She Drives KSA: A National Research Project about the Impact of Women Driving On Sustainable Development and Traffic Safety in the Kingdom of Saudi Arabia

She Drives KSA: Phase 1 Survey Report

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Executive Summary

Within the project “She Drives KSA: A National Research Project about The Impact Of Women Driving On Sustainable Development And Traffic Safety In The Kingdom Of Saudi Arabia” a survey was conducted in June 2018 to investigate the reactions, the attitudes and perceptions of females and males in the Kingdom of Saudi Arabia regarding the impact of women driving on the sustainable development of the country and traffic safety. This report presents the results of this survey that took place before the ban on women driving was lifted.

The She Drives KSA Research Project

In September 2017, the Kingdom of Saudi Arabia announced that, for the very first time, Saudi women will be allowed to drive. This is a decision of monumental importance to every facet of life in the country. With the female population of Saudi Arabia being over 15 million and accounting for 45% of the population, it is expected that women’s daily lives, activities, society contributions, time and money allocation will change, and as a result will affect the wider community, well-being, economy and sustainability of the country as envisaged in Vision 2030. At the same time, allowing women to drive will also create new challenges that have to be carefully understood for sustainable development to be achieved.

In light of this, the aim of the She Drives KSA research project is to examine and analyse the travel behavior and activity patterns of women mobility in the Kingdom of Saudi Arabia BEFORE and AFTER women are allowed to drive, and to identify the impacts of this decision on the aspects of sustainable development and traffic safety in the Kingdom.

This research project is nation-wide (across the Kingdom of Saudi Arabia). It is expected to be the base of future research conducted on this topic, as it is the very first of its kind in the Kingdom. This research project is expected to provide rigorous findings that are of value not only to Saudi Arabia, but to the worldwide research community as well. Finally, it is also a unique opportunity, for those responsible for the transportation system and its safety, those interested in female-focused studies, and for various companies affiliated with the transportation sector or sustainable development to participate in this study as a part of their own social responsibility and contribution to the community.

Objectives of the Report and Survey Design

The objective of this report is to provide an analysis of the results of the first phase of the She Drives KSA survey (the phase BEFORE women are allowed to drive). In particular, it will focus on women’s intention to drive and the economic, social, environmental and traffic safety potential consequences of permitting women to drive.
An on-line questionnaire survey was designed to collect female and male’s reactions to the aforementioned issues, as well as potential reactions towards households’ privately employed drivers and women’s car purchase. The survey took place in June 2018 before the ban on women driving was lifted. 31,435 individuals from all over the Kingdom of Saudi Arabia participated in the survey. 37% of the participants are females (11,631), while the rest are males (63%; 19,804).

The key findings from each chapter of this report are summarized below.

**Current Mobility Patterns**

Most women (70%) currently use private cars, particularly in the Asir region (80.6%). Most women who use private cars are married and come from a household with high income. Women tend to not pay for the costs of cars themselves, but rather, this is fulfilled by the head of the household.

Taxis and buses are used the most in the Jizan region (27.8% and 2.6% respectively). Unlike private cars, women tend to cover the costs of these transport modes themselves (67.2% and 38.6% respectively).

However, most women in the KSA feel the need to change their current mobility patterns. Women in the Najran especially feel this need the strongest, while women in Qassim feel this need the least.

**Women’s intention to issue a driving license and drive – Men’s support**

In terms of planning to get a driving license, most women intend on getting a driving license (81.3%) and they would do this immediately once the ban on driving has been lifted (35.9%); a fact that is verified with the long-waiting lists of the driving schools for women. Most female respondents also indicate that they plan on getting their training in a driving school in the Kingdom (65.9%).

Nationally, 75.5% of women intend to drive once the ban on women driving has been lifted. Geographically, the Riyadh province has the highest proportion of women that intend to drive. In terms of the socio-demographic characteristics of these women, most women that intend to drive have a high income, are divorced, and are in the 18 to 25 age group.

Most men indicated that they would support women in the household getting a driving license both financially and emotionally (86.6%). The men that plan on providing full support to women getting a driving license, tend to be of a higher age.

**Attitudes towards the social impact of women driving**

Nationally, 61% of survey participants completely agree that driving is one of women’s rights. In terms of gender, there is a higher fraction of women (70%) than men (56%) who completely agree that driving is a women’s right.

Geographically, for both men and women, the Asir and Qassim provinces are the regions where the least amount of people agree that driving is one of women’s right, while the Riyadh and the Eastern provinces are where most people agree with this.
In terms of the opinions of whether women are capable of taking on driving responsibilities, women and men’s attitudes differ significantly. While over 60% of women completely agree that women are capable of taking driving responsibilities, only 42% of men feel the same. Geographically, the largest difference regarding this opinion of men and women is found in the Jawf and Tubuk regions. Nevertheless, both men and women believe that there will be positive impacts of women driving on the KSA.

**Attitudes towards the economic impact of women driving**

Both men and women are very positive about the prospect of women driving creating new female job opportunities. Geographically, women are most positive in the Eastern Province and Najran, while men in Najran and Jawf. Comparatively both men and women are less confident about the prospect of women driving increasing income rates in the Kingdom.

In terms of the impact of women driving on Saudi Arabia’s Vision 2030, most men and women believe that women driving can contribute to achieving the objectives of vision 2030. This result is most clear in the Najran province, whereas in the Qassim region there is more disagreement with regards to women driving helping to achieve Saudi Arabia’s Vision 2030. In terms of socio-demographics, the more educated a person is, the less he seems to agree with women driving contributing to achieving Vision 2030. Nevertheless, both men and women are positive about the prospects of women driving on the creation of new job opportunities.

**Attitudes towards the environmental impact of women driving**

More men than women believe that women driving will contribute to increasing environmental pollution in the Kingdom.

In addition, men have a wider spread in opinion than women regarding whether the Kingdom’s infrastructure is sufficient to support women driving. While 43% of men strongly agree with this, only 38% of women do.

Further, more Saudi than non-Saudi men believe that the infrastructure is not sufficient to support women driving. The same difference based on nationality can also be observed for women. Moreover, in terms of education, those who are educated abroad are less concerned with the sufficiency of the Kingdom’s infrastructure to support women driving than those that were educated in the Kingdom.

**Attitudes towards the traffic safety impact of women driving**

40% of men completely agree with the opinion that women driving will increase the number of traffic accidents in the Kingdom. On the other hand, only 24% of women believe this. The province where the most people agree with this, for both men and women, is Qassim.
Location of education has a significant effect on an individual’s opinion with regards to women’s possible contribution to traffic accidents. A higher percentage of women who were educated in the Kingdom, compared to those educated abroad, believe that women might increase the number of traffic accidents.

Looking at fatal accidents, more men than women believe that women driving will increase the number of female fatalities in the Kingdom. Similarly, more men than women believe that women driving might increase traffic discipline in the Kingdom. The largest difference in men and women’s opinions is in the Northern Borders, while men and women in the Bahah province have the most similar opinion.

The effect of women driving on privately employed drivers

Nationally, 17.3% of survey participants employ a driver, whilst 82.7% do not. Geographically, the Eastern province has the highest proportion of households that employ drivers, whilst the Jizan province has the lowest. Most drivers that are employed are non-Saudi. Jazan, especially, employs the most non-Saudi drivers, whilst Al-Madinah employs the lowest number of non-Saudi drivers.

Turning to the changes that will occur as a consequence of women being able to drive, nationally, 45.7% of survey participants believe that this would lead to a decrease in the number of drivers employed by households.

Geographically, the province where the highest proportion of people believe that the lifting of the women’s driving ban will lead to a decrease in the number of drivers employed by households is Bahah, whilst Qassim is the highest proportion of people who do not believe that it will lead to any changes.

Women’s preferences for purchasing a car

Nationally, most women would purchase a car once the ban on driving has been lifted (70.5%). Geographically, the Northern Border and the Najran provinces have the highest proportion of women who would purchase a car once the ban on driving has been lifted (76.7%). In terms of socio-demographic, the decision is heavily influenced by marital status, education, and age. Divorced women, who are highly educated and young in particular answered that they would purchase a car.

Most female respondents further revealed that they would purchase the car themselves (64.3%) and that they would be willing to pay less than 50,000 SAR (41.9%). Further, most respondents preferred a small city car over other car types such as sports cars.

Potential support for the transition to women driving

The policy to establish a committee that deals with women driving affairs received the most support (80%). The establishment of female only vehicle maintenance workshops was also very highly rated (75%). On the other hand, the policy to allow the recruitment of female drivers from abroad only received 37% support, while encouraging carpooling received 46%.
Geographically, there was not much difference in the support towards establishing a committee that deals with women driving affairs. The province where most people support this is Jazan (85.9% support), while the least is Riyadh (77.3% support). The low support towards allowing recruitment of female drivers from abroad can been seen in every province, with the highest support still only being at 43% (Ha’il) and the lowest at 31% (Najran).

Geographically, the greatest difference between men’s and women’s support is in the Northern Borders (27% support by women and 49% support by men). The smallest (but still large) difference is in Bahah (35% support by women, 50% support by men). There is a slight difference in support based on nationality, while 50% of non-Saudi people support the policy of encouraging carpooling, only 45% of Saudi people do.
الملخص التنفيذي

هو مشروع بحثي وطني يتزامن مع حدث تنموي هام في تاريخ المملكة العربية السعودية، وهو الإعلان الأولي عن السماح للمرأة بقيادة المركبة، يقوم به فريق بحثي من جامعة الإمام عبدالرحمن بن ميصل وفريق بحثي من جامعة UCL بالمملكة المتحدة.

يهدف هذا المشروع البحثي إلى رصد وتوثيق المرحلة الانتقالية ما بين الحظر والسماح للمرأة بقيادة المركبة، وما سيترتب على ذلك من آثار على التنمية المستدامة والسلامة المرورية في المملكة، حيث تم إطلاق دراسة مسحية شملت النساء والرجال السعوديين وغير السعوديين في مختلف مناطق المملكة العربية السعودية.

قيادة المرأة للسياقة في المملكة العربية السعودية

في يوم 31 سبتمبر من العام الماضي 1437 هـ، صدر الأمر السامي القاضي بالسماح للنساء بقيادة المركبات في المملكة العربية السعودية، مما سيزيد من فرص تمكين المرأة وتعزيز دورها في تحقيق التنمية المستدامة وأبعادها الاقتصادية والاجتماعية والبيئية، وذلك ضمن رؤية 2030.

يهدف مشروع She Drives KSA، وبناءً على ذلك، أطلق مشروع QD، والذي يعد المبادرة الأولى على السماح للمرأة بقيادة السيارة في المملكة العربية السعودية، وكذلك السلمة المرورية.

الهدف من نشر التقرير

يهدف هذا التقرير إلى إطلاع الباحثين والمهتمين في هذا المجال على النتائج الأولية للمرحلة الأولى من الدراسة المسحية، وتوزيع نطاق المستفيدين من قاعدة بيانات المشروع، حيث يمكن أن تكون هذه النتائج بمثابة تنبؤ مستقبلي.
تصميم استمارات الاستبيان الخاصة بالدراسة المسحية

يعتمد هذا المشروع في معظمه على المسح الميدان لجمع البيانات الأولية على مستوى جميع مناطق المملكة وذلك على مرحلتين (قبل وبعد قيادة المرأة للسيارة). وهذا التقرير يرصد نتائج المسح الميداني للمرحلة الأولى التي سبقت قيادة المرأة للسيارة، وانتهت بانتهاء يوم الثالث والعشرين من شهر يونيو من عام 2018. 3م.

وقد تم بناء تصميم استمارة الاستبيان وفق سبعة محاور، و تم إطلاعها إلكترونياً ونشرها على شبكة الإنترنت ومنوات التواصل الاجتماعي على مستوى المملكة بشكل عام، وذلك لجمع آراء النساء والرجال حول موضوع قيادة المرأة للسيارة. وقد تم إجراء المسح في شهر يونيو 2018. آمن قبل رفع الحظر على قيادة المرأة، وشارك فيه (51,460) فردًا من جميع مناطق المملكة العربية السعودية الثلاثة عشر، حيث بلغ عدد النساء (11,431) بنسبة 23% من أجمالي المشاركين، في حين بلغ عدد المشاركين من الرجال في تعبئة الاستبيان (39,819) بنسبة 77% من الإجمالي.

و فيما يلي ملخص للنتائج الأولية لكل فصل من فصول هذا التقرير:

أمتياز التنقل الحالية

أفادت معظم النساء المشاركات في تعبئة الاستبيان (77%) أنهن يستخدمن حالياً سيارات خاصة لسياحي في منطقة عسير (78.7%) وأغلبهن مترجحات وينتمين إلى أسر ذات دخل عالي، ويملن إلى عدم دفع تكاليف السيارات بأنفسهن إذ يدفعها رب الأسرة. وتستخدم سيارات الأجرة والهاقلة بكثرة في منطقة جازان (77.8%)، و 22.1% على
التوالي). وخلاصةً لما اعتمدت عليه النساء اللاتي يستخدمن السيارات الخاصة، تميل النساء اللاتي يستخدمن سيارات الأجرة والهافلات إلى تغطية تكاليف وسائل النقل هذه بأنفسهن (3\% و 4\% على التوالي).

وعلى كل حال، فقد تبين من الدراسة أن معظم النساء المشاركات في تعبئة الاستبيان يشعرون بالراحة إلى تغيير وسائل النقل التي يستخدمنها حالياً، وآمال ما يكون هذا الشعور عند النساء في منطقة نجران، وأمل ما يكون عند النساء في منطقة القصيم.

**عزم النساء على الحصول على رخص قيادة، ودعم الرجال لهن**

فيما يتعلق بالتحطم للحصول على رخص القيادة فإن معظم مجتمع الدراسة من النساء يعتزم الحصول على الرخص (81,3\%) وسقمن بذلك بمجرد رفع الحظر عن القيادة (70,9\%). كما تشير معظم المشاركات في تعبئة الاستبيان إلى أنهن يخططن للحصول على التدريب اللزم في مدارس تعليم قيادة السيارات في المملكة (60,9\%).

وعلى مستوى المملكة، تعتزم (70,0\%) من النساء قيادة السيارة بمجرد رفع الحظر عن قيادة النساء، حيث تصدرت منطقة الرياض بقية المناطق من حيث نسبة النساء اللاتي يعتزمن قيادة السيارات.

وبخصوص السمات الاجتماعية والدموغرافية للنساء اللاتي يعتزمن قيادة السيارات فقد أوضح الدراسة أن أعلى سن ذوات دخول كبير، مطلقات، وتتراوح أعمارهن بين 18 و 40 سنة.

وكيفما يتعلق بمدى دعم الرجال لقيادة المرأة للسيارة فقد أشار معظمهم (87,6\%) وهم الأكثر سنًا إلى أنهن سيدّدن الدعم المادي والمعنوي للنساء في أسرهم ليحصلن على رخص القيادة.

**الآراء حول الأثر الاجتماعي المحتمل من قيادة المرأة للسيارة**

على مستوى المملكة، فإن (71\%) من المشاركات في تعبئة الاستبيان يوافقون تمامًا على أن قيادة المرأة حق من حقوق المرأة، وتتفوق نسبة النساء (77\%) نسبة الرجال (61\%) الذين يوافقون تمامًا على أن القيادة هي حق للمرأة.

من الناحية الجغرافية، فإن منطقتي عسير والقصيم هما المنطقتان اللتان يوافقن
فيهما أفلت عدد من الناس على أن القيادة هي حق للمرأة، في حين أن منطقتي الرياض والشرقية هما المناطقتان اللتان يوافقان فيها معظم الناس، رجال ونساء، على أنها حق من حقوق المرأة.

وبخصوص الآراء المتعلقة بقدرة المرأة على تحمل مسؤوليات القيادة، فهناك اختلاف كبير في آراء النساء والرجال؛ ففي حين أن أكثر من (71%) من النساء يوافقن تماما على قدرتهن على تحمل مسؤوليات القيادة، نجد أن (43%) من الرجال يتفقون مع هذا الرأي. وبشكل عام، يتفق كل من الرجال والنساء على أنه سيكون هناك تأثيرات إيجابية لقيادة المرأة للسياقة في المملكة العربية السعودية.

الأراء حول الأثر الاقتصادي المحتمل من قيادة المرأة للسياقة.

يتفق عدد كبير من الرجال والنساء المشاركين في تعبئة الاستبيان على أن قيادة المرأة للسياقة ستتفق للمرأة فرص عمل جديدة، ترفع هذه النسبة في المنطقة الشرقية ومنطقة نجران. في حين أن الرجال في منطقتي نجران والجوف هم الأكثر تأييداً لهذا الرأي، والرجال والنساء على حد سواء أقل ثقة باحتمال أن تحدث قيادة النساء للسياارات زيادة في معدلات الدخل بالمملكة العربية السعودية.

أما فيما يتعلق بتأثير قيادة المرأة للسياقة على رؤية المملكة، فيعتقد معظم الرجال والنساء أن قيادة المرأة يمكن أن تسهم في تحقيق أهداف هذه الرؤية حيث كانت هذه النتيجة أكثر وضوحاً في منطقة نجران، بينما في منطقة القصيم هناك المزيد من الخلاف حول مدى مساهمة قيادة المرأة في تحقيق رؤية المملكة العربية السعودية.

ومن ناحية اجتماعية وديموغرافية، فقد تألف أنه كلاً ما ارتفع التعليم الرجل كلما قلت قناعته بمدى مساهمة قيادة المرأة للسياقة في تحقيق رؤية المملكة العربية السعودية.

الآراء حول الأثر البيئي المحتمل من قيادة المرأة للسياقة.

يفوق عدد الرجال عن عدد النساء اللذين يعتبرون أن قيادة المرأة للسياقة ستساهم في زيادة التلوث البيئي في المملكة، بالإضافة إلى ذلك فإن لدى الرجال قناعة أكبر من النساء فيما يتعلق بكفاية البنية التحتية في المملكة لدعم قيادة المرأة للسياقة، ففي حين أن (34%) من الرجال يوافقون بشدة على كفاية البنية التحتية، نجد أن (23%) فقط من النساء يوافقن على ذلك.
وإلى صعيد آخر يفوق عدد الرجال السعوديين عن عدد الرجال غير السعوديين الذين يعتقدون أن البنية التحتية ليست كافية لدعم قيادة النساء للسيارات. ويمكن ملاحظة ذات الفرق القائم على الجنسية عند مقارنة آراء النساء السعوديات وغير السعوديات حول ذات الموضوع.

كذلك عند إجراء المقارنة على مستوى التعليم، فقد تبين أن الذين تلقوا تعليمهم في الخارج هم أقل ثقة بكفاءة البنية التحتية في المملكة لدعم قيادة المرأة للسیرة من أولئك الذين تلقوا تعليمهم داخل المملكة.

الآراء حول الأثر المحتمل لقيادة المرأة للسیرة على السلامة المرورية

(42%) من الرجال المشاركين يتعيبون الاستيابانوافقون تمامًا على أن قيادة المرأة للسیرات ستزيد من عدد حوادث السير في المملكة، بينما لا تزيد نسبة النساء اللاتي يعتقدن بذلك عن (24٪)، ومنطقة القصيم هي المنطقة التي يوافق فيها معظم المشاركين (رجال ونساء) على هذا الرأي.

كما يؤثر مكان التعليم بشكل كبير على رأي الفرد فيما يتعلق بإسهام المرأة المحتمل في حوادث المرور، فمنسبة النساء اللاتي تلقين تعليمهن داخل المملكة واللاتي يعتقدن أن المرأة قد تزيد من عدد حوادث السير أكثر من نسبة النساء اللاتي تلقين تعليمهن خارج المملكة.

وبالنظر إلى الحوادث المميتة، نجد أن عدد الرجال يفوق عدد النساء اللاتي يعتقدن أن قيادة المرأة للسیرة ستزيد من عدد وفيات النساء في المملكة. وبالمثل يفوق عدد الرجال عدد النساء اللاتي يعتقدن أن قيادة المرأة قد تزيد من الانضباط المروري في المملكة، وأوضحت الدراسة أن أكبر اختلاف بين آراء الرجال والنساء يخص هذا الأمر ظهر في منطقة الحدود الشمالية، في حين أن الرجال والنساء في منطقة الباحة لديهم أكثر الآراء تشابهًا.
الآراء حول الآثر المحتمل لقيادة المرأة للسيارة على السائقين الخاصين

أظهرت الدراسة أن (3%) من مجتمع الدراسة يوظفون سائقين خاصين، في حين أن (V,7%) لا يقومون بذلك. وتتصدر المنطقة الشرقية في نسبة الأسر التي توظف سائقين لديها، بينما توجد أقل النسب في منطقة جازان. ومعظم السائقين الذين يعملون لدى هذه الأسر هم من غير السعوديين، حيث كانت أعلى نسب توظيفهم في منطقة جازان وأقلها في منطقة المدينة المنورة.

والانتقال إلى التغيرات التي ستحدث نتيجة للسماح للمرأة بقيادة السيارة، فإن (40,7%) من المشاركين في هذه الدراسة المتضخمة يعتقدون أن هذه الخطوة ستؤدي إلى انخفاض عدد السائقين الخاصين العاملين لدى الأسر، إضافةً، تعتبر منطقة الباحة هي المنطقة التي تضم أعلى نسبة من الناس الذين يعتقدون ذلك، في حين أن المنطقة القсим سجلت أعلى نسبة من الناس الذين لا يعتقدون أنها ستحدث أي تغيرات بهذا الشأن.

عزم النساء على شراء السيارات

أظهرت الدراسة أن (0,7%) من النساء يعتزمون على شراء سيارات بمجرد رفع الحظر عن القيادة، وجدت الدراسة أن (V,7%) من القيادة الجنرالية والدموغرافية، فتأثير القرار بشدة بالحالة الاجتماعية والوضع التعليمي والعمر، فالمطلقات اللاتي حصلن على تعليم عام - لذا سيما الشابات منهن - ذكرن أنهن سيعتنن بشراء سيارات فور السماح لهم بالقيادة.

وكشفت معظم النساء اللاتي شملهن الاستبيان عن أنهن سيقومن بشراء السيارات بأنفسهن (14,3%) بتكلفة لا تزيد عن (0,5 ألف ريال سعودي) لشراء السيارة. علاوة على ذلك، فإن معظم المشاركات في الاستبيان فضِّلن شراء السيارات صغيرة بدلاً من الأنواع الأخرى.
الآراء حول المقترحات المطروحة بشأن تمكين المرأة من قيادة السيارة بأمان

(إنشاء لجنة للتعامل مع شؤون قيادة النساء للسيارات) هو المقترح الذي حاز على أكبر قدر من التأييد (82٪)، كما حصل مقترح (تخصصي ورش لصيانة مركبات النساء) على تأييد عال جداً (76٪) ومن ناحية أخرى، فقد نال مقترح (مشاركة النساء للسيارة في الرحلة الواحدة) على نسبة تأييده بلغت (42٪)، في حين حصل اقتراح (السماح بتوزيع سائقات من الخارج) على نسبة تأيبيده بلغت (37٪) فقط.

وحتى فيما يخص فرق كبير في تأييد مقترح (إنشاء لجنة للتعامل مع شؤون قيادة المرأة للسيارة)، فأكثر المناطق تأييداً لهذا المقترح هي منطقة جازان حيث بلغت نسبة التأييد فيها (90.9٪) بينما أقلها تأييداً هي منطقة الرياض وفيها بلغت نسبة التأييد (77.3٪).

ويمكن ملاحظة انخفاض تأييد (مفتي السماح بتعيين سائقات من الخارج) في كل المناطق، حيث لم تتجاوز أعلى نسبة تأييد (43٪) وكانت في منطقة جازان، بينما بلغت أقل نسبة تأييد (33٪) في منطقة نجران.

وبشكل عام، أكبر تفاوت بين تأييد الرجال والنساء للمقترحات المطروحة ظهر في منطقة الحدود الشمالية (72٪)، تأييد من جانب النساء (69٪) من جانب الرجال، بينما لوحظ أقل تفاوت -ولكن لا يزال كبيراً- في منطقة الباحة (50٪) تأييد من النساء، و(50٪) تأييد من الرجال.

كما لوحظ أن هناك فرق طفيف في التأييد وفقاً لجنسية المشاركين في تعبئة الاستبيان، فهناك ما يقارب (50٪) من غير السعوديين يدعمون مقترح (تشجيع مشاركة النساء للسيارة في الرحلة الواحدة) مقابل (40٪) من السعوديين الذين يؤيدون هذا الاقتراح.
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Chapter 1

Introduction

This chapter provides the introduction to the report. It gives a short background to women’s rights in Saudi Arabia and the Kingdom’s Vision2030. It also outlines the objective of the report and the data used in the analysis.
Women Driving in Saudi Arabia

The rights of women in Saudi Arabia have turned a cornerstone in recent years. In Safar 1434 (January, 2013), women were announced as members of the Nations consultative assembly and since 1436 (2015) they have been allowed to run for office in municipal elections. The most recent change is the removal of the ban of women driving. In Muharram 1439 (September, 2017) a royal decree granted women the right to drive, which came in force on the 10th of Shawwal 1439 AH (14 June, 2018).

Allowing women to drive hopes to empower women in the Kingdom and achieve the economic, social and environmental goals envisaged in Vision 2030. Vision2030 is an ambitious blueprint of long-term goals and expectations that will help support the growth of the Kingdom. Its goals are centered around three themes: a vibrant society, a thriving economy and an ambitious nation. With the new rules allowing women to drive, Saudi Arabia’s Vision for the future is one step closer.

She Drives Project

She Drives KSA is a National Research Project about the impact of women driving on sustainable development and traffic safety in the Kingdom of Saudi Arabia. The research is conducted by a team at the Imam Abdul Rahman bin Faisal University, in cooperation with specialists from the General Administration of Traffic in Saudi Arabia.

The research coincides with the launch of an important development event in the history of the Kingdom of Saudi Arabia; the permit for women to drive. The aim is to explore and monitor the transition period between the decree change of women driving, the consequences of this decision and the preparatory procedures for its implementation. Special attention is paid to the impact that women driving might have on sustainable development (in terms of economy, environment and society) and traffic safety.

The data for the research is collected via phases of surveys, which are to be filled out by both men and women in the Kingdom. The first phase is carried out before the 10th of Shawwal 1439 AH (14 June, 2018) which is the official start date of women driving. The second phase will happen after women begin to drive.

Objective of Report

The aim of this report is to provide the analysis of the descriptive statistics of the first phase of the survey. The report will first outline women’s current travel behavior and household’s views of women driving. Next, attitudes towards the social, economic, environmental, safety and traffic impacts of women driving are presented. Finally, women’s preferences for purchasing a car and the backing of potential supportive policies for the transition to women driving are detailed. The survey results are analyzed for the whole Kingdom as well as for each province. Results are also presented based on socio-demographic characteristics where there are interesting differences.
Survey and Sample

An on-line questionnaire was designed specifically for the needs of the SHE Drive KSA project. The questionnaire was structured in seven main sections:

1. **Personal information** (presented to women and men participants): including socio-demographic characteristics of the respondent, such as age, gender, employment, education, residence, income and health.

2. **Household information** (presented to female and male participants): including questions related to household size, role, income, car ownership and parking spaces.

3. **Household’s privately employed drivers** (presented to female and male participants): number of drivers, nationality of drivers, length of employment of drivers, incidents with drivers, satisfaction with drivers, planned status of drivers following the lift of the ban on women driving.

4. **Attitudes towards women driving** (presented to female and male participants): social, economic, environmental, safety statements that were rated on a 5-point Likert scale

5. **Current travel behavior** (presented only to female participants): transport mode usage, travel cost, accidents, satisfaction.

6. **Intention to drive** (presented only to female participants): intention to drive, get a license and purchase a vehicle.

7. **Policies to support women driving in the KSA** (presented to female and male participants): a range of policies aimed at supporting women driving.

In total, the cleaned sample consists of 31,435 respondents. Both men and women were selected with 11,631 (37%) women and 19,804 (63%) men finishing the survey. The survey was available to fill out in both Arabic and English, although 95% of respondents chose to fill it out in Arabic. Individuals from all the 13 provinces of Saudi Arabia were invited to participate in the survey, while at the same time we tried to secure a representativeness of our sample based on the KSA population. Respondents were awarded via a lottery system where they could receive transport related awards. The survey was carried out before 10th of Shawwal 1439 AH (14 June, 2018), which is the official date the ban was lifted. For full details about the sample characteristics please see the Appendix.

Structure of the Report

The rest of the report is structured as follows:

- Chapter 2 presents women’s current travel behavior;
- Chapter 3 elaborates of household’s views of women driving, including women’s willingness to drive and get a license;
• Chapter 4 presents attitudes towards the social impact of women driving;
• Chapter 5 provides details about the attitudes towards the economic impact of women driving;
• Chapter 6 offers insights into the attitudes towards the environmental impact of women driving;
• Chapter 7 elaborates on the attitudes towards the impacts of women driving on traffic safety;
• Chapter 8 presents the potential effects of women driving on privately employed drivers;
• Chapter 9 elaborates on women’s preferences for purchasing a car;
• Chapter 10 offers insights into supportive policies for the transition to women driving in the KSA;
• Chapter 11 concludes the report.
This chapter focuses on the current travel behavior of women. The questions analyzed in this chapter were presented only to the female participants of the survey (11,631 females).

Chapter 2 describes female participants’ current travel patterns and the transport modes they use before women are allowed to drive on both the national and provincial level. It also looks at their opinions about satisfaction with current mobility patterns based on different socio-demographic population groups.

Chapter highlights

- Most women feel the need to change their current mobility patterns.
- The most popular transport mode that women use for their mobility is the private car (driven by someone else; women as passengers).
- The costs of the private car tend to be covered by the head of the household, while the costs of a taxi and bus tend to be covered by the female respondent themselves.
- There are clear trends when it comes to covering the costs of modes and socio-demographic characteristics such as having a high income, being of a certain age and being highly educated.
Insights

The analysis revealed that the female survey participants in the Jizan province spent the longest time travelling to work or education on average. It further showed that in terms of being happy with the current mobility patterns, female respondents in the Qassim province were the happiest, thereby also feeling the need to change current patterns the least. On the other hand, female respondents in Najran felt the greatest need to change current mobility patterns.

The analysis further showed that the transport mode used the most is the private car; 70.4% of female respondents use a private car from their household (as passengers) to go to their activities. Geographically, the largest proportion of females that use a private car live in Asir (80.6%), whilst the female respondents that use the private car the least live in Jizan (59.3%).

When looking at the socio-demographic factors, some interesting insights are gained. Foremost, when evaluating the use of private cars in terms of marital status, it can be seen that the largest proportion of women that use a private car are married, while the lowest proportion of women that use it are divorced. This can be explained by the fact that married women will find it easier to use a private car, as their husband will be able to drive it.

In terms of income groups, the private car is used the most by women with an income that is more than 30,000 SAR (86.3%). Interestingly, women that have no income still use a private car with a proportion of 72.3%.

Turning to education, a private car is used the most by female respondents that have the highest educational attainment (Higher studies; 77.2%) and the least by females with no education (55.3%). Thereby indicating a trend between education and private car use.

When looking at who drives the household private car, most female respondents indicated that the car is being driven by their husband (38.7%) or by their personal driver (35.3%).

Further, turning to the costs of the gasoline for the private car, most female respondents indicated that this was less than 500 SAR (21.8%). However, a large proportion also said that they do not know the cost of using a private car (20.2%). This seems to reveal that due to not being able to drive the car, there is a lack of knowledge with regards to its costs.

Moreover, most respondents indicated that these costs were covered by the head of the household (71.7%), with only 18% indicating that they paid for this themselves.

Turning to the relationship between covering the costs and socio-demographics, some interesting insights are revealed. Primarily, being widowed corresponds to paying for the costs themselves more (72.5%), while being married or single corresponded to paying for the private car themselves the least (14.6% and 15.3% respectively). Further, there seems to be a correlation between income and paying for the costs of gasoline, as female respondents with an income of more than 30,000 SAR responded that they cover the costs of gasoline the most (52.3%). A similar relationship is observed when evaluating education but not when looking at age. Specifically, while there seems to be an upward trend in being older and covering the costs themselves, this is broken by the 66+ age group.
Turning to the usage of taxis, taxis are used the most in the Jizan region (27.8%) and the least in the Asir region (9.7%). Most female respondents indicate that they pay between 500 and 1,000 SAR per month for the usage of taxis (37.4%) and that they pay for this themselves (67.2%). In fact, only 26.3% of female respondents indicated that the head of the household pays for the taxi. Thereby establishing a clear difference from the trend in covering the costs observed for private cars. This can be explained by the fact that women are able to use a taxi on their own, thereby creating a greater need to pay for this themselves.

Finally, when looking at buses it can be observed that the bus is used the most in the Tabuk and Jizan provinces (2.6% each). Further, most female respondents indicate that when using a bus, they use a private bus (78%) and pay for this themselves (38.6%). However, the proportion of women that use the bus is small, indicating that this is not a popular mode choice.
Current travel patterns (for female respondents)

- In terms of travel time to work or education, the Jizan province has on average the longest travel time at 57.47 minutes.

- In terms of being happy with the current transport modes used, female respondents in Qassim are the happiest.

- In terms of feeling the need to change current mobility patterns, female respondents in Qassim felt this need the least, while females in Najran felt this need the greatest.
The most used transport mode is the private car, with 70.4% of female respondents saying that this is the mode they use the most.

Geographically, most women who take the private car live in Asir (80.6%). The province with the smallest proportion of women taking a private car is Jizan (59.3%).
In terms of marital status, most female respondents that use a private car are married (76.9%).

Respondents with the marital status of Divorced use a private car the least (50.5%).

The highest proportion of female respondents that use a private car is found on the higher income groups.

The population groups with personal monthly income higher than 20,000 SAR tend to use a private car the most.
In terms of education, female respondents with higher studies tend to use private cars the most (77.2%).

The highest proportion of females that use the bus are the respondents with a college or secondary education (both 2.4%).

Current transport mode use based on level of education

- Higher studies
- College
- Secondary / High school
- Intermediate
- Elementary
- No education

0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

- private car
- taxi
- bus
- walking
- Other
Most female respondents that use a private car indicate that this car is being driven either by their husband (38.7%) or by their personal driver (35.3%).
The costs of using a private car (for female respondents)

- In terms of the costs of gasoline, most female respondents indicated that they pay less than 500 SAR (21.8%).
- A large proportion of women, however, stated that they did not know the cost (20.2%).

On average, how much do you pay for gas per month?

- Less than 500 SAR: 21.8%
- From 500 to < 1,000 SAR: 43.0%
- From 1,000 to < 1,500 SAR: 10.5%
- From 1,500 to < 2,000 SAR: 3.1%
- From 2,000 to < 2,500 SAR: 0.8%
- From 2,500 to < 3,000 SAR: 0.3%
- > 3,000 SAR: 0.3%
- I don't know: 20.2%

Who covers the cost?

- Myself: 0.7%
- Head of the household: 71.7%
- Other household member: 18.0%
- My employer: 2.9%
- Other: 0.3%

- In terms of covering the cost for gasoline, most respondents answered that the head of the household does this (71.1%).
- Only 18% indicated that they cover this themselves.
The costs of using a private car (for female respondents)

- The majority of female respondents who are widows indicate that they pay for the costs of gasoline themselves (72.5%).
- The single and married female respondents have the lowest proportion of paying for gasoline themselves (14.6% and 15.3% respectively).

Cost of using private car based on marital status

- Having a higher personal monthly income corresponds to paying for gasoline themselves more.

Who covers the cost?
The costs of using a private car (for female respondents)

- Female respondents with the highest educational level indicate that they pay for gasoline themselves the most (33.4%).
- Showing that the proportion of female respondents that indicate that they pay for gasoline themselves increases with educational attainment.

Cost of using private car based on level of education

<table>
<thead>
<tr>
<th>Level of Education</th>
<th>Myself</th>
<th>Head of the household</th>
<th>Other household member</th>
<th>My employer</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Higher studies</td>
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<tr>
<td>College</td>
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<td>Secondary / High school</td>
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<td>Elementary</td>
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<tr>
<td>No education</td>
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</tr>
</tbody>
</table>

0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

- The 56-65 age group indicated that they pay for gasoline themselves the most (48.4%).

Who covers the cost of the gasoline?

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Myself</th>
<th>Head of the household</th>
<th>Other household member</th>
<th>My employer</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt;66</td>
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<td>56 - 65</td>
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<td>26 - 35</td>
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<td>18 - 25</td>
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<td>&lt;18</td>
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</tbody>
</table>

0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%
• The Jizan region has the highest proportion of female respondents who indicate that their most used travel mode is taxi (27.8%).
• This is the lowest in the Asir province (9.7%).

Usage of a taxi (for female respondents)
On average, how much do you pay per month for a taxi?

- Less than 500 SAR
- From 500 to less than 1,000 SAR
- From 1,000 to less than 1,500 SAR
- From 1,500 to less than 2,000 SAR
- From 2,000 to less than 2,500 SAR
- From 2,500 to less than 3,000 SAR
- More than 3,000 SAR
- I don't know

Most female respondents indicate that they pay from 500 to 1,000 SAR per month for a taxi (37.4%).

Who covers the cost of the taxi?

- Myself
- Head of the household
- Other household member
- My employer
- Other

Most female respondents indicate that they pay for the taxi themselves (67.2%).

26.3% indicate that the head of the household pays for the taxi.
Usage of bus (for female respondents)

- Most female respondents that use the bus live in the Tabuk and Jizan provinces (2.6%).

- Private buses are more popular (78%) compared to the public buses.
Most female respondents indicate that they cover the costs of the bus by themselves (38.6%).
Chapter 3

Women’s intention to issue a driving license and drive – Men’s support

This chapter includes descriptive statistics on women’s willingness to get a driving license and drive a car. It also includes the effects this will have on their travel mode choices and whether they are planning on driving around other household members. Finally, this chapter also includes men’s attitudes towards women driving in their households. The statistics will be presented for the whole Kingdom as well as each province.
This chapter uses the responses from both the female (11,631) and the male (19,804) participants for the analyses.

Chapter highlights

• Most women intend to drive once the ban on women driving has been lifted.
• Most women intend to get a driving license and expect to do this immediately.
• In terms of the women that do not intend to get a driving license, most women expect to not change their mind about this in the near future.
• Most men will support women in their household getting a driving license both financially and emotionally.
• Most of the women participants currently use a private car (as passengers) for their trips (see Chapter 2). However, the women who indicates that they will get a driving license, they plan to still use a private car for their trips; but now it will be driven by them (private car- driver).
Insights

The analysis revealed that nationally, 75.5% of women intend to drive once the ban on women driving has been lifted. Geographically, the highest proportion of women that intend to drive live in the Riyadh province.

When breaking it down further by socio-demographic characteristics, looking at marital status, income, age, and education, some interesting insights are derived. Based on marital status, most women who intend to drive are divorced. These divorced women will most likely intend to drive as this provides them a way to drive around since they do not have a husband to help. On the other hand, married women have the least proportion of women who want to drive, most likely due to them not benefitting as much from the ban on women driving as the other groups.

Turning to income, the largest proportion of women who intend to drive have an income of more than 300,000 SAR. This is most likely due to these women being able to afford to do so. Further, looking at age, the 18-25 age group has the highest proportion of women who intend to drive. This is most likely due to these women benefiting from driving the most, since these tend to not be married and having a husband to drive them to their activities.

The group with the highest educational level has the largest proportion of women who intend to drive. This signifies a clear relationship between education and intention to drive; the more educated a women is, the larger the preference of her to start driving.

Intention of driving and planning to get a driving license are two different things. As such, both questions where included in our survey. Moving now to the question about planning to get a driving license, most women plan to get a driving license (81.3%), as only 6.3% plan to not do this. The Northern Border has the highest proportion of women planning to get a driving license (93.7%).

When breaking this down by socio-demographics and looking at marital status, we observe that women who are single have the highest proportion of planning to get a driving license (85.8%). This is most likely due to these women benefiting from driving the most.

Further, women with no income have the highest proportion of women wanting to drive (87.2%). However, this is due to those with the highest income already having a driving license. In fact, a clear relationship can be observed with income and having a driving license. This is most likely observed due to women with more income being able to afford driving licenses more than women with less income. A similar relationship is observed when looking at education.

Turning to the logistics of getting a license, most female respondents indicated that they would get a driving license immediate (35.9%) and that they would do this in a driving school in the Kingdom (65.9%). Therefore indicating that once the driving ban has been lifted, a large proportion of women will obtain one in the Kingdom within a short time-frame; a fact that is verified now by the long waiting lists of the driving schools for women in the Kingdom.

In terms of the expectations that women have once they will have obtained a driving license, most women expect that they will start driving.

In terms of the female respondents who indicated that they do not intend to get a driving license, most respondents in this category also indicated that they would not change their mind in the near future (66.2%). This was seen strongest in the Najran region, where 100% of respondents indicated that they would not change their mind.

In terms of the expectations that women have once they will have obtained a driving license, most women expect that they will start driving
a private car (86.6%). 48% of them indicated that they would start driving frequently. Thereby a small proportion of women will stay within their current mobility pattern.

Turning to men participants and their opinion on women driving, the Bahah province has the highest average value of females in households that are expected to start driving by men.

In terms of the support that men will provide, most men participants indicated that they would support the women in their household who intend to start driving both financially and emotionally (38.7%). Nevertheless, 12.9% indicated that they would not provide any support. Therefore, indicating that the opinion of men with regards to women driving are very mixed.

Further, when breaking this down by socio-demographics, some interesting patterns are revealed. Foremost, most men participants who will not provide any support are below 18 years whereas the 66+ age group contains the largest proportion of men who will provide full support to women intending to drive. This can either illustrate a trend, or it can simply reflect the capacity to provide emotional and financial support, which will increase with age.

When turning to education, however, an interesting trend is observed. The male participants who have the highest education attainment, have the highest proportion of providing full support (71.40%). However, this group also has quite a large proportion of men who will not provide any support (18.5%). Therefore, illustrating that the trend to provide support is very mixed among even the most educated men. This shows that the topic of women driving is complex, with a range of values competing amongst one another.
Do you intend to drive? (for female participants)

- On the question as to whether women intended to drive, most female respondents said that they do intend to drive (75.5%).
- The least proportion of women responded that they do not wish to drive (8%), while 26% indicated that they were not sure yet whether they would drive.

Do you intend to drive?

- Yes, I intend drive.
- No
- I am not sure yet

Most women that responded that they intend to drive live in the Riyadh province.
Do you intend to drive? (for female participants)

- Most women that intend to drive are divorced (67.6%) followed by single women (64%).

Intention to drive based on marital status

- Most women that intend to drive have a personal monthly income of more than 30,000 SAR, while the group with no income has the lowest proportion of women that intend to drive.
Do you intend to drive? (for female respondents)

- Most women who intend to drive are in the 18 to 25 age group.
- The 46 to 55 age group has the lowest proportion of women intending to drive.

**Intention to drive based on age**

- Most women that intend to drive have higher studies, whilst the no education group of women has the lowest proportion of women intending to drive once the ban on driving is lifted.
Are you planning to get a driving license? (for female respondents)

- Most of the women who intend to drive, are planning to get the driving license once the ban is lifted (81.3%).
- Only 6% declared that they intend to drive, but they are not planning to get a driving license.
- 7.7% indicated that they have already turned their foreign driving license into Saudi.

Are you planning to get a driving license?

- Yes: 81.3%
- No: 6.0%
- I already have a driving licence: 7.7%
- I already have a Saudi driving license: 5.0%

- The Northern Border has the highest proportion of women planning to get a driving license (93.7%).
Are you planning to get a driving license? (for female respondents)

- Most women who are planning to get a driving license are single (86%).

### Intention to get a drivers license based on marital status

- Widowed
- Divorced
- Married
- Single

Most women who are planning to get a driving license have a personal monthly income of less than 5,000 SAR (87.2%).

However, this is due to respondents in higher income groups tending to already have a driving license.
Are you planning to get a driving license? (for female respondents)

- Most women who are planning to get a driving license have gone to secondary/high school (89.4%).
- The respondents who has a higher educational level, are more likely to already have a driving license (24.9%).
When and where are you planning to get a driving license?
(for female respondents)

When are you planning to get a driving license?

- Immediately: 35.9%
- Within 6 months: 14.6%
- Within a year: 19.0%
- In more than a year: 10.1%
- Other: 20.4%

Most female respondents are planning to get a driving licence immediately (35.9%).

Where are you getting or planning on getting your driving lessons?

- Driving school in the Kingdom: 65.9%
- Driving school outside the Kingdom: 17.7%
- Private training in the Kingdom: 14.1%
- I do not know: 2.3%

Most female respondents are planning to get the driving license in a driving school in the Kingdom (66%).
I do not intend to get a driving license

33.8%

66.2%

Is it expected that you change your mind and drive in the near future?

• Most female respondents who indicated that they do not plan to get a driving license do not expect to change their mind in the near future (66.2%).

• Most female respondents who indicated that they do not plan to get a driving license and do not expect to change their mind in the near future live in the Najran province (100%).
Do you expect to drive other household members once you get a driving license?

- **Yes**: 94.8%
- **No**: 5.2%

**Most female respondents** who indicated that they plan on getting a driving license claimed that they expect to drive other household members once they have the license (94.8%).

**The Najran province** has the highest proportion of female respondents who believe that they will drive other household members once they have a driving license (100%).
What transport mode do you expect to use the most once you get a driving license?

- Private car - driver: 85.7%
- Private car - passenger: 12.6%
- Taxi: 0.6%
- Bus: 0.3%
- Walk: 0.2%
- Other: 0.6%

Once the female respondents have a driving license, they expect to drive their private car the most (87%).

The majority of women would like to turn from private car passengers to private car drivers.

How often do you expect to drive if you get the driving license?

- Frequently: 48.0%
- Occasionally: 40.3%
- Only in emergencies: 11.7%

Once the female respondents have a driving license, most expect to drive frequently (48%).

12% expect to drive only in emergencies.
In terms of men expecting female members in their household to start driving, Bahah has the highest average number of expected females in households who will start driving.
Will men support women driving? (for male respondents)

- In terms of supporting women in the household to get a driving license, most men stated that they will support their female household members both financially and emotionally (38.7%).
- 12.9% stated that they would not provide any support.

Are you going to support the women in your household to get a driving license?

- Most men who indicated that they would provide support both financially and emotionally were 66+ (77.5%).
- The less than 18 age group contained the largest proportion of men who would not provide any support (28.7%) and this due to their financial independency.
Will men support women driving? (for male respondents)

- Most men who indicate that they would support females in their household get a driving license both financially and emotionally have higher studies (71.40%).
- The men with a college education have the highest proportion of men who will not provide any support (21.2%).

Are you going to support the women in your household to get a driving license?

- Higher studies
  - Yes, I will support them both financially and emotionally: 60%
  - Yes, I will support them emotionally: 20%
  - Yes, I will support them financially: 10%
  - No, I will not provide any support: 10%

- College
  - Yes, I will support them both financially and emotionally: 70%
  - Yes, I will support them emotionally: 15%
  - Yes, I will support them financially: 15%
  - No, I will not provide any support: 0%

- Secondary / High school
  - Yes, I will support them both financially and emotionally: 65%
  - Yes, I will support them emotionally: 25%
  - Yes, I will support them financially: 10%
  - No, I will not provide any support: 0%

- Intermediate
  - Yes, I will support them both financially and emotionally: 60%
  - Yes, I will support them emotionally: 20%
  - Yes, I will support them financially: 20%
  - No, I will not provide any support: 0%

- Elementary
  - Yes, I will support them both financially and emotionally: 50%
  - Yes, I will support them emotionally: 30%
  - Yes, I will support them financially: 20%
  - No, I will not provide any support: 0%

- No education
  - Yes, I will support them both financially and emotionally: 50%
  - Yes, I will support them emotionally: 35%
  - Yes, I will support them financially: 15%
  - No, I will not provide any support: 0%
Chapter 4

Attitudes towards the social impact of women driving

This chapter looks at the differences and similarities between men’s and women’s attitudes towards women driving. Insights are provided both on a national level and a provincial level. For the analyses, both the females and males’ responses are used.

Chapter highlights

• A higher percentage of women than men believe that driving is one of women’s rights.

• For both men and women, Asir and Qassim provinces are where the least amount of people agree that driving is one of women’s rights; while Riyadh and the Eastern province are where the most people agree with this.

• The more educated a women is, the more they agree that driving is one of women’s rights. The same trend cannot be seen with men.

• Significantly more women than men believe that women are capable of taking on driving responsibilities.

• Nationality plays a significant role in whether families encourage women to drive. For both men and women, non-Saudi families encourage women to drive more than Saudi families.

• Both men and women believe there will be positive impacts of women driving.

• The provinces where most men think women driving will enhance the image of Saudi Arabia is Narjan, while the same for women is the Eastern Region.
Insights

The analysis revealed that nationally, 61% of survey participants completely agree that driving is one of women’s rights and 16% completely disagree. When looking at it by gender, there is a significantly higher fraction of women (70%) than men (56%) who completely agree that driving is one of women’s rights. Consequently, there is a large proportion of men (20%) who completely disagree with the statement that driving is one of women’s rights, while there is a smaller proportion of women (11%) who feel the same way. Geographically, for both men and women, the Asir and Qassim provinces are where the least amount of people agree that driving is one of women’s rights; while Riyadh and the Eastern province are where the most people agree with this. The largest difference between men’s and women’s opinions is in the Tabuk province, where a much higher fraction of women compared to men agree that driving is one of women’s rights.

When breaking it down further by socio-demographic characteristics, looking at marital status, education and nationality provide some interesting insights. Based on marital status, significantly more single women than married women agree that driving is one of women’s rights. These, single women are those who will benefit most from being able to drive as they do not have husbands to help drive them around. In comparison, the marital status of men does not impact their opinion about whether driving is one of women’s rights.

Turning to education a clear positive correlation can be seen with regards to a woman’s education level and how much they agree with the statement that driving is one of women’s rights. The same trend cannot be seen with men, where those with little to no education are as positive about this statement as those with over college level education. For those individuals (both men and women) with education, whether they were educated in the Kingdom or abroad influences their attitude towards women driving. More women who were educated abroad than those who were educated in the Kingdom completely agree that driving is one of women’s rights. The same trend can be seen for men that were educated abroad compared to those educated at home.

Nationality also plays an important role in attitudes towards women driving. Interestingly, the impact of nationality on attitudes is different for women and men. When examining women’s opinions, a higher fraction Saudi women than non-Saudi women agree that driving is one of women’s rights. However, when looking at the responses from men, a significantly higher percentage of non-Saudi than Saudi men agree that driving is one of women’s rights. This means that foreign men are much more open towards driving as a women’s right than Saudi men, who have been raised in a society where women do not drive. Looking at this geographically, there are much larger differences throughout the country between Saudi and non-Saudi men, than Saudi and non-Saudi women. This is especially the case in the provinces of Ha’il, Tabuk, Jawf and the Northern Borders, where non-Saudi men are significantly more positive towards women driving than Saudi men. For both men and women, the smallest difference between the attitudes of Saudi and non-Saudi people with regards to women’s rights to driving is in the province of Madinah.

Looking at the opinions of whether women are capable of taking on driving responsibilities, women and men’s attitudes significantly differ. While over 60% of women completely agree that women are capable of taking driving responsibilities, only 42% of men feel the same. There is also a much larger proportion of men (22%) than women (12%) who completely disagree, thus believe that women are incapable of taking driving responsibilities. Looking at this geographically, the largest difference between men’s and women’s
opinions regarding women’s capabilities are in the regions of Jawf and Tabuk. Women’s and men’s opinions are the closest in Qassim and Bahah regions, but this is mainly due to the fact that the women in these regions have lower opinions regarding their capabilities of taking driving responsibilities.

Again, looking at this by socio-demographic characteristics, the same trends as before when it comes to marital status are noticed. A much higher fraction of single women (67%) compared to married women (57%) completely agree that women are capable of taking driving responsibilities. However, when it comes to men, marital status does not influence their opinions about whether women are capable of taking driving responsibilities.

When it comes to education, the more educated men are, the less they agree with the statement that women are capable of taking driving responsibilities. While 57% of those men without any education completely agree with this statement, only 38% of those who have completed higher studies (over college) do. The same clear trend cannot be seen with women. However, those with elementary or intermediate education are most likely to completely disagree with the fact that women are capable of taking driving responsibilities. Looking at the family attitude towards women driving, in almost all provinces men believe that their families support women driving more than women believe this. A higher percentage of men than women responded completely agree or agree to the statement “my family encourages women to drive”. The largest geographical differences in men’s and women’s responses can be seen in Ha’il and Bahah provinces while the smallest in Qassim and Jazan. Respondents views on their families encouragement of women driving considerably depends on the nationality of the respondent. For both men and women, non-Saudi participants responded more positively towards the statement regarding their family’s encouragement towards women driving. While 72% of non-Saudi women completely agreed that their family encourages women to drive, only 50% of Saudi women believe so. The same can be seen with men, where 65% of non-Saudi men completely agreed that their family encourages women to drive and only 36% of Saudi men responded so.

Both men and women believe there will be positive impacts of women driving. Although women responded slightly more positively to the statements “women driving will enhance the image of Saudi Arabia to the rest of the world”, “driving will enable women to act in emergencies” and “driving would eliminate all the troubles accompanying employed drivers”, overall, men were also positive.

The provinces where most men and women think women driving will enhance the image of Saudi Arabia is Narjan, while the same for women is the Eastern Region. The least men from the provinces of Asir and Qassim, and the least women from the provinces of Bahah and Qassim think that women driving will enhance the image of Saudi Arabia.

Looking at what respondents think driving will make women feel; women responded more positively towards all the possible feelings including: feeling more confident, more private, more independent, more comfortable, happier and safer. While men agreed most with women feeling more confident from driving, women agreed most with feeling more private from driving. Women agreed least with the statement that they will feel safer from driving, while men agreed least with the statement that women will feel more comfortable. Looking at the statement “Driving makes women feel safe” on a provincial level, the largest difference between women’s and men’s opinions is in the Northern Borders region, while the smallest difference was in Bahah.
“Driving is one of women’s rights”
(for female and male respondents – whole sample)

- 61% of survey participants completely agree that driving is one of women’s rights and 16% completely disagree.
- The Eastern Province, Riyadh and the Northern Borders have the most favorable attitude towards driving as one of women’s rights.
A higher percentage of women than men agree with the statement “Driving is one of women’s rights”.

Geographically, the biggest difference between men’s and women’s opinions is in the Tabuk province.
“Driving is one of women’s rights”
(for female and male respondents – whole sample)

- The more educated a women is, the more they agree that “Driving is one of women’s rights”. The same trend cannot be seen with men.
- Both men and women who were educated outside of the Kingdom, agree more that “Driving is one of women’s rights” compared to those who studied within the Kingdom.
“Driving is one of women’s rights” (for female and male respondents – whole sample)

Opinion based on nationality

<table>
<thead>
<tr>
<th>WOMEN</th>
<th>Saudi</th>
<th>Non Saudi</th>
</tr>
</thead>
<tbody>
<tr>
<td>MEN</td>
<td>Saudi</td>
<td>Non Saudi</td>
</tr>
</tbody>
</table>

- Completely disagree
- Disagree
- Neutral
- Agree
- Completely agree

Saudi Women

Non-Saudi Women

Saudi Men

Non-Saudi Men

Average values for each province; 5-point Likert scale: 1=Completely disagree, ..., 5=Completely agree
“Women are capable of taking driving responsibilities” (for female and male respondents – whole sample)

Opinion based on marital status

- Completely disagree
- Disagree
- Neutral
- Agree
- Completely agree

Women vs. Men

Average values for each province; 5-point Likert scale: 1=Completely disagree, ..., 5=Completely agree
“Women are capable of taking driving responsibilities”
(for female and male respondents – whole sample)

Women's opinion based on level of education

Men's opinion based on level of education

- The more educated men are, the less they agree with the statement “Women are capable of taking driving responsibilities”. With women, the same trend is not seen.
• Nationality plays a significant role in whether families encourage women to drive. Both non-Saudi men and women agree more with the statement that “My family encourages women to drive” compared to Saudi men and women.
“Women driving will enhance the image of Saudi Arabia to the rest of the world” (for female and male respondents – whole sample)

Women

Men

Average values for each province; 5-point Likert scale: 1=Completely disagree, ..., 5=Completely agree

- Both men and women believe there will be positive impacts of women driving.
- The provinces where most men and women think women driving will enhance the image of Saudi Arabia is Narjan, while the same for women is the Eastern Region.
### How would driving make women feel? (for female and male respondents – whole sample)

Comparison between women and men’s ranking based on how they think driving will make women feel.

<table>
<thead>
<tr>
<th>Women</th>
<th>Men</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1</strong> More private (4.4)</td>
<td>More confident (3.9)</td>
</tr>
<tr>
<td><strong>2</strong> More confident (4.3)</td>
<td>More private (3.9)</td>
</tr>
<tr>
<td><strong>3</strong> More independent (4.3)</td>
<td>Safer (3.9)</td>
</tr>
<tr>
<td><strong>4</strong> Happier (4.2)</td>
<td>More independent (3.8)</td>
</tr>
<tr>
<td><strong>5</strong> More comfortable (4.1)</td>
<td>Happier (3.8)</td>
</tr>
<tr>
<td><strong>6</strong> Safer (4.1)</td>
<td>More comfortable (3.7)</td>
</tr>
</tbody>
</table>

5-point Likert scale: 1 = Completely disagree, ... 5 = Completely agree

- Women rated “feeling more private” as the most important feeling due to driving, and “feeling safer” as the least important. In contrast, men rated “feeling more confident” the most important, and “feeling more comfortable” the least important.
- Geographically, the largest difference between women’s and men’s opinions regarding whether “driving will make women feel safer” was in the Northern Borders province, while the smallest difference was in Bahah.

### “Driving will make women feel safer” (for female and male respondents – whole sample)

Average values for each province; 5-point Likert scale: 1 = Completely disagree, ... 5 = Completely agree
Comparison between Women and Men’s attitudes towards the social impact of women driving

<table>
<thead>
<tr>
<th>Statement</th>
<th>Women</th>
<th>Men</th>
</tr>
</thead>
<tbody>
<tr>
<td>Driving would eliminate all the troubles accompanying employed drivers</td>
<td>4.2</td>
<td>3.9</td>
</tr>
<tr>
<td>I am afraid that women will be abused while driving</td>
<td>2.5</td>
<td>3.0</td>
</tr>
<tr>
<td>Driving will make women want to show off their cars</td>
<td>2.7</td>
<td>3.1</td>
</tr>
<tr>
<td>The time women spend driving will distract them from completing other tasks</td>
<td>2.4</td>
<td>2.8</td>
</tr>
<tr>
<td>Women would be overwhelmed with more household responsibilities if they drove</td>
<td>2.6</td>
<td>2.9</td>
</tr>
<tr>
<td>Women might be afraid to drive</td>
<td>2.3</td>
<td>2.8</td>
</tr>
<tr>
<td>There is no need for women to drive because they have drivers</td>
<td>2.6</td>
<td>2.7</td>
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<td>Driving will enable women to act in emergencies</td>
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</tr>
<tr>
<td>Women are capable of taking driving responsibilities</td>
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<td>4.0</td>
</tr>
<tr>
<td>Driving is a status symbol for women</td>
<td>3.3</td>
<td>3.2</td>
</tr>
<tr>
<td>My family encourages women to drive</td>
<td>3.8</td>
<td>3.5</td>
</tr>
<tr>
<td>Women driving is socially acceptable</td>
<td>3.7</td>
<td>3.5</td>
</tr>
<tr>
<td>Women driving will enhance the image of Saudi Arabia to the rest of the world</td>
<td>4.1</td>
<td>3.9</td>
</tr>
<tr>
<td>Driving is one of women’s rights</td>
<td>3.8</td>
<td>4.2</td>
</tr>
</tbody>
</table>

5-point Likert scale: 1= Completely disagree, ... 5=Completely agree
Attitudes towards the social impact of women driving based on the intention of women to drive

<table>
<thead>
<tr>
<th>Statement</th>
<th>Intend to drive</th>
<th>Do not intend to drive</th>
<th>Not sure yet</th>
<th>1=Completely disagree</th>
<th>5=Completely agree</th>
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<tr>
<td>Women might be afraid to drive</td>
<td>1.9</td>
<td>2.8</td>
<td>3.6</td>
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<td></td>
<td></td>
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<td>Driving will enable women to act in emergencies</td>
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<td>2.8</td>
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<td></td>
<td></td>
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<td>2.2</td>
<td>3.5</td>
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<td></td>
<td></td>
</tr>
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</tr>
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<td>4.0</td>
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5-point Likert scale: 1=Completely disagree, ... 5=Completely agree
Attitudes towards how driving will make women feel based on the intention of women to drive

Driving would make women feel

<table>
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<th>Attitudes</th>
<th>Intend to drive</th>
<th>Do not intend to drive</th>
<th>Not sure yet</th>
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</thead>
<tbody>
<tr>
<td>happier</td>
<td>2.4</td>
<td>3.8</td>
<td>4.6</td>
</tr>
<tr>
<td>safer</td>
<td>2.1</td>
<td>3.6</td>
<td>4.6</td>
</tr>
<tr>
<td>more confident</td>
<td>2.6</td>
<td>4.0</td>
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Chapter 5
Attitudes towards the economic impact of women driving

This chapter looks at attitudes towards the economic impact of women driving. It does this by analysing responses to attitudinal statements that are relevant to economic impact. Statements are broken down by gender, province and other relevant socio-demographic factors. The responses of both females and males are used for the analyses.

Chapter highlights

• Most men and women believe that women driving can contribute to achieving the objectives of Vision 2030.

• Bahah is the only province where more men than women agree with the statement that women driving might contribute to the objectives of Vision 2030. In all other provinces more women than men.

• For men, the more educated they are, the less they agree with the statement that that women driving might contribute to the objectives of Vision 2030. However, for women, no correlation can be seen between these two statements.

• Both men and women are very positive about the prospect of women driving creating new female job opportunities.

• Low income households expect the most positive financial impacts of women driving.

• There is a much greater difference between the opinion of Saudi and Non-Saudi men regarding the possible reduction of international labour remittances compared to the differences in opinion between Saudi and non-Saudi women.
Insights

One of the important elements of this chapter is to examine respondents’ opinions regarding whether women driving could have an impact on reaching the targets of Saudi Arabia’s Vision 2030. The results indicate that most men and women believe that women driving can contribute to achieving the objectives of Vision 2030. However, more women completely agreed with this, while more men completely disagreed. Geographically, there are significant differences in the average opinions of the 13 provinces for both men and women. For both women and men, Narjan province had the highest mean (with values of 4.4/5 and 4.2/5 for women and men respectively); while Qassim had the lowest (with 3.6 and 3.5/5 respectively). In all provinces, except Bahah, more women than men agree with the statement that women driving might contribute to the objectives of vision 2030. The largest difference between men’s and women’s opinions is in the Jawf province and the smallest is in Qassim.

Interesting insights can be seen when breaking down responses based on level of education. For men, the more educated they are, the less they agree with the statement that women driving might contribute to the objectives of vision 2030. However, for women, no correlation can be seen between these two factors. Geographically, there are significant differences based on level of education. For example, while Bahah has one of the highest mean values for lower educated women and men, it has one of the lowest mean values for higher educated women.

Turning to the possible positive economic impacts of women driving, both men and women are very positive about the prospects of women driving creating new job opportunities. Geographically, women were most positive in the Eastern Province and Narjan, while men in Narjan and Jawf. Looking at another possible positive impact of women driving, comparing it to responses about job opportunities, both men and women are less confident about the prospect of women driving increasing income rates in the Kingdom. For women, the highest mean response is in Jawf (4.4/5), while for men this is Narjan (4.1/5). The lowest for both women and men is Qassim with mean values of 3.6/5 and 3.3/5 respectively.

Monthly expenses is a significant factor in the economic wellbeing of a household. When asked about whether women driving might reduce a woman’s household’s monthly expenses for transportation, both men and women had fairly low mean responses (although still positive). Looking at this further and breaking it down by income category, out of all of the categories, low income households have the highest percentage of respondents who strongly agree with this. This shows that low income households expect the most positive financial impacts of women driving.

Overall, more women agree with the statement that women driving might reduce the volume of international labour remittances. There is a much greater difference between the opinion of Saudi and non-Saudi men than Saudi and non-Saudi women. Geographically, the Northern Borders has the highest fraction of both men and women who agree with the statement that women driving might reduce the volume of international labour remittances.

---

1 5-point Likert scale: 1=Completely disagree, ..., 5=Completely agree
2 Intermediate education or below
3 High school education or above
4 Under 20,000 SAR per month
Bahah is the only province where more men than women agree with the statement that women driving might contribute to the objectives of Vision 2030. In all other provinces more women than men believe this.
“Women driving will contribute to achieving the objectives of Vision 2030” (for female and male respondents – whole sample)

Opinion based on level of education

Women

<table>
<thead>
<tr>
<th>College or higher studies</th>
<th>Intermediate or secondary school</th>
<th>Elementary education or less</th>
</tr>
</thead>
<tbody>
<tr>
<td>Completely disagree</td>
<td>Disagree</td>
<td>Agree</td>
</tr>
</tbody>
</table>

MEN

<table>
<thead>
<tr>
<th>College or higher studies</th>
<th>Intermediate or secondary school</th>
<th>Elementary education or less</th>
</tr>
</thead>
<tbody>
<tr>
<td>Completely disagree</td>
<td>Disagree</td>
<td>Agree</td>
</tr>
</tbody>
</table>

Women with Low Education

Women with High Education

Men with Low Education

Men with High Education

Where: Low education = intermediate education or less; High education = high school or over
“Women driving will create new job opportunities for females”
(for female and male respondents – whole sample)

- Both men and women are very positive about the prospect of women driving creating new female job opportunities. Geographically, women are most positive in the Eastern Province and Najran, while men in Najran and Jawf.

- Comparatively both men and women are confident about the prospect of women driving increasing income rates in the Kingdom.

“Women driving will contribute to increasing income rates in the Kingdom”
(for female and male respondents – whole sample)
Women driving will reduce household’s monthly expenses for transportation”  
(for female and male respondents – whole sample)

- Out of all the household income categories, men and women from low income households (under 20,000 SAR per month) have the highest percentage of respondents who strongly agree with the fact that women driving might reduce a women’s household’s expenses.

- This shows that low income households expect the most positive financial impacts of women driving.
“Women driving will reduce the volume of international labour remittances” (for female and male respondents – whole sample)

- Overall, more women agree with the fact that women driving might reduce the volume of international labour remittances.

- There is a much greater difference between the opinion of Saudi and Non-Saudi men regarding the possible reduction of international labour remittances compared to the differences in opinion between Saudi and non-Saudi women.

The Northern borders has the highest fraction of both men and women who think that women driving may decrease in the volume of international labor remittances.
Comparison between Women and Men’s attitudes towards the economic impact of women driving

Women driving will increase fuel consumption in the Kingdom
Women driving will create new job opportunities for females
Women driving will reduce number of private drivers in the Kingdom
Women driving will increase the female financial and legal burdens
Women driving will reduce household’s monthly expenses for transportation
Women driving will increase car sales of car dealerships in the Kingdom for certain types
Women driving will increase female’s empowerment in the Kingdom
Women driving will reduce the volume of international labor remittances
Women driving will contribute to increasing income rates in the Kingdom
Women driving will contribute to achieving the objectives of Vision 2030

5-point Likert scale: 1 = Completely disagree, ... 5 = Completely agree
Women driving will contribute to achieving the objectives of Vision 2030

Women driving will contribute to increasing income rates in the Kingdom

Women driving will increase car sales of car dealerships in the Kingdom for certain types

Women driving will reduce number of private drivers in the Kingdom

Women driving will increase the female financial and legal burdens

Women driving will reduce household's monthly expenses for transportation

Women driving will increase female's empowerment in the Kingdom

Women driving will reduce the volume of international labor remittances

Women driving will contribute to increasing income rates in the Kingdom

Women driving will create new job opportunities for females

Women driving will increase fuel consumption in the Kingdom

Women driving will reduce number of private drivers in the Kingdom

Women driving will increase the female financial and legal burdens

Women driving will reduce household's monthly expenses for transportation

Women driving will increase car sales of car dealerships in the Kingdom for certain types

Women driving will increase female's empowerment in the Kingdom

Women driving will reduce the volume of international labor remittances

Women driving will contribute to increasing income rates in the Kingdom

Women driving will contribute to achieving the objectives of Vision 2030

Intend to drive
Do not intend to drive
Not sure yet

5-point Likert scale: 1= Completely disagree, ... 5=Completely agree
Chapter 6

Attitudes towards the environmental impact of women driving

This chapter looks at the environmental impacts of women driving. It specifically focuses on men’s and women’s opinions towards infrastructure needs, environmental pollution and electric cars. Both males and females’ responses are analysed.

Chapter highlights

• Those who were educated abroad are less concerned with the sufficiency of the Kingdom’s infrastructure to support women driving than those that were educated in the Kingdom. The trend holds for both men and women.

• The largest difference between the opinion of men and women with regards to whether women driving will contribute to increasing environmental pollution can be seen in the youngest and oldest age groups.

• Overall, men and women have fairly similar opinions about whether women driving would increase the number of electric cars in the Kingdom.

• Household income has an impact on both men’s and women’s opinions towards whether driving would increase the number of electric cars in the Kingdom. Those with higher household incomes tend to agree less with the statement that driving would increase the number of electric cars in the Kingdom.
Insights

This chapter focuses on opinions towards the potential environmental impact of women driving. Men have a wider spread in opinions than women regarding whether the Kingdom’s infrastructure is sufficient to support women driving. On the one hand, while 43% of men strongly agree with this, only 38% of women do so. On the other hand, the fraction of men that strongly disagree with this is 21%, while the fraction of women is 19%. Geographically, the biggest difference in opinions between men and women is in the Narjan province, where women believe that the infrastructure is not sufficient to support women driving significantly more than men. For all the other provinces the opinions are fairly similar between the two genders.

Nationality plays a significant role in individuals opinions regarding whether the Kingdom’s infrastructure is sufficient to support women driving. More Saudi than non-Saudi men believe that the infrastructure is not sufficient to support women driving. The same difference based on nationality can also be seen for women. Looking at education, those who were educated broad are less concerned with the sufficiency of the Kingdom’s infrastructure to support women driving than those that were educated in the Kingdom. This trend holds for both men and women.

Turning to opinions regarding pollution; overall, more men than women believe that women driving will contribute to increasing environmental pollution. However, there is a large proportion of both men (33%) and women (43%) who completely disagree with this and believe that women driving will not increase environmental pollution. The province with the highest mean value for men is Bahah (3.1/5), while for women this is Najran (2.9/5). The province with the lowest mean value for men is Northern Borders (2.1/5), while for women it is Riyadh (2.7/5).

The largest difference between the opinion of men and women with regards to whether women driving will contribute to increasing environmental pollution can be seen in the youngest and oldest age groups. While 42% of men over 66 completely disagree with this, only 18% of women do so. Looking at the youngest participants, only 22% of under 18 year old men completely disagree with this, while 42% of women under 18 do so.

Similar percentages of men and women strongly believe that women driving will increase the number of electric cars in the kingdom. Geographically, there are no consistent differences between the opinions of men and women. In some provinces (Riyadh, Makkah, Eastern Province, Qassim, Ha’il, Tabuk, Jizan and Najran) more women than men think that women driving would increase the number of electric cars in the Kingdom. In other provinces (Madinah, Northern borders, Bahah, Jawf and Asir) more men than women think so. Household income has an impact on both men’s and women’s opinions towards whether driving would increase the number of electric cars in the Kingdom. Those with higher household incomes tend to agree less with the statement that driving would increase the number of electric cars in the Kingdom.
“The infrastructure is not sufficient to support women driving” (for female and male respondents – whole sample)

Women have a wider spread in opinions than women regarding whether the Kingdom’s infrastructure is sufficient to support women driving.

The biggest difference between the opinions of men and women is in the Narjan province.

Average opinions for Narjan province by gender

<table>
<thead>
<tr>
<th></th>
<th>Women</th>
<th>Men</th>
</tr>
</thead>
<tbody>
<tr>
<td>Opinion</td>
<td>3.68</td>
<td>3.3</td>
</tr>
</tbody>
</table>

Where 1=completely disagree, ..., 5=completely agree
• More Saudi than non-Saudi men believe that the Kingdom’s infrastructure is not sufficient to support women driving. The same difference based on nationality can be seen with women.

• Those who were educated abroad are less concerned with the sufficiency of the Kingdom’s infrastructure to support women driving than those that were educated in the Kingdom. The trend holds for both men and women.
“Women driving will contribute to increasing environmental pollution”
(for female and male respondents – whole sample)

<table>
<thead>
<tr>
<th>Provinces with the highest and lowest mean values</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Highest mean value</strong></td>
</tr>
<tr>
<td>Women: Najran (2.9)</td>
</tr>
<tr>
<td>Men: Bahah (3.1)</td>
</tr>
<tr>
<td><strong>Lowest mean value</strong></td>
</tr>
<tr>
<td>Women: Northern Borders (2.1)</td>
</tr>
<tr>
<td>Men: Riyadh (2.7)</td>
</tr>
</tbody>
</table>

5-point Likert scale: 1=completely disagree, ..., 5=completely agree
The largest difference between the opinion of men and women with regards to whether women driving will contribute to increasing environmental pollution can be seen in the youngest and oldest age groups.

While 42% of men over 66 completely disagree with this, only 18% of women do so. Looking at the youngest participants, only 22% of under 18 year old men completely disagree with this, while 42% of women under 18 do so.
Overall, men and women have fairly similar opinions about whether women driving would increase the number of electric cars in the Kingdom.

Geographically, there is no clear trend; some provinces women agree more, while in other provinces men do so.

<table>
<thead>
<tr>
<th>Women higher mean than men</th>
<th>Men higher mean than women</th>
</tr>
</thead>
<tbody>
<tr>
<td>Riyadh</td>
<td>Madinah</td>
</tr>
<tr>
<td>Makkah</td>
<td>Northern Borders</td>
</tr>
<tr>
<td>Eastern Province</td>
<td>Bahah</td>
</tr>
<tr>
<td>Qassim</td>
<td>Jawf</td>
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<tr>
<td>Ha’il</td>
<td>Asir</td>
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<tr>
<td>Tabuk</td>
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<tr>
<td>Jizan</td>
<td></td>
</tr>
<tr>
<td>Najran</td>
<td></td>
</tr>
</tbody>
</table>

5-point Likert scale: 1=Completely disagree, ..., 5=Completely agree
“Women driving would increase the number of electric cars in the Kingdom”  
(for female and male respondents – whole sample)

- Household income plays an important role for both men’s and women’s opinions towards whether driving would increase the number of electric cars in the Kingdom.

- Those with higher household incomes tend to agree less with the statement that driving would increase the number of electric cars in the Kingdom.
Attitudes towards the environmental impact of women driving based on gender (for female and male respondents – whole sample)

Driving would increase number of electric cars in the Kingdom

Women driving will contribute to increasing environmental pollution

The infrastructure is not sufficient to support women driving

Women: Men

1.0 2.0 3.0 4.0 5.0

5-point Likert scale: 1= Completely disagree, ... 5=Completely agree

Attitudes towards the environmental impact of women driving based on the intention of women to drive (for female respondents)

Driving would increase number of electric cars in the Kingdom

Women driving will contribute to increasing environmental pollution

The infrastructure is not sufficient to support women driving

Intend to drive  Do not intend to drive  Not sure yet

1.0 2.0 3.0 4.0 5.0

5-point Likert scale: 1= Completely disagree, ... 5=Completely agree
Chapter 7

Attitudes towards the impact of women driving on traffic safety

This chapter looks at attitudes towards the traffic safety impacts of women driving. It examines attitudes towards vehicle accidents and traffic congestion on a Kingdom and provincial level. For the analyses, the responses from both female and male participants are used.

Chapter highlights

- A higher percentage of men than women believe that women driving might increase the number of traffic accidents in the Kingdom. Location of education has a significant effect on their opinions.

- A higher percentage of men than women believe that women driving might increase the number of female fatalities in the Kingdom. Some provinces (e.g. Tabuk) have large differences between men’s and women’s opinions, while other provinces (e.g. Najran) have smaller differences.

- The more educated men are, the less they agree that women driving might lead to an increase in traffic discipline in the Kingdom. The same clear trend cannot be seen for women.
Insights

A much higher percentage of men than women believe that women driving might increase the number of traffic accidents in the Kingdom. While 40% of men completely agree with this, only 24% of women do so. The province where the most people (for both men and women) agree with this is Qassim. The province where least people agree is the Northern Borders for women and Jawf for men. The biggest difference in the opinions of men and women is in the Northern Province, where a much higher percentage of men than women think that women driving will increase the number of traffic accidents in the Kingdom.

Location of education has a significant effect on individuals opinions regarding women’s possible contribution to accidents. A higher percentage of women who were educate in the Kingdom, compared to those who were educated abroad, believe that women might increase the number of traffic accidents. The same difference can be seen when comparing men who were educated within the Kingdom to those who were educated abroad.

Looking at fatal accidents, more men than women believe that women driving will increase the number of female fatalities in the Kingdom. Some provinces (e.g. Tabuk) have large differences between men’s and women’s opinions, while other provinces (e.g. Najran) have smaller differences. Breaking it down by nationality, Saudi men feel much more strongly about the increase in number of female fatalities than Non-Saudi men. The same can be seen with women, however, the difference based on nationality is much smaller than with men. Age also has a significant effect on women’s opinions; the younger age groups have a higher percentage of individuals who strongly disagree compared to the older age groups. With men, the trend seems to be the opposite, although this is not as clear as with women.

Overall, more men than women believe that women driving might lead to an increase in traffic discipline in the Kingdom. The biggest difference between men’s and women’s opinions is in the Northern Borders, while men and women have the most similar opinion in Bahah. Breaking it down by education, the more educated men are, the less they agree that women driving might lead to an increase in traffic discipline in the Kingdom. The same clear trend cannot be seen for women.

Women driving could result in potential traffic and parking problems. More men than women believe that women driving might increase traffic jams in the Kingdom. While 48% of men strongly agree with this, only 37% of women do so. Similar trends can be seen when talking about parking issues. 51% of men completely agree that women driving will increase the parking problems in the Kingdom, while only 41% of women do. As shown by these numbers, people are slightly more positive that women driving will cause parking problems than they are about women causing traffic jams.
“Women driving might increase the number of traffic accidents in the Kingdom” (for female and male respondents – whole sample)

- A higher percentage of men than women believe that women driving might increase the number of traffic accidents in the Kingdom.
- Location of education has a significant effect on this opinion.
A higher percentage of men than women believe that women driving might increase the number of female fatalities in the Kingdom.

Some provinces (e.g. Tabuk) have large differences between men’s and women’s opinions, while other provinces (e.g. Najran) have smaller differences.
"Women driving might increase the number female fatalities in the Kingdom" (for female and male respondents – whole sample)

Opinion based on nationality

<table>
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<tr>
<th></th>
<th>Complete disagree</th>
<th>Disagree</th>
<th>Neutral</th>
<th>Agree</th>
<th>Completely agree</th>
</tr>
</thead>
<tbody>
<tr>
<td>WOMEN</td>
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</tr>
<tr>
<td>Non Saudi</td>
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<tr>
<td>Saudi</td>
<td></td>
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</table>

MEN

<table>
<thead>
<tr>
<th></th>
<th>Complete disagree</th>
<th>Disagree</th>
<th>Neutral</th>
<th>Agree</th>
<th>Completely agree</th>
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<tr>
<td>Non Saudi</td>
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Women's opinion based on age

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Men's opinion based on age

<table>
<thead>
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<th>Age Group</th>
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<th>Disagree</th>
<th>Neutral</th>
<th>Agree</th>
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<td>&gt;66</td>
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</table>
Women driving might lead to an increase in traffic discipline in the Kingdom (for female and male respondents – whole sample)

- The more educated men are, the less they agree that women driving might lead to an increase in traffic discipline in the Kingdom. The same clear trend cannot be seen for women.

**Women's opinion based on level of education**

<table>
<thead>
<tr>
<th>Level of Education</th>
<th>0%</th>
<th>10%</th>
<th>20%</th>
<th>30%</th>
<th>40%</th>
<th>50%</th>
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**Men's opinions based on level of education**

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</tbody>
</table>
Potential traffic and parking problems related to women driving (for female and male respondents – whole sample)

Opinion: "Women driving might increase traffic jams in the Kingdom"

<table>
<thead>
<tr>
<th>Gender</th>
<th>Qassim (3.7)</th>
<th>Ha’il (3.2)</th>
<th>Jizan (3.9)</th>
<th>Jawf (3.6)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highest agreement among WOMEN</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lowest agreement among WOMEN</td>
<td>Ha’il (3.1)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Highest agreement among MEN</td>
<td>Jizan (3.9)</td>
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<td></td>
</tr>
<tr>
<td>Lowest agreement among MEN</td>
<td>Jawf (3.6)</td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

Where 1=completely disagree
5=completely agree

Opinion: "Women driving might increase the parking problems in the Kingdom"

<table>
<thead>
<tr>
<th>Gender</th>
<th>Qassim (3.7)</th>
<th>Ha’il (3.2)</th>
<th>Jizan (3.9)</th>
<th>Jawf (3.6)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highest agreement among WOMEN</td>
<td></td>
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<tr>
<td>Lowest agreement among WOMEN</td>
<td>Ha’il (3.1)</td>
<td></td>
<td></td>
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<td>Jizan (3.9)</td>
<td></td>
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<tr>
<td>Lowest agreement among MEN</td>
<td>Jawf (3.6)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Where 1=completely disagree
5=completely agree

Provinces with the highest and lowest mean responses by gender
Comparison between Women’s and Men’s attitudes towards safety and traffic impacts of women driving

Women driving might increase the number of female fatalities in the Kingdom
Average values for each region; 5-point Likert scale: 1=Completely disagree, ..., 5=Completely agree

Women driving might increase the parking problems in the Kingdom

Women driving might increase traffic jams in the Kingdom

Women driving might lead to an increase in traffic discipline in the Kingdom

Women driving might increase their contribution in accidents

Women driving might increase the number of traffic accidents in the Kingdom
Women driving might increase the number of female fatalities in the Kingdom

Women driving might increase the parking problems in the Kingdom

Women driving might increase traffic jams in the Kingdom

Women driving might lead to an increase in traffic discipline in the Kingdom

Women driving might increase their contribution in accidents

Women driving might increase the number of traffic accidents in the Kingdom

Attitudes towards the traffic safety impact of women driving based on the intention of women to drive

5-point Likert scale: 1=Completely disagree, ..., 5=Completely agree
Chapter 8

The Effect of Women Driving on Private Drivers

This chapter looks at the effect the lifting of the women’s driving ban will have on privately employed drivers. It will provide insight into current patterns and potential future changes by looking at both the provincial and national level. The questions analysed in this chapter have been presented to both the female and male participants.

Chapter highlights

• Compared to households that employ any driver, a higher percentage of households do not employ a driver.

• Most households do not believe that the lifting of the women’s driving ban will have an effect on the number of drivers employed in their households.

• The province where the highest proportion of people believe that the lifting of the women’s driving ban will have an effect on the number of drivers employed in the household is Bahah.

• More women than men believe that the lifting of the women’s driving ban will result in a decrease in drivers employed in household.

• More non-Saudi than Saudi respondents believe that the lifting of the driving ban will increase the number of drivers employed by households.

• There is a trend when it comes to age, as more younger people believe that the lifting of the women’s driving ban will decrease number of drivers employed by households than older respondents.
Insights

The analysis revealed that nationally, 17.3% of survey participants employ a driver, whilst 82.7% of survey participants do not. Geographically, the Eastern province has the highest percentage of households that employ drivers, whilst the Jizan province has the lowest.

Most drivers that are employed by households are Non-Saudi. Jizan, especially, employs the most non-Saudi drivers, whilst Al-Mahida employs the lowest number of non-Saudi drivers.

Breaking it down further, most households that employ drivers work for the government (50.7%), whilst most households that do not employ drivers work for the private sector (57.4%).

Turning to the changes that will arise with the abolishment of the women’s driving ban, 45.7% of survey participants believed that this would lead to a decrease in the number of drivers employed in households. Only 1.1% believed that it would lead to an increase, and 53.1% indicated that it would not lead to a change.

Geographically, the province where the highest proportion of people believe that the lifting of the women’s driving ban will lead to a decrease in the number of drivers employed by households is Bahah, whilst Quassim has the highest proportion of people who do not believe that it will lead to any change.

When looking at it by gender, there only a small different in the fraction of women that believe that the lifting of the driving ban will result in a decrease in drivers employed (45.7%) than men (40.6%). Thereby signifying that gender does not significantly influence people’s opinion on this matter.

Breaking it down further in terms of the socio-demographic characteristics, looking at nationality, age group, and education, some interesting insights is gained.

Foremost, while there is only a small difference in terms of Saudi and Non-Saudi respondents who believe that the lifting of the women’s driving ban will decrease the drivers employed, there is a large difference in terms of their opinion on whether it will lead to an increase in the number of drivers employed. 0.9% of the Saudi respondents believe that it would lead to an increase, whilst 7.0 percent of non-Saudi respondents believe this.

Furthermore, in terms of age groups, there seems to be a relationship between age and believing that the lifting of the women’s driving ban will decrease number of drivers employed by households. Namely, the 26 to 35 age group believe that it will decrease the most, while the 66+ age group believe that this will decrease the least. Thereby indicating that the younger population is more optimistic with regards to the uptake of driving by women in response to the lifting of the ban.
Drivers employed in household
(for female and male respondents – whole sample)

- 17.3% of households employ a driver.
- Geographically, the proportion of employed drivers is the highest in the Eastern Province, whilst it is the lowest in the Jizan province.

Does your household employ any driver?

- Most drivers employed in households are Non-Saudi.
- Geographically, on average, Jizan employs the most non-Saudi drivers, while Al Madinah employs the lowest number of non-Saudi drivers.

Average number of Saudi drivers

Average number of Non-Saudi drivers

Average value of the number of private drivers
Drivers employed in household
(for female and male respondents – whole sample)

- Evaluating number of drivers employed in terms of employment sector, most respondents that employ a driver in the household work for the government (50.7%).
- Most respondents that do not employ a driver work for the private sector (57.4%).

Drivers employed in household based on respondent's employment sector

- No
- Yes

0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

- Working for government
- Working for private sector
- Working for charity
- Freelancer
Most respondents (53.10%) believe that the lifting of the women’s driving ban will have no effect on the number of drivers employed by households.

47.5% of respondents expect that in response to the lifting of the women’s driving ban, the number of drivers employed by households will decrease.

Geographically, most people in Madinah (62%) believe that the lifting of the women’s driving ban will decrease number of employed drivers in households.

In Northern Border province, the least people believe this (42%).
When looking at gender, there is only a small difference between the proportion of men that believe that the lifting of the women’s driving ban will decrease the number of employed drivers in the household (41%). The proportion of women that believe this is 46%.

This seems to indicate that both genders have similar expectation with regards to the consequences of the lifting of the driving ban.

When looking at nationality, there is also only a small difference in the Saudi respondents who believe that the lifting of the women’s driving ban would decrease drivers employed (45.6%) and the non-Saudi respondents (49.5%).

There is a large difference, however, in the Saudi respondents who believe that the lifting of the women’s driving ban would increase employed drivers by households (0.9%) and the non-Saudi respondents who believe this (7.0%).
When looking at age, there are clear differences between the age groups believing that the number of drivers employed will decrease, increase, or remain the same in response to the lifting of the women’s driving ban.

Within these small differences, however, it can be seen that the >66 age group believes this the least, whilst the 26-35 age group believes this the most.
Chapter 9

Women’s Preferences for Purchasing a Car

This chapter looks at women’s preferences for purchasing cars. It will include insights into their socio-demographic features as well as information on the types of cars Saudi women would buy. The questions analysed in this chapter have been presented only to the female participants.

Chapter highlights

• Most women will purchase a car once the driving ban on women driving has been lifted.

• Marital status (being divorced), education attainment (higher studies) and age (lower) are important determinants of purchasing a car.

• The most prominent reason for not purchasing a car is the reason that the respondent is unable to afford the car.

• Most females would purchase a car by themselves. The most popular car type is the small city car.
Insights

The analysis of women’s preferences for purchasing a car revealed that in Saudi Arabia, there is a large quantity of women that would purchase a car once the ban on driving has been lifted (70.5%). Looking at this geographically, the Northern Borders and Najran have the highest proportion of women who would purchase a car once the ban on driving has been lifted (76.7%). On the other hand, the Quassim province has the lowest proportion of women who would purchase a car (61.6%).

The analysis further revealed that in terms of socio-demographics, marital status, education, and age are important indicators for a woman’s preference to purchase a car. The analysis revealed that being divorced translates to a high preference for purchasing a car (83.4%), whilst being married results in a low preference for doing this (67.2%).

Turning to education, the analysis revealed a clear trend that the higher educated a woman is, the larger the preference becomes for her to purchase a car (73%). Having no education, however, led to having the smallest preference for purchasing a car (50%). This seems to indicate that the more educated one is, the higher the preference for purchasing a car once the ban on women driving has been lifted becomes.

Further, a similar trend can be found when evaluating the question in terms of age that there seems to be a decreasing trend in terms of age and the preference for purchasing a car. Specifically, the 36 to 45 age groups has the largest proportion of women who would like to purchase a car (73%), while the 66+ age group has the lowest (62.5%).

When looking at the reasons for not purchasing a car it can be established that the most prominent reason for not purchasing a car is that the respondent cannot afford a car (64.9%). The least prominent reason is that there is a lack of parking space (0.5%).

Turning to the preferences for car types to be purchased, most respondents answered that they would purchase a brand-new car (68.7%). The most popular car type that women wish to purchase upon the lifting of the women’s driving ban is a small city car (50.9), whilst the least popular car to be purchased is a sports car (10.5%).

In terms of who would purchase the car, most female respondents answered that they would buy the car themselves (64.3%). Most furthermore claimed that the car would be registered in their name (94.4%)

When looking at the willingness to pay, most respondents said that they would be willing to pay less than 50,000 SAR (41.9%). Only 1.5% of female respondents answered that they would be willing to pay more than 300,000 SAR. This seems to echo the earlier response with regards to car type and seems to reveal that with the lifting of the women’s driving ban, women will turn to affordable and practical cars.
In terms of women who are planning on purchasing a car in response to the lifting of the women’s driving ban, a larger proportion answered this question with the affirmative (70.5%).

Geographically, the Northern Borders and the Najran provinces have the highest proportion of women that plan on purchasing a car (76.7%). The Qassim province has the lowest (61.6%).
“Are you planning on purchasing a car for yourself?”
(for female respondents)

- In terms of marital status, the highest proportion of women that would purchase a car is divorced (83.4%).
- On the other hand, being married seems to equate to having a smaller preference for purchasing a car once the ban on women driving has been lifted (67.2%)
“Are you planning on purchasing a car for yourself?”
(for female respondents)

• In terms of opinion based on educational attainment, women with ‘Higher studies' have the largest proportion who plan to buy a car (74.4%). Women with no education have the lowest (50%).

• This indicates a clear trend between higher education attainment and the planning of buying a car.

Opinion based on level of education

- Higher studies
- College
- Secondary / High school
- Intermediate
- Elementary
- No education

In terms of age group, the highest proportion of women planning on buying a car are in the 36-45 age group (73.0%).

• The lowest proportion is the 66+ age group (62.5%).
Looking at the female respondents that indicated that they would not purchase a car, the most prominent reason for this answer was that these respondents cannot afford a car (64.9%).

The second most popular reason for not buying a car is ‘using an existing car of my household’ (24%).

Only 0.5% of female respondents indicating that not purchasing a car is due to a lack of parking spaces in their residence.
Preferences for car type to be purchased
(for female respondents)

In terms of car type to be bought, most female respondents indicated that they would buy a brand-new car (68.7%). Only 31.3% indicated that they would buy a second-hand car.

- In terms of the type of car, female respondents who wish to purchase, indicate that they would purchase a small city car (50.9%).
- The second most popular car is a Sedan (20.8%).
- SUV’s (17.9%) and Sports cars (10.5%) are the least popular purchasing options.
Information on car purchase
(for female respondents)

Who will purchase the car for you?

- In terms of purchasing a car, most female respondents said that they would purchase the car themselves (64.3%).
- 28.7% indicated that the head of the household would purchase the car.

Will the car be registered under your name?

- Further, in terms of registering the car, most female respondents answered that the car will be registered in their name (94.4%).
- Only 5.6% of female respondents said that the car would not be resisted in their name.
In terms of willingness to pay for the car, most respondents answered that they would be willing to pay less than 50,000 SAR for the car (41.9%).

Only 1.5% of female respondents indicated that they would be willing to pay more than 300,000 SAR.

This seems to indicate that when the women’s driving ban is lifted, most women will not pay a large amount of money for the car.
Chapter 10
Potential Supportive Policies for the Transition to Women Driving in KSA

This section will present the descriptive statistics of the policies that could be imposed to smooth and support the transition to the women driving era.

Chapter highlights

- Establishing a committee to deal with women driving affairs has the most support from survey participants.
- In Jizan over 85% of people would support establishing a committee to deal with women driving affairs, while in Riyadh only 77%.
- The more educated people are the less they support establishing a committee to deal with women driving affairs.
- There are larger differences between men’s and women’s support towards: providing rest facilities on the roads for women; supporting and encouraging carpooling; and initiating female only gas stations.
- The greatest difference in support between men and women is for support and encourage carpooling. Significantly more men than women support this (52.5% vs. 35.0% support).
**Insights**

Overall, establishing a committee that deals with women driving affairs received most support, with over 80% of respondents stating they would support this. The establishment of female-only vehicle maintenance workshops was only very highly rated, with 75% of respondents saying they would support this. On the lower end of the spectrum, allowing recruitment of female drivers from abroad only received 37% support, while encouraging carpooling received 46%.

Geographically, there was not much difference in the support towards establishing a committee that deals with women driving affairs. The province where most people support this is Jizan (85.9% support), while the least is Riyadh (77.3% support). The low support towards allowing recruitment of female drivers from abroad can been seen in every province, with the highest support still only being at 43% (Ha’il) and the lowest at 31% (Najran).

Looking closer at the most popular policy, the support towards establishing a committee that deals with women driving affairs depends on education level. The more educated people are the less they support this policy. There is no significant difference in support based on employment status or nationality.

Comparing support between men and women, for many policies the percentage on men who support is quite similar to the percentage of women. However, there are larger differences between men’s and women’s support towards providing rest facilities on the roads for women; supporting and encouraging carpooling; and initiating female only gas stations.

The policy with the greatest difference between men and women is supporting and encouraging carpooling. Significantly more men (52%) than women (35%) support this policy. Geographically, the greatest difference between men’s and women’s support is in the Northern Borders (27% support by women and 49% support by men). The smallest (but still large) difference is in Bahah (35% support by women, 50% support by men). There is a slight difference in support based on nationality, while 50% of non-Saudi people support the policy of encouraging carpooling, only 45% of Saudi people do.
Establishing a committee to deal with women driving affairs has the most support from survey participants.

- In Jizan over 85% of people would support this, while in Riyadh only 77%.

Overall support towards various policies
(for female and male respondents – whole sample)

<table>
<thead>
<tr>
<th>Statement</th>
<th>Percentage of Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>A committee should be established to deal with women driving affairs</td>
<td>80.0%</td>
</tr>
<tr>
<td>Female-only vehicle maintenance workshops should be established</td>
<td>74.9%</td>
</tr>
<tr>
<td>Provide rest facilities on the roads for women</td>
<td>60.9%</td>
</tr>
<tr>
<td>Women should be allowed to be taxi drivers</td>
<td>53.1%</td>
</tr>
<tr>
<td>Female-only parking lots should be initiated</td>
<td>52.3%</td>
</tr>
<tr>
<td>Female-only gas stations should be initiated</td>
<td>49.3%</td>
</tr>
<tr>
<td>Support and encourage car pooling</td>
<td>46.0%</td>
</tr>
<tr>
<td>Recruiting female drivers from abroad should be allowed</td>
<td>37.1%</td>
</tr>
</tbody>
</table>
Establish a committee to deal with women driving affairs (for female and male respondents – whole sample)

- The more educated people are the less they support this policy.
- There is no significant difference in support based on employment status or nationality.
Comparison between the percentage of women and men supporting the various policies (for female and male respondents – whole sample)

<table>
<thead>
<tr>
<th>Policy</th>
<th>Women (%)</th>
<th>Men (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A committee should be established to deal with women driving affairs</td>
<td>77.3</td>
<td>81.6</td>
</tr>
<tr>
<td>Female-only vehicle maintenance workshops should be established</td>
<td>78.3</td>
<td>73.2</td>
</tr>
<tr>
<td>Provide rest facilities on the roads for women</td>
<td>54.1</td>
<td>64.9</td>
</tr>
<tr>
<td>Women should be allowed to be taxi drivers</td>
<td>50.8</td>
<td>54.5</td>
</tr>
<tr>
<td>Female-only parking lots should be initiated</td>
<td>53.2</td>
<td>51.8</td>
</tr>
<tr>
<td>Female-only gas stations should be initiated</td>
<td>53.8</td>
<td>46.8</td>
</tr>
<tr>
<td>Support and encourage car pooling</td>
<td>35.0</td>
<td>52.5</td>
</tr>
<tr>
<td>Recruiting female drivers from abroad should be allowed</td>
<td>32.6</td>
<td>39.8</td>
</tr>
</tbody>
</table>

- Men and women have fairly similar opinions about most policies.
- There are larger differences between men’s and women’s support towards: providing rest facilities on the roads for women; supporting and encouraging car-pooling; and initiating female only gas stations.
Supporting and encouraging carpooling  
(for female and male respondents – whole sample)

- Significantly more men than women support and encourage carpooling (52.5% vs 35.0% support).
- Overall the highest support towards this policy is with men in the Riyadh (53.9% support), while the lowest overall support is among women in the Northern Borders (26.9% support).

![Map of Saudi Arabia with support levels indicated by color.]

Provinces with the greatest and smallest differences in the support from men and women:

<table>
<thead>
<tr>
<th>Greatest difference</th>
<th>Smallest difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northern borders</td>
<td>Bahah</td>
</tr>
<tr>
<td>Women 26.9%, Men:49.1%</td>
<td>Women: 35.4%, Men:49.56%</td>
</tr>
</tbody>
</table>

Where 1=completely disagree, ..., 5=Completely agree

Support based on nationality:

- Non Saudi: 50% Support, 50% Do not support
- Saudi: 60% Support, 40% Do not support
Conclusion

To conclude, this report has analyzed the national and provincial consequences of the lifting of the ban on women driving in Saudi Arabia. It has done this through a questionnaire, in which 31,435 respondents were asked about their opinions on the economic, social, and environmental impact of women driving in the Kingdom.

The results show that opinions in Saudi Arabia are diverse. Whilst there is a general agreement amongst women that they intend to drive once the ban has been lifted, there are large disagreements between men and women and socio-demographic groups on the consequences this will have for the economic, social, and environment state of the Kingdom. The highest level of agreement exists with regards to the economic impact of women driving on the Kingdom. Most men and women agree that women driving is in line with Saudi Arabia’s Vision 2030.

More disagreement exists on the social consequences of women driving. In particular, there is a clear disparity between men and women when it comes to whether driving is one of women’s rights and whether a woman is capable of driving. These were exacerbated by socio-demographic characteristics. Education, and particularly, being educated abroad led to more positive views on women driving. Regarding the potential environmental impact of women driving, large disagreement has been found with regards to the capacity of infrastructure to absorb the increase in driving, as well as its effect on the number of accidents.

With regards to how these issues should be dealt with, there is agreement amongst men and women that a committee should be established that deals with women driving affairs.

Next Steps

Now that the opinions with regards to the lifting of the women’s driving ban on social, economics, and environmental issues in Saudi Arabia have been established, a valuable next research step is to conduct a similar study (Phase 2 – as presented in the Figure below) now that the law has been introduced and women driving in Saudi Arabia will become frequent. In this case, it is particularly important to determine whether the passing of time has resulted in a change of opinions with regards to the consequences of women driving.
She Drives KSA: A National Research Project about the Impact of Women Driving On Sustainable Development and Traffic Safety in the Kingdom of Saudi Arabia

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