

THE TRAVEL BEHAVIORS OF THE PEOPLE WHOSE DRIVER LICENSES HAVE BEEN SUSPENDED WHOLE LIFETIME

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Abstract: Very few research has been undertaken to explore how the people, whose rights to drive have been deprived whole their rest lives, travel to fulfill their needs for economic and social activities. In October 2001, the Taiwan Constitutional Court pointed out that to suspend drivers licenses whole their rest lives does not violate the Constitution. Driving is a necessity of living for modern people. Has the lifetime driver license suspension (LDLS) has deprived the rights of living, working, and moving freedom, and kicked those illegal drivers out of the road? This study investigated the travel behaviors of 244 drivers with LDLS and showed about 85% of the punished drivers are still driving on the road. Most of them replied that LDLS has significantly changed their lives. And the impact of LDLS is much greater than criminal punishment, civil compensation, and moral condemnation. The effectiveness of LDLS is argued and some modifications of this license suspension policy are also suggested.

Key Words: license suspension, travel behavior, driver license, human rights.

1. INTRODUCTION

The drivers in Taiwan are required to obey the Regulation of Road Safety as well as the Regulation of Freeway Traffic Management while driving their vehicles on the road. Once the driver breaks these regulations, the driver and/or his vehicle will be punished according to the Road Traffic Management Penalty Act. In the vehicle-based, the penalties include detaining the license plate of vehicle for a period and suspending vehicle license plate forever. In the driver-based, the penalties include fining, cumulating traffic violation scores, prohibiting driving at the scene, suspending the driver license for a period, and suspending the driver license forever. Among these penalties, lifetime driver license suspension (LDLS) is the most serious one and makes the drivers have no chance to get their licenses back no matter how they revise their attitudes and correct their behaviors. In other words, the present driver license suspension policy in Taiwan has no rehabilitative design for those people who were punished by LDLS.

The LDLS is designed to protect all the road users by kicking the disqualified drivers out of the roads. In fact, it exists a very serious gap between authorities and the drivers whose license are suspended whole lifetime. From the viewpoint of authorities, they think that this kind of penalty can protect the benefits of general road users and keep the traffic safely. Therefore the authorities made more articles to suspend driver license whole lifetime during last thirty years. From the viewpoint of those people who were executed by LDLS, it seems unreasonable to prohibit driving whole lifetime owing to one time of mistake. Furthermore, there is no chance to get their licenses back no matter how they revise their driving altitudes and behaviors. At the same time, driving is the necessity of living for most people in the modern society. Many activities including working, traveling, shopping and other daily needs highly rely on vehicles. LDLS decreases the ability of working, diminishing the freedom of moving and reducing the power of surviving. In the cases of professional drivers, LDLS will force them to change their jobs.

Right for the reason of serious impact on living, those drivers punished by LDLS finally made their suit to the constitution court against the Article of Road Traffic Penalty Act 62-2: In the case of crash, the driver who causes death/or injury should take protective or other necessary remedy measurement immediately and report to police. The driver, who breaks this article and

runs away, whose driver license will be suspended whole his/of her rest of lifetime.

In September 1991, the Taiwan Constitutional Court pointed out:

Road Traffic Penalty Act 62-2: In the case of crash, the driver who causes death/or injury should take protective or other necessary remedy measurements immediately and report to police. The driver, who breaks this article and runs away, whose driver license will be suspended whole his/or her rest of lifetime. For the purpose of increasing traffic safety, protecting the majority of general road users, and maintaining the social order, this article does not break the Constitution.

However, in October 2001, the Taiwan Constitutional Court pointed out again:

Road Traffic Penalty Act 62-2: In the case of crash, the driver who causes death/or injury should take protective or other necessary remedy measurements immediately and report to police. The driver, who breaks this article and runs away, whose driver license will be suspended whole his/or her rest of lifetime. For the purpose of increasing traffic safety, protecting the majority of general road users, and maintaining the social order, it does not break the Constitution. But for those who were hit-and-run and suspended driver licenses, in the cases of the drivers having improved their behaviors and having the ability to re-fit the society, the authority has to study whether it is needed to provide a chance for those drivers to rehabilitate their driver licenses.

This paper is undertaken to explore the impact of LDLS on the living of committed drivers and re-examine whether this penalty policy is appropriate in terms of effectiveness and fairness. We will introduce the development of LDLS in Taiwan first in Section 2 and describe the interview survey with drivers penalized by LDLS in Section 3. The impact of LDLS on the living of committed drivers and how they solve their transportation problems are analyzed in Section 4. We have a closing remark in the final section.

2. THE LIFETIME DRIVER LICENSE SUSPENSION POLICY IN TAIWAN

2.1 The Development of Law

The LDLS policy in Taiwan was started in 1968. The article 55 of the Road Traffic Management Penalty Act: The man, who used the vehicle to commit a crime and was sentenced to a certain criminal penalty, whose driver license will be suspended whole his lifetime. The articles of this kind penalty have been broadly increased during the past thirty years from only one article in 1968 to nine articles in 2001. These nine articles are: (1) did not make the payment at toll station and caused the clerk death/or injury; (2) car loading was over the limitation of permitted length, width and height, and caused death/or serious injury; (3) drove vehicle with breathing alcohol concentration exceeding 0.25 mg/dl, or taking drug and caused death/or serious injury; (4) crashed and caused death/or serious injury and rejected to do the alcohol test; (5) professional driver committed a crime during his operation time and was sentenced to guilty; (6) violated the regulation of railway crossing and crashed; (7) drove car to commit a crime and was sentenced to guilty; (8) resisted the checking of traffic police and caused death/or injury; (9) hit-and-run and caused death/or injury.

For last thirty years, the democratization of Taiwan was not mature enough and the social system was significantly influenced by the martial law. The car was not popular and the car ownership was quite low at that time. The most popular transportation tools were bicycles, motorcycles and buses. The evaluation of social function was emphasized on the order of society, the safety of traffic, and the security of nation. Under this kind of circumstance, the law of driver license suspension was expanding both in lifetime and a certain period. The longest period suspension is LDLS. The article of LDLS was only one in 1968 and increased to nine in 2001. However, every time the authority revised the law and increased the articles was only based on the belief that the more chaos the traffic condition is, the more rigorous law should be applied. The possible impacts on the human rights of people punished by LDLS were not carefully considered in each law revision. Present nine articles for LDLS can be classified into eight items that showed in Figure 1 and summarized in Table 1.

2.2 Present Execution of LDLS

According to official statistics, there were 3027 drivers whose driver licenses were suspended in Taiwan during the period from 1992 to 2001. It implies that about three hundred drivers were deprived their rights to drive lifetime each year during the past ten years. However, this amount is getting higher in recent three years and about 800 cases per year. Within them, there are two major groups. One is hit-and-run and results death/or injury, and another is drunk-driving and causes death/or serious injury.

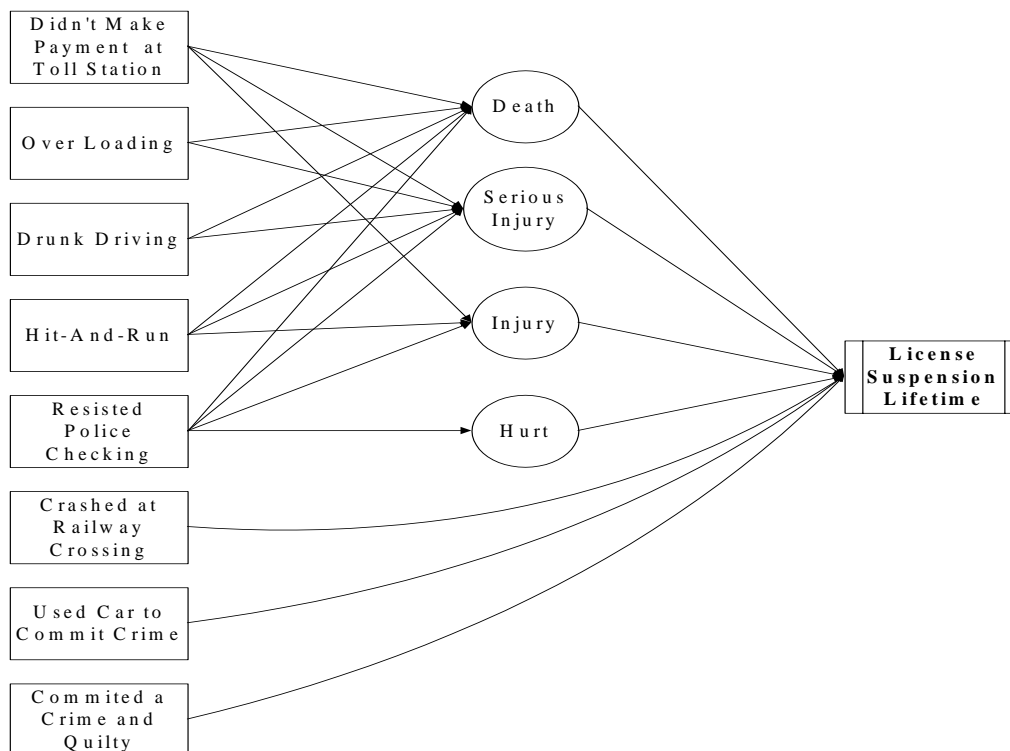


Figure 1: Traffic Violations Resulting LDLS

Table 1: Present Articles for LDLS (January, 2001)

Articles	Contents	Time of Revision
27-2	Did not make payment at toll station, bridge, tunnel, and ferry, and caused clerk death/or injury, suspending the driver license whole lifetime.	January 1997
29-4	The car loading was over the limitation of permitted length, width and height, and caused death/or serious injury.	January 2001
35-1	Drove vehicle with breathing alcohol concentration exceeding 0.25 mg/dl or used drug and caused death/or serious injury.	January 1997
35-3	Crashed and caused death/or serious injury and rejected to do the alcohol test.	January 1997
37-2	Professional car driver committed a crime during his operation time and was sentenced to guilty.	July 1981
54	Violated the regulation of railway crossing and crashed.	July 1975
61-1-1	Drove a car to commit a crime and was sentenced to guilty.	February 1968
61-1-2	Resisted the checking of traffic police and caused death/or injury.	July 1975
62-1	Hit-and-run and caused death/or injury.	July 1975

3. QUESTIONNAIRE DESIGN AND DATA COLLECTION

3.1 The Aims of Study

In order to realize the impact of LDLS policy on the living and the human rights of penalized people and examine the effectiveness of LDLS to maintain the roadway traffic safety, this

study is designed to collect following information from the drivers punished by LDLS:

- (1) How much their basic human rights are disturbed by LDLS, including the freedom of moving, the power of working and the ability of surviving?
- (2) Whether the penalty of LDLS is much greater than criminal penalty, civil compensation, and moral condemnation?
- (3) Whether suspending driver license lifetime really kicks the disqualified drivers out of the road?

3.2 The Design of Questionnaire

In order to answer the three questions mentioned in 3.1, a set of questionnaires were designed and mail directly to the drivers punished by LDLS. The questions include:

- (1) How much the moving freedom is disturbed by LDLS with a 5-point scale measurement from very serious influence to no influence.
- (2) How much the working opportunity is disturbed by LDLS with a 5-point scale measurement from very serious influence to no influence.
- (3) How much the surviving capability is disturbed by LDLS with a 5-point scale measurement from very serious influence to no influence.
- (4) In cases of these drivers losing or changing their jobs, what were the reasons?
- (5) What kinds of problem they would face when they were seeking a new job?
- (6) How much the living is disturbed by LDLS with a 5-point scale measurement from very serious influence to no influence.

Furthermore, the occurrence of a fatal or injury crash usually brings many kinds of damage or hurt to the involved drivers. For those hit-and-run or drunk-driving who were punished by LDLS, besides losing their right to driving lifetime, they might also be penalized by (1) putting into the prison for some periods, (2) civil compensation, and (3) moral condemnation. In order to compare the severities among these four types of penalty, a 7-point scale measurement were designed to ask the interviewed drivers about the impacts brought by various forms of penalty.

Finally, in order to investigate the travel behaviors of punished drivers after LDLS, the content of questionnaire also included:

- (1) Whether the drivers punished by LDLS are still driving with 5-point scale measurements from normal driving to no more driving.
- (2) If these drivers were still driving, what were their driving behaviors and purposes?
- (3) Did they experience police checking after LDLS?
- (4) What did they respond to police checking when driving on the road?
- (5) In the cases of no more driving, what were their alternative choices for traveling?
- (6) If they have chance to get their driver licenses back, what are their willingness to pay for rehabilitating their driver licenses?

4. STUDY RESULTS

For confidential purpose, about 1900 questionnaires were mailed directly to the drivers who were punished by LDLS in August 2002 under the help of the Agent of Automobile and Driver Administration. The drivers were asked to return their questionnaires and leave their telephone numbers if they were willing to be interviewed. We finally collected 244 effective samples for this study with the returning rate of 12.8%.

4.1 Basic Characteristics for The Sampled LDLS Drivers

The basic data of these 244 drivers were shown in Table 2. In terms of license category, 23% of the sampled LDLS drivers having professional driver licenses, and 77% having ordinary driver licenses. As to the gender of driver, 97.5% sampled LDLS drivers are male and only 2.5% are female. More than half (54.4%) of the sampled LDLS drivers are high school educated, 23.9% are junior high educated, 17.6% have collage diploma, 6.7% are elementary school educated, and only 1.2% are graduate school educated. For the age distribution, 39.9% of the sampled LDLS drivers are at the age of 31~40, 31.1% are at the age of 20~30, 22.3% are at the age of 41~50. Generally, the percentage of 20~50 years old was over 90%. It showed that most of these drivers punished by LDLS belong to the working age group. Furthermore, 56.7% of these 244 punished drivers were the key economy supporters of their families. With respect to the household income, 20.2% of sampled LDLS drivers earned less

than 10,000 N.T. dollars per month, 17.6% earned 10,000~20,000 N.T. dollars per month, 28.8% earned 20,000~30,000 N.T. dollars per month, 26.2% earned 30,000~50,000 N.T. dollars per month, and only 7.3% earned more than 50,000 N.T. dollars per month. It showed that 67% of these sampled LDLS drivers have average monthly income under 30,000 N.T. dollars.

Table 2: Basic Characteristics for The Sampled LDLS Drivers

License Categories	Profession	23.0 %	Vehicle Used	Business	12.1 %
	Ordinary	77.0 %		Personal	87.9 %
Gender	Male	97.5 %	Marriage	Yes	63.0 %
	Female	2.5 %		No	37.0 %
Education	Elementary School	6.7 %	Age	20-30	31.1 %
	Junior High School	23.9 %		31-40	39.9 %
	High school	50.4 %		41-50	22.3 %
	Collage	17.6 %		60-70	6.3 %
	Graduate School	1.2 %		Over 70	0.4 %
Key Economy Supporter of His Household	Yes	56.7 %	Having Young or Old Members to Take Care	Yes	79.7 %
	No	43.3 %		No	20.2 %
Number of Members to Be Taken Care	Zero	14.9 %	The Persons Having Income Per Family	One	44.3 %
	One	10.2 %		Two	43.0 %
	Two	23.4 %		Three	10.0 %
	Three	14.9 %		Four	2.6 %
	Four	16.6 %		Over Four	0.0 %
	Over four	20.0 %			
Profession	Labor	53.7 %	Average Monthly Household Income (N.T. \$/Month)	Under 10,000	20.2 %
	Business	17.5 %		10,000-20,000	17.6 %
	Farmer	5.8 %		20,000-30,000	28.8 %
	Government Employee	5.8 %		30,000-50,000	26.2 %
	Student	1.7 %		50,000-80,000	6.0 %
	Others	15.1 %		Over 80,000	1.3 %

Note: 34 N.T. Dollars = 1U.S. Dollar

From Table 3, all the living convenience, moving freedom and working opportunity are highly affected by the LDLS. There are 62.1% of the LDLS drivers, who experienced very serious disturbance to their living convenience, 22.5% felt serious disturbance, 12.9% felt some disturbance, and only 2.5% felt little or no disturbance. The average suffering score to living convenience resulted by LDLS is 4.43. There are 56.9% of the LDLS drivers, who experienced very serious disturbance to moving freedom, 26.4% expressed serious disturbance, 14.6% felt some disturbance, and only 2.1% expressed little or no disturbance. The average suffering score to moving freedom resulted by LDLS is 4.38. There are 34.2% of the LDLS drivers, who experienced very serious disturbance to keep their original jobs, 33.3% felt serious disturbance, 16.7% expressed some disturbance, 11.5% felt little disturbance, and only 4.3% felt no disturbance. The average suffering score to keep their original jobs is 3.82.

Among those losing or changing their original jobs, 17.1% of them were professional drivers and all of them lost their jobs for having no driver license anymore. Driving is required for

working for another 26.7% of them, and they were forced to give up their original jobs. Another 39.6% of them are highly relied on vehicles (e.g. salesmen) and they also had to change their jobs. In the cases of seeking new jobs after LDLS, there are 56.0% of them expressed very seriously disturbed, 27.3% of them expressed seriously disturbed, 13.4% of them expressed somewhat disturbed, 2.9% of them expressed little disturbed, only 0.5% of them expressed not disturbed.

Table 3: The Human Rights Disturbed by LDLS for Punished Drivers

Items	Degree of Disturbance					
	Very Serious Disturbance	Serious Disturbance	Some Disturbance	Little Disturbance	No Disturbance	Average Score
Disturbance to Living Convenience	62.1 %	22.5 %	12.9 %	1.7 %	0.8 %	4.43
Disturbance to Moving Freedom	56.9 %	26.4 %	14.6 %	2.1 %	0.0 %	4.38
Disturbance to Original Job	34.2 %	33.3 %	16.7 %	11.5 %	4.3 %	3.82
Reason of Losing or Changing Their Original Job	Professional Drivers	Using Vehicle to Earn Their Income		Salesman and Highly Rely on Vehicle		Others
	17.1 %	26.7 %		39.6 %		16.5 %
Disturbance to Seek a New Job	Very Serious Disturbance	Serious Disturbance	Some Disturbance	Little Disturbance	No Disturbance	
	56.0 %	27.3 %	13.4 %	2.9 %	0.5 %	
Note: 5 Points for Very Serious Disturbance; 4 Points for Serious Disturbance; 3 Points for Some Disturbance; 2 Points for Little Disturbance; 1 Points for No Disturbance						

4.2 Compare The Impacts of LDLS and Criminal Penalty, Civil Compensation and Moral Condemnation

The reasons for those drivers who were deprived their rights to drive whole their lifetimes are shown in Table 4. The 70.9% of 244 LDLS drivers were hit-and-run, and 21.4% of them resulted fatalities and 78.6% of them resulted injuries. Another 25.8% of 244 drivers were drunk-driving, and 76.3% of them resulted fatalities and 23.7% of them resulted injuries.

Table 4: Reasons for LDLS

Reasons	Ratio	Death of Injury	Ratio
Hit-and-run	70.9 %	Death	21.4 %
		Injury	78.6 %
Drunk Driving	25.8 %	Death	76.3 %
		Injury	23.7 %
Others	7.4 %	--	
Note: 10 cases: Both Hit-and-run and drunk driving			

Table 5: Criminal Penalty Categories

	Ratio	Penalty Categories	Ratio
Had Criminal Penalty	57.3 %	Probation	86.5 %
		No probation	13.5 %
No Criminal Penalty	42.7 %	--	

Among those 244 LDLS drivers, 57.3% of them were sentenced to criminal penalty and 42.7% of them are free from criminal penalty as shown in Table 5. However, among the drivers being sentenced to criminal penalty, 86.5% had probation, and only 13.5% did not have probation and were put into prison for some periods. In terms of civil compensation, the 92.3% of 244 LDLS drivers were required to pay civil compensation to the victims (see Table 6). Among those LDLS drivers who are responsible for civil compensation to the victims, 7.7% of them were sentenced by courts with the average compensation amount of 1044.4 thousand N.T. dollars and 92.3% of them were by compromise with the average compensation amount of 729.5 thousand N.T. dollars. And there were 7.7% of 244 LDLS drivers without paying any civil compensation.

As to the amount of average civil compensation, the average civil compensation for hit-and-run caused death was 1701.5 thousand N.T. dollars, and that for hit-and-run caused injury was 308.8 thousand N.T. dollars (see Table 7). The average civil compensation for drunk-driving and caused death was 1893.1 thousand N.T. dollars, and that for drunk-driving and caused injury was 92.6 thousand N.T. dollars.

Table 6: Civil Compensation Categories

	Ratio	Compensation Categories	Ratio	The Amount of Compensation (Thousand N.T.)
Had Civil Compensation	92.3 %	By Court	7.7 %	1044.4 (1033.7)
		By Compromise	92.3 %	729.5 (888.5)
No Civil Compensation	7.7 %	--		

Note: (): Standard Error; 34 N.T. Dollars=1 U.S. Dollars

Table 7: The Amount of Average Compensation

Reasons of Suspension	Death or Injury	Average Compensation (Thousand N.T.)
Hit-and-run	Death	1701.5(950.0)
	Injury	308.8(351.3)
Drunk driving	Death	1893.1(979.1)
	Injury	92.6(84.8)

Note: (): Standard Error

In order to compare the severity of penalty for LDLS with that for other forms of penalty, the LDLS drivers were asked to express their feeling about the impacts brought by different forms of penalty. The study results in Table 8 show LDLS has the highest average suffering score of 6.65. The second serious impact was the moral condemnation with the average suffering score of 5.72. The third serious impact was the civil compensation with the average suffering score of 5.41. And the least serious impact was the criminal penalty with the average suffering score of 4.94. Generally, we found that the impact of LDLS was much higher than the impact of criminal penalty and civil compensation.

Table 8: The Impacts for Different Forms of Penalty

Degree of impact Items	Very Serious Impact	Serious Impact	Some Impact	Normal Impact	Little Impact	Very little Impact	No Impact	Average Suffering Score
1. Criminal Penalty	37.2 %	17.9 %	13.5 %	5.3 %	3.4 %	4.8 %	17.9 %	4.94
2. Civil Compensation	41.1 %	18.4 %	16.4 %	7.7 %	3.4 %	6.8 %	6.3 %	5.41
3. LDLS	78.7 %	14.5 %	3.4 %	0.5 %	2.4 %	0.5 %	0.0 %	6.65
4. Moral Condemnation	50.2 %	15.9 %	16.9 %	4.8 %	2.4 %	3.9 %	5.8 %	5.72

Note: Very Serious Impact: 7 Points, Serious Impact: 6 Points, Some Impact: 5 Points, Normal Impact: 4 Points,
Little Impact: 3 Points, Very Little Impact: 2 Points, No Impact: 1 Point

(1) The Impact of Criminal Penalty

From Table 9, the average suffering score for having criminal penalty (5.94) was much higher than that without criminal penalty (3.56). Comparing the average suffering score of having probation (5.78) with that of without probation (6.64), it showed that having probation would reduce the impact of criminal penalty.

(2) The Impact of Civil Compensation

The average suffering score of having civil compensation (5.61) was much higher than that of without civil compensation (2.63). And there were no significant difference between civil compensation by court and by compromise.

(3) The Impact of LDLS

No matter the cases had criminal penalty or civil compensation, all the average suffering scores for LDLS were over 6.50. It showed that the impact of criminal penalty and civil compensation would reduce by time passing; however the impact of LDLS would last forever.

(4) The Impact of Moral Condemnation

The impact of moral condemnation on those who had criminal penalty and civil compensation were significantly higher than those who had no criminal penalty and civil compensation. It showed that the impact of moral condemnation would be reduced after finishing criminal penalty and civil compensation.

Table 9: The Suffering Scores for The Impact of Different Penalties

Items	Criminal Penalty				Civil Compensation			
	Had Criminal Penalty	No Criminal Penalty	Probation	No Probation	Had Civil Compensation	No Civil Compensation	By Court	By Compromise
Criminal Penalty	5.94 ^{*1}	3.56 ^{*1}	5.78 ^{*4}	6.64 ^{*4}	4.93	4.75	5.44	4.82
Civil Compensation	5.82 ^{*2}	4.82 ^{*2}	5.80 ^{*5}	5.21 ^{*5}	5.61 ^{*7}	2.63 ^{*7}	5.63	5.57
LDLS	6.71	6.57	6.64	6.85	6.65	6.75	6.50	6.66
Moral Condemnation	6.03 ^{*3}	5.29 ^{*3}	6.15 ^{*6}	5.07 ^{*6}	5.84 ^{*8}	4.25 ^{*8}	6.00	5.88

*Significant Difference

4.3 The Driving Behaviors after LDLS

Among the drivers punished by LDLS, 12.2% of them are still driving with very high frequency, 10.5% drive with high frequency, 24.4% drive with low frequency, 37.8% drive with very low frequency, and only 15.1% do not drive any more (see Table 10). It showed that only 15.1% of these drivers are away from the road and other 85% of drivers are still driving, although most of them have reduced their driving frequency. As to their driving methods, 79.1% of them reduce their driving frequency, 35.8% of them adopt avoiding police, 23.4% of them change their driving route, 15.4% of them change their driving time, 4.0% of them avoid daytime driving, and 9.0% of them adopt other methods of driving.

Table 10: The Driving Behaviors for LDLS Drivers (1)

Items	Contents						
	Very High Frequency	High Frequency	Low Frequency	Very Low Frequency	No More Driving	Others	
Driving Frequency	12.2 %	10.5 %	24.4 %	37.8 %	15.1 %		
Driving Method (Multi-choice)	Reduced Driving Frequency	Avoiding Police	Change Driving Route	Change Driving Time	Avoid Daytime Driving	Others	
	79.1 %	35.8 %	23.4 %	15.4 %	4.0 %	9.0 %	
Driving Purpose (Multi-choice)	Commute	Working	Shopping	Travel	Visit Relatives	Take Kids	Others
	23.7 %	56.2 %	16.4 %	20.1 %	20.1 %	25.6 %	16.0 %
Alternatives of No More Driving	Bicycle	Motorcycle	Bus	Take by Others	Others		
	8.0 %	62.0 %	21.1 %	41.8 %	5.5 %		
Desire to Rehabilitate License	Very High	High	Normal	Low	No Willingness		
	84.6 %	8.1 %	5.1 %	1.7 %	0.4 %		

In their driving purposes, 56.2% of them expressed for the purpose of working, 25.6% of them for taking their kids, 23.7% of them for daily commuting, 20.1% of them for traveling, 20.1% of them for visiting relatives or friends, 16.4% of them for shopping, 16.0% of them

for other purposes. In the cases of 15.1% no more driving persons, their traveling alternatives showed that 62.0% of them ride motorcycles, 41.8% of them are taken by others, 21.1% of them use bus, 8.0% of them ride bicycle, and 5.5% of them choose other alternatives. As respect to their desire to rehabilitate license, 84.6% expressed very high desire, 8.1% expressed high desire, 5.1% expressed normal desire, 1.7% expressed low desire, and only 0.4% expressed no desire.

In respect to their experience of meeting police checking after LDLS and receiving penalty or not, 53.8% expressed having the experience, 46.2% expressed having no experience (see Table 11). Within the persons who had the police checking experience, 53.5% of them have received penalty, and 46.5% have not received penalty. In the cases of receiving no penalty, 60.0% of them expressed the reason that the police did not find, 36.0% was due to police compassion. In their experience of meeting police checking after LDLS and no way to avoid, 65.8% expressed had this kind of experience, and 34.2% expressed had no experience. Within the persons who had this kind of experience, 48.2% expressed kept driving, 18.4% expressed made a u-turn immediately, 13.5% expressed accelerated and left, 7.0% expressed parked and got off the car. Within these 244 drivers, there were 9.6% had the experience of crashing after LDLS. In general, their driving behaviors after LDLS were not quite safe.

Table 11: The Driving Behaviors for LDLS Drivers (2)

Experience of Meeting Police Checking after LDLS and Penalty	Had	53.8 %	Once	Twice	Three Times	Over Three Times	
			40.0 %	29.0 %	17 %	14 %	
			One Penalty	Two Penalties	Three Penalties	Over Three Penalties	No Penalty
			29.3 %	12.1 %	10.1 %	2.0 %	46.5 %
			The Reasons of No Penalty	Police Compassion	Police No Found	Others	
				36.0 %	60.0 %	4.0 %	
	No	46.2 %	--				
Experiences and Responses of Police Checking after LDLS	Had	65.8 %	Keeping Driving	Accelerated and Left	U-turn Immediately	Parked and Got Off The Car	Others
			48.2 %	13.5 %	18.4 %	7.0 %	22.8 %
	No	34.2 %	--				
Experience of Crash after LDLS	Had	9.6 %	Once	Twice	Three Times	Over three Times	
			71.4 %	19.0 %	9.5 %	0.0 %	
	No	90.4 %	--				

5. CONCLUSIONS AND SUGGESTIONS

Among those drivers who were suspended their driver licenses lifetime, only 15% are not driving on the road anymore. The 85% of these drivers are still driving, although most of them have reduced their driving frequency. The original purpose of designing the law of LDLS was to keep the disqualified drivers away from the road; apparently, it is not successful at all. Furthermore, most of these drivers are not only driving on the road but also made higher dangerous driving actions owing to distraction and scare. Finally, they became an isolate group that the government cannot manage effectively.

In the modern society, people highly rely on the vehicle. And the vehicle becomes a necessity anytime and anywhere. In the other words, driving is one kind of basic human rights. To deprive the right of driving whole lifetime for some people will reduce their moving freedom, diminish their working opportunity and reduce their surviving capability. And the most serious problem is, according present design of LDLS, once the license is deprived and there is no way to rehabilitate it no matter how a driver corrects his/or her manner or modifies

his/or her behavior. Comparing the design of criminal code system, most of countries have discarded the penalty of being sentenced to death. And the spirit of criminal penalty is not on the aim of punishment but revising their behaviors. To deprive driver license whole lifetime means to sentence their driving right to death. Normally, from the principal of law designing, criminal penalty is more rigorous than civil compensation, and civil compensation is more rigorous than authoritative execution. This study shows that the impact of LDLS is much greater than criminal penalty and civil compensation.

In Taiwan, there was only one article of LDLS in 1968, but it increased to nine articles in 2001. It represents that transportation authorities believe that the more lawless the society is the more severe penalty should be applied. In fact, as same as the death penalty in criminal code cannot stop the criminal activities, depriving the right of driving cannot keep the disqualified drivers away from the road. This study provides the valuable information for the reference to design the penalty policy for traffic violations.

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