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Gender Budget Watchdog Network  
for a gender equal region

# GRB CHAMPIONS - MKD

## GENDER BUDGET ANALYSIS ON PUBLIC TRANSPORT IN THE

## MUNICIPALITY OF TETOVO \*

Prepared by:

Center for  
Research and  
Policy  
Making

... policy impact since 2004

Name of the organization: Centre for Education and Development

Name of country: Macedonia

Sector: Public transport

### GRB tools used:

- costing analysis;

### THE FIFTH LARGEST CITY IN MACEDONIA WITH NO PUBLIC TRANSPORT FOR YEARS

The city of Tetovo, as the second largest city after Skopje, did not have public transport that would facilitate the urban commute and mobility within Tetovo, but also from outside of it, in order for citizens to meet their daily needs. The lack of public transport in winter contributes even more to the increase of air pollution, because many citizens, not being able to commute around the city, prefer to drive private cars. This problem affected almost all parts of the normal functioning of the city, but what is most important contributes to the quality of life especially of women who traditionally use more public transport than driving cars. It is worthy saying that this problem also affected youngsters in the city during their home-school-home routes as well as their social life planning. On top of this, the city still has a poor bike infrastructure as well as poor traffic culture and occupied pedestrian zones with parked cars.

### GRB INITIATIVE

In 2018, CRPM Consulting in collaboration with UN Women implemented the project "Gender Budget Watchdogs" which aimed at increasing the capacities of local CSOs on conducting comprehensive GRB analysis and appraisals as well as producing GRB initiatives. One of the grantees in the program was the Center for Educational Development- CED.

In the period July - October 2018, CED conducted an online survey with various stakeholders from Tetovo and Tetovo region. A total of 120 people from various categories were surveyed whether they think Tetovo needs public transport, whether it would contribute to improving the quality of life in the city of Tetovo, what would be the best way to manage it, capturing marginalized groups as well. The data gathered was analyzed from a gender perspective showing that 98% of the respondents residents, that the Municipality of Tetovo needs public transport, and over 70% of the respondents, regardless of their ethnic affiliation, believed that eventually it will greatly improve the quality of life for all citizens. Regarding the way of management, over 50% of the respondents preferred the transport service to be managed by the Municipality of Tetovo, while around 40% of which mainly men, opted for Private Public Partnership.

In collaboration with a private transport company, CED conducted an expenditure and cost-benefit analysis, including a draft route map, calculating the cost necessary for commencing the local transport and initial investment, as well as the pay-back effects. As illustrated below, the pay-back was foreseen after only 2½ years, whereas the benefits for the local population are immediate.



\* Since December, 2021 "Tetovo transport" services have been suspended until an integrity audit is completed.

**INVESTMENT PROJECTION**

	SALARY	FUELS	REGISTRATION	DEPRECIATION
Maintenance per bus	MKD 25.000 *12 months	10 liters for one destination * 16 * MKD 62d * MKD 260 per year	MKD 15.000	MKD 150.000
Total	MKD 300.000	MKD 2.579.200	MKD 15.000	MKD 150.000

Total for maintenance of one bus per year: MKD 3.044.200

Total for maintenance of 11 buses: MKD 33.486.200

**PAY-BACK PROJECTION**

Average number of travelers	ANNUAL PROFIT OF 11 BUSES FOR THE ENTERPRISE			
	Price ticket	Total	X 260 days annually	/ for 11 buses
27.500	MKD 20	MKD 550.000 ден	MKD 143.000.000	MKD 13.000.000
Total profit of the enterprise: MKD 143.000.000				Profit per bus: MKD 13.000.000

**SUCCESS OF THE GRB INITIATIVE**

CRPM and CED advocated on this idea, which resulted in tangible actions and results. Based on the calculation of the costs for the public transport provided in the GRB initiative, the Government supported the municipality of Tetovo in purchasing five buses that will run on three city routes, and by doing that Tetovo introduced its city public transport for the first time in January 2021. The investment includes also the fixed infrastructure (stations, horizontal and vertical signalization). The purchased buses have assistive mechanisms for disabled and run by ECO6 environmentally friendly standard. Even though planned for launch in the 1<sup>st</sup> quarter of 2021, the pandemic postponed the start of "Tetovo transport", accompanied with some additional infrastructure adjustments that need to be done. The measures for limited movement as well as the distant learning for primary and high school students and the surrounding universities, was one of the reasons for postponing mainly because these categories were targeted as one of the drivers for the profitability of the enterprise. Finally, this summer, officially the city service was introduced. The ticket is 20 mkd. In this period a monitoring is undergoing in order to eventually adjust the present routes. Once finalized, a next step from "Tetovo transport", is installing digital information panels on arrivals and departures. 1

**SUCCESS FACTORS**

Key factors for this GRB initiative we can list is the persistent lobbying from CED, the positioning of the GRB initiative in the 'bigger agenda' of environment protection and implementing green policies of the municipality and the Government which ensured bigger support of the local stakeholders, as well as on the level of the government. The costing and especially the diversity element in it helped the government argue that the investment is justified and will have an impact on equality, which resulted with approved funding from international finance institutions for the purchase of the five buses.

**MAIN OBSTACLES**

The poor traffic culture in the city postponed the official opening of the service while adjusting the routes and installing parking barriers on the buses/ routes. Additionally, the pandemic and the limited movement measures built on this. The official start came once the measures were lifted in order to secure regular income and thus sustainability of the enterprise.

<sup>1</sup> Долгонајавуваниот јавен превоз започна денеска во Тетово  
<https://www.youtube.com/watch?v=AQKWlguvTcM>, KISS & Менада Телевизија