

A Proposed Vision for the Empowerment of Saudi Woman in the Transport Sector

A Comparative Study

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Abstract:

The study aimed at developing a proposed vision to empower woman in the transport and transportation sector by knowing the impact of the decision to allow woman to drive cars on her social and economic empowerment and the obstacles they face. There were 320 individuals in different regions of the Kingdom of the Saudi Arabia (KSA) including (135 males, 185 females), where the data were collected by a questionnaire. In addition to a sample of (20) experts and specialists in the transport sector, and specialists in sociology and social service to develop a proposed vision for woman's empowerment in the transport and transportation sector. The study was conducted during 2019.

Key words: *driving; 2030 vision; transportation; social; economic.*

I. Introduction

The concern to woman's issues and her empowerment, economically, politically and socially, has become a high priority in the thinking of the Saudi leadership, where the issue of woman's empowerment occupies an advanced position among the concerns of modern economic and social development thought out of the belief in the importance of the role that woman can play in to serve her country and to advance its development. The development of the situation and role of woman has been an essential component of development at the level of different sectors, and the fact is that this growing interest by the KSA in the role of woman has not only supported Saudi woman at home, but also extended it to the international level by supporting all initiatives and plans aimed at promoting Saudi woman and enhance her position in society.

Despite the increased concern to woman's issues and her high level of education, the reality of Saudi woman's participation and empowerment faces many obstacles. The most prominent of which is the difficulty of providing transportation to enable them at the social and economic level. The Kingdom of Saudi Arabia has a number of cultural and social challenges affecting woman empowerment. That challenges were in place till the controversy was resolved on September 26, 2017, when the King of Saudi Arabia, Salman bin Abdul-Aziz Al

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Saud, ordered and gave the right to let woman drive, and the decision to direct the Traffic Department to start issuing driver's licenses to woman on June 24, 2018. Later on and after ten months of taking the decision, on June 4, 2018, the first driver's license was issued to a Saudi woman.

This decision is closely related to Crown Prince Mohammed bin Salman's Vision 2030, which aims at changing the role of the Saudi economy in a way that allows it to avoid the effects of fluctuating world oil prices and even prepare it for the future of the post-oil depletion. In addition to the decision of "Saudization", which is the real reason behind the decision to drive woman, far from the social axis of the decision, but it has direct effects on the economic reality of the country, especially as it will reduce the amount of labor on which the Saudi family depends in cards driving field. The KSA 2030 vision considers the process of the Saudization of jobs and the reduction of foreign labor, as necessary in order to implement the main items and plans of the Saudi economy, which will represent a turning point in its role and its prevailing pattern, and contribute to these developments and recent decisions issued by the Saudi leadership as it relates to the transport sector and the extent to which these decisions contribute to the empowerment of woman and enhance her social and economic participation.

The transport and transportation sector is considered one of the most important sectors of the national economy on a domestic and international scale for the pioneering role in driving the economy and providing services to other productive and service sectors. This sector also offers investment opportunities and there are many job opportunities for woman. The statistics of the annual report of the Public Transport Authority (2018) for the filled job indicates by job classification and sex for 2017 that employees in specialized positions counted (22 males) compared to 9 females, while public posts counted (108 males) versus 2 females. In 2018, the number of specialized jobs counted (38 males) versus 9 females, and for public jobs (121 males) versus 3 females, these percentages show a decrease in woman's participation, especially if we compare these ratios with those of woman working in the field of education and health. The problem of the study could be summarized in the following question: *What is the proposed vision for woman's empowerment in the transport and transportation sector?*

Objectives of the Study

The study aims at developing a proposed vision for woman's empowerment in the transport and transportation sector.

The Questions of the Study

The study seeks to answer the following main question: *What is the proposed vision for the empowerment of woman in the transport and transportation sector after the decision to allow the Saudi woman to drive vehicles?* This question is divided into the following sub-questions:

- 1- What is the impact of the decision to allow Saudi woman driving on her social empowerment?
- 2- What is the impact of the decision to allow Saudi woman driving on her economic empowerment?
- 3- What are the obstacles facing the empowerment of Saudi woman in the transport sector?

4- Do personal characteristics have an impact on woman's social and economic empowerment in the transport and transportation sector and the constraints they face?

Study Terminologies

The terminology refers to the clear short symbolic mean used to express the meaning or meanings and ideas to be communicated to the recipient (Al-Tarif, 2012). We will present the most prominent concepts used in this study, namely the concept of woman's empowerment, and the concept of the transport and transport sector.

Empower woman:

It means the recognition of woman as an effective component of development is intended and therefore seeks to eliminate all manifestations of discrimination against them through mechanisms that help them become self-reliant. Thus, the empowerment entry makes development effective through the involvement of men and woman, so that development is not just social welfare for woman but social development is targeted to enable woman to possess the economic and social forces that enable them to become.

Self-reliant in continuously improving her living and physical conditions. Participation in decision-making that affects all aspects of her lives, empowerment aims to create a development context that allows participation and interaction and depends on the development of skills, abilities and opportunities for professional development. In addition, it develops the social relationships in the direction of greater balance and stability while promotes gender relationships away from discrimination. The terminology of empowerment is closely linked to the concept of self-realization or presence and the strengthening of its capacity for participation and free choice, and empowerment is measured at a conceptual level through three basic aspects: woman's political, social and economic participation. Through several levels of empowerment: individuals, groups, and organizations level. There are mechanisms for empowering woman that depend on building awareness, building capacity, building the knowledge base, and building clear and defined trends. On the other hand, we find many obstacles to woman's empowerment, including social, cultural and religious barriers, the level and type of education, economic constraints, legislative constraints, and political constraints (Al-Tarif, 2012).

Transport and Transportation Sector:

The transport sector with its branches and activities is an important component of the infrastructure of the national economy. It is not secret that the provision of modern and integrated transport networks with its various modes of transport: (land, sea, air) represents an important factor in determining the position and trends of different economic activities as there is a strong correlation and relationship between the economic and social development of a country and the level of growth of the transport sector. The economic growth is directly influenced by the efficiency and resilience of the transport sector, where through different transport networks the exchanges between production and consumption centers have been carried out.

The transport terminology is defined as "the process of moving goods and products from her points of production or sale to her points of consumption in the required quantity, time, and at reasonable cost." It is also defined as "the tool through which market could be expanded and human and physical resources could be

utilized better than before to increase production, improve quality, and contribute to the movement of goods and labor to places where they are most beneficial" (Huraiz, 2011). One of the most accurate and precise definitions of transport is "the movement of individuals, goods, information, ideas and capital from one place to another" (Al-Saed, 2008).

II. Previous Studies

Several studies emphasize on the importance of woman's empowerment, such as the study of (Riyadh Economic Forum, 2005), which found that woman's participation in the labor market is concentrated in some sectors such as education and health, which indicates the importance of raising woman's participation in other sectors by addressing the obstacles facing businesswoman/ investors in the commercial sector.

The study of (Al-Jarbou, 2005) on woman's economic contribution in the Arab Kingdom found that woman's participation in economic activities decreased because of the poor development and vocational training of woman.

The study of (Al-Shadi, 2002) discussed the functional environment, the suitable fields of work for Saudi woman and woman's motives for work. The study found that women are looking forward financial independency and contribution to family expenses.

The study of (Metcalf, 2008) aimed at learning about the current status of woman in management and leadership, and identifying social and organizational barriers that limit woman's advancement and economic empowerment. The study found that woman face social and organizational constraints in the labor market as well as gender disparities through cultural organizations and practices. In addition to the restrictions imposed on her choice of employment and the difficulty of mixed work due to gender segregation in many Arab countries, despite these restrictions, woman have achieved significant gains in management and leadership recently.

The study of (Al-Qish, 2012) aimed at identifying woman's contribution to economic activity and highlighted the evolution of woman's economic performance. The study found that although woman's educational level and participation in work were high, woman's contribution to economic activity was not seen to be as developing as required, owing to the cultural, social and economic constraints faced by woman such as family and economic burdens and conditions that impeded her empowerment.

The study of (Mukhwel, 2006) aimed at identifying the terminology of woman's empowerment based on her current reality and the procedures for her empowerment. The study concluded that woman still live under customs and traditions so that woman, whatever her status, remain at advanced scientific and functional levels still under the authority of men. This is assisted by laws governing the relationship between men and woman in

society. One of the most important obstacles to woman's empowerment is adherence to legacies and weakness of empowerment procedures followed by government's policy.

The study of (Quraan, 2006) on empowerment and Palestinian woman; the study concluded that woman in Palestine face a great deal of social discrimination and inequality. her role in participation in political, civil, economic, social and cultural life and in other development areas remains weak because of the lack of laws and legislation to ensure full equality between men and woman, as well as the prevalence of traditional male culture.

III. Study Method

The current study is a descriptive study using the comparative method, for a random sample of (320) individuals in different regions of Saudi Arabia (135 males, 185 females). The data was collected by a questionnaire that was tested for validity and reliability then data was analyzed statistically and compared the differences between male and female responses. In addition to a sample of experts, senior management officials, transport specialists and sociologists and social workers at Princess Noura Bint Abdulrahman University and Edinburgh Napier University with total number of (20) specialists through interviews and discussion groups to compare and analyze her views to develop a proposed vision for woman's empowerment in the transport and transportation sector.

Table 1

Distribution of Sample according to Demographic Variables

Variables	Gender	F	%	Variables	Gender	F	%
Gender	Males	135	42.19%	Educational Qualification	Less than secondary	88	27.50%
	Females	185	57.81%		University	154	48.13%
Social status	Married	192	60%	Monthly Income	Post graduates	78	24.38%
	Single	47	14.69%		High	47	14.69%
	Divorced	46	14.38%	Medium	195	60.94%	
	Widower	35	10.94%	Low	78	24.38%	

It is clear from table (1) that the ratio of males is 42% and females is 58% and these ratios are similar and represent the population of the study. Regarding the social status, the majority of sample members were married couples, while the majority of them have bachelor/ university degree and enjoying medium monthly income.

Study results: Question 1: What is the impact of the decision to allow Saudi woman to drive vehicles on her social empowerment?

Table 2

Shows the Impact of the decision to allow Saudi woman to drive on her social empowerment

#	Statement	Agree		Partially Agree		Disagree		C value	Average	Rank
		F	%	F	%	F	%			
		1	The possibility of working with jobs requiring field movement outside the office	226	70.6	39	12.2			
2	Get higher-paying jobs in areas far from the residence	182	56.9	86	26.9	52	16.3	**85.2	2.41	6
3	Protecting family members from foreign driver by providing privacy to family	260	81.3	46	14.4	14	4.4	**335.4	2.77	2

	members										
4	Contributes to strengthening and stabilizing family ties	230	71.9	50	15.6	40	12.5	**214.4	2.59	4	
5	Enabling low-income, divorced and widowed woman to manage her family affairs	257	80.3	47	14.7	16	5.0	**322.3	2.75	3	
6	Treatment of emergency situations to which the family is exposed as a member's disease	265	82.8	44	13.8	11	3.4	**357.6	2.79	1	
7	Overlapping roles and responsibilities between females and males in the family*	79	24.7	53	16.6	188	58.8	**96.2	2.34	7	
8	Increased traffic congestion*	107	33.4	47	14.7	166	51.9	**66.4	2.18	8	
9	Too many people to get out of the house without	147	45.9	56	17.5	117	36.6	**40.3	1.91	9	

	need*									
10	Woman are exposed to risks such as harassment or chasing*	150	46.9	71	22.2	99	30.9	**30.1	1.84	10
The whole axis										
F: Frequency, %: Percentage									2.36	
* Statements with reverse degrees				* * Statistically significant at a=0.01						

The above table shows that there is a statistically significant difference (at $\alpha=0.01$) between the frequency of sample responses to the response of (agree) on all the first axis statements except for two statements including: (overlapping roles and responsibilities between females and males in the family and Increased traffic congestion) where the difference was in favor of the response (disagree) for those two statements.

The highest average of the axis statement (from the sample point of view, was 2.79 out of 3) for the statement of (treatment of emergency situations to which the family is exposed as a member's disease) and that average falls within the range of the response (agree) extending (from 2.33 to 3). Meanwhile, the lowest average of the axis statement was 1.84 for the statement of (Woman are exposed to risks such as harassment or chasing), which is an average that falls within the range of response (partially agree) extending (from 1.66 to less than 2.33). The general average of the axis was (2.36 out of 3) which falls within the range of the response (agree) extending (from 2.33 to 3), indicating that the sample study generally agrees that the Saudi woman's cars driving decision helps to empower them socially.

It was clearly indicated upon the interviews with experts and transport specialists especially when compared with the results of the interviews with experts in sociology and social service that there was an emphasis on the positive impact of the woman's cars driving decision on her social empowerment, reflected on the level of psychological and social stability of the family and supporting her independency. As woman's driving experience is modern in the Saudi society, some disadvantages are expected to occur, but they can be addressed through scientific studies that contribute to its detection and identification in order to develop suitable legislations that limit the expected effects.

Question 2: What is the impact of the decision to allow Saudi woman to drive on her economic empowerment?

Table (3)

*Shows the Impact of the Decision to Allow Saudi Woman to Drive
 on her Economic Empowerment in Transport and Transportation Sector*

#	Statement	Agree		Partially Agree		Disagree		C value	Average	Rank
		F	%	F	%	F	%			
		1	Reducing unemployment and increasing woman's participation in employment	222	69.4	58	18.1			
2	Enabling woman to work as investors in gas stations and car service	188	58.8	62	19.4	70	21.9	**93.3	2.37	6
3	Creating new jobs in the transport sector and related activities	212	66.3	53	16.6	55	17.2	**156.1	2.49	3
4	Ensure safe employment in delivery companies, public taxi offices and car exhibits	165	51.6	74	23.1	81	25.3	**48.1	2.26	8
5	The possibility of diversifying woman's	194	60.6	63	19.7	63	19.7	**107.3	2.41	5

	work to work in the field of traffic control									
6	Rationalizing transport spending and directing it to savings	208	65.0	83	25.9	29	9.1	**158.1	2.56	2
7	The taxi sector used through smart applications has been damaged*	61	19.1	81	25.3	178	55.6	**73.4	2.37	6
8	Reluctance to use public transport due to car dependence*	49	15.3	87	27.2	184	57.5	**90.9	2.42	4
9	Increase the volume of household spending to buy more than one car in addition to maintenance and fuel*	76	23.8	70	21.9	174	54.4	**63.9	2.31	7
10	Increased male unemployment by the dependence of drivers on her female clients*	86	26.9	91	28.4	143	44.7	**18.7	2.18	9

The whole axis		
F: Frequency, %: Percentage		2.39
* Statements with reverse degrees	** Statistically significant at a=0.01	

The above table shows that there is a statistically significant difference (at a=0.01) between the sample response frequencies for response (agree) on the first six statements, where the difference for the last four statement was for the response (disagree). Obviously, the highest average of the axis statement from the sample point of view was 2.57 out of 3 and for the statement term (reducing unemployment and increasing the female participation in work) that falls within the range of response (agree) extending (from 2.33 to 3). In the other side, the lowest average of the axis statement was 2.18 for the statement of (increased male unemployment by the dependence of drivers on her female clients) that falls within the response range of (partially agree) extending (from 1.66 to less than 2.33). The overall average of the axis is 2.39 out of 3, which is in the response range of (agree), extending (from 2.33 to 3), and indicating that the sample generally agrees on the decision of allowing Saudi woman to drive because it empowers her economically in the transport and transportation sector.

The experts agreed that it is difficult to measure the economic impact of the decision, as it is still at the beginning and needs time to be economically measured. However, the beginning seems to be promising as the decision has removed many logistical obstacles, and brought many positive changes such as: increasing the rate of unrelenting participation in the labor market and joining new jobs in the transport sector and the connectors in order to achieve the economic empowerment of women. The decision also has a positive future impact on many other sectors such as insurance, car sales, spare parts and so on. Regarding negatives, they can be bypassed by regulatory legislation that seeks to empower woman to become active partners in development construction.

Question 3: What are the obstacles facing Saudi woman empowerment in transport and transportation sector

Table (4):

The obstacles facing Saudi woman empowerment in transport and transportation sector

#	Statement	Agree		Partially Agree		Disagree		C value	Average	Rank
		F	%	F	%	F	%			
		1	Lack of legislation regulating woman's	173	54.1	101	31.6			

	employment in the transport sector									
2	Lack of clarity of regulations governing woman's driving	170	53.1	88	27.5	62	19.4	**59.6	2.34	4
3	Lack of complete environmental safety for woman when driving	163	C value	Average	Rank	83	25.9	**45	2.25	7
4	Lack of contact with traffic regulations	164				76	23.8	**46.3	2.28	6
5	Woman's lack of knowledge of car maintenance when the car is damaged	216	67.5	78	24.4	26	8.1	**180.8	2.59	1
6	Woman's lack of driving skills	164	51.3	62	19.4	94	29.4	**51.1	2.22	8

7	Lack of jobs for woman in transport and transportation sector	158	49.4	116	36.3	46	14.4	**60.1	2.35	3
8	Customs and traditions limit woman's entry into the transport and transportation sector	174	54.4	76	23.8	70	21.9	**63.9	2.33	5
The whole axis										
F: Frequency, %: Percentage									2.35	
* * Statistically significant at a=0.01										

The above table shows that there is a statistically significant difference (at $\alpha=0.01$) between the sample responses to the response (agree) on all the axis statements, i.e. the highest percentage of the study sample corresponds to a statistical signification on all the constraints. The highest average of the axis statements from the sample point of view was 2.59 out of 3 for the statement of (woman's lack of knowledge of car maintenance when the car is damaged) and this average falls within the response range (agree) extending (from 2.33 to 3). Meanwhile, the lowest average of the axis statements was (2.22) for the statement (woman's lack of driving skills) and that is average falls within the response range of (partially agree) extending (from 1.66 to less than 2.33). The general average of the axis was (2.35 out of 3), which falls is in the response range (agree), extending (from 2.33 to 3) and indicating that the sample study generally agrees with the obstacles facing the empowerment of Saudi woman in the transport and transport sector.

Upon the interviews with experts and specialists and in comparison between those working in transport sector and with those working in sociology and social services sector in in regard to the obstacles, experts and specialists noticed that there are several internal (self), social, psychological and organization constraints that impede the empowerment of woman in the transport and transportation sector. To examine the reality of woman, we have to deep examine the cultural and historical records of Saudi society as a member of this society and the man has the power over her. The main aim of that examination and reading is to establish and reduce obstacles

by creating a culture that is aware and conscious of all the elements of society, and by enacting political and regulatory legislation that supports woman's empowerment.

Question 4: Do personal characteristics have an impact on woman's social and economic empowerment in the transport and transportation sector and the constraints they face. The results were as per the following table:

Table (5):

The result of (T test) for the two independent variables to examine the impact of gender (males/ females) on the empowerment of woman in transport and transportation sector of 320 individuals sample.

#	Section	Males (135)		Females (185)		T	Sig.
		Average	Standard Deviation	Average	Standard Deviation		
1	Social empowerment	2.29	0.27	2.40	0.41	2.71	0.01
2	Economic empowerment	2.15	0.24	2.13	0.48	0.59	0.55
3	Obstacles	2.37	0.56	2.33	0.53	0.66	0.51

The previous table shows the effect of gender (male/female) on woman's empowerment in the transport and transportation sector and the for independent. The researcher used T-test for the two independent samples, One-Way ANOVA, and LSD test for multiple comparisons to determine the direction of statistically significant differences. The results showed that there is a statistically significant difference (at $\alpha=0.01$) between the average male and female grades for the axis (the effect of the decision to allow Saudi woman's drive on her social empowerment) in favor of the average female grades. In other words, females believe that the decision to allow Saudi woman to drive car, helps her to get empowered socially in comparison with males. The lack of statistical

differences between male and female means grades was evident in the axis: (the impact of the decision to allow Saudi woman to drive car on her economic empowerment, and the obstacles she face).

Table (6):

The results of variance analysis in one way to examine the impact of personal characteristics on woman empowerment in transport and transportation sector socially and economically as well as the faced obstacles of 320 individuals sample

Characteristics	The diminutions of woman empowerment questionnaire in transport and transportation sector	(F Value)	Sig.	Using LSD, differences for
Social Status	The impact of the decision to allow Saudi woman driving on her social empowerment	10.41	0.01	Divorced
	The impact of the decision to allow Saudi woman driving on her economic empowerment	0.87	0.46	-
	The obstacles facing the empowerment of Saudi woman in the transport and transportation sector	2.98	0.05	Married
Educational Qualification	The impact of the decision to allow Saudi woman driving on her social empowerment	7.41	0.01	Post graduate
	The impact of the decision to allow Saudi woman driving on her economic empowerment	2.15	0.12	-

	The obstacles facing the empowerment of Saudi woman in the transport and transportation sector	1.21	0.30	-
Monthly	The impact of the decision to allow Saudi woman driving on her social empowerment	6.82	0.01	High
	The impact of the decision to allow Saudi woman driving on her economic empowerment	6.01	0.01	Medium
Income	The obstacles facing the empowerment of Saudi woman in the transport and transportation sector	1.74	0.18	-

IV. Study Discussion

Regarding the impact of the social situation, it is clear that there are statistically significant differences at the level ($\alpha=0.01$) in the axis: (the effect of allowing Saudi woman to drive decision on her social empowerment) in regard to the social status of the study sample. Using LSD, the most significant differences in this axis were found to be the difference between the average of the social status (divorce) and the average of each of the other three social statuses (single, married, widower) in favor of the average social status (divorce) in the three cases as the average was (2.52 out of 3). The average of the other three social statuses is 2.30, 2.38, 2.10, respectively. This indicates that the divorcees believe that the decision of allowing Saudi woman to drive vehicle helps to increase her social empowerment compared to other social statuses opinions. There are also statistically significant differences at ($\alpha=0.05$) in the following axis: (obstacles to the empowerment of Saudi woman in the transport sector) are due to the social status of the study sample. Using LSD, the most significant differences in this axis were found to be the difference between the average social status (married) and the average social status (single) for the favor of the social status (married), where the average married was (2.40 out of 3) while the average of single was (2.19). This implies that married couples believe that the obstacles facing the empowerment of Saudi woman in the transport sector are great compared to what singles see. As for the axis (the effect of the decision to allow Saudi woman driving on her economic empowerment), it became clear that there are no statistically significant differences due to the social status of the study sample.

Regarding the educational qualification, there are statistically significant differences at the level ($\alpha=0.01$) in the axis: (the effect of the decision to allow Saudi woman driving on her social empowerment) are due to the educational qualification of the study sample. Using LSD, the most significant differences in this axis were found to be the difference between the average of the educational qualification (postgraduate/ high education) and the average of educational qualification (secondary and lower) for the favor of the (postgraduate), as the average was (2.49 out of 3) for (postgraduate) compared to (2.32) for the (secondary and lower). This indicates that the sample members with (postgraduate studies) believe that the decision of allowing the Saudi woman driving helps in increasing her social empowerment compared to those with (secondary and lower). It is also clear that there are no statistically significant differences between (the effect of the decision to allow Saudi woman driving on her economic empowerment, and the obstacles facing the empowerment of Saudi woman in the transport and transportation sector) due to the educational qualification of the study sample.

Regarding the impact of monthly income, it was found that there were statistically significant differences at the level ($\alpha=0.01$) in the axis: (the impact of allowing Saudi woman driving decision on her social empowerment) due to the monthly income of the study sample. Using the LSD test, the most significant differences in this axis were found to be the difference between those with average monthly income (high) and those with the average monthly income (low) in favor of the average monthly income (high), as the average was (2.46 out of

3) for (high income) and (2.22) for (low income). This indicates that those with monthly income (high) believe that the decision of allowing Saudi woman driving helps her social empowerment compared to those with monthly income (low). There are statistically significant differences at the level ($\alpha=0.01$) for the axis: (the effect of allowing Saudi woman driving decision on her economic empowerment) is due to the monthly income of the study sample. Using the (LSD) test, the most significant differences in this axis were found to be the difference between average those with monthly income (medium) and those with average monthly income (low) for the favor of the average monthly income (medium), as the average was (2.19 out of 3) for (medium) monthly income compared to the average of (1.97) for (low) monthly income. This indicates that those with monthly income (medium) believe that the decision of allowing Saudi woman driving helps to increase her economic empowerment compared to those with low monthly income.

There are no statistically significant differences in the axis (the constraints facing the empowerment of Saudi woman in the transport and transportation sector) due to the monthly income of the study sample.

V. Study Results:

- The highest agreement on the statements of axis titled (the effect of Saudi woman driving decision on her social empowerment) from the sample point of view was for the statement (the treatment of emergency situations in which a family is exposed as a member's disease). Meanwhile, the least agreement on the same axis

was for the statement (woman is exposed to the risk of harassment or chasing). It was indicated that the sample of study generally agrees on the decision of allowing the Saudi woman to drive car, because that empower her socially.

- The highest agreement on the statements of axis titled (the effect of Saudi woman driving decision on her economic empowerment in transport and transportation sector) from the sample point of view was for the statement (reducing unemployment and increasing the percentage of woman's participation in work). Meanwhile, the least agreement on the same axis was for the statement (increasing the unemployment rate among males for drivers to rely on her female customers). It was indicated that the sample of study generally agrees on the decision of allowing the Saudi woman to drive car, because that empower her economically in transport and transportation sector.

- Regarding the impact of personal characteristics on the empowerment of woman in the transport and transportation sector socially and economically as well as identifying the constraints faced by woman, it is clearly found that the decision to allow the Saudi woman driving car helps empowering her socially compared to what males see. The divorcees also believe that the decision of allowing Saudi woman driving car helps increasing her social empowerment compared to what the remaining social status categories see. The married men believe that the obstacles facing the empowerment of Saudi woman in the transport and transportation sector are great compared to what they see as for the social status of (single).

- Concerning the educational qualification, it was clearly defined that post graduates “people with higher education” believe that the decision of allowing the Saudi woman to drive car helps in increasing her social empowerment compared to those with secondary education and lower.

- Regarding the monthly income, the study found that the sample respondents with (high) monthly income agree on the decision to allow the Saudi woman to drive car as it helps increasing her social empowerment compared to those respondents with low monthly income. Meanwhile, the medium monthly income respondents see that the decision to allow Saudi woman to drive car helps increasing her economic empowerment compared with low monthly income respondents.

The proposed vision for the empowerment of woman in the transport and transportation sector:

Through the results of the study and upon the interviews with the leaders and experts in the transport sector, sociologists and social service specialists and through the discussion groups, the proposed vision of woman's empowerment in the transport and transportation sector can be identified through the following axes:

□ **First axis: Proposals on the social aspect of the woman empowerment in the transport and transportation sector:**

The empowerment of woman in the transport and transportation sector requires addressing the social and cultural constraints faced by woman by increasing her awareness of the importance of her role and necessity of her participation in the community. In addition, woman should be qualified through the training and development. Moreover, woman participation in work environment should be expanded. All that requires collaborative efforts to achieve genuine and effective participation, not merely a mirror one, through radical changes in the social and cultural heritage that impede empowerment. Woman may be criticized at the community level because of the prevailing values when joining some new work fields that has not been in before due to educational concepts, and the erroneous perception of woman's role in development, which adversely affects her participation. So that negative attitudes and values that impede her empowerment should be modified.

□ **Second axis: Economic proposals for the empowerment of woman in the transport and transportation sector:**

It is important to remove all obstacles on front of woman's economic empowerment in the labor market, in cooperation with the government sector, to reform and amend existing laws and policies to make them more responsive to gender issues. This should be done through: Contributing to the creation of new methods or expanding methods already in place. The development of jobs and the promotion of expansion in the new and unprecedented areas of work in the transport and transportation sector should identify the needs of the transport sector from the required scientific and professional disciplines and develop university-level scientific disciplines commensurate with the needs of the sector.

□ **The third axis: Proposals related to the legislative and regulatory aspect of the empowerment of woman in the transport and transportation sector:**

It is obvious that there is a set of laws, regulations and systems in the KSA that promotes woman's empowerment in the transport and transportation sector, and therefore should be activated and followed up through implementation by the competent authorities. In addition, working on promoting the culture of work and investment among Saudi women by encouraging them to join new businesses and establish business and investment projects such fuel stations and car exhibitions after eliminating all the legal constrains and providing needed facilitation. Besides that, they should benefit from the Arab and international experiences and adopt its successful philosophy of empowering woman in the transport and transportation sector.

The proposed vision for the empowerment of woman in the transport and transportation sector:

- Through the interviews with the leaders and experts in the transport and transportation sector and interviews with sociologists and social service specialists, as well as the through the discussions groups, there

was a great opportunity to formulate a proposed vision for the empowerment of woman in the transport and transportation sector. Woman's empowerment is important for achieving the sustainable development goals for the KSA 2030 vision, contributes to the national capacity-building, improves woman's professional capacities, increases the visibility of woman role as an effective participant in various areas of economic and social fields and bridges the gap in the career development of woman.

- Experts and specialists focused on the role of the legislative aspect of political decision in supporting and empowering woman, which reflected positive changes in her favor, supported her position in the labor market through supporting the private sector to employ woman in the transport sector. In addition, expanding the level of environmental safety and traffic safety, and providing woman's staff to work in the field to meet the needs of women. Additionally, addressing all the obstacles facing women and increasing the number of driving teaching schools. Besides, overlooking at the global experiences and reflecting them for the benefit of woman's empowerment in the transport and transportation sector, which will contribute to the empowerment of woman to play a real and broad role by enacting legislation and regulations that safeguard woman's rights and facilitate her effective participation in various social and economic fields.

- By deeply looking inside the transport sector, we can notice that it is a male sector, and has many challenges against woman's enrollment. This work environment remained unsuitable for woman's work, and the view of traditions still do not accept woman's working in this sector. It is therefore important to prepare women for the entry into the transport sector and encourage them to take control of the sector. That could be achieved through providing an appropriate working environment, and increasing their participation in the sector whether working directly as drivers or in the arrival or departure stations or in directly through working in technical jobs.

- In the past few years, woman's participation has been weak and is not commensurate with the proportion of education and the number of female graduates, and despite of that, it has not been reflected into workforce in the labor market. Experts and specialists expect woman's participation in the transport sector to increase in the coming years despite the difficulties they may face, but to succeed they need determination in the first place to remove the constraints and change the difficult environment impeding Saudi woman's ambition through supporting systems that facilitate woman's joining transport and transportation sector.

- In order for woman to join the transport sector, it is important to enact legislation governing the working environment. The regulation of the sector through many regulations and legislation contributes to improving the performance of woman and thus reflects on the participation of woman. We have witnessed many woman working in new jobs such as working as taxi driver through smart applications, working with car shops, working at car spare parts stores and working at fuel station, However, women's employment in these jobs is still at the start stage, and their participation is expected to rise in the future if succeeded and encouraged others to join the sector.

- It is important to share knowledge and information and to engage in partnerships with many global sectors to adopt best practices and improve working conditions for woman in all transport sector types (land, air and sea). The expansion of woman's jobs in the sector, such as public service, administrative functions, clerical jobs, or working in operational transportation as drivers, logistics or technological sectors will contribute to strengthening the mechanisms of implementing the global partnership for sustainable development under the KSA 2030 vision.

VI. Conclusion

The study emphasized on the importance of political decision role in directing officials and strategic planners as well as decision makers on country level at the Kingdom of Saudi Arabia in drawing policies and strategies that contribute to woman empowerment and support her participation in several development and new sectors such transport sector.

The women participation in transport sector would enhance women partnership beside men in developing the sector, smoothing obstacles, and leading the initiative toward achieving Saudi leadership vision 2030.

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