

## GENDER ANALYSIS OF THE TRANSPORTATION SECTOR TOWARDS GENDER AND CLIMATE-RESPONSIVE POLICY SOLUTIONS

### NATIONAL REPORT MONTENEGRO



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## INTRODUCTION:

Montenegro is the smallest country in the Western Balkans, with 13,812 square km and an estimated population of 620,000. According to the 2023 Census, women make up 50.8% of the population.

After regaining independence in 2006, Montenegro became the 192nd UN member on the same year and has been actively contributing to the work of the UN and its specialized and affiliated agencies since. In 2006, following the signing of the Helsinki Final Act, Montenegro became a member of the OSCE and had been involved in the activities of political-military, economic- environmental and human dimensions of its work. Montenegro signed the European Convention on Human Rights in 2006 and became the 47th member of the Council of Europe in 2007. In 2017, it became the 29th member of NATO.

Montenegro started negotiations with the EU in June 2012. Out of the 35 negotiations chapters, two have been provisionally closed, and 32 have been opened.

Along with establishing and deepening partnerships with international organizations, Montenegro has ratified all significant international documents, integrated them into its legal framework creating the preconditions for developing policies and measures related to the protection of human rights and achieving gender equality.<sup>1</sup>

Traffic is a globally important source of air pollution, especially road traffic, which is a significant factor in urban pollution. Despite improvements in technology and the promotion of cleaner engines and cleaner fuel, traffic-related pollution is constantly increasing, as the growing human population increases the intensity of traffic, as well as the number of vehicles.

Conventional road vehicles are powered by gasoline and diesel engines through a combustion process during which the chemical energy from the fuel is converted into heat and further into mechanical work. When fuel is burned, polluting substances are emitted. Internal combustion engines that use gasoline and diesel fuel emit a wide range of pollutants, but *the most significant are carbon monoxide, nitrogen oxides, easily volatile organic compounds and suspended particles.*

Secondary photochemical reaction, i.e. due to the influence of sunlight on nitrogen oxides and easily volatile organic compounds from the exhaust gases of road vehicles, ground-level ozone is formed.

The burning of fossil fuels results in the emission of carbon dioxide, which is not a polluting substance and is naturally present in the composition of the air, but it is the "on-duty culprit" for the greenhouse effect, so huge efforts are being made on a global scale to reduce the emissions of this and other gases with the greenhouse effect. gardens, to mitigate the negative effects of climate change.

*On average, the burning of just one liter of fossil fuel emits 100 g of carbon monoxide, 20 g of volatile organic compounds, 30 g of nitrogen oxides and about 2.5 kilograms of carbon dioxide.*

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<sup>1</sup> *Gender Equality Profile in Montenegro*, EU & UNDP, Ministry for Justice, Human and Minority Rights, 2021

***Each car annually emits three times more harmful substances than its weight<sup>2</sup>***

Exhaust gases also contain other substances such as suspended particles, sulfur dioxide and other pollutants.

The composition of exhaust gases largely depends on the fuel itself and added additives, while their quantity depends on numerous factors such as the ratio of air and fuel during combustion, engine efficiency, driving style, etc. In principle, diesel fuel pollutes the environment more due to its sulfur content, but vehicles powered by diesel engines consume less fuel. Pollution caused by the use of motor gasoline has been significantly reduced since the use of lead-based additives is prohibited (this ban has been in effect in Montenegro since 2011). The use of biofuel reduces the emission of carbon dioxide, but there are more volatile organic compounds in the exhaust gases. Among the increasingly popular alternative fuels are hydrogen, liquid petroleum gas (gas) and compressed natural gas (methane), the combustion of which leads to significantly less pollution.

The ideal ratio of air (oxygen) and fuel in the combustion process leads to less pollution, because exhaust gases are actually a product of incomplete combustion. Efficient engines are less polluting, as are hybrid cars, while electric cars produce no exhaust gases. Ecological driving can contribute to vehicle efficiency (more kilometers driven with less fuel) and reduction of air pollution from road traffic.



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<sup>2</sup> *Ekološki aspekti korišćenja motornih vozila*, Branimir Milosavljević, dr Radivoje Pešić, Saša Babić, 2020

## KEY FINDINGS

- 59.6% (of which 65% are women and 54.6% are men) of respondents in Montenegro believe that cars contribute a lot to air pollution, while 44% of them express their great concern about climate change
- Women in the transport sector pollute the air less than men because desk research showed that only 34% of women in Montenegro have a driver's license and only 28% of women have passenger cars registered in their name.
- The report of the European Commission on Montenegro for the year 2023, when it comes to the field of transport, clearly emphasized the obligation for the Montenegrin authorities to commit more decisively to the promotion of sustainable and green transport.
- The situation in the field of drafting and implementation of policies related to traffic, environmental protection and the budget in Montenegro is completely "gender-blind".
- The same conclusion applies to decision-making and policies at the local level in the two observed municipalities.
- All types of means of transportation are less accessible to women in Montenegro than to men, and in some cases, such as cars, the difference is more than 20%.
- The gender pattern in behaviors in choosing the type of means of transport for different purposes shows that women use the bus more for health and social services, women use bicycles more for health and sports purposes, women much less (difference about 25%) use bicycles to go to work and school. It is clear that women use cars less for all purposes and use taxis more for leisure (about 8% more compared to men), and the data on the use of e-scooters showed specific gender patterns of its use, namely that women use it much less for going to work/school (about 15% less compared to men) and about 10% of women use it more for needs around children and for the purpose of sports and health, women use it more (more than 8%).
- Women generally feel safe in a car, bus and taxi, even when they are alone, and least safe when using a bicycle and e-scooter. On the other hand, comparing with men's feeling of safety, women generally (except in the case of using a bicycle) feel less safe compared to them, and in the case of some means of transport, about 20% less safe than men.
- There is a very large percentage (about 30%) of those who do not have information about climate-friendly types of transportation.

## METODOLOGY NOTES

### - QUANTITATIVE RESEARCH OF THE ATTITUDES OF THE GENERAL POPULATION OF CITIZENS

The sample for the regional research in Montenegro was 1100 persons who answered an incomplete questionnaire, of which 50% were women and 50% were men, ages: 18-24 -11%, 25-34 -21%, 35-44 - 18%, 45-54 - 15% and 55 and over - 35%

### - FOCUS GROUP WITH REPRESENTATIVES OF LOCAL INSTITUTIONS

Data collection method:

The research was carried out qualitatively, through discussion in focus groups.

Number of participants: 2 groups were conducted in total, 4 participants in Podgorica, 8 participants in Berane.

Structure of the groups: All participants had higher or higher education, and the age range was from 26 to 58 years..

### - INTERVIEWS WITH CITIZENS OF PODGORICA AND BERANE

Data collection method:

Since these are complex topics that require an exploratory approach, with semi-structured face-to-face interviews were conducted with female citizens of these two cities. This approach allows for a combination of quantitative data collection with an in-depth, qualitative approach.

Selection of respondents: women from urban and rural areas of both cities. Podgorica 3 from the urban part, 4 with women from the rural part. Berane: 3 urban part, 3 rural part, age 31-73.

### - INTERVIEWS WITH EMPLOYEES IN INSTITUTIONS

Employees who coordinate activities in the field of Gender Equality in local institutions in Podgorica and Berane, the secretary of the Local Secretariat for Traffic Podgorica, and the head of Directorate for Gender Equality in Ministry of Human and Minority Rights in the Government of Montenegro.

Number of interlocutors: 5 interlocutors participated in the interviews.



## RESEARCH FINDINGS

### Chapter 1: Why gender, transport and climate change?

#### 1. Climate perspective of the Transport

*The National inventory of air pollutant emissions shows that road traffic is one of the key sources of nitrogen oxide emissions (47.5%). Road traffic also contributes 8.8% of volatile organic compound emissions and 10.8% of carbon monoxide emissions. In all the mentioned categories, emissions originating from heavy vehicles (trucks and buses) have a key contribution, although the structure of the fleet shows that passenger vehicles make up as much as 86% of the total fleet. The share of road traffic in the emissions of suspended particles is insignificant - 3% trucks and buses and 0.5% passenger cars.*

One of the biggest polluters of the environment is traffic, the negative effect of which is manifested in several ways through air, water and soil pollution, loud noise, according to the Information on the State of the Environment in Montenegro for 2023. The number of motor vehicles in 2023 was 285,257. Most vehicles use diesel and BMB 98, which increases environmental pollution.

Every day, the number of motor vehicles is increasing, which are driven by burning fuel (gasoline, diesel, gas) in the engines, which emits harmful gases such as carbon monoxide, hydrocarbon compounds, nitrogen oxides and sulfur dioxide, dust particles, etc. The noise is getting stronger and as such causes many negative hormonal consequences and organic disorders in people.

The average age of all vehicles in 2023 is 12.54 years, increased by 11.36 percent compared to 1998, and decreased by 7.5 percent compared to 2019.

The density of vehicles in Montenegro in 2022 was 430 passenger cars per 1000 inhabitants.

"What needs to be done right now is, first of all, more effective control of certain elements from the transport sector that have a negative impact on the environment, so that it is possible to properly assess the problems, as well as take measures aimed at solving them", concludes the Information on the situation environment in Montenegro for 2023.

The National Strategy for Climate Change identifies traffic as one of the factors that most influence the achievement of the goal of reducing carbon dioxide emissions to the desired level by 2030, therefore the proposed measures move in that direction, and include increasing the use of public transport and the promotion of energy more efficient and electric vehicles. The Eco-Fund, more precisely the Environmental Protection Fund, is ready to provide subsidies for the purchase of the mentioned vehicles in the public sector, offering 7,500 euros for electric and 4,000 euros for hybrid vehicles.

During 2022, public institutions in Montenegro registered over 440 electric and over 30 hybrid vehicles, with the largest number in Podgorica and Tivat. However, the challenge

is the lack of adequate infrastructure, especially charging stations, which affects the supply and demand of electric cars.

The initiative of the Eco-Fund and the support of the Government of Montenegro represent an important step towards reducing pollution and promoting sustainable transport as an important action when it comes to building a sustainable society.

In Podgorica, the focus is on reducing the impact of traffic on air quality, for which measures are implemented by the capital, it was announced at a meeting of representatives of the Ministry of Sustainable Development and Tourism, the Agency for Nature and Environmental Protection, the Institute for Hydrometeorology and Seismology and the Institute for Public Health.

According to data from the World Health Organization (WHO) for 2020, eight hundred people in Montenegro died due to polluted air. There are not desegregated data per sex. The Institute for Public Health (IJZ) warns that there is more and more evidence of the harmfulness of PM 10 and PM 2.5 particles to human health.

*"In Montenegro, most people die from heart disease, stroke and lung cancer, and polluting particles contribute to dying from these three leading causes of death in Montenegro,"* the Institute for Public Health states.

They emphasize that *"according to estimates, air pollution in Montenegro leaves more harmful consequences for health than alcohol consumption"*.

The Environmental Protection Agency of Montenegro warns that the air quality is satisfactory only in the south of the country, and that the situation is bad in the central and northern parts of the country, that is, there are many more than the allowed 35 days a year with high concentrations of PM particles.

The quantitative survey conducted at the regional level for the purposes of this project, when it refers to Montenegro, shows that 59.6% (of which 65% are women and 54.6% are men) of respondents believe that cars contribute a lot to air pollution, while 44% of them expresses its great concern about climate change. It is interesting that when asked how much they personally contribute to reducing pollution by choosing a means of transport, most of the answers say that they do not have much influence (31.5% of women and 37.8% of men), and about 9% of the respondents think that this choice has a significant impact on reducing the impact of climate change.

## 2. Increasing relevance of transport

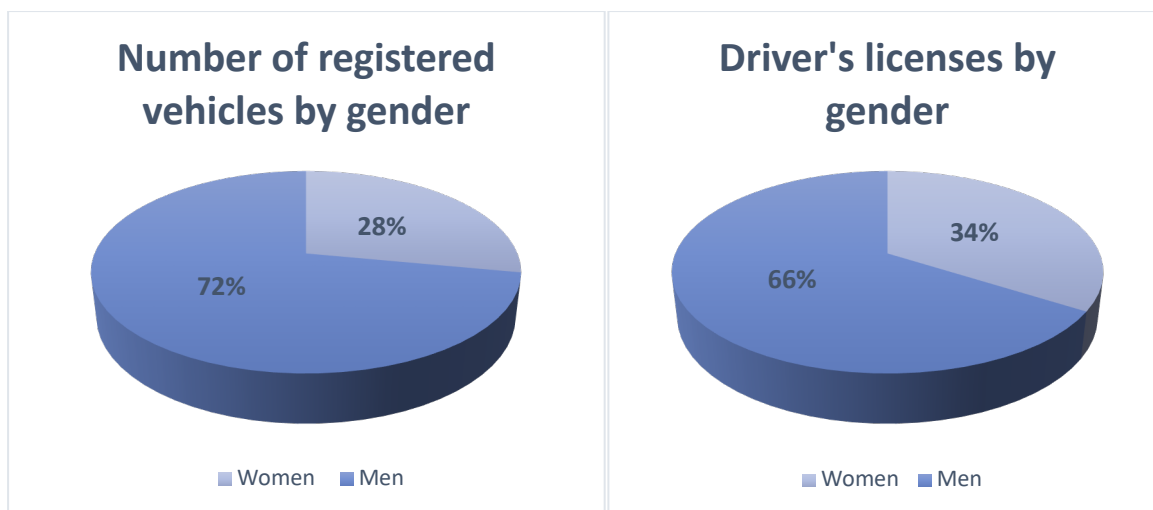
Number of registered vehicles by gender: Women 64685 (28%), Men 165392 (72%)

Number of driver's licenses by gender: according to data from 2022, the number of driver's licenses issued in Montenegro is 272,390, of which 34% were issued to women and 66% to men.<sup>3</sup>

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<sup>3</sup> Data from Ministry of Internal Affairs, September 2024





Graphs 1 and 2

We conclude from these data that women are largely dependent on the quality of public transport mobility.

According to the table 1, which is part of the document *Statistical yearbook for 2023*, a source of MONSTAT - the Institute of Statistics of Montenegro, it is obvious that men dominate as employees in the transport, storage and communications sector, at a percentage of 80.7%, while women make up only 19, 3% among employees in the same sector

Sector	% Total	% Men	% Women
Total in employment	100	55.9	44.1
Agriculture	100	64.0	36.0
Transport, storage, and communication	100	80.7	19.3
Accommodation and food services	100	54.9	45.1
Information and communication	100	53.0	47.0
Financial and insurance activities	100	52.0	48.0
Professional, scientific, and technical activities	100	37.6	62.4
Administrative and support service activities	100	64.5	35.5
Public administration and defense	100	58.0	42.0
Education	100	26.5	73.5
Health and social work	100	27.5	72.5
Arts, entertainment and recreation	100	51.8	48.2
Other social and personal services2)	100	36.2	63.8

Table 1

When we talk about transport, data shows that in many places around the world, most public transport users are women. In contrast, most car or motorcycle users are men. Most women in the world find it harder to travel than men. This results in fewer opportunities for them, causing mobility barriers that affect other life choices, such as accessing health and education. Transport infrastructure has a significant effect on the quality of men's and women's lives. Transport can make a big difference in increasing

women's productivity and promoting gender equality. In addition to its major contribution to economic growth, transport plays a crucial role in socially sustainable development by broadening access to health and education services, employment, improving the exchange of information, and promoting social cohesion.<sup>4</sup>

### 3. Gender and transport

Differences in travel patterns are characterized by unequal access to transportation facilities and services "Women have less access to private and public transportation, while at the same time taking on a greater burden for their household in terms of travel and traveling more due to responsibilities related to reproductive health and care"<sup>5</sup>.

Also, women in cities use public transport at different times compared to men and have less financial resources for transport compared to men<sup>6</sup>

The data for Montenegro from the aforementioned regional survey show that most respondents travel 1-5 km to work or school every day (47.9%) and spend less than 30 minutes (78.5%) - these answers are approximately the same for women and for men. It is important to note that most of the respondents live in the city (80.4% of women and 74.5% of men) and a smaller part of the respondents live in the countryside (19.6% of women and 25.5% of men).

In the *European Charter on Gender Equality at the Local Level*, Article 26 - Mobility and Transport, it is stated that "...women and men often have different needs and models of using mobility and transport in practice, which are based on factors such as income , custodial responsibilities or working hours, as well as the fact that there are proportionally more women users of public transport than men."

And regional studies show that women "...are less mobile, that is, significantly fewer women have a driver's license and access to their own vehicle than men. This means that women are much more likely to depend on others or on public transport for their daily movements, as well as to move more often on foot... in cases where public transport or other alternative forms of transport are not available or are not adequate, this will have a more negative impact on women's lives rather than men's lives."<sup>7</sup>

**Conclusion:** Persons who do not drive, do not have access to a private car or income that allows them to pay for a taxi, rightfully feel discriminated against, because they have limited access to activities that are easily available to others. This group most often includes poorer social categories such as students and youth, PWDs, senior citizens, younger tourists... Women also belong to this group, who have been observed to use public transport in greater numbers than men, which often prevents them from efficiently performing daily duties

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<sup>4</sup> <https://unece.org/DAM/transport/doc/2009/itc/ECE-TRANS-2009-07e.pdf>

<sup>5</sup> Peters, 2013, str 1

<sup>6</sup> United Nations Chronicle, 2015

<sup>7</sup> Guide to gender-sensitive public spaces, mikser.rs

The results of the quantitative research, carried out for the purpose of this project for Montenegro, show that 59.6% (of which 65% are women and 54.6% are men) of respondents believe that cars contribute a lot to air pollution, while 44% of them express their great concern about climate change. It is interesting that when asked how much they personally contribute to reducing pollution by choosing a means of transport, the majority of respondents say that they do not have much influence (31.5% of women and 37.8% of men), and around 9% of respondents think that this choice has a significant impact on reducing the impact of climate change. change.

Women in the transport sector pollute the air less than men because desk research showed that only 34% of women in Montenegro have a driver's license and only 28% of women have a passenger car registered in their name.



## Chapter 2: Gender responsiveness of policies and budgets

### 1. Balkan Green Agenda and transportation and its relevance to SGDs

In 2020, the countries of the Western Balkans signed the Declaration on the Green Agenda at the summit in Sofia. By doing so, they committed themselves to completely phasing out coal by 2050.

This implies an increase in the share of renewable energy sources in the total production, the introduction of taxation on the emission of gases with the greenhouse effect. The implementation of obligations in this area is defined by the Action Plan for the Implementation of the Sofia Declaration on the Green Agenda for the Western Balkans 2021-2030. year. It serves for its guidance and implementation of measures, it is structured to present the seven components of the Sofia Declaration: fight against climate change, energy, transport, circular economy, pollution, sustainable agriculture and protection of nature and biodiversity classified into five key pillars.

The EU envisages an aid package worth nine billion euros to help the countries of the Western Balkans achieve the goals of the Green Agenda.

The green agenda is foreseen by the European Green Plan, according to which the EU should become climate neutral by 2050.

However, table 2 shows that the countries of the Western Balkans generally do not show the political will or efforts to eliminate coal from electricity production.

*How much does the Western Balkans rely on coal for electricity production?*

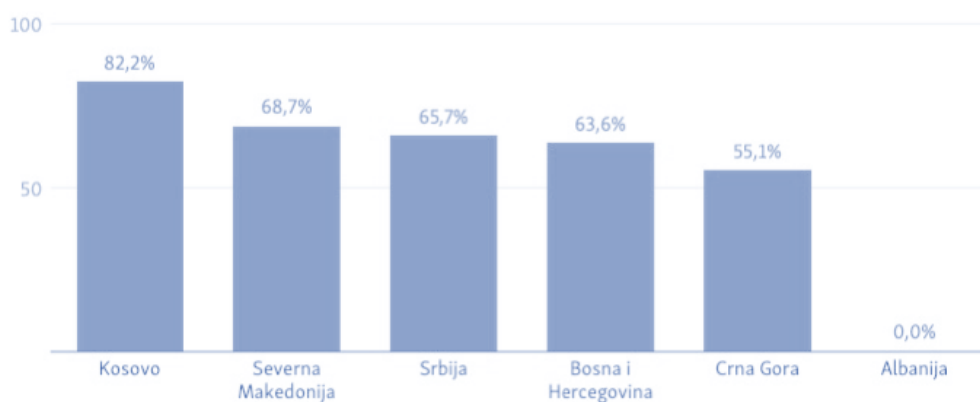


Table 2

Out of 58 concrete measures resulting from the Action Plan for the implementation of obligations until 2030, Montenegro implemented only one of all five pillars of the Green Agenda for the Western Balkans, that is, two percent of the total number of measures. 47 percent of the measures are being implemented, while 51 percent of the total number of measures have not been implemented.

The analysis prepared in September 2022 by the Ministry of European Affairs showed that Montenegro had transposed and/or already implemented over 45 percent of the obligations arising from the Green Agenda for the Western Balkans, while 28 percent were partially transposed and 27 percent were completely omitted. In the area of circular economy, it was concluded that about 43 percent of obligations are already fully included in the existing strategic documents of Montenegro, 14 percent have

already been implemented, 29 percent are partially included, while 14 percent need to be included.

A detailed analysis of these measures indicates, however, that for serious implementation we lack a functional mechanism of intersectoral coordination, personnel capacities, a clear definition of roles and responsibilities for the implementation process, which currently do not exist.

The report of the European Commission on Montenegro for the year 2023, when it comes to the field of transport, clearly emphasized the obligation for the Montenegrin authorities to commit more decisively to the promotion of sustainable and green transport.

The UN adopted the resolution Program for sustainable development until 2030 (Agenda 2030), which was signed by all UN members, including Montenegro.

Agenda 2030 is a universal strategy, and the signatory countries are expected to engage all their capacities in order to achieve the goals by 2030. Agenda 2030 contains 17 Sustainable Development Goals with the intention of eliminating poverty, inequality and injustice. The goals of sustainable development represent a set of goals related to future social and economic development in accordance with the principles of sustainability. They are also called Global Goals and represent an upgrade of the Millennium Development Goals adopted in 2000, i.e. Agenda 2030 is a 15-year sustainable development program that sought to complete what was not achieved by the Millennium Development Goals by 2015. By adopting the National Strategy for Sustainable Development until 2030 (July 2016), Montenegro fully accepted and incorporated into the national system the requirements of the UN established by the 2030 Agenda.

The process of implementing the Sustainable Development Program until 2030 takes place in parallel with the process of Montenegro's accession to the European Union. Membership in the European Union is the priority goal of Montenegro's foreign policy. By fulfilling the requirements of the EU acquis, Montenegro will be closer to achieving the SDGs. Namely, in 2018, a MAPS analysis was conducted, which showed that by achieving all criteria for EU accession, 65% of the Sustainable Development Goals (SDGs) will be achieved.

The SDG index is an assessment of each country's overall performance in meeting the 17 global goals. Numerous activities of competent authorities (primarily the Office for Sustainable Development with the support of UNDP and the UN) that were undertaken during 2022 and 2023, in the field of faster implementation of sustainable development goals, had the effect that, according to the SDG report for 2023, Montenegro moved up 19 places (compared to 2022) and currently ranks 67th.

Based on the conducted audit, the State Audit Institution assessed that the institutions in Montenegro are not sufficiently prepared for the realization of sustainable development goals from the Sustainable Development Program until 2030, and their preparedness is assessed as partially successful.<sup>8</sup>

## 2. Country policy on transport

At the national level, the key ministries in the field of transport are: the Ministry of Transport and the Ministry of Ecology, Sustainable Development and Development of the North, and the most important policies for development are:

- The Road Transport Act prescribes the conditions and manner of carrying out activities of public transport of passengers and cargo in road transport, provision of bus and freight station services, transport for own needs and other matters of importance for public transport in road transport.
- Traffic Development Strategy of Montenegro for the period 2018-2035 (SRS) aims to improve the economic efficiency, safety, connectivity and environmental sustainability of the country's transport system, while ensuring integration into the transport sector and harmonization with EU national and international policies. With the Traffic Development Strategy (Strategy), the Ministry of Transport and Maritime Affairs of Montenegro (MSP) establishes a sustainable framework for operations from its department, as well as the foundations of the future development of the transport sector, in a way that meets the socio-economic needs of Montenegro, and which is in accordance with TEN-T guidelines and EU policy.

Article 27 of the Law on Local Self-Government defines the obligations of local government in the field of traffic:

The municipality, in accordance with the law and other regulations:

- 1) regulates and ensures the performance and development of communal activities, maintenance of communal infrastructure and communal order;
- 2) *organizes and ensures the performance of construction, reconstruction, maintenance and protection of municipal roads;*
- 3) *arranges and provides transportation of passengers in city and suburban scheduled traffic and taxi transportation;*
- 4) *regulates traffic in its area, in accordance with the law regulating road traffic safety;*

None of the listed policies are gender sensitive, as they were analyzed according to the following parameters:

- There are statistics by gender
- Responds to problems, needs and interests by gender
- Uses gender-sensitive language

Every parameter is negative, and hence the conclusion about gender insensitivity of traffic policies.

### 3. Environmental policy and transport

The *Law on Environmental Impact Assessment* in Article 4 mentions traffic as one of the subjects of the assessment

The *Law on Integrated Prevention and Control of Environmental Pollution* does not mention traffic

The *Air Protection Act* - in Article 2 recognizes motor vehicles as mobile sources of air pollution

The *Law on Liability for Environmental Damage* - does not mention traffic

The *Law on Protection from the Negative Effects of Climate Change* - mentions the definition of a new passenger vehicle

The documents for protection against the negative effects of climate change are:

- *Strategy on low-carbon development* - mentions that projections of the level of greenhouse gas emissions are made specifically for the energy, industry, agriculture, forestry and transport sectors

- *Adaptation plan to climate change* - states in the last paragraph "The state administration bodies responsible for energy, industry, agriculture, forestry and transport are obliged to submit to the Ministry every two years a report on the implemented measures according to strategic documents, in order to prevent the negative impacts of climate change, as well as data on floods, droughts, extreme temperatures and more"

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- There are statistics by gender
- Responds to problems, needs and interests by gender
- Uses gender-sensitive language

Every parameter is negative, and hence the conclusion about gender insensitivity of traffic policies.

Montenegro has made significant progress in integrating gender equality and climate change within the framework of gender equality policy, more precisely the *National Gender Equality Strategy* for the period 2021–2025. with the Action Plan of Montenegro for the period 2021–2022. years. Namely, this Strategy recognized the impact of climate change on vulnerable groups, so in objective 3, a measure 3.8. was defined: *Assess the impact and implement prevention measures in order to reduce the negative impact climate change and natural disasters on the health of women, men, persons of different sexual and gender identities, as well as marginalized and particularly sensitive persons and groups.*

#### 4. Institutional framework for transport

Policies in the field of traffic are defined and proposed by the Government of Montenegro and adopted by the Parliament of Montenegro. They are implemented by various entities: competent public administration bodies, local self-governments, legal and natural persons.

Road transport service providers are legal entities registered for road transport services, passenger and freight services and taxi agencies.

The *Law on Road Transport* in 148 articles regulates the management, organization and way of providing services in road transport, where the segments of transport, descriptions of stops, timetables, etc. are precisely defined, but not a single article mentions women, persons of a different gender identity, as well as accessibility obligations for people with disabilities.

#### 5. Budgeting - what have been funded in transport area?

In the capital budget for 2024, a total of 155 million euros was allocated for the traffic administration, of which 65 million or 27% was allocated for the implementation of 77 projects, while 90 million was allocated for the section of the Mateševsko-Andrijevica highway, which is 38%, i.e. more than a third of the total capital budget.

Data from the Ministry of Finance show that in the first quarter, 10.3 million euros were paid for projects implemented by the Traffic Administration, or 7% of the total planned sum, which is three million more than last year, when 7.1 million were paid.

##### Local budgets for transport

Local budgets do not recognize specific items for transport, but expenditures for this purpose are determined through line 441-2, which refers to expenditures for local infrastructure.

Note: national and municipal budgets are still linear.

*The gender dimension does not exist in the part of the budget (national and local) related to transport.*

**Conclusion:** Based on everything stated in this chapter, it can be concluded that the *situation in field of drafting and implementation of policies related to traffic, environmental protection and the budget in Montenegro is completely “gender-blind”*. The same conclusion refers to decision-making and policy making at the local level in the two observed municipalities.



### Chapter 3: Gender patterns and gender dimension of transport behaviours

#### 1. Gender patterns in transport in Montenegro

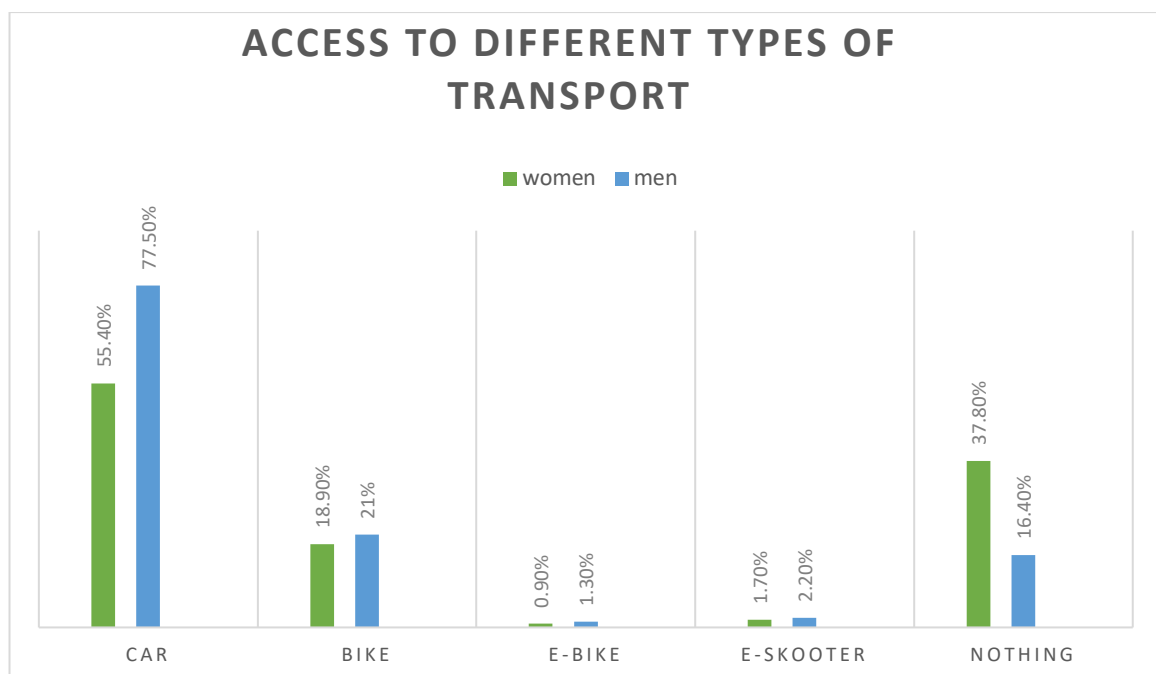
Regional research also answered an important question - Accessibility of transport means for some groups of society, such as people with children, the elderly, people with disabilities, and we present the answers according to the type of means of transport:

- Bus: the majority of respondents answered that the bus is somewhat accessible to vulnerable groups - women 48.8% and men 47.1%
- Taxi: the majority of respondents answered that taxis are somewhat accessible to vulnerable groups - women 45.3% and men 44.7%, and about a third of respondents think that taxis are fully accessible to these groups of society (29.5% women and 33, 7% of men)

The question related to *access to different types of transport* showed the following attitudes of the respondents:

- 75.55 men and 55.4% of women have their own cars
- Bicycle: 18.9% of women and 21% of men
- E-bike: 0.9% of women and 1.3% of men
- E-scooter: 1.7% of women and 2.2% of men
- None of the above: 37.8% of women and 16.4% of men

We can conclude that the types of transportation listed above are less accessible to women in Montenegro than to men, in some cases such as cars, the difference amounts to more than 20%.

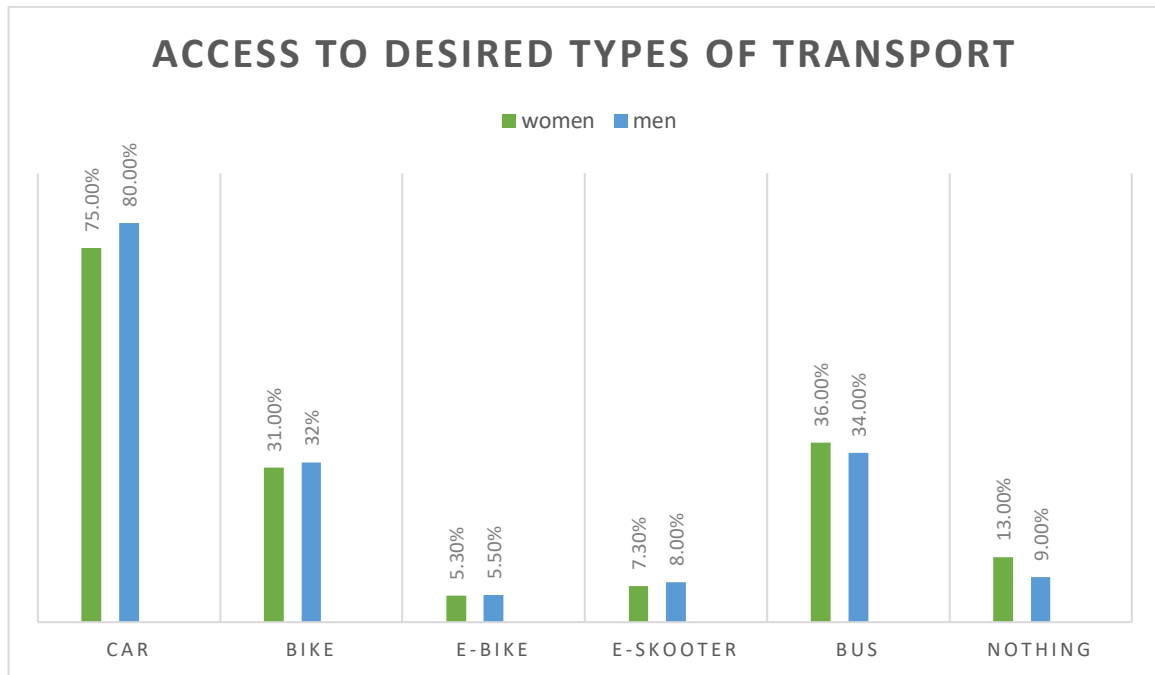


Graph 3

In case they want to use a means of transport, do they have access to those means, the answers were as follows:

- Car: 79.99% men and 74.5% women
- Bicycle: 31.2% of women and 31.9% of men
- E-bike: 5.3% of women and 5.5% of men
- E-scooter: 7.3% of women and 8.0% of men
- Bus: 35.8% women and 33.9% men
- None of the above: 12.8% of women and 8.8% of men

It was emphasized that in both last questions, the *dominant female answers* to the question that *they do not have access to any of the mentioned transport means*



The *economic possibilities* of women and men when it comes to access to means of transport, from the aspect of transport costs, gives the following answers:

- Car: available but somewhat expensive – 42.9% of women and 41.2% of men, and 31.9% of women and 40.7% of men opt for very affordable
- Taxi: available but somewhat expensive – 50.1% of women and 42.2% of men, and 22.4% of women and 18.8% of men opt for unavailable because it is expensive
- E-scooter: the largest part answers that they do not know - 44.4% of women and 41.8% of men, while 22.2% of women and 18.4% of men say that it is unavailable due to the high price

*Reasons why not using transport means*- there was another important issue addressed by the quantitative survey and it covered different means of transport.

- The reason why they don't use the bus as a means of transport: they don't like it - 27.5% of women and 29.7% of men, slow (without a regular schedule) - 21.1% of women and 23.1% of men, unavailable - 20.5% of women and 20.9% of men, unavailable service - 15.4% of women and 14.7% of men, unpleasant - 14.6% of women and 11.1% of men

- Walking - not able - 24.1% of women and 22.8% of men, no time - 20.7% of women and 27.8% of men, working too much - 17.2% of women and 16.5% of men, bad weather conditions-17.2% of women and 15.2% of men, do not like it - 10.3% of women and 17.7% of men
- Bicycle-skateboard: 40.6% of women and 41% of men do not have it, do not like it - 21% of women and 28.2% of men, unpleasant - 16.3% of women and 12.6% of men
- Car: 64.2% of women and 50% of men do not have one, do not know how to use it - 12.6% of women and 18.3% of men, do not like it 8.4% of women and 18.3% of men
- E-scooter: there is none - 57.3% - women and 54% of men, do not like it - 24.2% of women and 30.3% of men, unreliable - 18.3% of women and 16% of men

Gender differences are observed in the responses that they do not have time for a walk (men more by about 8%!) and men to a much greater extent do not like walking (by about 7% more than women). As expected, women dominate in the answer that they don't use cars because they don't have one (64.2% versus 50% of men) and men lead in the answers that they don't use cars because they don't like them (by about 6%)

#### *Reasons for choosing type of transportation*

- The respondents of this research use the bus predominantly for going to work and for educational purposes - 52.9% of women and 52.5% of men, then for going to health services - 18.5% of women and 14.9% of men and for leisure 16.9% of women and 16.3% of men
- Walking is the reason for leisure for 54.2% of women and 50.5% of men, for sports 52% of women and 51.6% of men, and 34.5% of women and 32.8% of men walk to work and to school
- The bicycle is used for the following purposes: predominantly for sports and health purposes - 53.4% of women and 48.1% of men, for going to work/school - 15.5% of women and even 39.2% of men, and for leisure 25 % of women and 27.2% of men
- The car is predominantly used for the following reasons: going to work and school - 62% of women and 73.8% of men, for leisure 31.8% of women and 38% of men and for access to health and social services 32.2% of women and 32, 2% of men
- Taxi is dominantly used for going to work and school/college - 47.6% of women and 51.9% of men, for leisure 31.1% of women and 22.5% of men and for going to health and social services 22 % of women and 19.8% of men.
- E-scooters are mostly used for the purpose of going to work and school - 30% of women and 45.8% of men, for leisure 24.3% of women and 27.8% of men, and for the purpose of health and sports 28.6% of women and 15.3% of men

Conclusions about gender behaviors in choosing the type of means of transport for different purposes show that women use the bus more for health and social services,

women use the bicycle more for health and sports purposes, women much less (difference about 25%) use the bicycle to go to work and school. It is clear that women use cars less for all purposes and more use taxis for leisure purposes (about 8% more compared to men) and the use of e-scooter showed special gender patterns of its use, which is that women use it much less to go at work-school (about 15%) and about 10% of women use e-scooters more for needs around children, and for sport and health purposes women use e-scooters more by more than 8%.

### Security and safety perceptions

It was also very important for us to examine the *perception of citizens' safety while using different types of transport*, in terms of traffic lights, pedestrian paths, etc. We received the following responses, according to the type of transport:

- Bus: the majority answers that they generally feel safe, 50.3% of women and 45.4% of men
- Walking: the majority answered that they felt very safe: 50.7% of women and 57.6% of men
- Bicycles: the majority answered that they generally feel safe, 49.1% of women and 57% of men
- Car: the largest part answers that they feel mostly safe And that: 56.2% of women and 50% of men, and very safe 30.9% of women and 42.7% of men.
- Taxi: the largest part answers that they feel mostly safe: 64.6% of women and 51.3% of men And very safe 20.1% of women and 38.5% of men
- E-scooter: the majority answers that they feel mostly safe And that: 44.3% of women and 52.8% of men

It was equally important to have data on the experience of *insecurity with different types of transport when the respondent travels alone*, during the day, during the night. We give answers according to the type of transport and present the majority answers to this question:

- Bus: the majority of respondents feel safe regardless of the time when they travel alone - 58.2% of women and 67.7% of men
- Walking: the majority of answers feel safe regardless of the time when traveling alone - 45.3% of women and 67.7% of men
- Bicycle: the majority of answers say that they feel regardless of the time when they travel alone - 36% of women and 50.5% of men, and during the night they do not feel safe 45.7% of women and 34.1% of men
- Car: the majority of answers that they feel regardless of the time when they travel alone - 69.7% of women and 77.6% of men
- Taxi: the majority of answers say that they feel it regardless of the time when they travel alone - 50.1% of women and 70.6% of men.

We can conclude that, viewed from a gender perspective, women generally feel safe in a car, bus and taxi, even when they are alone, and least safe when using a bicycle and e-scooter. On the other hand, comparing with men's feeling of safety, women generally (except in the case of using a bicycle) feel less safe compared to them, in the case of some means of transport and by about 20% less safe compared to men.



## 2. Gender patterns in addressing climate change by choosing transport options

- Perception if climate change can be addressed by choosing transport option:  
The research conducted at the regional level for the purposes of this project, when it comes to Montenegro, shows that 59.6% (of which 65% are women and 54.6% are men) of respondents believe that cars contribute a lot to air pollution, while 44% of them expresses its great concern about climate change. It is interesting that when asked how much they personally contribute to reducing pollution by choosing a means of transport, most of the answers say that they do not have much influence (31.5% of women and 37.8% of men), and about 9% of the respondents think that this choice has a significant impact on reducing the impact of climate change. change.
- Interest in climate change friendly transport options is a topic that was covered by regional research, and we wanted to check the awareness and interest of the citizens of Montenegro about climatically preferable transportation options. We received the following responses:
  - They are very interested in electric cars - 41.1% of women and 40.7% of men, they do not know about it - 25.8% of women and 21.2% of men and somewhat interested 17.1% of women and 20.3% . Unsurprisingly, a large part of the respondents are not at all interested in the use of electric vehicles - 16% of women and 17.9% of men.
  - 36.5% of women and 33.6% of men are very interested in shared cars, 24.9% of women and 25.7% of men are somewhat interested, 23.8% of women and 19.5% of men do not know about them
  - Buses are very interesting for 32% of women and 35.2% of men, 31.9% of women and 24.8% of men are very interested, while 21.2% of women and 20.3% of men do not know about them - this last data is somewhat surprising because it is unlikely that such a large number of respondents do not know that buses are more climate-friendly, due to less pollution compared to transportation by classic cars.

- 38.5% of women and 34.9% of men are very interested in regular bicycles, 23.2% of women and 25.4% of men are somewhat interested, and 20.3% of women and 18.8% of men do not know about them



- 31.4% of women and 28.8% of men are very interested in electric bicycles, 29.9% of women and 27.2% of men do not know about them, and 21.5% of women and 25.5% of men are not interested at all.
- When it comes to walking, 61.5% of women and 55.7% of men are very interested in it, somewhat 13.3% of women and 20.4% of men, and not at all interested 12.3% of women and 13.5% men
- 34.4% of women and 29.9% of men do not know about e-scooters, 25.4% of women and 31.6% of men are not interested at all, and 19.3% of women and 20.4% of men are very interested
- Trams and trolleys - do not exist in Montenegro

What we can conclude from the answer to the question about the degree of interest in different types of climate-friendly means of transport is that women lead in great interest in almost all types of this type of transport. On the other hand, there is a very large percentage of those who do not know about these means of transport, and it is necessary to launch comprehensive media campaigns about the importance of these types of transport for less air pollution, that is, promoting their use as a kind of response to climate change.

- o Reasons for non-interest were equally interesting, because when we know such reasons, then through recommendations we can propose activities that would reduce these oppositions.
  - Electric cars are unavailable for 54% of women and 52% of men and too expensive for 48.3% of women and 53.1% of men
  - Shared cars are not desirable because they encroach on the independence of the respondents, and this is for 56.8% of women and 60.3% of men, while 32.1% of women and 37.1% of men think that it is difficult to coordinate with them.
  - Buses have poor connections to wanted destinations in for 49.4% of women and 56.5% of men, and they are too slow for 44.4% of women and 41.7% of men, they are unavailable for 28.4% of women and 22.2% men

- Regular bicycles are not interesting because there are not enough paths for 39.8% of women and 47% of men, and 31.6% of women and 40.9% of men do not like them, while 16.3% of women and 15.7% consider them dangerous. men.
- Electric bicycles are not chosen as a means of transport because 44.4% of women and 50% of men do not like them, 29.9% of women and 22.9% of men think that there are not enough tracks, and 28.2% of women think that they are too dangerous. 20% of men.
- Walking is not preferred as a mode of transport because it is too slow for 73.1% of women and 74.3% of men.

Women express less resistance to climate-healthier modes of transportation, and this fact could also be the basis of a campaign that would make the aforementioned modes of transportation more accessible to them.



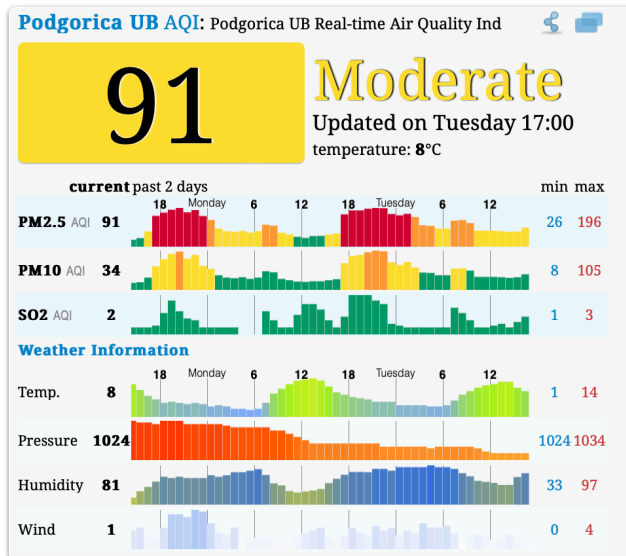
**Conclusion:** What we can conclude from the answer to the question about the degree of interest in different types of climate-friendly means of transport is that women lead in great interest in almost all types of this type of transport. On the other hand, there is a very large percentage of those who do not know about these means of transport, and it is necessary to launch comprehensive media campaigns about the importance of these types of transport for less air pollution, that is, promoting their use as a kind of response to climate change. *Women express less resistance to climate-healthier modes of transport, and this fact could also be the basis of a campaign that would make the mentioned modes of transport more accessible to them.*



## Chapter 4: Lessons learned from good local practices

### Podgorica

26 November 2024



<https://aqicn.org/city/podgorica/>

*Podgorica*, Capital city, with a population of over 180,000 inhabitants, faces challenges such as unregulated public transport, insufficient connectivity of suburban and rural areas, as well as a lack of infrastructure for alternative forms of mobility. Basic transportation options are currently available, such as city buses, taxi services, and a limited number of bike lanes.





The Secretariat for Traffic in the Municipality of Podgorica has informed us that for the investment and ongoing maintenance of the road infrastructure of the Capital City of Podgorica for the year 2022, approx.

Considering cycling as one of the pillars of SUMP, which they want to make even more attractive, they are working on improving the cycling infrastructure. In four streets in Podgorica, new bicycle infrastructure was built with the aim that it will not disturb the flow of traffic, making them safe for citizens to use. Also, horizontal and vertical signaling has been improved. By removing the parking space from the main site, the flow of traffic was additionally opened up. By regulating parking spaces, we encourage the use of alternative modes of transportation, which are a condition for achieving sustainable urban mobility, which is defined by the Plan. In the previous period, the capital donated three parking garages for the needs of students living in dormitories. In accordance with citizens' requests, we recognized the need to install such bicycle garages near residential buildings, so the Secretariat for Transport used the budgeted funds for this purpose, announced a tender and after the procedure, nine bicycle parking garages were built.

Also, significant progress has been made when it comes to line passenger transportation, which is reflected in the procurement of new means of transport - buses from two procurements in a total fleet of 45 (first phase 16 buses, second phase 25 buses), organization of new and reorganization of existing lines, the establishment of regular passenger transportation in the suburban part of the Capital City, and the digitization and modernization of software solutions that are actively in use, such as the Google Transit platform.

Furthermore, work was also done on the realization of the "Green Center", which is reflected in the regulation of traffic in the inner city center in such a way as to ensure the priority of space use for pedestrians and users of alternative modes of transport instead of motor vehicles.

When it comes to taxi transportation, the number of taxis has been reduced. Electric vehicles with reduced CO2 emissions are actively in use.

The Decision on free transport in suburban and city regular traffic for primary and secondary school students in the territory of the Capital City of Podgorica is in force. In addition to the above, the amount of the monthly ticket is regulated so that there are certain advantages for retired women.

The Secretariat for Traffic of the Capital City of Podgorica informs that the plan for next year is to pay special attention to the introduction of a software platform that enables visual and audio information about the location of buses via GPS signals, which further facilitates the use of transportation for people with disabilities. Special focus is on

moving passenger motor vehicles from the city center in order to create "green space" for safe use and recreation.

Advertisements for drivers in Podgorica public transport are written in gender-sensitive language.

Oglas za vozač/ica autobusa za Linijski  
prevoz putnika

Datum oglasa: 01.11.2024  
Važi do: 11.11.2024  
Poslodavac: PUTEVI DOO  
Adresa: ZETSKIH VLADARA 1/15  
Opština: PODGORICA  
Telefon: 020-279-311  
E-mail: putevi@t-com.me

It is not known how many people with disabilities and reduced mobility use public transport because the capital and the state do not have this data. They don't even have information and data on PWDs, which is a shortcoming that has been pointed out for years. On most lines in the capital, there are no accessible buses, bus stops, signs at bus stops, i.e. all prescribed elements of accessibility, which enable unhindered, i.e. independent and safe access to transport. The same is the case as far as buses are concerned, because the new buses that have been acquired are accessible, bearing in mind that they have an entry/exit ramp, but not all stops, and the existing buses do not operate on all lines. The current situation shows that service providers and road users still do not have a sufficient level of knowledge and understanding. In addition, they are not sufficiently familiar with the purpose of certain elements in traffic, such as e.g. lowered sidewalks, tactile guide strips, inductive loops, sound signaling, as well as overall accessibility and availability of public transport for people with disabilities<sup>9</sup>

*This municipality does not integrate gender-responsive budgeting principles when planning and financing new transport projects, including bus services and road infrastructure*

*Case study:* An example of good practice in the Capital City of Podgorica is the activity of the non-governmental organization Biciklo.me, which advocates the use of bicycles as a sustainable mode of transport, as well as for the improvement of conditions for public transport and pedestrian traffic, the arrangement of space to suit people and the promotion of healthy styles of life at the local, national and international level. So far, they have organized 90+ Critical Mass rides throughout Montenegro, 10 Kidical Mass rides for children. With the last action of the public appeal that Podgorica will be the only capital city in Europe that will not have public transport services available, Public Transport has changed the previously adopted decision that it will not operate during the New Year's and Christmas holidays, and citizens used their services on 01 and 07. January. Before the New Year, they organized the 85th Critical Mass in Podgorica, with

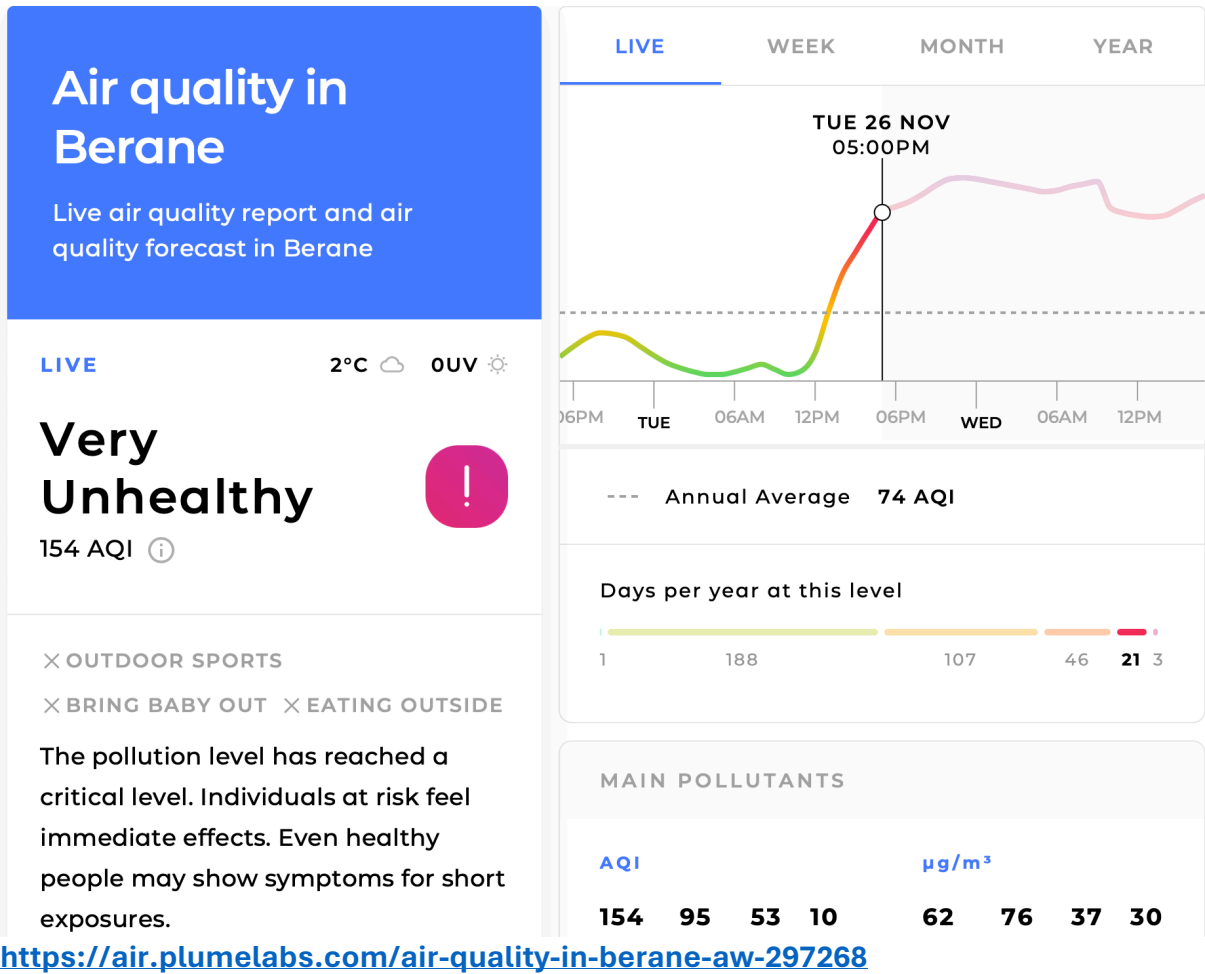
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<sup>9</sup> Data from the NGO Association of Disabled Youth, Podgorica, subgrantee of the GBWN 1 program

the support of the Ministry of Transport. It would be appropriate if the activities of this organization were more gender sensitive.



Berane





The basis for spatial planning is the scheme/network of traffic (and other) infrastructure for each city, and Berane has a long tradition in that area, i.e. most of the planned traffic routes were implemented in an earlier period and this is the best practice that can be confirmed in the current circumstances. The work of planning in the public interest has continued in the present and refers to the planning of new and rehabilitation/reconstruction of old roads directions. The lack of traffic is the accompanying traffic facilities and parking lots, which are being implemented more slowly because the municipality always prioritizes connections with suburban and remote less developed settlements compared to the city itself.

*Urbanism is a science that deals with the adequate use of space, that is, with the planning of space according to human standards, but it deals with the measures of men and women at this local level.*

A bad practice in the municipality of Berane is the lack of parking spaces that were not built in accordance with the planning document due solely to a lack of finances (the municipality has prepared documentation for several locations and preparations for the city garage are underway) and the non-functioning of the bus station, which due to poor privatization in the earlier period, was literally "kidnapped" from the municipality and has not been functioning for a long time due to the bankruptcy of the private owner. The lack of a bus stop affects the female gender more and especially the older population of both sexes.

The main overall challenges related to spatial planning and traffic in the municipality of Berane are:

- parking area/city garage
- lack of roads of adequate width (result of illegal construction)
- lack of sidewalks and bike lanes
- in Berane, even 20 out of 25 intersections do not have a lowered approach

The traffic connection between the city and rural settlements is a greater need for women because it is an older population, that is, older women who are not drivers.

The impact of climate change is very significant, especially for traffic. Due to climate change, there is a need for different planning (roads on sloping terrain, river fortifications, etc.). More detailed planning away from landslides and rivers that often threaten normal life for both sexes. "Climate change causes displacement, and in that case it is not about gender but age limits." (answer from Local Secretary for Urban spatial)

*This municipality does not integrate gender-responsive budgeting principles when planning and financing new transport projects, including bus services and road infrastructure.*

*Case study:* A survey with representatives of the city services showed a pronounced dose of non-recognition of gender inequality in the area of space planning and traffic in the municipality of Berane, and as an illustrative example we cite part of the response of the chief architect- women:

*Urbanism is a science that deals with the adequate use of space, that is, with the planning of space according to human standards, but it does not deal with this local level according to the standards of men and women.*

*Spatial planning recognizes citizens and traffic infrastructure does not recognize gender.*

It is about a lack of education that brings new perspectives in the work, which implies that the needs of citizens are examined as a priority at the local level, but a stereotypical perspective was not applied in the development of spatial plans, because they would not have major problems related to citizens of both sexes, as which is the complete absence of bus stops, lack of parking space, lack of pedestrian and bicycle paths, etc.



## Chapter 5: Gendered transport solutions: measures and costs

Both local levels do not recognize gender as an important category among public transport users or as active participants in traffic. One can even recognize a certain resistance to these and similar questions. None of the municipalities integrate gender-responsive budgeting principles when planning and financing new transport projects, including bus services and road infrastructure. And this research confirmed the loss of institutional memory about gender equality in both local levels. Which at the same time points to a huge proctor and the necessity of organizing education on the topics of gender equality from the basic level to gender budgeting in order to resist climate change.

### **Recommended gendered transport solutions that would have positive impact on climate change:**

- Include the gender dimension in transport decarbonisation policies
  - Reduce the gender imbalance of the workforce in the transport sector
  - Build capacities and strong intersectoral communication
  - Increase female leadership in the transport sector
  - Consistent implementation of established policies and their monitoring and reporting
  - Integrating different types of transport services into a unique digital platform (MaaS), designed according to the needs of users, in a way that enables planning, booking and paying for trips via mobile applications. Improves urban mobility and quality of life through: Reduction of traffic congestion, Reduction of CO<sub>2</sub> emissions, Greater availability of transportation for vulnerable groups, Increasing efficiency of city traffic.
- For the implementation of such a complex project, a responsible, professional and efficient government is necessary, which has a vision of the development of Podgorica, but also of the whole of Montenegro, and whose center will be satisfying the needs of citizens, not political parties.<sup>10</sup>

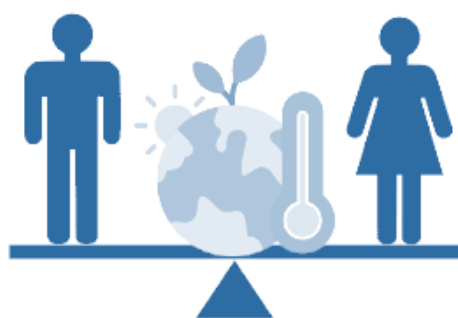
*The essence is in the simultaneous efforts to improve gender equality and the concrete use of transport decarbonization measures.*

For the municipality of Berane, it is first necessary to build a city bus station and to establish public transport, the women actors expressed the need for established lines to the destinations for the villages: Buče, Berancelo, Babino, Lubnice... It is important that future bus stops are set according to the needs of the local population, that they are frequent and well lit.

None of the recommended key gendered transport solutions were included in the budget plans for 2025, so it is not possible for us to estimate their costs.

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<sup>10</sup> Data from NGO Biciklo.me





## CONCLUSIONS

- 59.6% (of which 65% are women and 54.6% are men) of respondents in Montenegro believe that cars contribute a lot to air pollution, while 44% of them express their great concern about climate change
- Women in the transport sector pollute the air less than men because desk research showed that only 34% of women in Montenegro have a driver's license and only 28% of women have passenger cars registered in their name.
- The report of the European Commission on Montenegro for the year 2023, when it comes to the field of transport, clearly emphasized the obligation for the Montenegrin authorities to commit more decisively to the promotion of sustainable and green transport.
- Based on the conducted audit, the State Audit Institution assessed that institutions in Montenegro are not sufficiently prepared for the realization of sustainable development goals from the Sustainable Development Program until 2030, and their preparedness is assessed as partially successful
- The situation in the field of drafting and implementation of policies related to traffic, environmental protection and the budget in Montenegro is completely "gender-blind". The same conclusion applies to decision-making and policies at the local level in the two observed municipalities.
- All types of means of transportation are less accessible to women in Montenegro than to men, and in some cases, such as cars, the difference is more than 20%.
- The gender pattern in behaviors in choosing the type of means of transport for different purposes shows that women use the bus more for health and social services, women use bicycles more for health and sports purposes, women much less (difference about 25%) use bicycles to go to work and school. It is clear that women use cars less for all purposes and use taxis more for leisure (about 8% more compared to men), and the data on the use of e-scooters showed specific gender patterns of its use, namely that women use it much less for going to work/school (about 15% less compared to men) and about 10% of women use it more for needs around children and for the purpose of sports and health, women use it more (more than 8%).
- Women generally feel safe in a car, bus and taxi, even when they are alone, and least safe when using a bicycle and e-scooter. On the other hand, comparing with men's feeling of safety, women generally (except in the case of using a bicycle) feel less safe compared to them, and in the case of some means of transport, about 20% less safe than men.
- Electric cars are unavailable to 54% of women and 52% of men.
- Women lead the way in great interest in almost all types of climate-friendly modes of transportation.
- There is a very large percentage of those who do not have information about climate-friendly types of transport.
- Women express less resistance to climate-healthier modes of transport (2-7%)

- In the capital Podgorica, public transport is insufficiently regulated (although new vehicles and new lines have been introduced), insufficient connectivity of suburban and rural areas, as well as a lack of infrastructure for alternative forms of mobility. About one million euros less was invested in traffic infrastructure in 2024. in relation to the year 2023. Public transport is not fully accessible and safe for people with disabilities. Public transportation is free for primary and secondary school students. Work is being done on the "green center", with the aim of freeing the narrowest city core from cars and creating space for pedestrians and users of alternative modes of transport. All local traffic-related policies at the level of the capital city are gender insensitive.
- The municipality of Berane does not have a city bus station, there is no city or suburban transportation, although our survey showed a strong need for it. City planning policies regarding traffic infrastructure are not gender sensitive in the least.



## RECOMMENDATIONS

- National and local budgets should clearly plan the improvement of traffic infrastructure in order to alleviate pressing problems:
  - ⇒ lack of parking spaces
  - ⇒ lack of footpaths
  - ⇒ lack of bicycle paths
  - ⇒ lack/shortcomings of urban and suburban transport, according to the needs of women and men
  - ⇒ lack of a sufficient number of well-light stops
  - ⇒ insensitivity and inaccessibility of transport for vulnerable groups
- Consistently and properly maintain statistics by gender, which is the obligation of all institutions according to Article 14 of the Law on Gender Equality<sup>11</sup>
- Include the gender dimension in transport decarbonisation policies
- Reduce the gender imbalance of the workforce in the transport sector
- Build capacities and strong intersectoral communication
- Increase female leadership in the transport sector
- Consistent implementation of established policies and their monitoring and reporting
- Integrating different types of transport services into a single digital platform (MaaS), designed according to the needs of users, in a way that allows planning, booking and paying for trips via mobile applications
- Campaigns through the media and social networks on the importance of climate-friendly modes of transportation
- Credit and other privileges for all types of electric means of transport, with special benefits for women, because a (large) group of society is more interested in such forms of transport



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<sup>11</sup> Article 14

Statistical data and information collected, recorded and processed by authorities, companies and other legal entities, as well as by entrepreneurs, must be presented by gender. Statistical data and information from paragraph 1 of this article are an integral part of official statistics in Montenegro (hereinafter: Montenegro) and are available to the public in accordance with the law. LAW ON GENDER EQUALITY ("Official Gazette of the Republic of Montenegro", No. 046/07 dated 31.07.2007, "Official Gazette of Montenegro", No. 073/10 dated 10.12.2010, 040/11 dated 08.08.2011, 035/15 dated 07.07. 2015)