friends would think you were really stupid for driving unlicensed	3.5	0.9
There is no excuse for unlicensed driving	3.6	1.0
You can sometimes avoid getting punished if you get caught for unlicensed driving	1.8	0.6
The Police spend too much time hassling unlicensed drivers	3.5	1.0
Unlicensed drivers are generally more careful on the road	4.0	0.7
We need tougher penalties for unlicensed driving	3.8	0.8
You are likely to be punished quickly if you get caught for unlicensed driving	3.9	0.7
You feel guilty about driving unlicensed	3.9	0.7
The chances of being caught for unlicensed driving are over-rated	3.9	0.7
Unlicensed driving gives you a thrill	4.0	0.8
It would be easy for you to obtain a valid driver's license in the future	3.4	1.2
Unlicensed driving is generally not worth the risks	2.7	1.3
You wouldn't like your workmates to know you had been driving without a license	3.4	1.1
Unlicensed driving is potentially dangerous	3.8	0.6
Unlicensed driving makes you feel worried	3.8	0.7
You could lose your job if your boss found out that you had been driving without a license	3.7	0.8
Overall Mean	3.6	0.8

Source: Survey Data 2025

Table 4.3 survey data provides the respondents generally believe that penalties for unlicensed driving are strict, as indicated by a mean score of 3.6. Many also agree that driving without a license happens occasionally to a lot of people, with a higher mean of 4.0. Social disapproval is evident. Respondents feel that their family and friends would think it is very unwise to drive without a license, with mean scores of 3.6 and 3.5 respectively. They also agree that there is no excuse for unlicensed driving, scoring 3.6 on average.

The idea that unlicensed drivers can easily avoid punishment is rejected by the respondents, with a low mean of 1.8. This indicates most believe it is unlikely to escape penalty if caught. However, some respondents feel police spend too much time targeting unlicensed drivers, with a mean of 3.5. Interestingly, many believe that unlicensed drivers tend to be more careful on the road. This statement received a mean score of 4.0, which may reflect a perception that these drivers take extra caution despite their illegal status.

There is strong support for tougher penalties for unlicensed driving (mean 3.8), and most believe they would be punished quickly if caught (mean 3.9). Respondents also report feeling guilty about driving without a license, with a mean of 3.9, showing awareness of the wrongdoing.

In contrast, some respondents feel that driving unlicensed gives a thrill, scoring 4.0, which suggests risk-taking, or excitement associated with this behavior. When asked about the future, participants were moderately confident that obtaining a valid license would be easy, with a mean of 3.4. However, they were less convinced that unlicensed driving is worth the risks, as shown by a lower mean of 2.7 with much variability in responses, indicating mixed opinions on this matter.

Respondents expressed concern about possible consequences. They acknowledged that unlicensed driving is dangerous (mean 3.8), causes worry (mean 3.8), and could lead to losing their job if their employer found out (mean 3.7). They also preferred to keep their illegal driving secret from workmates (mean 3.4).

Overall, the average rating of all statements was 3.6, showing that while unlicensed drivers understand the risks and social disapproval, some still experience thrill or doubt related to punishment and risk.

Table (4.4) Part E The knowledge of normal driving Vehicle

Statement	Mean	Std. Deviation
The Police generally check driver's licenses when they conduct RBT	3.9	0.6
It is <u>really important</u> to have a valid driver's license	4.2	0.7
It costs too much money to obtain a driver's license	3.8	0.9
You find it possible to do most things by using public transport	3.9	0.8
You can generally get a lift from family or friends when you need one	3.3	1.0
The whole process of getting and renewing a driver's license is a hassle	3.7	1.0
It is easy to get out of a speed camera ticket	2.8	1.0
It costs too much to use taxis regularly	3.9	0.8
You could get by without driving if you really had to	3.2	1.2
Overall Mean	3.6	0.9

Source: Survey Data 2025

Table 4.4 shows the maximum score 4.2 was given to how important it is to have a valid driver's license. This means most respondents understand and agree that having a proper license is very important.

The minimum score (2.8) was for the statement about how easy it is to avoid a speed camera ticket. These respondents generally do not believe it is easy to get out of such tickets.

Other scores were mostly between 3.2 and 3.9. These include opinions on how difficult the license application and renewal process is, the cost of getting a license, and the convenience of using public transport or getting lifts from family and friends. These moderate scores suggest mixed feelings about the costs and ease of driving or using other transport methods.

The overall average score was 3.6, with some variation in answers, showing that respondents have a moderate understanding and attitude toward normal driving and licensing. The respondents clearly recognize the importance of having a valid license. However, they are unsure about avoiding traffic penalties and they have mixed views on the costs and hassles related to driving and using public transportation.

Table (4.5) Part F Drinking Behaviors

1. Habit of unlicensed drivers drinking alcohol	Habit	No. of respondents	Percentage
	Never	94	61.0
	Monthly or Less	22	14.3
	Two or Four times a month	22	14.3
	One or Three times a week	9	5.8
	Four or more times a week	7	4.5
	Total	154	100.0
2. One day drinking alcohol	Habit	No. of respondents	Percentage
	Never	102	66.2
	1 - 2	43	27.9
	3 - 4	6	3.9
	5 or More	3	1.9
	Total	154	100.0

Source: Survey Data 2025

Table 4.5 Survey data provides most unlicensed drivers do not drink alcohol regularly. About 61% of respondents said they never drink. Around 14% drink once a month or less, and another 14% drink two to four times a month. Only small numbers drink more often, with about 6% drinking one to three times a week and 4.5% drinking four or more times a week. When looking at how many drinks they have on one day, 66% said they never drink. Nearly 28% drink one to two drinks in a day. Few respondents drink more than that, with about 4% drinking three to four drinks and 2% drinking five or more drinks on one occasion.

Most unlicensed drivers either do not drink alcohol or drink it only occasionally. Heavy drinking on a single day is uncommon among them.

CHAPTER V

CONCLUSION

5.1 Findings

This study surveyed 154 unlicensed drivers. Most of them were men (72.1%), with nearly half under 30 years old and another half between 31 and 49 years old. The majority were married (55.2%) and had only basic education (72.7%). Participants worked in different jobs such as drivers, government employees, and sellers. Most earned less than 700,000 Kyats per month. Many had been driving without a license for three to four years.

Most respondents (79%) drove without a license because their license had expired. A smaller number (21%) had canceled licenses. The main vehicles used were three-wheelers (55.2%) and motorcycles (44.2%). Few used cars, trucks, or buses. About 60% had been punished for driving without a license, but 40% had not. Around half had tried to get a provisional license.

Seat belt use was inconsistent; only about one-third always wore a seat belt. In terms of drinking alcohol, most respondents (nearly 58%) did not drink, but some admitted to drinking before driving. Heavy drinking among unlicensed drivers was uncommon.

Respondents knew that penalties for driving without a license were strict. They believed many people sometimes drove without licenses. Social disapproval was strong, with family and friends seen as likely to disapprove. Most did not think it was easy to avoid punishment. Many believed unlicensed drivers were more cautious on the road. While most supported tougher punishments and felt guilty about driving unlicensed, some also said they found it thrilling.

Respondents recognized the importance of having a valid license. They mostly disagreed that it is easy to avoid traffic tickets. Opinions about the cost and hassle of getting or renewing licenses were varied. Many thought using public transportation or getting lifts was possible but not always easy.

5.2 Suggestions

The process to get and renew a driver's license should be simpler and easier. This will help reduce the number of expired licenses, which is the main reason for unlicensed driving. Special attention should be given to helping people with low education and low income. Police should check driver licenses more often, especially for motorcycles and three-wheelers, which are the most common unlicensed vehicles. Punishments for unlicensed driving should be clear, fair, and well known to discourage illegal driving.

Education programs should inform people about the risks and legal problems of driving without a license, not wearing seat belts, and drinking while driving. These programs should also encourage families and communities to support safe and legal driving. Encourage drivers to always wear seat belts and avoid drinking alcohol before driving. Training and awareness can help people understand the dangers of unlicensed driving and risky behaviors. Offer help for low-income drivers to pay for licenses and meet the requirements and can reduce the financial difficulties that cause some people to drive without a license.

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APPENDIX

PART (A)

DEMOGRAPHIC PROFILE OF THE RESPONDENTS

1. Gender: (i) Male (ii) Female
2. Age: (i) 16-20 (ii) 21-25 (iii) 26-29 (iv) 30-39 (v) 40-49
(vi) 50-59 (vii) 60-69 (viii) 70 or more
3. Marital status: (i) Single (ii) Married (iii) Widow (iv) Divorce (v) separated
4. Education: (i) elementary (ii) under graduate (iii) Middle (iv) graduate
(v) Higher (vi) Other (Please specify)
5. Occupation: (i) Yes (ii) No
If yes, what do you do? -----
6. Monthly Income: (i) <100,000 (ii) <200000 (iii) < 300000 (iv) <400000
(v) <400000 (vi) <500,000 (vii) < 1,000,000
(viii) 1,000,000 or more
7. How long, in total, have you been driving a car or riding a motorcycle, **with** or **without** a licence?
Years _____ Months _____

PART (B)

unlicensed driving or driving charge

8. Were you charged with unlicensed driving?
- (i) Unlicensed driving
- Expired licence**
 - Cancelled licence**
 - Inappropriate class of licence**
 - Outside conditions of a special licence**
 - No licence**
 - Other** _____

9. Did the police check your licence at the

Yes No

If yes, what was your reason for driving?

- Work related reasons
- Family reasons
- Social/recreation activities
- Other

10. what type of vehicle were you driving?

- Car
- Truck
- Bus
- Motorcycle
- Other

11. Have you ever been convicted of unlicensed driving in the past?

- Yes
- No

If yes: How many times? _____

If No: How many Offences? _____

12. After being caught by the police (the last time, for those with prior convictions), did you continue to drive unlicensed up until the court date?

- Yes
- No

If yes: how many days? _____

13. While you were unlicensed, were you able to hold of a car or motorcycle when you needed to?

Yes

No

If yes: What type of vehicle(s)? _____

PART (C)
Learner's License

14. Why did you only hold a Learner's Licence at the time you became unlicensed?

15. Have you ever attempted the driving test to obtain a Provisional Licence?

Yes

No

If yes: What happened (each time)? _____

16. while you were driving unlicensed how often did you wear a seat belt?

1. Always 2. Nearly always (90%) 3. Most occasions (20% or less)

4. Sometimes 5. Just occasionally 6. Never

17. which of the statements best describes your drink driving behavior while you were driving unlicensed?

I didn't drink at any time

If I was driving, I didn't drink

If I was driving, I'd restrict what I drank

If I was driving, I did not restrict what I drank

18. While you were unlicensed/disqualified, did you ever drive when you thought you may have been over the legal alcohol limit?

Yes

No

If yes: How many times? _____

19. More careful than usual doing the following things when you were driving unlicensed

1. Much less careful 2. less careful 3. Normal 4. More careful 5. Much more careful

No.	Statement	Much less careful	less careful	Normal	More careful	Much more careful
1	Obeying the speed limit					
2	Obeying traffic lights					
3	Obeying Stop and Give Way signs					
4	Obeying drink driving laws					
5	Obeying seat belt laws					
6	Obeying other traffic rules					

PART (D)

The knowledge and feeling of unlicensed driving vehicle drivers

20. 1. **Strongly Disagree** 2. **Disagree** 3. **Neutral** 4. **Agree** 5. **Strongly agree**

No.	Statement	Strongly Disagree	Disagree	Neutral	Agree	Strongly agree
1	The penalties for unlicensed driving are very tough					
2	Everybody drives unlicensed once in a while .					
3	Your family would think you were really stupid for driving unlicensed					
4	Your friends would think you were really stupid for driving unlicensed					
5	There is no excuse for unlicensed driving					
6	You can sometimes avoid getting punished if you get caught for unlicensed driving					
7	The Police spend too much time hassling unlicensed drivers					
8	Unlicensed drivers are generally more careful on the road					
9	We need tougher penalties for unlicensed driving					
10	You are likely to be punished quickly if you get caught for unlicensed driving					

11	You feel guilty about driving unlicensed					
12	The chances of being caught for unlicensed driving are over-rated					
13	Unlicensed driving gives you a thrill					
14	It would be easy for you to obtain a valid driver's licence in the future					
15.	Unlicensed driving is generally not worth the risks					
16.	You wouldn't like your workmates to know you had been driving without a licence					
17.	Unlicensed driving is potentially dangerous					
18.	Unlicensed driving makes you feel worried					
19.	You could lose your job if your boss found out that you had been driving without a licence					

20. The knowledge for normal driving vehicle drivers

1. Strongly Disagree 2. Disagree 3. Neutral 4. Agree 5. Strongly agree

No.	Statement	Strongly Disagree	Disagree	Neutral	Agree	Strongly agree
1	The Police generally check driver's licences when they conduct RBT					
2	It is really important to have a valid driver's licence					
3	It costs too much money to obtain a driver's licence					
4	You find it possible to do most things by using public transport					
5	You can generally get a lift from family or friends when you need one					
6	The whole process of getting and renewing a driver's licence is a hassle					
7	It is easy to get out of a speed camera ticket					
8	It costs too much to use taxis regularly					
9	You could get by without driving if you really had to work.					

PART (E)

Drinking Behaviors

21. How often do you have a drink containing alcohol?

- Never
- Monthly or less
- 2 to 4 times a month
- 2 to 3 times a week
- 4 or more times a week

22. How many 'standard' drinks containing alcohol do you have on a typical day when you drink?

- 1 or 2
- 3 or 4
- 5 or 6
- 7 or 9
- 10 or more