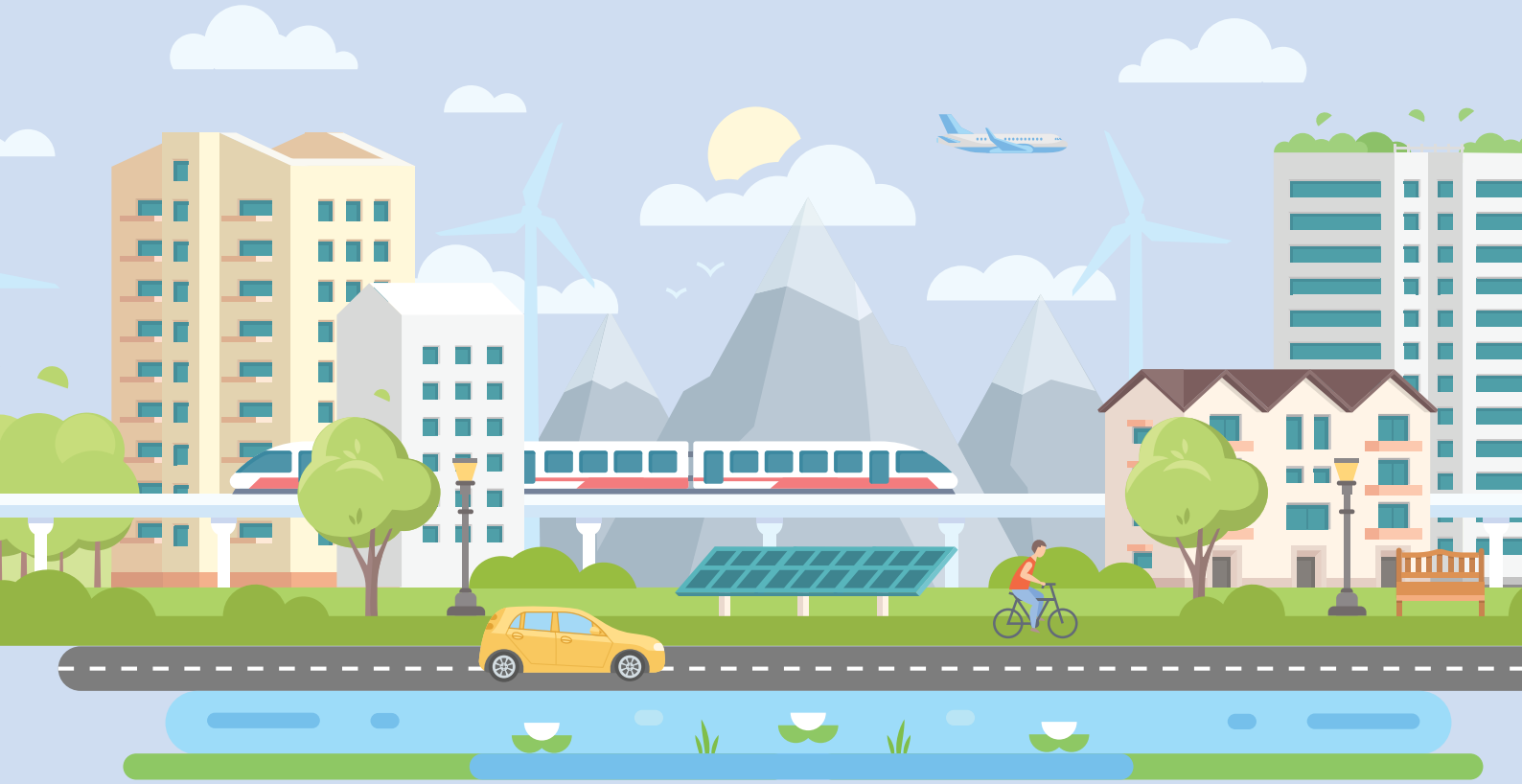
Gender Budget Watchdog Network
for a gender equal region



National Transport Research: Bosnia and Herzegovina

NATIONAL REPORT
Bosnia and Herzegovina

With funding from
Austrian Development Cooperation

Sverige

CPCD
Centar za promociju civilnog društva

National Transport Research: Bosnia and Herzegovina

Prepared by: Mersiha Jaskić, CPCD

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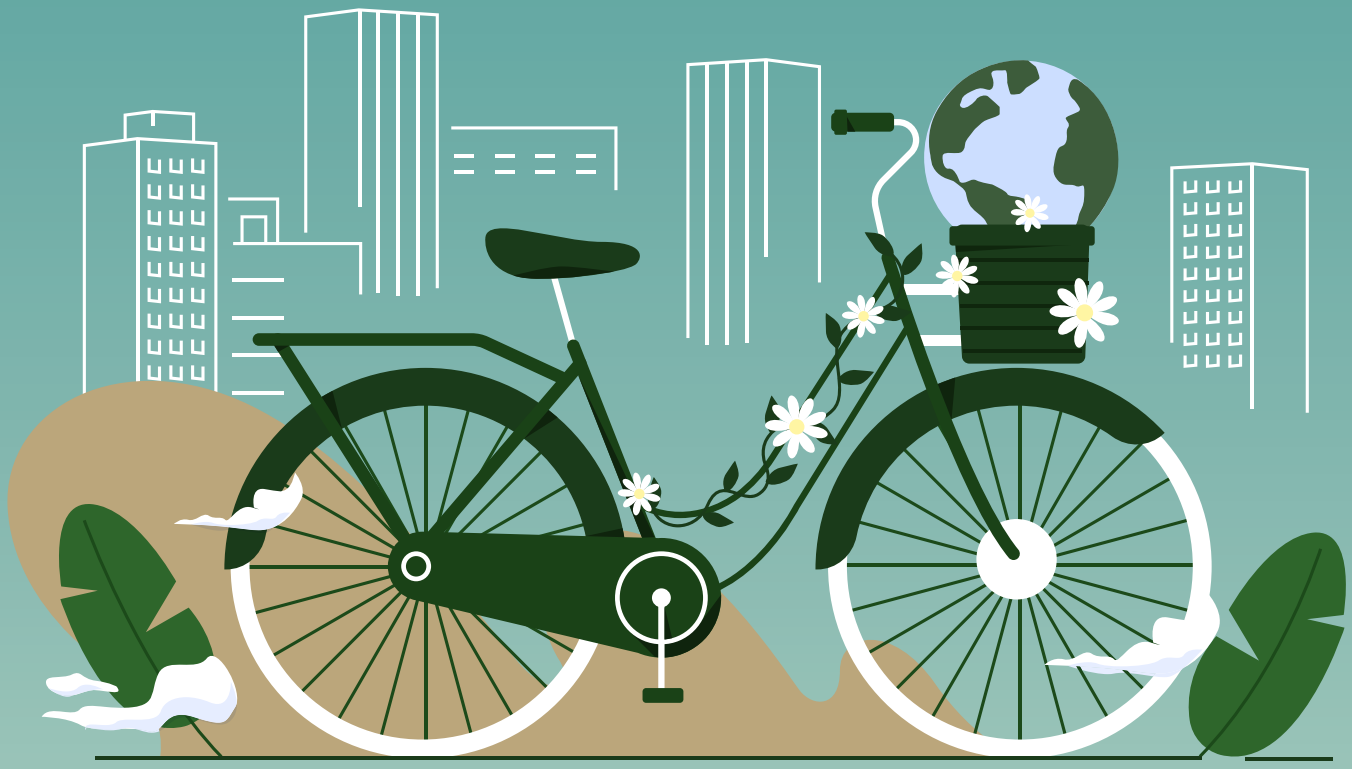


CHAPTER I

Why gender, transport and climate change?

CLIMATE PERSPECTIVE OF TRANSPORT

The complexity and the decentralization of the governmental system in Bosnia and Herzegovina has severe implications on all sectors, including transport. The country is divided into two entities, the Federation of Bosnia and Herzegovina and Republika Srpska, and Brčko District, each with its own government and institutions in charge of transportation sector. The key institutions regulating this sector are the Ministry of Communications and Transport of Bosnia and Herzegovina (state level)[1], Federal Ministry of Transport and Communications (entity level)[2], Ministry of Transport and Communications of Republika Srpska (entity level)[3], and the Government of Brčko District's Public Affairs Subdivision.

Other relevant institutions responsible for different modes of transport in BiH are:

1. in road sector: Public company (PC) Motorways of FBiH, PC Road of FBiH, PC Roads of RS, PC Motorways of RS, Agency for Traffic Safety RS, Road Safety Council of Brčko District, PE Brčko Roads in Brčko District;
2. in railway sector: BiH Railways Public Corporation, Public Enterprise (PE) Railways of FBiH, PE RS Railways;
3. inland waterways: International Sava River Basin Commission; PE Port of Brčko;
4. air transport: BiH Air Navigation Services Agency, Four international airports: Sarajevo, Banja Luka, Tuzla, Mostar.

Finally, municipalities and cities, as well as cantons, across Bosnia and Herzegovina operate their public transportation systems, including bus services and trams in larger urban areas, while various agencies oversee and regulate different aspects of transportation, including road safety, licensing, and compliance with transportation regulations. Bosnia and Herzegovina's land transport consists of three types of roads – highways which include around 227 km of road, main roads (magistralni putevi) which cover 3892.3 km, and regional roads, which include the local roads and are divided into two categories (I and II) and incorporate 2297.53 km of roads. In total, Bosnia and

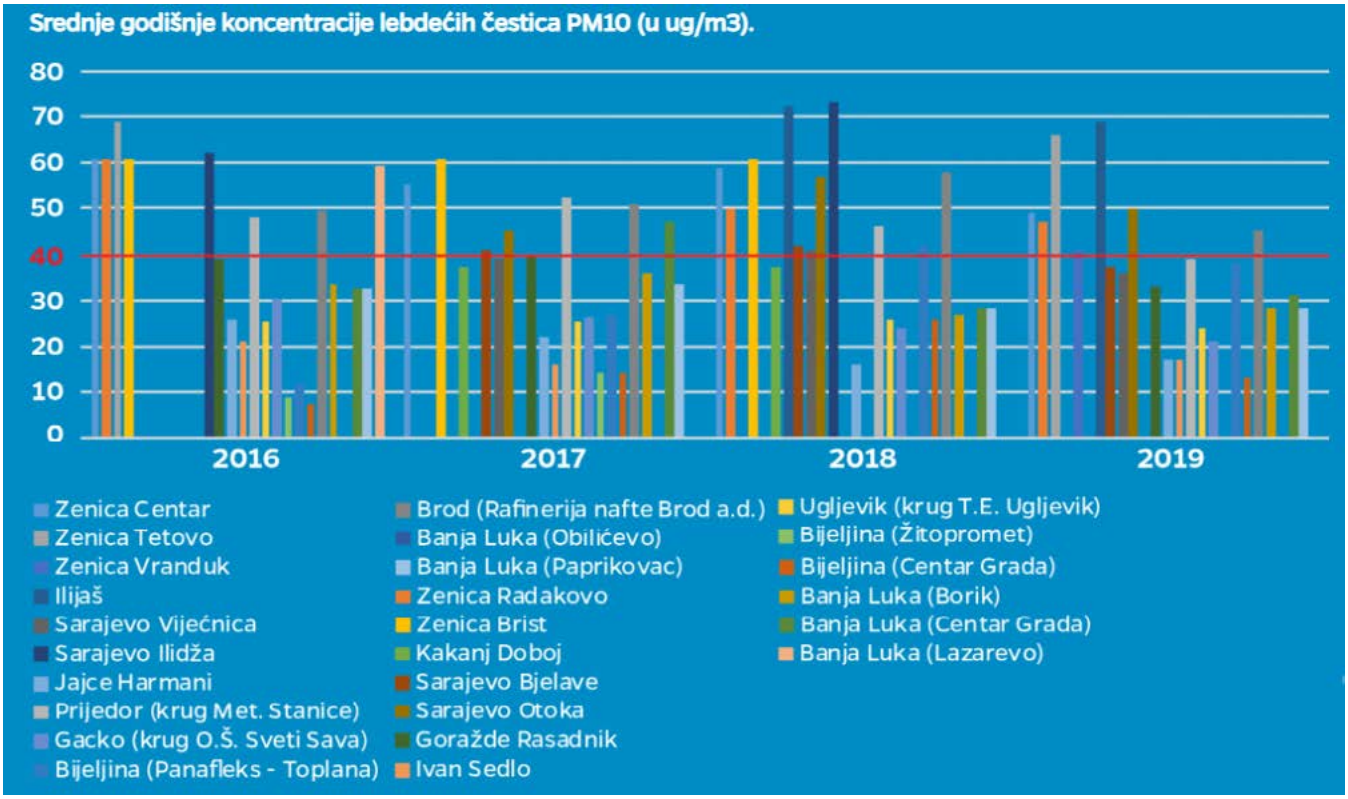
1 This is the central government authority responsible for coordinating and regulating transportation policies and activities at the national level. It plays a role in setting overall transportation strategies, regulations, and standards that apply across the entire country.

2 It oversees the development and maintenance of transportation infrastructure, including roads, railways, and airports, within the Federation.

3 Responsible for transportation and communications matters within Republika Srpska. Manages transportation infrastructure projects, road maintenance, and other related activities within Republika Srpska.

Herzegovina has around 6417 km of roads. As previously cited, transportation sector contributes to air pollution at a rate of 20% of cumulative air pollution in Bosnia and Herzegovina. Air pollution largely impacts deterioration in health of citizens and has an influence on the increase in cardiovascular diseases, cancer, and pulmonary diseases. The data available for 2022 indicates that in Bosnia and Herzegovina 18126 persons died of diseases of circulatory system, 9618 or 53.03% of which are women. As for respiratory system diseases, 1951 persons have died from these diseases, while 869 or 44.54% are women. Neoplasms (cancer) caused 7438 deaths in Bosnia and Herzegovina, 3237 or 43.52% of which are women. An example of this is seen through the information that in 2016, exposure to air pollution from fine particles (PM2.5) was the cause of premature death in about 3,300 cases in Bosnia and Herzegovina, which negatively affected the country in the amount of approximately 5.9 to 10.5 percent of GDP.

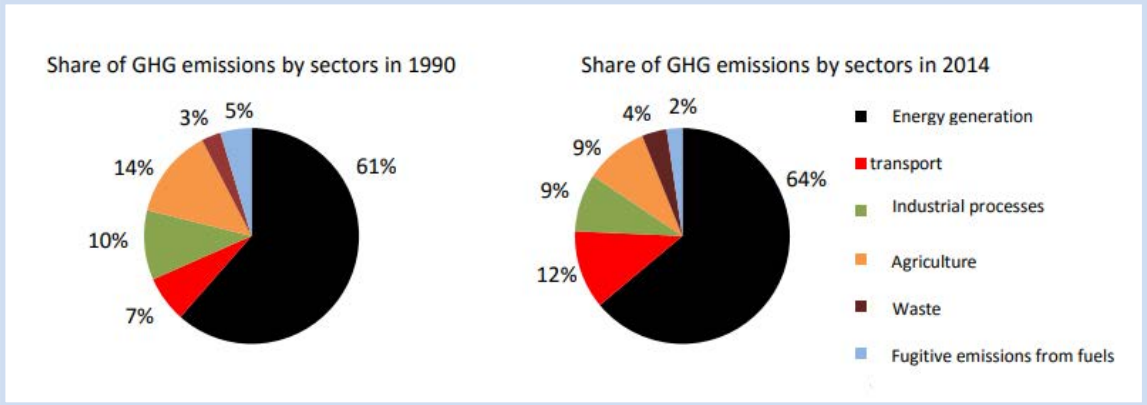
Table 1. Medium annual concentration of PM10 particles across Cities in Bosnia and Herzegovina[4]



Air pollution, caused by the transport sector but also industrial plant emissions and burning emissions (for heating) is addressed in entity-level strategies for environmental protection. The Federation of Bosnia and Herzegovina strategy addresses the issue and relies on media reports on the dissatisfaction caused by lack of easily accessible official information on air quality, its health impacts, but also measures taken to resolve these issues. As per EU's support (IPA II, 2014 – 2020) for transport sector development in Bosnia and Herzegovina, which is the key investment in the sector, it aimed to support to all key transport sector stakeholders in Bosnia and Herzegovina related to strengthening the capacity of transport sector institutions and developing transport infrastructure and align it to the *acquis*. This IPA action document outlines that the budget aimed at tackling climate change stood at 0 EUR, i.e., there was no relevant budget planned for climate

4 "Prosječne godišnje vrijednosti," *Zrak u BiH*, accessed June 19, 2025, https://zrakubih.ba/bs/tekst/prosjecne-godisnje-vrijednosti/7.

action in this sense[5]. Bosnia and Herzegovina joined the Climate and Clean Air Coalition (CCAC) in 2023, supporting the CCAC's 2030 Strategy to deliver substantial decreases in short-lived climate pollutants over the next decade to keep the warming to 1.5˚C. The country has requested support from the CCAC for national planning and mitigation actions, with its first projects projected to begin in 2024[6]. Its newest Nationally Determined Contribution was submitted in 2021, and transport is one of the sectors included in the GHG emission reduction target, as its share of GHG emissions rose from 7% in 1990 to 12% in 2014. However, the energy generation sector still holds the central position in this context with its share shifting being 64% at the same time[7]. In 2023, the first draft of the Bosnia and Herzegovina Environmental Strategy and Action Plan 2030+ (BiH ESAP 2030+) was drafted and is in the adoption process.



Graph 1. Share of GHG emissions by sector (1990 – 2014)[8]

As the data in the table from BiH's NDC indicates, in 1990, energy generation was the key source of emissions, accounting for 61% of the total emissions. By 2014, this share had slightly increased to 64%. An interesting piece of information is that there was a significant growth in emissions from the transport sector, which nearly doubled, from 7% in 1990 to 12% in 2014. This increase likely reflects a rise in vehicle use, urbanization, and fossil fuel consumption associated with post-war recovery and economic development. At the same time, emissions from agriculture declined from 14% to 9%, suggesting changes in land use, reduced livestock production, or shifts in rural demographics.

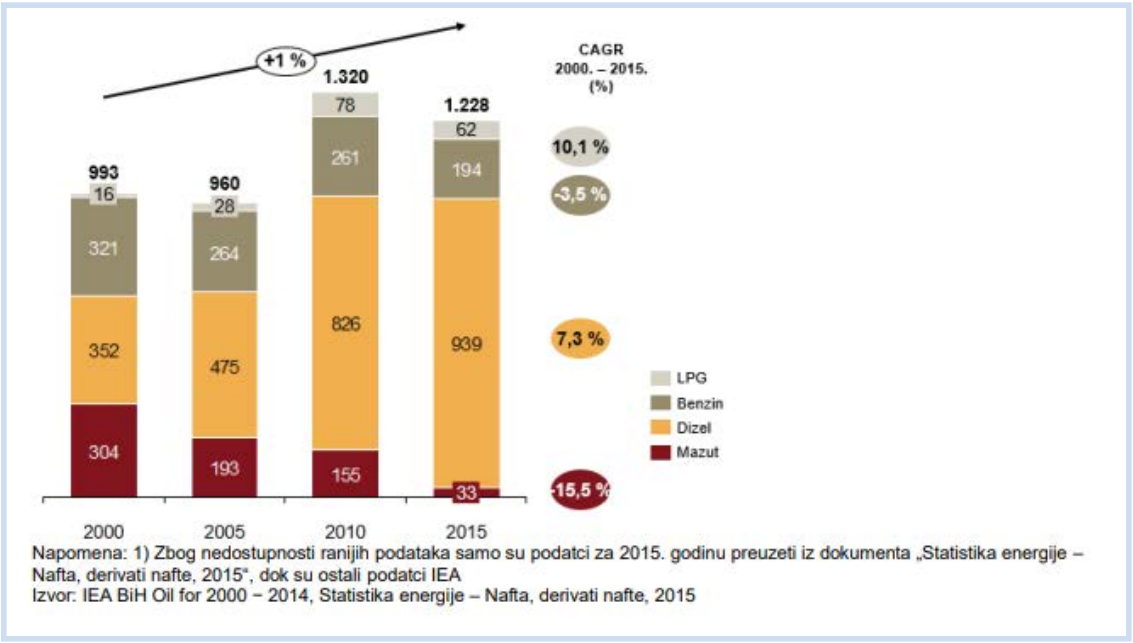
The Framework Energy Strategy of Bosnia and Herzegovina until 2035 was adopted in 2018 and contains the overview and a plan until 2035 s well as entails a summary of the status quo regarding different sectors covered by the strategy. For the purpose of this desk research, an interesting statistical information on the annual usage of petroleum products in Bosnia and Herzegovina in kilotons from 2000 to 2015 shows that gasoline and diesel fuel are mostly used petroleum products, and are, conversely, used most for transportation purposes.

5 "EU Support for Transport Sector Development," *European Commission – Neighbourhood and Enlargement*, accessed November 19, 2024, https://neighbourhood-enlargement.ec.europa.eu/system/files/2017-12/ipa_2017_040541.06_eu_support_for_transport_sector_development.pdf.

6 Bosnia and Herzegovina, *Climate & Clean Air Coalition*, accessed February 19, 2025, https://www.ccacoalition.org/partners/bosnia-and-herzegovina.

7 Nationally Determined Contribution of Bosnia and Herzegovina (NDC) for the Period 2020–2030, *UNFCCC*, accessed February 9, 2025, https://unfccc.int/sites/default/files/NDC/2022-06/NDC%20BiH_November%202020%20FINAL%20DRAFT%2005%20Nov%20ENG%20LR.pdf.

8 *Ibid.*



Graph 2. Usage of petroleum products in BiH, annual data in kt (2000 – 2015)[9]

This strategy has recommended programs for energy saving divided into *building, industry,* and *transportation*. The programs recommended to mitigate the spending regarding transportation includes: i) infrastructural measures in road networks to save energy – building new roads and roundabout, advancing the signalization systems and public transport infrastructure; ii) changing the old vehicles to energy efficient vehicles in public transport[10]. Other than that, the targets include reduction of GHG emissions (by 41.21% compared to 1991), increase the share of renewable energy sources in the GFE consumption by 43.62%, energy efficiency – primary energy consumption 6.84% Mtoe and final energy consumption 4.34 Mtoe[11]. Bosnia and Herzegovina adopted the National Adaptation Plan – NAP in September 2021. It thoroughly problematizes the lack of appropriate legislative framework for tackling climate change, as well as the complicated governance system. Regarding transport sector, the potential indicators, according to NAP, are as follows:

9 Ministarstvo vanjske trgovine i ekonomskih odnosa BiH, *Okvirna energetska strategija Bosne i Hercegovine do 2035. godine*, accessed 19 February 2025, http://www.mvteo.gov.ba/data/Home/Dokumenti/Energetika/Okvirna_energetska_strategija_Bosne_i_Hercegovine_do_2035._HR_FINALNA.PDF.

10 *bid*.

11 *ibid*.

Table 2. Potential indicators of transport, NAP BiH[12]

10. Transport

Indicator category	Potential indicators
Climate parameters	Change in annual temperature Mean monthly temperature Number of hot days Change in annual precipitation Monthly precipitation Extreme precipitation events
Climate impacts	Number of hectares of productive land lost to soil erosion Losses of GDP in percentage per year due to extreme rainfall Financial losses to businesses due to extreme weather events Number of people permanently displaced from homes as a result of flood, drought or sea-level rise
Adaptation action	Number of methodological guides produced to assess impacts of extreme weather events on transport systems Percentage of transport infrastructure standards revised
Adaptation results	Percentage of climate resilient roads in the country Number of new major infrastructure projects located in areas at risk

Mid-2023, the World Bank approved a loan in the amount of 46.1 million EUR to help the Federation of Bosnia and Herzegovina tackle air pollution and consequences thereof[13]. This is since Bosnia and Herzegovina in general, but certain cities in Federation of Bosnia and Herzegovina specifically (such as Sarajevo, Tuzla, and Zenica) suffer strong consequences of air pollution both health-wise and economically. According to the research conducted by the World Bank upon this loan Bosnia and Herzegovina is a country among those with highest levels of fine particular matter pollution in Europe (PM2.5)[14] which stands at 25.80 at an annual mean[15]. The pollution highly contributes to the deteriorating health of citizens of Bosnia and Herzegovina, making it a country with the 5th highest mortality rate in the world caused by air pollution, with 9% of all deaths being caused prematurely by air pollution[16]. Furthermore, residential burning of solid fuel contributes about 50%, while transport sector contributes 20%[17]. The World Bank's Air Quality Improvement Project puts focus on enhancing air quality monitoring infrastructure but also create the ground for informed and evidence-based policy making. A further component of the project in question is the increase of investment in low-emission transport systems, relating to the GHG emissions which indicate doubling of emissions as compared to 1990. This investment is projected to cut emissions by approximately 19,000 metric tons of PM2.5, contributing to an increase in the quality of life in FBiH. Interestingly, this loan outlines the indicators related to cycling as a mode of transport, targeting an increase in total built cycling infrastructure. Furthermore, another indicator, by

12 United Nations Framework Convention on Climate Change (UNFCCC), National Adaptation Plan of Bosnia and Herzegovina (NAP), [PDF], UNFCCC Secretariat, 21 December 2022. Accessed 15 February 2025.

13 Daria Sito-Sucic, "World Bank lends $50.8 million to cut air pollution in Bosnian region", *Reuters*, 31 May 2023. Accessed 15 February 2025.

14 *ibid.*

15 European Environment Agency, "Bosnia and Herzegovina – Air Pollution" (Country Fact Sheet 2021), *EEA*, accessed 15 February 2025.

16 Human Rights Watch, "Time to Tackle Bosnia and Herzegovina's Toxic Air," *Human Rights Watch*, 8 February 2023. Accessed 9 October 2024. (hrw.org)

17 Daria Sito-Sucic, "World Bank lends $50.8 million to cut air pollution in Bosnian region", *Reuters*, 31 May 2023. Accessed 15 February 2025.

2029, is that of females cycling on regular basis to work with additional time and/or money saving as a result of utilizing this transport mode. However, the data on the fulfillment of these indicators is not available as the deadline for fulfilling the target of 30 is September 2029[18].

INCREASING RELEVANCE OF TRANSPORT

Bosnia and Herzegovina is a country of 3.531.159, as per the 2013 census. However, high levels of migration in the past decade indicate that the number now stands at a lower point. Women comprise 50.9% of citizens in Bosnia and Herzegovina[19]. Despite this, there is significant inequality noticed in women's representation, ownership, and businesses, which can be pinned down to strong gender roles in the Bosnian Herzegovinian society.

Table 3. Total number of registered cars in Bosnia and Herzegovina in 2021, 2022, 2023 and 2024[20]

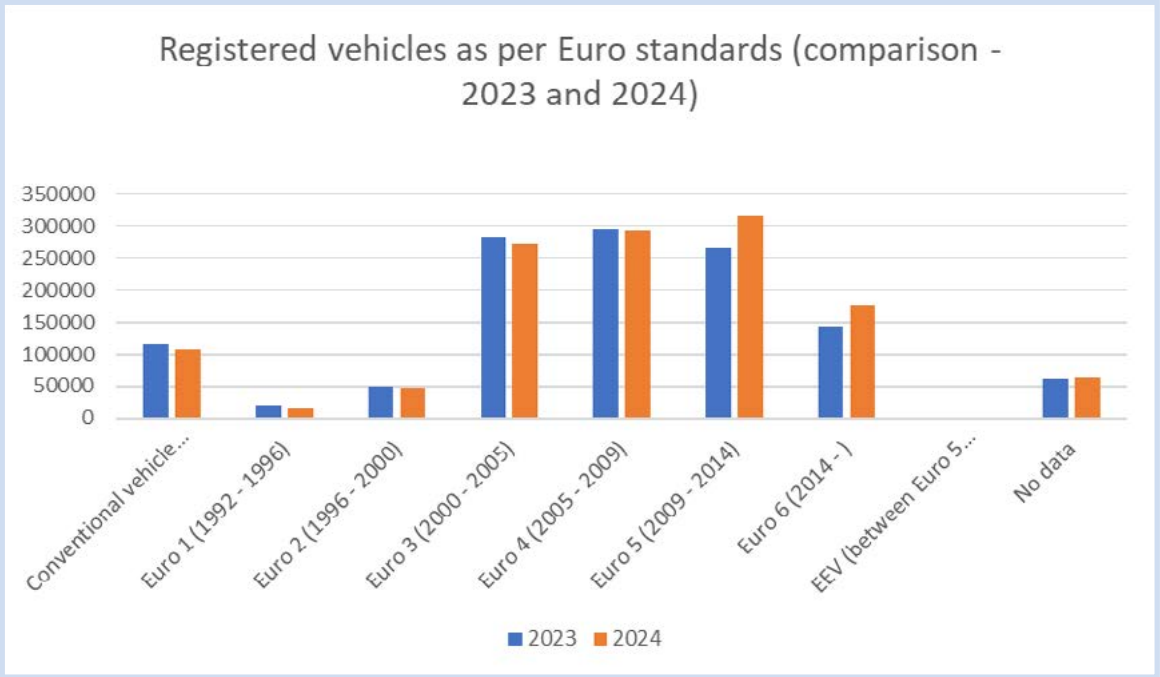
Administrative Unit	Total number of registered cars in 2021	Total number of registered cars in 2022	Total number of registered cars in 2023	Total number of registered cars in 2024	Difference in the number of registered cars in % (2024 and 2023)
Federation of Bosnia and Herzegovina	690.600	707.521	740.101	777.993	+5,12%
Republika Srpska	423.965	438.352	453.719	476.077	+4,93%
Brčko District	38.178	38.885	39.963	41.154	+2,98%
Total in BiH	**1.152.743**	**1.184.758**	**1.233.783**	**1.295.224**	**+4.98%**

18 World Bank, *Air Quality Improvement Project (P176040)*, accessed February 19, 2025, https://projects.worldbank.org/en/projects-operations/project-detail/P176040.

19 Agencija za statistiku Bosne i Hercegovine (BHAS), *Anketa o potrošnji domaćinstava 2021*, accessed March 10, 2025, https://bhas.gov.ba/data/Publikacije/Bilteni/2022/FAM_00_2021_TB_1_BS.pdf.

20 Bosanskohercegovački auto-moto klub (BIHAMK), Informacija o registrovanim cestovnim motornim vozilima u Bosni i Hercegovini u 2024. godini, accessed March 10, 2025, https://bihamk.ba/assets/files/1739351705-2024-godina.pdf.

According to data published by the Bosnia and Herzegovina Auto-Moto Club (BIHAMK) for the year 2024, the number of registered motor vehicles in the country has grown consistently between 2021 and 2024. Total registrations grew from 1,152,743 in 2021 to 1,295,224 in 2024, representing a 4.98% increase in the indicated time period. FBiH accounted for the highest share of registrations, followed by RS and BD, each of which also noted continuous increase. Furthermore, the research shows that the structure of the vehicles in question remains heavily dominated by passenger cars, which represent 84.54% of all registered vehicles. By comparison, freight vehicles made up 8.06%, mopeds and motorcycles accounted for only 2.17%, and buses represented a minimal 0.33% of the total fleet. The remaining 4.90% includes various other vehicle types.



Graph 3. Registered vehicles as per Euro standards[21]

The same research implies severe reliance on older, more polluting vehicles, with significant implications for air quality and consequently to environmental degradation. Vehicles meeting Euro 3 standards or lower, including conventional, Euro 1, and Euro 2 models make up over 34% of the total cars with available information, contributing heavily to CO_2, NO, and other emissions. Vehicles belonging to Euro 4 (22.54%) and Euro 5 (24.45%) dominate the total number of vehicles. Despite being less polluting than older models, they still fall short of modern emission standards and hinder the steps toward decarbonizing the transport sector. Euro 6 vehicles, introduced in 2014, make up just 13.66% of the fleet, with a slow increase throughout the years. This indicates a slow but positive trend toward cleaner technologies.

BIHAMK's recommendation following the publishing of the research is that there is a high need for investment in improving environmental standards and support to the transition to more sustainable modes of transport**.**

According to the data obtained from the Agency for Identification Documents, Registers and Data Exchange of Bosnia and Herzegovina for the purpose of this research, the current sex-disaggregated data on the driving licenses and vehicle registration certificates in Bosnia and Herzegovina indicates the following:

21 *Ibid.*

Table 4. Driving licenses in BiH, sex-disaggregated data[22]

DRIVING LICENCE OWNERS (M)	DRIVING LICENCE OWNERS (F)	TOTAL	% OF WOMEN WITH A DRIVING LICENCE
971 234	586 584	1.557.818	37,65%

Table 5. Vehicle registration certificates in BiH, sex-disaggregated data[23]

VEHICLE REGISTRATION CERTIFICATE OWNERS (M)	VEHICLE REGISTRATION CERTIFICATE OWNERS (F)	TOTAL	% OF WOMEN WITH A VEHICLE REGISTRATION CERTIFICATE
829 467	252 719	1.082.186	23.35%

The data indicates high levels of sex-based discrepancies regarding the usage of private vehicles. This also indicates the possibilities of women using more public transport, although the data on this issue is non-existent in a sex-disaggregated manner. This also indicates higher potential of men contributing to pollution due to usage of private cars, with the transport sector contributing to total air pollution with a 20%, but there is no sex-disaggregated data on this issue either, despite the legal requirement of collecting data and disaggregating it by sex for institutions in BiH. The public transport systems are not available in all parts of Bosnia and Herzegovina, thus the options for women finding alternative means of transport are rather limited.

22 Information obtained from IDDEEA, Annex 1
23 *ibid.*

GENDER AND TRANSPORT

In the parts of Bosnia and Herzegovina where there are public transport means, women, however, face various problems such as security issues, for example. This is tackled on a rather ad hoc basis, with certain instances of introduction of video surveillance in public transport vehicles in Sarajevo[24] which has proven to be an effective tool. Regarding "greener" solutions to transport, women often use electric vehicles such as electric scooters, electric bicycles, and regular bicycles. The latter is starting to be promoted more often, thus during the European Mobility Week, the City of Sarajevo announced that it will subsidize buying bicycles for citizens of Sarajevo in September (in a limited amount). Other subsidies for greener solutions to transport are very rare and almost always appear in cooperation with the business and banking sector. In terms of employment in the transport sector, there is no clear data which indicates the difference between male and female presence in the transport sector. However, the report on Women and Men in Bosnia and Herzegovina concludes that out of the 7 committees at the level of BiH, FBiH and RS working in the sectors of environment, transport and energy, in 2022, no women chaired these committees, while out of a total of 51 members, only 7 or 14% were women[25]. The same goes for 14 transport ministries or departments – state level, two entity-level, 10 in each one of the cantons in FBiH, and one in Brčko District – all except for the FBiH one are led by a man.

Another aspect of gender and transport are social roles and the state of safety or security in a society. Research conducted by Sarajevo Open Centre[26] in 2023 looked at these issues at the level of Sarajevo Canton. Some key conclusions on safety and security in public transport in this part of the country include lack of access to public transport and inadequate service frequency, inadequate facilities (both in vehicles and at stations), poor lightning, lack of video surveillance, limited priority in terms of transport for the categories of pregnant women, women with small children, persons with disabilities, and women are, according to the Sarajevo Open Centre survey, more exposed to sexual harassment and violence, which they have emphasized in the survey through a majority saying that they feel unsafe in the public transport (for different reasons). Time use surveys, on the other hand, are not conducted in Bosnia and Herzegovina, although they were planned in the period of 2009 to 2012. This leads to a lack of official information on the time use and transport,

24 B. R., "Director of GRAS: Vehicle video surveillance functional, we manage to identify those who cause damage," *Klix.ba*, 21 September 2023. Accessed 8 October 2024.

25 Women and Men in Bosnia and Herzegovina, Agency for Statistics of BiH, 2023.

26 Sarajevo Open Centre. "Gender-Related Issues in the Urban Mobility Sector in the Canton of Sarajevo." Accessed June 20, 2025. https://bankwatch.org/publication/gender-related-issues-in-the-urban-mobility-sector-in-the-canton-of-sarajevo.

although based on the information on car and drivers' licenses ownership, one may conclude that women are more frequently users of public transport.

Given the information outlined above, there is a present discrepancy between men and women in terms of the use of transport (especially public transport) but also in terms of their individual assessment of different aspects to the offered means of transportation. Availability and security of transport highly influence women's career and life choices and thus have an immense influence on their empowerment. Lack of proper transportation bars them from participating in the labor market, in policy-making, and, as SOC research indicates, of their survey respondents only in Sarajevo Canton, 23.5% of participants missed medical appointments or regular therapy because of public transport issues[27], meanwhile Sarajevo being the city with the best public transport in BiH.

In Bosnia and Herzegovina, as well as in other countries, climate change, gender, and transport are all closely connected – transport affects climate change especially in terms of its contribution to the total pollution in the country, gender affects the usage of different means of transport and also individual climate responsiveness. Although there is debate about the different effects of climate change on men and women and that authors such as Jonsson[28] would claim that the understanding that women in the global South will be affected more adversely by climate change than men in those countries and that men in the global North pollute more than their female counterparts might lead to increase in women's responsibility without corresponding rewards, but also reinforce the North-South biases, this shows true for marginalized groups across Bosnia and Herzegovina. Results of climate change in Bosnia and Herzegovina, such as floods, droughts, heat waves, and change in crops indeed differently affect marginalized groups. Thus, it is important to discuss the nexus of the relationship between gender, transport, and climate change as the thorough take on this will allow for different perspectives and more useful recommendations.

27 *ibid.*

28 Arora-Jonsson, Seema. "Virtue and Vulnerability: Discourses on Women, Gender and Climate Change." *Global Environmental Change*, Special Issue on The Politics and Policy of Carbon Capture and Storage, 21, no. 2 (May 1, 2011): 744–51. https://doi.org/10.1016/j.gloenvcha.2011.01.005.


ECO

CHAPTER II

Gender responsiveness of policies and budgets

The Green Agenda for the Western Balkans' Action Plan contains provisions on sustainable transport. As for Bosnia and Herzegovina, the country has adopted necessary legislation on Computerized Transit Systems and on the level of Republika Srpska there were steps taken towards rail reforms[29]. The latest floods in Bosnia and Herzegovina have severely impacted the railroad system in FBiH, with major effect on the economy of the country as a whole. The traffic on the railway to Ploče, Croatia has been completely halted in the period from October 2024 to end of January 2025. As previously mentioned, the key institutions regulating the transport sector are the Ministry of Communications and Transport of Bosnia and Herzegovina (state level)[30], Federal Ministry of Transport and Communications (entity level)[31], Ministry of Transport and Communications of Republika Srpska (entity level)[32], and the Government of Brčko District's Public Affairs Subdivision. In Federation of Bosnia and Herzegovina, each one of the ten cantons has its line ministry of transportation.

The key strategic document on transportation in Bosnia and Herzegovina is the Strategic Transport Framework 2015 – 2030. Main priorities of this document include financial sustainability, alignment with EU laws and standards, environment protection, and security – including signalization. Federation of Bosnia and Herzegovina has a similar strategic framework with added goals of information security and systems implementation. Legal framework consists of state level Transport Security Law, Brčko District and entity-level transport laws. Local self-governance laws in Bosnia and Herzegovina mandate the cities and municipalities as those with the responsibility of regulating local transport and public transport, as well as inspection of local transport.[33] However, this does not apply to inter-city transport and roads which are regulated by higher levels of authority. Gender perspective in the policy frameworks is severely lacking. Although the Law on Gender Equality of Bosnia and Herzegovina indicates that state institutions at all levels need to promote gender equality in management, decision-making and representation[34], the integration of these principles in the transport sector is limited. The Transport Law on state level includes the regulation of the establishment of the Council on Transport Security, which can also be set up on lower government levels. The Law in Republika Srpska, with regards to this, stipulates that the Council, in this entity, is elected by the government of the entity and shall be comprised of experts in land transport, line ministries and other governmental bodies, but also stipulates an imperative to take into consideration equal gender representation[35].

29 Council, Regional Cooperation. "Regional Cooperation Council | Note on Governance, Coordination, Monitoring and Reporting on the GAWB Action Plan Implementation." Accessed May 20, 2025. https://www.rcc.int/docs/734/note-on-governance-coordination-monitoring-and-reporting-on-the-gawb-action-plan-implementation.

30 This is the central government authority responsible for coordinating and regulating transportation policies and activities at the national level. It plays a role in setting overall transportation strategies, regulations, and standards that apply across the entire country.

31 It oversees the development and maintenance of transportation infrastructure, including roads, railways, and airports, within the Federation.

32 Responsible for transportation and communications matters within Republika Srpska.
Manages transportation infrastructure projects, road maintenance, and other related activities within Republika Srpska.

33 Law on Local Governance, Central Bosnia Canton

34 Law on Gender Equality of Bosnia and Herzegovina

35 Law on Safety in Traffic in Republika Srpska

Graph 4. Strategic goals and gender mainstreaming: overview

Since the existing legal frameworks in Bosnia and Herzegovina are multiple, the jurisdiction on environment protection is divided into multiple administrative levels, while a state-level environment protection law does not exist. State level Ministry of Foreign Trade and Economic Relations works on environmental issues on that level, while entity-level ministries regulate environmental protection on entity-level, meaning that they work on protection of air, water, and land quality, control air, and develop strategies related to these issues and tourism. In Brčko District, there is an existing Department of Spatial Planning with sub-department for environment protection. In FBiH, there are also ten cantonal ministries for environment protection. All of these levels, except for the state level, have their respective strategies on environmental protection. Strategy on Environmental Protection of Republika Srpska contains specific provisions on transport, connecting it to the priority of reducing air pollution by reducing air pollutants to levels that are safe for human health[36]. The RS Strategy is largely gender mainstreamed, with specific provisions on gender, namely in the following priorities:

1. Priority 6.1: Improve the legal and institutional framework for sustainable forest and forest resource management in Republika Srpska, appropriate valuation of forest resources, as well as integration of gender equality (gender mainstreaming) standards and principles in climate change issues;

2. Priority 7.6: Achieve strong cross-sectoral and inter-sectoral synergy action and integration of public policies in all segments of the environment, including gender mainstreaming.

Federal and Brčko District strategies, taking into consideration that all three are adopted as a part of BiH Environmental Strategy and Action Plan (ESAP), are guided by similar principles, with an emphasis on integrating standards and principles of gender equality, social equity and poverty issues into key environmental policies, strategies and programs[37].

Previously described ministries on different government levels are defining policies in their respective jurisdictions. Transport services are offered by a variety of public and private enterprises. Thus,

36 Environmental Strategy of Republika Srpska

37 Federal Strategy on Environmental Protection

services are provided by cantonal public transport enterprise GRAS in Sarajevo, managing trams, trolley buses, and bus services in Sarajevo Canton. Private bus operators are present in majority of other cities but also participate in the provision of public transport services in Sarajevo (such as Centrotrans). Intercity buses are operated by private companies, including already mentioned Centrotrans, Globtour, Biss Tours, and Autoprevoz Mostar as the biggest companies. Railways of FBiH operate train services within the entity of FBiH, while Railways of Republika Srpska provide same services in the other entity. Other than this, four active airports are public enterprises and air transport services are offered by Sarajevo International Airport, Mostar International Airport, Tuzla International Airport, and Banja Luka International Airport.

Current transport priorities and the area to which funds are directed to are the railway transportation as there is a gap in restructuring and introducing new railroads in Bosnia and Herzegovina. At the FBiH level, capital investments are dedicated to building new motorways and/or reconstructing the existing. The projects are implemented by the respective public enterprise. As for lower levels, such as Sarajevo Canton, there is an increase allocation of funds towards E-mobility in public transport, which encompasses a modern traffic management and surveillance system that includes components of an intelligent public transport priority management system, a video surveillance system, and video incident detection based on the latest technologies[38]. Furthermore, the cantonal Ministry of Transport in Sarajevo has planned funds for Air quality improvement project in Sarajevo, which includes bicycle infrastructure, public transport vehicles and low emission zones[39]. Although the Budget itself contains provisions on ensuring increasing gender equality in Sarajevo Canton, none of the transport-related allocations are directly linked to this obligation. However, previously mentioned research on women- and men-specific transport behaviors indicate that the measures and projects for which funds for transport are planned in 2024 are contributing to gender equality, especially the provisions regarding increased security in public transport and more infrastructure for greener transport options, which are often used by women.

National level Ministry of Transport and Communications has directed majority of funds into projects related to digitalization, border management and maintenance of border infrastructure[40]. Entity level ministries also mostly invest funds in infrastructural projects and regional roads (intercity and Corridor Vc), as well as provide subsidies for public enterprises, including Railways of FBiH and RS, as well as airports in both entities[41]. By looking closely into budgets on the higher level of government, we can see that the gender dimension is not considered while allocating funds. Lower government levels, such as cantons and municipalities in FBiH and municipalities in RS do make certain gender considerations, but mostly not explicitly. This is further discussed in the case studies of this research through two areas with a network of public transportation services specifically, Sarajevo Canton and the City of Banja Luka, while other municipalities mostly rely on private companies in terms of inner city transportation.

The transport policies and budget frameworks in BiH echo its complex governance system, with key responsibilities on issues of transport being divided between state, entity, district, cantonal and municipal levels respectively. Crucial strategic documents prioritize financial sustainability, increased funding of infrastructural projects, alignment with EU standards, but an uneven integra-

38 Vlada Federacije Bosne i Hercegovine. "Vlada Federacije Bosne i Hercegovine | Javni prijevoz Sarajevo - e Mobility." Accessed 9 October 2024. https://fbihvlada.gov.ba/bs/javni-prijevoz-sarajevo-e-mobility.

39 Budget – Vlada Kantona Sarajevo. Accessed June 20, 2025. https://vlada.ks.gov.ba/preuzimanja/budget.

40 Projects „Izgradnja i nadzor međudržavnog mosta Gradiška", „Izgradnja i nadzor međudržavnog mosta Svilaj", „Izrada planersko-studijske dokumentacije za jadransko-jonski autoput", „Održavanje mostova na granici sa Republikom Hrvatskom", etc. https://www.mkt.gov.ba/Content/OpenAttachment?id=82c71c7d-b04c-4e77-a912-34fac766ea33&lang=bs

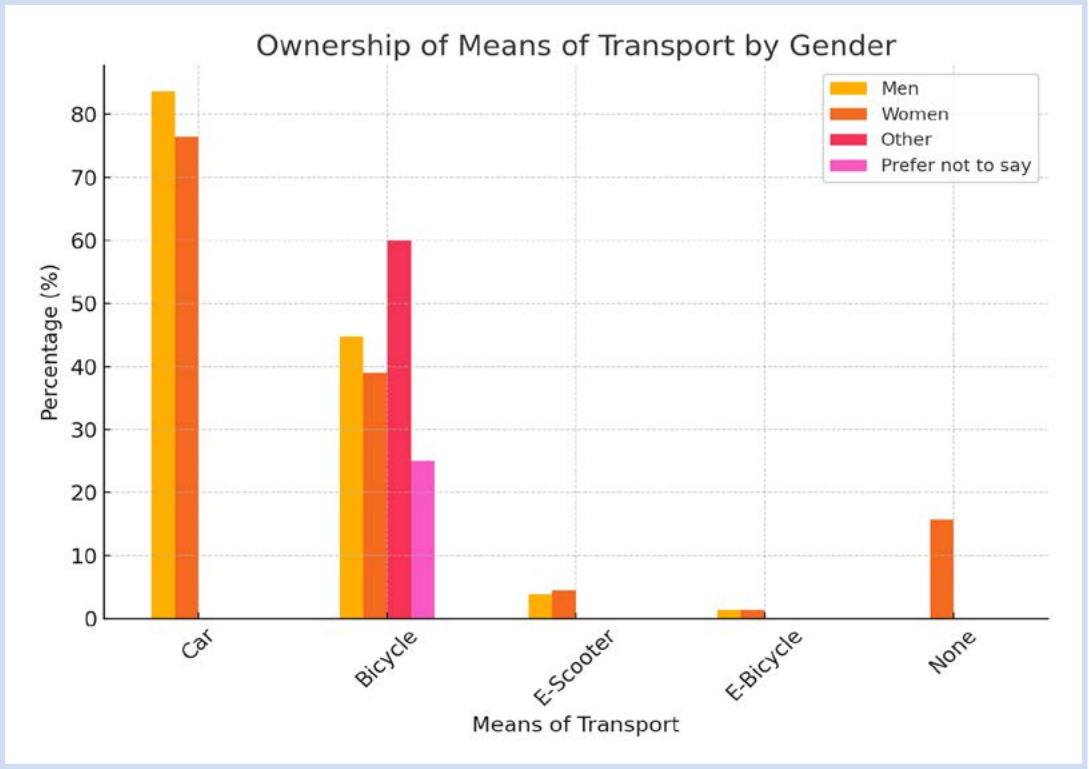
41 FBiH and RS 2024 budgets

tion of environmental and gender aspects across processes is visible. While some developments appeared in the last five years in terms of funds allocation and gender mainstreaming in strategic documents, there is still no state-wide law on environmental protection and gender aspect remains absent in the process of drafting budgets, especially in terms of transport. Thus, a more methodical and holistic approach is still a critical gap in BiH.

CHAPTER III

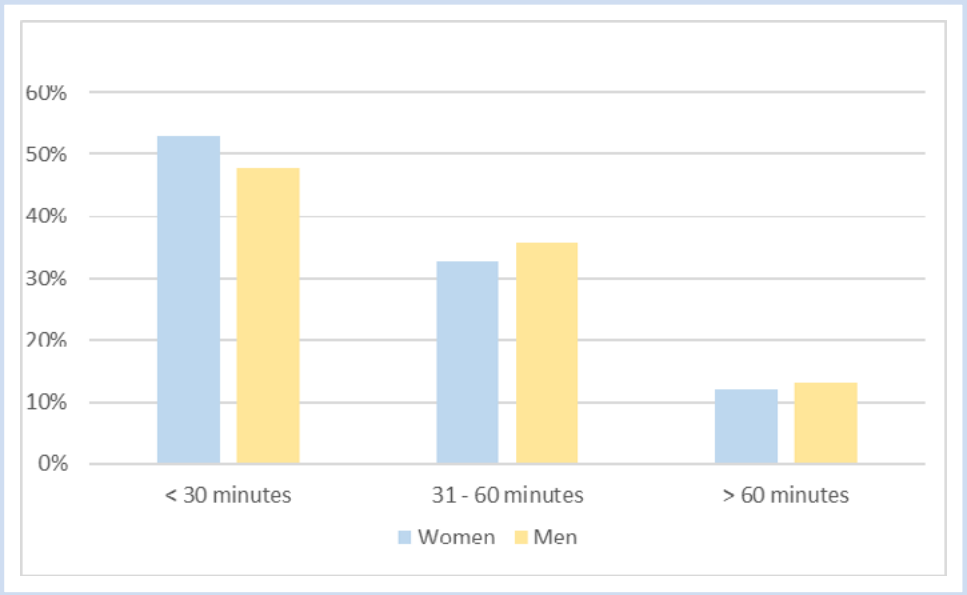
Gender patterns and gender dimension of transport behaviours

The survey conducted in Bosnia and Herzegovina for the purpose of this research entailed a sample of 1100 respondents, with 57% of participants being women, 41% men and 2% participants refusing to indicate their gender. Other demographic data collected also included health status of participants, with a majority with no limitations in terms of health, while 22.1% are limited but not severely, 8.5% refusing to answer, and 4.7% with severe limitations in terms of health. 74.7% of the respondents are employed, with 82.2% of the employed with full time employment. 22.6% of the respondents have a personal income between 501 and 800 EUR, while 30.3% of the respondents indicated a household income higher than 3000 EUR.



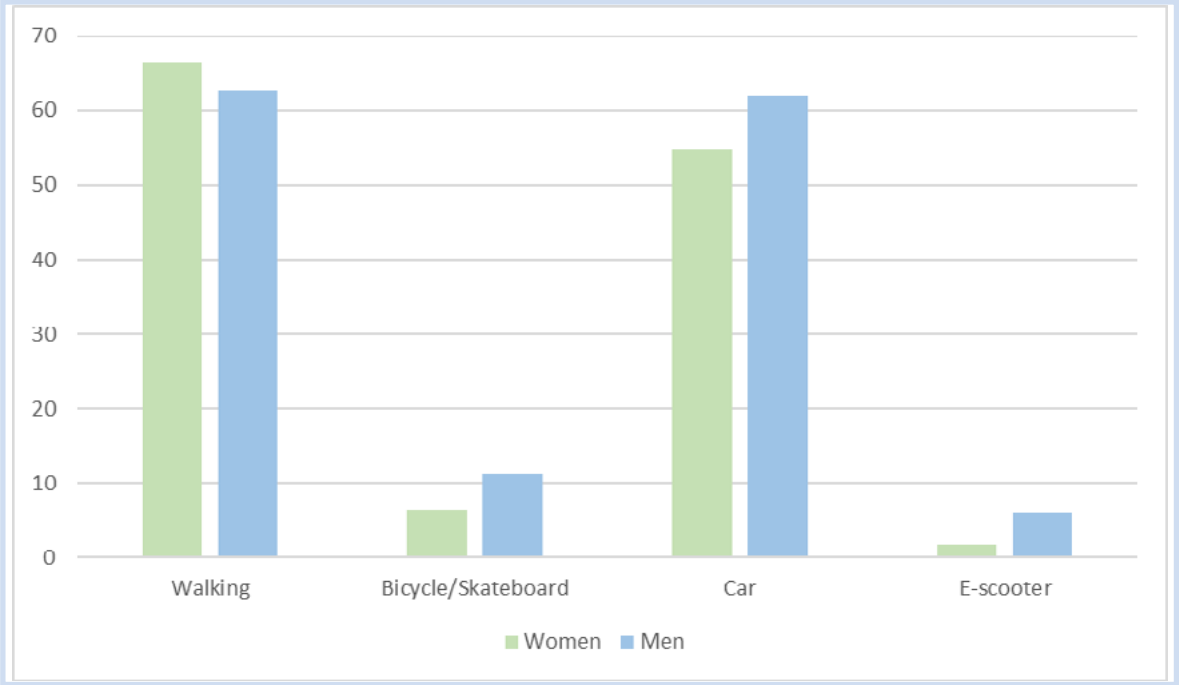
Graph 5. Ownership of transport means disaggregated by gender

The data gathered on means of transport highlights some gender differences in ownership. Overall, with car ownership being the most common, men are the most likely to own cars (83.6%), followed by women (76.4%) who took part in the research. Bicycle ownership follows a similar pattern, while 41.5% of respondents own a regular bicycle, men are slightly more likely to own one (44.8%) compared to women (39.0%). Interestingly, individuals in the "other" category show the highest ownership rate (60.0%), whereas only 25.0% of those preferring not to state their gender own a bicycle. E-scooters and e-bicycles are the least common forms of transport, owned by 4.2% and 1.4% of respondents, respectively. Ownership across genders remains low, though women respondents are slightly more likely to own e-scooters (4.5%) than men (3.8%). 12.5% of respondents reported owning none of the listed means of transport, and this percentage is higher among women – 15.7%, reflecting mobility gaps.



Graph 6. Time spent in transport per day, survey results

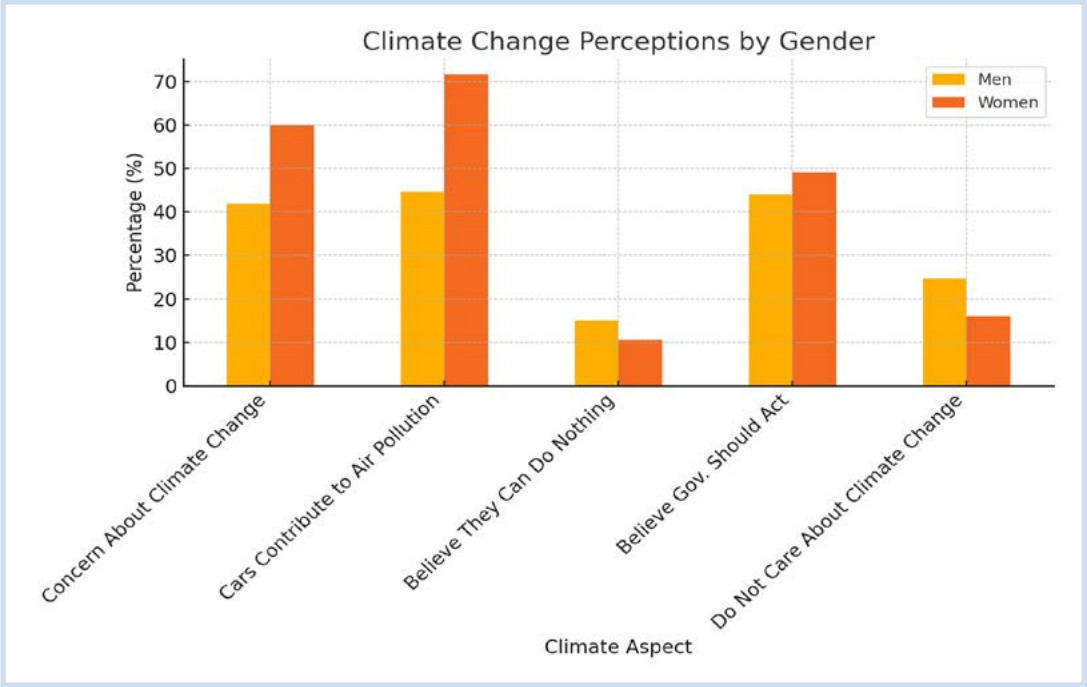
The data collected from the respondents on the amount of time spent daily in transport indicates that women are more likely than men to travel less than 30 minutes daily (53% and 47.8% respectively), while men are slightly more likely to travel longer distances, e.g., 31-60 minutes (35.7% and 32.7%) or more than an hour (13.0% and 11.9%). Among the transportation options analyzed and the responses gathered from 1100 respondents, buses are considered "very affordable" by almost equivalent percentages of women (40.1%) and men (39.9%), while cars show a marginally higher affordability perception among men (35.7%) compared to women (34.3%). Cycling or skateboarding is rated as "very affordable" by a higher percentage of men (25.1%) compared to women (20.4%), suggesting a more positive cost perception among men. Taxis, however, are considered "unaffordable" by a similar portion of women (32.3%) and men (34.3%), reflecting a common challenge with regard to this transportation option. E-scooters are perceived as "unaffordable" by a higher percentage of women (32.1%) compared to men (26%), while men more frequently view them as "affordable but somewhat expensive" (29.4% men vs. 23.4% women) and "very affordable" (14.6% men vs. 13.6% women), accentuating a difference in affordability perceptions among men and women. In this sample of respondents from BiH, there are some patterns in transportation modes used daily.



Graph 7. Daily use of different transport modes among survey respondents

Female participants of the survey report walking daily more frequently (66.5%) compared to men (62.8%), but men are more consistent daily users of bicycles or skateboards (11.2% and 6.3%, respectively). While 62.1% men use cars as compared to 54.9% of women respondents. E-scooters are used for daily transportation by 6.1% men and 1.8% of women respondents. Women use buses and taxis a little more regularly, while the use is mostly described as "several times a month" among the respondents. The survey respondents have shed light on the differences between men and women regarding their transportation preferences and the challenges they face. Female respondents expressed more likeliness than men to conducting caregiving responsibilities, such as carrying items or children, as barriers to using buses, walking, or cycling. Safety concerns, including fears about harassment or accidents, are more frequently expressed by women who took part in the survey, suggesting their enhanced vulnerability in certain environments. Physical inability or discomfort also appears to be a more noteworthy issue for women, possibly linked to broader health or accessibility issues. Men more frequently accentuated inconvenience and the lack of adequate infrastructure, such as bike lanes or parking facilities, as primary reasons for not cycling or skateboarding. While they seem more focused on structural or practical limitations, women are more likely to mention environmental or situational factors, such as poor weather conditions, as deterrents to walking or cycling. Women's responses imply more sensitivity to time constraints, often linked to managing various obligations at home and at work. Men generally report less constraints and appear to have significant flexibility in opting for different modes of transportation. The survey data reveals gender differences in reasons for not using a car. A higher percentage of women (59.1%) respondents as compared to men (52.5%) reported not owning a car as the primary reason for not using a car as a mode of transport, they also more frequently cited lack of knowledge about driving (13.6% vs. 10%) and physical inability (6.8% vs. 5%) as limitations. Regarding electric scooters, women respondents were in majority of those who cited not owning an e-scooter as the reason of not using it, but they also referred to safety concerns and inconvenience, such as carrying children or items, more frequently than men (17.4% and 8%, respectively). On the other hand, men were slightly more likely to indicate dislike for e-scooters and not knowing how to use them. As for the motivation behind using certain modes of transport, for both men and women

who took part in the survey the most common motivator for increased use of buses, walking, cycling, and e-scooters is lower costs (e.g., 45.6% for men and 45.2% for women for buses). Safety is also an important factor, with both men and women emphasizing the importance of better paths or roads for walking (31.4% of women, 29.0% of men), cycling (23.4% of women, 16.5% of men), and e-scooters (16.5% of women, 12.2% of men). As for the respondents' perception of the factors which would in the future motivate them for using certain transportation modes, women are more motivated by safer conditions such as better paths and roads (e.g., 23.4% of women for cycling compared to 16.5% of men). Men, alternatively, are vaguely more likely than women to be influenced by cost and convenience factors, such as lower costs for e-scooters (24.2% men as compared to 19.3% women). Among both female and male respondents, lower cost and convenience consistently emerge as the top reasons for using indicated transportation options. Women respondents tend to favor health, environmental and social responsibility, but also safety and security, while men prioritize speed. While identifying purposes of use of specific modes of transportation, the women respondents identified the use of modes of buses, cars, and taxis mostly for accessing health or social services and taking children to school, while men who participated in the survey use modes such as cycling, cars, and e-scooters for work or education purposes, with slightly higher percentages seen in leisure-related use. As for accessibility responses for buses and taxis, the former is perceived to be somewhat accessible by 46.6% respondents, while 22.5% of all respondents deem buses not at all accessible. The latter, on the other hand, is rated by the respondents as very accessible (38.1%) and somewhat accessible (42.6) in majority. Safety perceptions of different transportation modes indicate strong gender differences. Namely, women respondents indicated a feeling of less safety than men across most transportation modes. For example, while 62.3% of men feel very safe using buses, only 46.9% of women share this perception. Similarly, men report feeling safer than women when walking (64.8% as compared to 52.8% opted for 'very safe'). The feeling of unsafety among women respondents is indicated especially at nighttime, with higher percentages of women reporting their need for being accompanied at that particular part of the day. Cycling, walking, and taxi rides at night are the most repeatedly cited as risky for women, while cars and buses are perceived as safer across all times of the day. The participants' responses indicate that 52.3% of women and 56.7% of men deem sidewalks somewhat accessible for persons with disabilities or strollers. On the other hand, a greater percentage of women, i.e., 37.7% of them as compared to 28.7% of men, consider sidewalks not at all accessible for those categories. As for the participation in policy making, as well as access to education and employment, a gender gap is present – women respondents are more likely to refuse employment (26.2% as compared to 20.9%), as well as not participate in policy making (23% as compared to 22.2%) due to issues stemming from transportation. The former cited lack of nearby public transportation and high costs as the top reasons for not engaging in policy development and opting for career options, as well as problematized the need for multiple transportation modes and the time-consuming character of the transport.



Graph 8. Climate change perceptions disaggregated by gender

As for the climate change perception voiced by survey participants, women surveyed for the purposes of this research are more likely than men to express concern about climate change (60.0% vs. 41.9%) and believe that cars contribute significantly to air pollution in their local community (71.6% as compared to 44.6%). Both men and women stated their feeling of being able to only contribute little to addressing climate change through their transportation choices. However, there are noticeable gender differences in these terms as well, namely, men are slightly more likely than women to believe they can do nothing at all, with 15 % of men sharing this opinion compared to 10.6% of women. Among those who feel they cannot make a difference, women are more likely to cite government as the key responsibility holders (49.1% vs. 44.1%), while men are more likely to state they do not at all care about climate change (24.7% men and 16% of women) while similar percentages among men and women are in the domain of alternative transport options being too expensive. In general, women have showed more inclination towards sustainable transport options as compared to men, which is visible from their preferences for better infrastructure for cycling but also general positive attitude towards solutions based on reducing unsafety in public transport, etc. Men, on the other hand mostly focus on the price of electric vehicles and inconvenience of public transport and its prices which affect their usage of those transportation options.

CHAPTER IV

Lessons learned from local practices

CASE STUDY: BANJA LUKA

Banja Luka, city in northwestern part of BiH, is one of the rare cities in entity Republika Srpska with a public transport network. However, the transport is operated by private companies although the sector is governed by the City of Banja Luka. In 2024, as in most previous years, majority of transportation funds are directed at infrastructure. However, as the Public Transport Study was published in 2023, it had a lot of impact on future budget making. The Study specifically recommends social policy measures to be implemented in terms of public transport with the goal of increasing mobility and accessibility for all categories of citizens. The recommended measures include free public transport services or subsidies for certain groups such as pensioners, individuals over 65 years of age, families with four or more children, socially vulnerable categories, etc. In the 2024 Budget of Banja Luka, more than 5 million BAM (approximately 2.5 million EUR) was allocated for various public transport subsidies. The subsidies as a policy measure are environmentally friendly as they provide an incentive for an increase in the use of public transport, reducing the dependence on private vehicles, thereby lowering greenhouse gas emissions and contributing to improved air quality. These measures could be considered gender neutral or potentially gender positive as they address the mobility needs of diverse groups, including women, who statistically rely more on public transport, in so doing endorsing equal access to transportation services in the City of Banja Luka.

The City of Banja Luka has had its specific Department of Public Transport since 2024 as a department in the administrative units of the City. Previously, the Department was a part of the Transport and Road Department.

Table 6. Budget amounts dedicated to transport and public transport in the City of Banja Luka[42]

Year	Total budget (BAM)	Amount of budget for the transport and road department (BAM)	% in the budget	Amount of budget for public transport (BAM)	% in the budget
2023	186.075.000.00	12.260.000.00	6.59	135.000.00	0.07
2024	214.550.000.00	15.666.000.00	7.30	5.200.000.00	2.42
2025	271.711.500.00	24.042.500.00	8.85	15.372.400.00	5.66

An analysis of budget of the City of Banja Luka indicates an increase in its transport-related investments, particularly in public transport, which rose from 0.07% of the total budget in 2023 to 5.66% in 2025. This shift signals growing alignment with climate-resilient strategies and potentially more equitable mobility access.

The Department of Finance of City of Banja Luka participated in this research through providing answers to the questions prepared and tailored for them. As a Department, they are key institution in budget planning and funds allocation based on municipal requests and the representatives thereof, along with the representatives of the Department for Economy and Department for Social Activity, have gone through training in GRB organized by UN Women in BiH. However, as they have explained in their answers for the purposes of this research, when it comes to transport the responsibility for planning transport budget is at the Department of Transport and Roads, specifically the Public Transport Department within it. The Department of Finance has outlined that there has been a 5.3 million BAM allocation (approximately 2.3 million EUR) for public transport under the unit of Department of Transport and Roads – Shared Municipal Expenditures (organizational code 2002272). Despite partial budget planning, the city has yet to fully integrate gender-responsive budgeting into transport-related funding. Even though some other departments, e.g. the Department for Economy and Local Economic Development (68000 BAM or 34000 EUR subsidies for marginalized women's business development) have shown interest in gender-responsive budgeting, public transport investments stay largely gender-neutral. As per the information provided by the Department of Finance, in Section 3.2 of the Planned Policies of the City for 2024, highlighted in the "Guidelines for Budget Preparation of the City of Banja Luka for 2024" as well as 2025, the Department of Finance includes a policy commitment to "Conduct activities to promote gender equality and adopting program measures towards increased gender equality". Despite this, the budget users and departments have still not dedicated much attention to gender responsive budgeting. The Department has outlined this as one of the key challenges they face in these terms, along with the challenge posed by the need for more training in GRB for different departments not just theirs.

The Department of Public Transport of City of Banja Luka also took part in research shedding light on the positive practices in the City regarding transport. This Department , according to laws and regulations on this matter, manages the public transport system and the quality thereof. The transport companies operating the public transport are private companies but chosen through

42 City of Banja Luka, *Annual Budgets and Financial Reports*, accessed May 15, 2025, https://starisajt.banjaluka.rs.ba/gradska-uprava/budzet/.

the procedure of public calls as per regulations of the City and have contracts in the period of 7 years. The transport companies must adhere to all contract obligations, but also the laws and bylaws on the entity and city level. As they have outlined and as mentioned in the introductory part of this section, the City has implemented various programs to improve public transport, with a strong focus on social policies. In 2024, the city introduced free transportation for pensioners, individuals over 65, and students from families with over four children, foster families, as well as orphanages. They also made available public transport subsidies for other vulnerable categories which do not belong to the above-mentioned.

The key challenge to public transport in Banja Luka, as highlighted by the Department of Public Transport, is ensuring sufficient funding to lower the costs of public transport, but at the same time modernize the public transport system, including air conditioning in buses which is highly needed in times of heatwaves which are occurring more often in Bosnia and Herzegovina in the past five years.

Although the Department claims equality is guaranteed, there are no practices they were able to identify as gender positive or transformative or affecting men and women in different ways. The Department said that they do not cooperate with gender mechanisms at any level. They also outlined they do not gather sex-disaggregated data relating to public transport, but they do have needs-assessment conducted through local communities' requests based on needs. Furthermore, the City conducts surveys and counting of passengers at specific transport lines during the year assessing the need for more or less transport options in specific communities and based on this making amendments to public transport options. As for specific security measures which would prevent potential gender-based violence, the Department claims no special measures are foreseen, while the security and control in public transport is the mandate of the traffic inspection bodies and the municipal police, as well as the Ministry of Interior of Republika Srpska. However, some buses are under video surveillance although it is not defined as mandatory in the regulations and contracts related to public transport providers. In terms of inclusion in general, the decisions related to public transport stipulate that persons with disabilities, persons with visual impairments and blind, elderly and sick, pregnant women, and persons with small children have the priority in boarding and taking seats. At least two seats per bus are supposed to be designated and marked for persons with disabilities. The Department focused on positive practices in these terms when a few years ago, in cooperation with non-governmental organizations, the City of Banja Luka, among others, implemented the project "Banja Luka – Inclusive Community", which provided greater accessibility to persons with disabilities in public transport and taxi transport. A large percentage of buses in public transport are low-floor, but there was a problem with the accessibility of stops, but they were also arranged so that a person with a wheelchair could enter a low-floor bus. All stops that were arranged in this way are arranged and marked. Banja Luka also has the so-called "In Taxi" - transport intended for people in wheelchairs, and this transport is subsidized by the City. They emphasized that all infrastructural road projects, i.e., building new roads and reconstructing existing ones, ramps for persons with disabilities are mandatory at pedestrian crossings.

Public consultations are held regularly, especially when it comes to budgeting in Banja Luka, while the Department said that everyone can contribute and partake while they do not make any preferences related to gender in terms of public consultations nor are separate consultations held with specific marginalized groups.

Participants in the focus group with citizens of Banja Luka emphasized both strengths and challenges of public transportation options in Banja Luka. They praised the public transport network in urban areas as well as improvements in terms of better buses on some routes and better infrastructure in the past couple of years. However, the participants stressed the issues in rural and suburban areas of Banja Luka such as lack of frequent travel options and reliable public service.

Among female participants, safety was a key concern outlined, especially at night, highlighting the challenges such as lack of streetlights, harassment (including catcalling, unwanted staring and inappropriate physical contact), stray dogs, and accessibility for persons with disabilities. Although they did recognize the City's attempt at making public transport more accessible, they still pointed towards poor conditions and lack of sidewalks as the key factor in decreasing accessibility for persons with disabilities.

Final issue outlined as something affecting men and women equally is the post-floods mitigation measures which still did not address all of the issues stemming from the floods in terms of infrastructure and transport.

CASE STUDY: SARAJEVO CANTON

Sarajevo Canton, one of the 10 cantons in Federation of Bosnia and Herzegovina is the economic, social, and educational centre of Bosnia and Herzegovina. It also has the most developed public transport network with trams, buses, and trolleybuses and a very strong cycling network in the municipalities Novo Sarajevo and Novi Grad. One of its key social policy measures which is implemented in the last five years regularly is the free public transport for students, pensioners. Furthermore, the public transport vehicles and infrastructure has been reconstructed and new vehicles procured for the purposes of better connectivity within Sarajevo city, but also better bus lines were established with suburban areas. The Cantonal Ministry of Communal Economy, Infrastructure, Spatial Planning, Construction and Environmental Protection has implemented a project IMPAQ (financed by Sweden) and concluded that as for the transport sector, the quality of cars and gas used is lower than the European standard. In the framework of the same research and for the purposes of obtaining loans from the World bank – Sarajevo Canton has defined a plan to introduce low emission stations (only in this canton) and more bicycle trails and low-emission vehicles procurement (applies to other cantons). The data collected for these purposes, in the pilot research on the transport sector pollution contribution in Sarajevo, there were indications that transport sector contributed up to 30% to the pollution in the canton. It is first such study and research conducted in Bosnia and Herzegovina. Sarajevo Canton has expressed their commitment to implementing the Law on Gender Equality and include gender perspective in bringing about policies and projects. Current ongoing transport projects include building of additional roads, renovation of public transport stops and introducing electronic payment methods, additional public

transport/tram roads, e-Mobility public transport, and modernization of trolleybus and tram depos and vehicles. Approximately BAM 500 000 000 is planned to be infused for these purposes. The Cantonal government insists on promoting behavioral changes to advanced use of active mobility, public transport, and other innovative, intelligent, and clean transport means. As the budget document and the highlights of the Citizen's Budget 2024 for Sarajevo Canton show, there was a substantial shift towards a more sustainable and inclusive urban mobility in the Canton. A total of 37.1 million BAM is allocated to subsidize public transport for socially vulnerable groups (including retired persons, students, and unemployed persons), while 25.5 million KM is designated to cover operational losses in the public transport sector. These measures are undertaken in order to reduce the use of private vehicles. Sarajevo Canton has also dedicated 2024 budget towards modernization of public transport vehicles, including 11 million BAM for the procurement of 30 new buses and 7.6 million BAM for the last installments for 25 new trolleybuses, some of which have features such as autonomous driving, accessibility for persons with disabilities, and more advanced security measures. Aside from this, 40 million BAM is dedicated for construction of a new tram line and 25 million for procurement of new trams and adapting the management of traffic. All of these contribute to increase in the use of public and greener transport options, complementing the 10 million BAM investment in air quality, including low-emission mobility[43].

However, despite the strong institutional capacities and strong public transport network in Sarajevo Canton, the institutions were rather reluctant to take part in the research. However, the cantonal Ministry of Finance took part in the research shedding light on current trends in terms of budgeting and gender equality. Majority of information about investments into public transport were left unanswered by this ministry as it claimed it is not in their mandate to discuss this and to address the Ministry of Transport's dedicated department. However, the Ministry of Finance claims the integration of gender responsive budgeting is a regular practice during the development of the cantonal budgets as they have been educated by UN Women in this, along with other ministries' departments of finance, while the Ministry responded that there is a need of providing GRB education across different sectors in all ministries. When asked about the extent to which they implement gender responsive budgeting, they say gender equality in the Budget of Canton Sarajevo is visible in around 10% of the projects and initiatives.

The key challenges shared by the Ministry of Finance regarding gender responsive budgeting include general lack of understanding among budget users, a huge number of budget users in the Canton, a lot of mandates on the level of Sarajevo Canton and lack of time to focus on these topics.

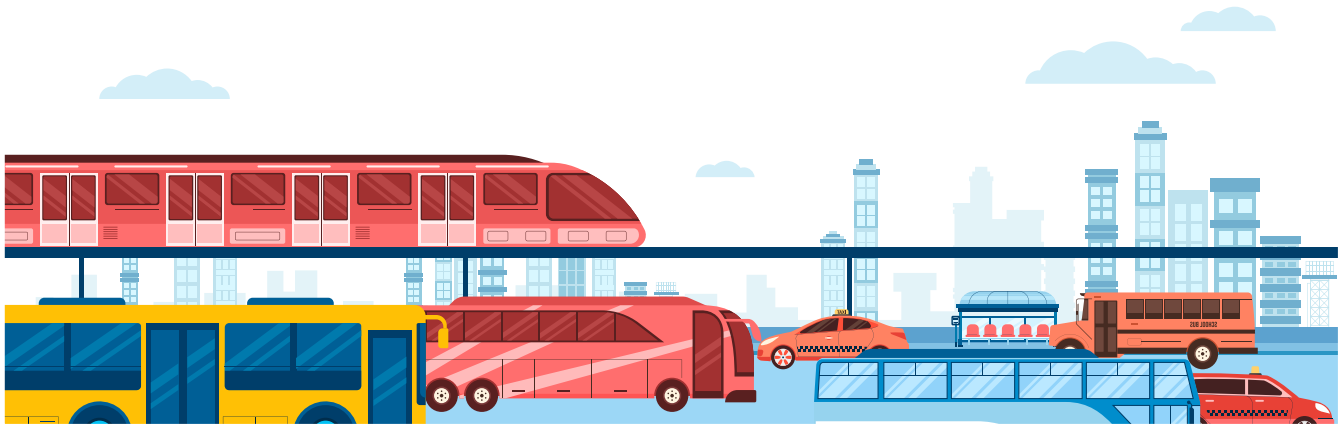
Other institutions, as mentioned, were reluctant to answer the questions or meet up for interviews. However, the focus group gathered a larger number of individuals than the Banja Luka. The conclusions of the focus group have revealed both challenges and positive practices incentivizing individuals to use public transport more and thus engage in greener transport options.

The key positive side to public transport in Sarajevo Canton is the improved infrastructure and modernized public transport vehicles, introduced after decades of using older vehicles. The most often mentioned improvements include the spaciousness, more accessibility, QR code ticketing system, and generally improved frequency of public transport options. Furthermore, beginning of 2025 brought with it a new system, i.e., a mobile phone platform/app for public transport in Sarajevo Canton which resolved some of the issues posed by the focus group participants, such

43 Ministry of Finance of Sarajevo Canton, Citizens' Budget 2024, Sarajevo, 2024. Available at: https://mf.ks.gov.ba/sites/mf.ks.gov.ba/files/2024-03/Bud%C5%BEet%20za%20gra%C4%91ane%202024..pdf

as lack of real-time information about departures and arrivals of public transport options and unpredictable waiting times. Participants of the focus group who live in municipalities with better cycling paths have outlined the cycling paths as a positive development in the last decade and that their introduction has incentivized them to use bicycles for daily commuting in good weather conditions.

The focus group also revealed some challenges still faced by citizens of Sarajevo Canton. This is mostly the case in more remote suburban areas where older vehicles are used, frustrating users of the public transport. Similar to the focus group participants in Banja Luka, Sarajevo Canton citizens also highlighted the challenge of lack of well-lit and technically equipped public transport stops. As for gender differences, participants said that women face different challenges or an additional set of challenges and have reported they have experienced feeling of unsafety in the nighttime, poor surveillance, and harassment as well as lack of accessibility in some transport options for mothers carrying strollers.



CHAPTER V

Gendered transport solutions: measures and costs

Laws and policies related to transport, especially public transport systems, in Bosnia and Herzegovina reflect the complexities of its political and governance system. There is a strong lack of integration of gender and environment as cross-cutting issues in infrastructural projects and transport budgeting. However, there are some positive aspects to its policies and strategies in terms of transport, but a lot more in environment than gender mainstreaming.

The survey conducted for the purposes of this research with 1100 participants from across Bosnia and Herzegovina has underscored varying gender differences in transport behavior among the participants. This is especially visible in terms of mobility patterns, ownership, and safety concerns. Women have reported more reliance on public transport and walking, but at the same time more restrictions in terms of mobility due to their cultural caregiving roles. Men, on the other hand have pointed to cost, speed, and infrastructure as key factors determining their mobility habits.

In the two case studies – that of City of Banja Luka and Sarajevo Canton – the research indicates different approaches in two different entities and showcases the complexity of decision making, mandates, and jurisdictions at different levels. Both the City of Banja Luka and Sarajevo Canton have lately been focused on investing in public transport and policies incentivizing citizens to opt for this type of commuting, through fully subsidized public transport for vulnerable groups (mostly pensioners, youth, and socially endangered categories) and infrastructure improvements. Banja Luka is slightly more challenged in terms of integrating gender-responsive budgeting. Sarajevo Canton has made more steps towards full modernization of public transport. Main problems in both areas include safety concerns for women, lack of sex-disaggregated data, and accessibility for marginalized groups, and special attention is paid, among the participants in the focus groups, to suburban and rural areas and inadequate connection, as well as women's safety in public transport.

The key recommendation for Bosnia and Herzegovina in terms of environmentally friendly but also gender responsive measures in the transport sector would be integration of these measures in strategies at all levels of government. Furthermore, there is a crucial need to conduct needs-assessment when adopting policies and budgets for transport purposes to ensure both sustainable and gender responsive policies and investments.

Before starting this process, there is a need to implement sex-disaggregated data collection, which, as the research indicates, is not something done by the institutions examined, although it is a legal requirement. This data collection and better formulated passenger surveys (such as the one in Banja Luka) would provide for understanding of different patterns and different needs of commuters (such as modes of transport, times of travel, hours spent in public transport, etc.) Public consultations as a tool which is legally available and implemented need to have better outreach when being conducted and their function should not be solely formal in the future. Engaging different communities and persons with different needs (women, vulnerable groups, caregivers, persons with disabilities, mothers, pensioners, etc.) would contribute largely to better informed policy-making and budget-making.

In terms of introducing more environmentally friendly options, the line institutions should secure funding for subsidizing green transport options (such as the example of Sarajevo with bicycle subsidies) and investing in better infrastructure for options of electric vehicles, bicycles, e-scooters, and so on.

Safety concerns should be in the immediate focus of the future policy- and budget-making in terms of public transport especially. This research indicates high sense of insecurity especially for women, which could be solved through infrastructural improvements, such as better lit public transport stops and functioning video surveillance in public transport.

Finally, the budget making process must entail both gender and environment aspects and a thorough needs-assessment, while at the same time, replicating practices such as the City of Banja Luka practice of including CSOs dealing with persons with disabilities when making the public transport more accessible.

Since the data on big infrastructural projects in public transport is either kept secret or unreadable from budgets, one of the key recommendations would also be to make the transport budgets more accessible and comprehensible for citizens. However, taking into consideration the costs of infrastructural investments such as Sarajevo trams procurement (approximately 30 million EUR), reconstruction of the tram lines in Sarajevo (approximately 20 million EUR), we can conclude that minimum investment into Sarajevo's public transport infrastructure in terms of vehicles would be around, at least 15 million EUR more.