

YOUNG THAI MEN DRIVING DANGEROUSLY: A CROSS-CULTURAL VALIDATION STUDY OF THE MOTIVES FOR DANGEROUS DRIVING SCALE (MDDS)

Chinarat Nakhasathien¹

Robert Ho²

Abstract: The present study was conducted to investigate the cross-cultural reliability and validity of the Motives for Dangerous Driving Scale (MDDS) as a multidimensional measurement tool that can tap into different motives underlying dangerous driving among young Thai male drivers. The sample consisted of 300 participants aged between 18 to 28 years. Exploratory factor analysis yielded a three-factor structure underlying the Thai-based MDDS. These three factors represent three major motives for dangerous driving among young Thai male drivers: ‘driving fast/taking risk,’ ‘confidence in one’s driving skills,’ and ‘disrespect for traffic laws. These three factors are highly similar to the three-factor structure identified for the original Australian-based MDDS. Reliability analysis indicated that the three motives for dangerous driving and their 31 representative items are internally consistent based on their computed Cronbach’s alphas and their items’ IT correlations. Tests of both convergent and criterion-related validity support the conclusion that the Thai-based MDDS is valid by these two criteria.

Keywords: Road Traffic Crashes, Motives, Dangerous Driving Scale.

Introduction

Injuries and deaths resulting from road traffic crashes are a major and rising worldwide public health problem. Indeed, the present trend shows that the third leading global burden of disease and injury will be road traffic injuries by 2020 (Murray & Lopez, 1996). Moreover, the International Federation of Red Cross and Red Crescent have stated that the road traffic burden is “a worsening global disaster destroying lives and livelihoods, hampering development and leaving millions in greater vulnerability” (Cater & Walker, 1998, p. 20). This is not surprising as road traffic injuries cause an estimated 1.24 million deaths each year worldwide and some 50 million people are injured or disabled every year. Moreover, road traffic deaths are the most significant cause of death among those aged 15-29 years (World Health Organization, 2013). On average, 3,242 people die daily from road accidents (Peden, 2004). Unless there is new commitment in prevention, the number of road traffic

¹ MSCP Candidate in Counseling Psychology, Graduate School of Education and Psychology, Assumption University, Thailand.
c_chinarat@yahoo.com

² Ph.D., Associate Professor, Graduate School of Education and Psychology, Assumption University, Thailand.
tack.kwei@gmail.com