

# WEBINAR: Combatting gender violence in public transport in the Western Balkans and South Caucasus

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**Gender Responsive Budgeting (GRB) is a strategy that focuses on integrating a gender perspective in government planning and budgeting.** It aims to incorporate a perspective on how to **improve equality** between women and men based on a gender analysis in every stage of planning, programming, and execution of government budgets. Thus, it should not be seen as an additional budget, but as **a way of doing better planning and budgeting based on more specific evidence regarding men and women as beneficiaries of policies and budgets.**

**Gender Budget Watchdog Network (GBWN) brings together 100 civil society organizations from seven countries of Western Balkans (Albania, Kosovo, Bosnia and Herzegovina, Montenegro, Macedonia, Serbia) and Moldova.** GBWN aims to strengthen the role of CSOs as an interest group that contributes to increasing accountability and transparency and improving the management of public funds.

We are building the capacities of CSOs in order to increase their participation in policy-making and budgeting processes through the use of gender watchdog reporting and networking.

**GBWN consortium is diverse and made of CSOs who are women's organizations, think tanks, disability rights advocacy groups and CSO development organizations.** This diversity brings a productive mix of know-how, experience and results with initiatives that embed intersectionality.

 Austrian  
Development  
Agency

 Sida  
SWEDISH INTERNATIONAL  
DEVELOPMENT COOPERATION AGENCY

 Gender Budget Watchdog Network  
for a gender equal region  
<https://gbwn.net/en>

## MAIN WATCHDOGGING ACTIVITIES

1

### Annual budget commentaries / recommendations

The partners follow the budget making, discussion and adoption and will annually each GBWN hub submit annual budget commentaries and recommendations from a gender perspective to Ministries of Finance and Parliaments in the spirit of The Fiscal Femme

2

### Monitoring EU external financing

The consortium produced a paper on EU external financing to the WB and Moldova including the assessment of the extent to which published EU Action Documents have included adequate gender analysis, objectives towards gender equality, indicators to measure progress towards gender equality, and sex-disaggregated data, as per the OECD DAC Criteria for the Gender Marker. The paper was presented at the CSW68 2024 in New York and at other conferences on GRB in Europe.

3

### Gender Parliamentary Hearings

At least one Parliamentary hearing on GRB CSO work findings is held in each of the target countries, this includes the monitoring of budget expenditure of GRB programs and SDG 5c1 monitoring. The hearings may be thematic, generally related to the advancement of gender equality, specific to the institutionalization efforts for GRB. In different countries different approaches can be taken.

4

### Contribution to next National Communication and ETF reporting and Lima work program

The network contributes to the development of the next National Communications, that are supported through GEF Funding provide gender mainstreaming contributions to the national commitments. The network collected the case studies of CSOs doing GRB work and its practical measures/initiatives to improve climate change adaptation and resilience through use of GRB tools.

5

### GRB Reports on Gender and Climate Change

Towards supporting governments with appropriate gender analysis to better inform spending, and supporting the EU and its MSs in achieving GAP III aims of creating gender analyses in specific sectors. National reports provide articulation of gender responsive and transformative solutions developed by CSOs.

6

### Producing CSOs gender budget watch dog reports on resilience response and climate financing

The aim is to produce budget reports by the CSOs embedding a gender perspective in research and analysis and in outreach strategy.

# Analysis of the Transportation Sector towards Gender and Climate-responsive Policy Solutions

## Purpose and objectives

The aim of this research is to identify climate- and gender-responsive policy options for improving diverse women and men's access to public transport. **The research seeks to propose gender-responsive and sustainable solutions for improving state financing of an inclusive, safe and environmentally responsible transportation sector based on identification of current needs, interests and commuting practices of women and men.**

The gender-based analysis covers transportation habits, accessibility, safety perceptions, and affordability across various Balkan countries, including **Albania, Bosnia and Herzegovina, Kosovo, Macedonia, Moldova, Montenegro, and Serbia.**

# Main Findings of Gender Analysis (preliminary)

## 1. Transportation Ownership and Usage

In all surveyed countries, men were more likely to own private vehicles than women, while **women showed higher reliance on public transportation and other shared transport options**. The analysis points out that women were less likely to own cars or bicycles, particularly electric bikes and scooters, than men.

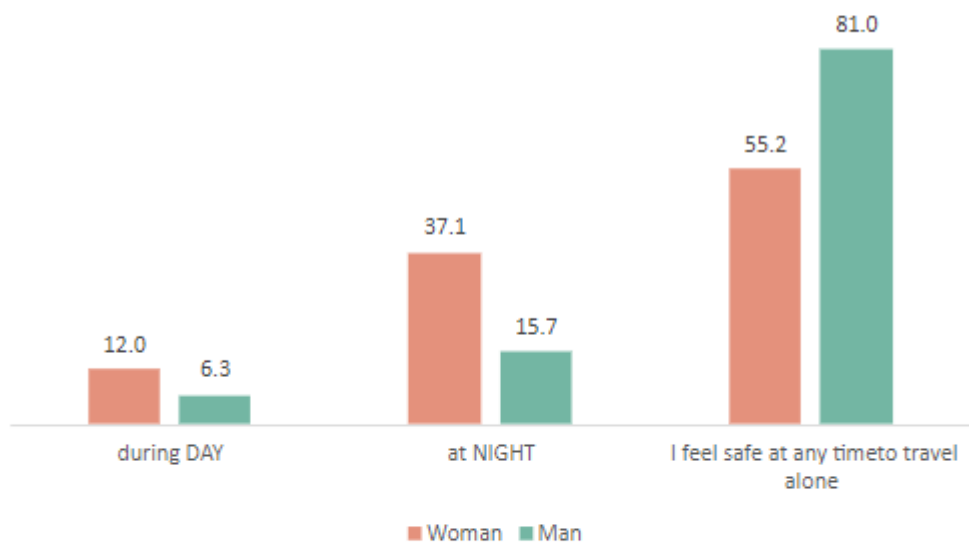
Additionally, both genders showed similar patterns in the time spent commuting on an average day, with a tendency for women to travel shorter distances. The analysis emphasizes that while vehicle ownership rates are higher among men, women are more dependent on public and shared transportation methods.

## 2. Transportation Accessibility

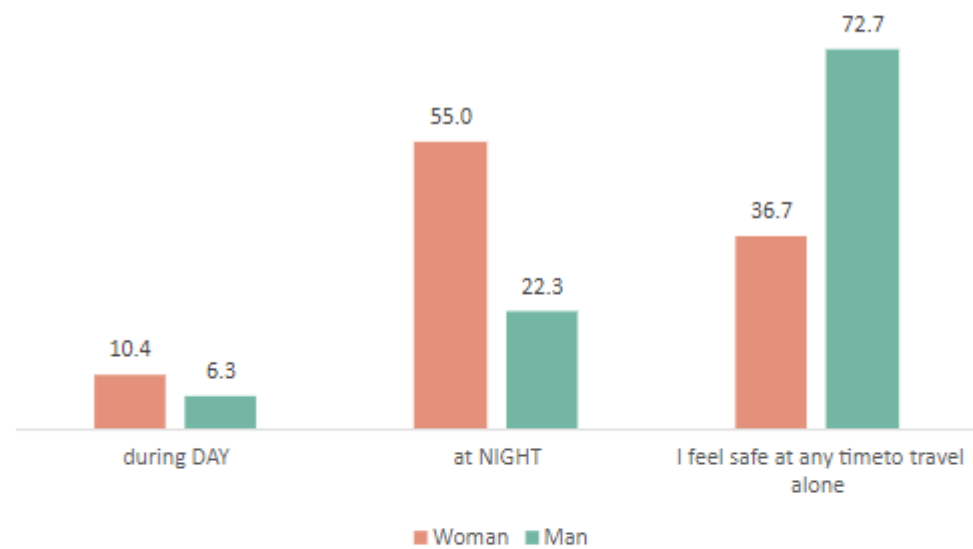
In terms of accessibility, **women generally reported finding transportation less accessible than men**. **This disparity was observed in both urban and rural areas**, though it was more pronounced in rural settings, where public transport is less developed. Women faced more difficulties accessing affordable transportation options, often depending on public transit in areas where services are either scarce or expensive.

# Safety Perception While Using Type of Transportation

## BUS



## WALKING



Q16: Is there any type of transportation that you would **NOT FEEL SAFE** to use by yourself?



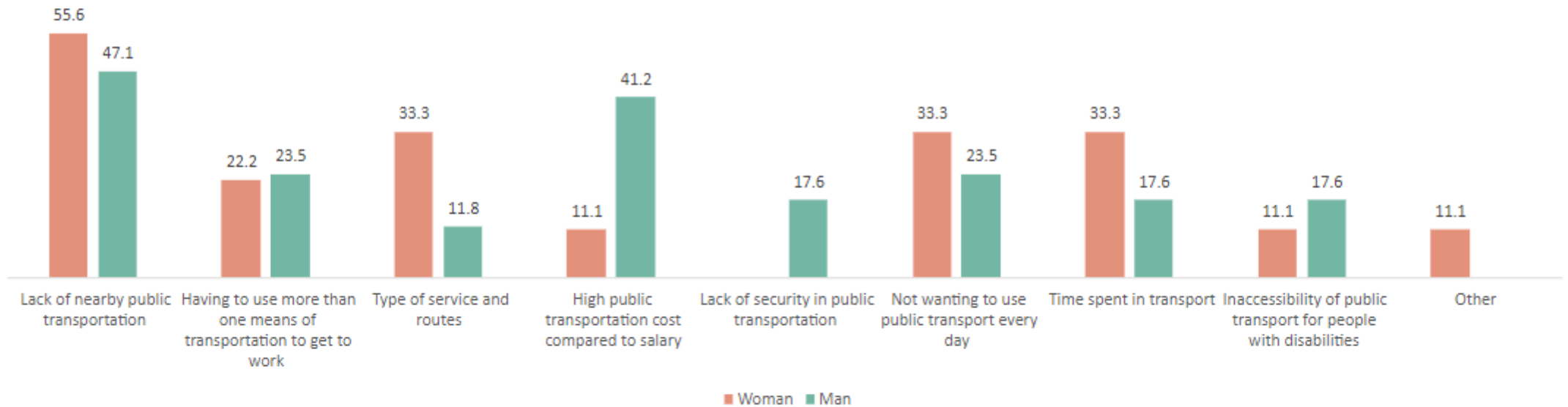
### 3. Safety Perception

Safety perceptions were significantly different between men and women. **Women consistently reported feeling less safe when traveling, especially at night. This was particularly evident when using vulnerable modes of transportation like public transport, walking or cycling.** While men generally felt safer using both public and private transportation, the analysis highlights that women's concerns about safety are a major factor influencing their transportation choices.

### 4. Transportation Affordability

Affordability of transportation was also a key area of difference. **Women often found public transportation to be either too expensive or unaffordable, which limited their mobility options.** Access to household income for transportation was slightly more accessible to men, though this varied by country. The data suggests that affordability challenges are more acute for women, especially in regions where public transportation options are limited or costly.

# Policy Development Participation Due to Lack of Transportation



Q22: Why? Please select all that apply.

