

DOCUMENT OF THE INTER-AMERICAN DEVELOPMENT BANK

SURINAME

SUPPORT TO THE AIR TRANSPORT SECTOR IN SURINAME

(SU-L1071)

OEL#7 – GENDER CROSS-ANALYSIS FOR SURINAME'S DOMESTIC AIR TRAVEL



Complementary cross analysis by gender for 'Suriname's Domestic Air Travel Market Survey' 2024

Gender-specific insights report

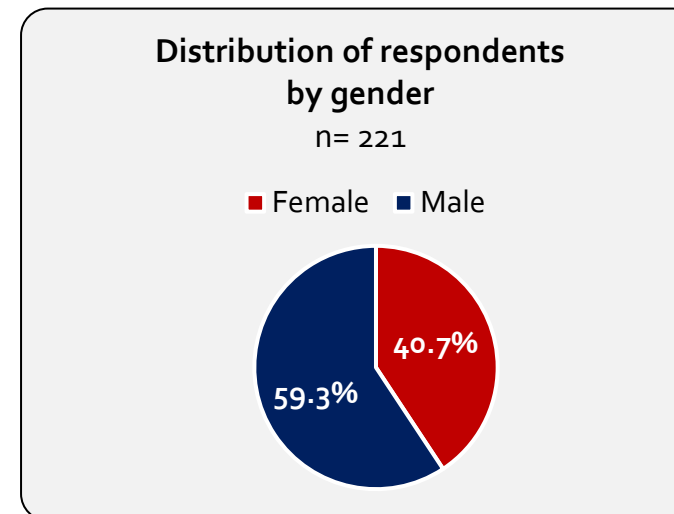
September 11th, 2024

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Introduction

- DOOR Advisory conducted research for the IDB regarding the 'Domestic Air Travel Market' in Suriname with the goal to gain a deep understanding of the Suriname domestic air travel market, specifically capturing the perspective of the customers.
- The research method which was used was quantitative research, using a structured survey. The total number of respondents recorded in this survey in the period 15th of May – 24th of May 2024 were 352 (n=352).
- The research report has been submitted to the IDB Team in July 2024. However, additional cross-analysis by gender was required by the gender department of the IDB. This report provides the gender-specific insights.
- **This report provides a gender-based cross-analysis of selected data, excluding data from passengers whose primary reason for travel was mining activities.**
- The number of respondents included in this analysis is 221 (n=221).



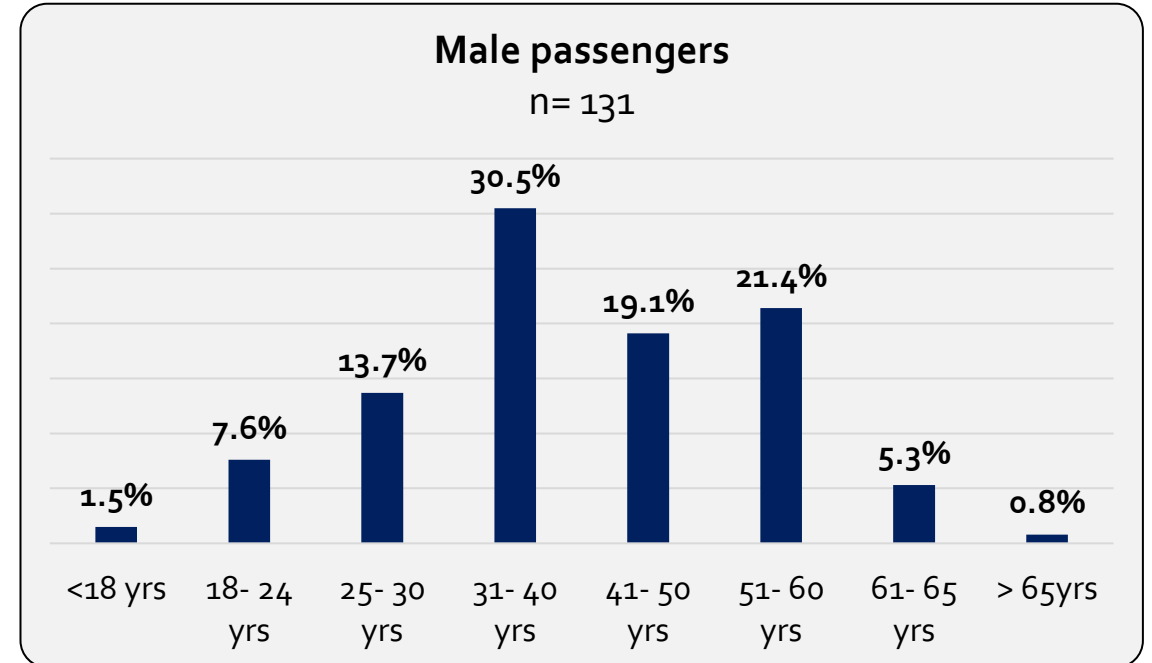
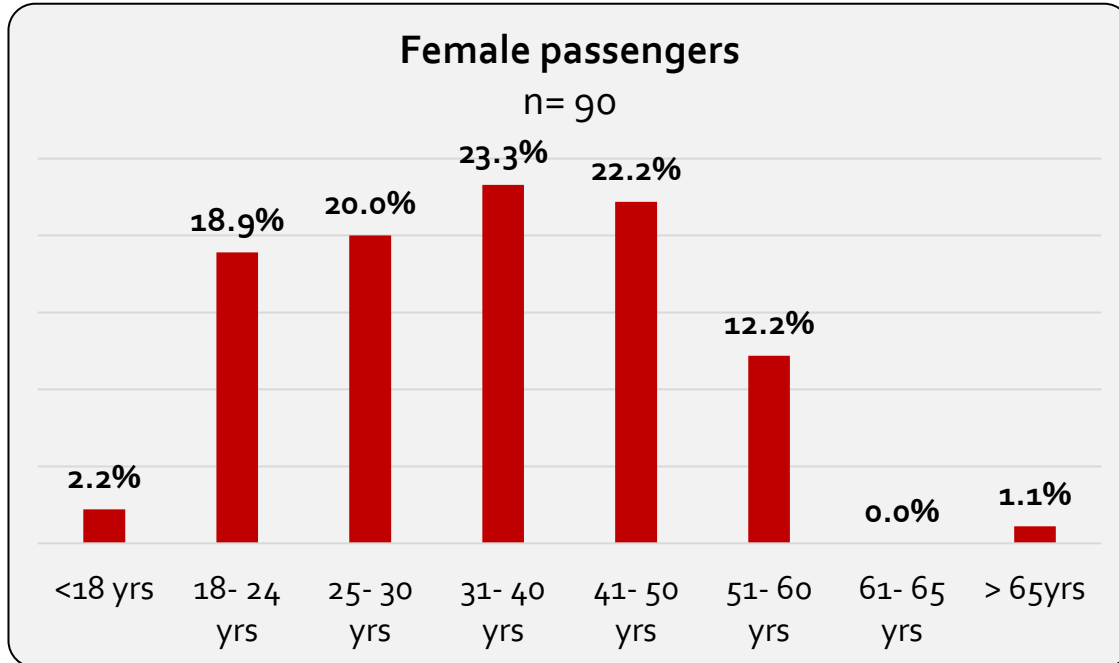
Domestic Air Travel – Surinamese context

Airstrips in the inland are typically small, unpaved, and often surrounded by dense jungle (see images below). They are usually grass or dirt strips, maintained by the local communities or by small airlines that operate in the region.

These airstrips are often located near villages or settlements, providing the only reliable access to- and from these remote areas.

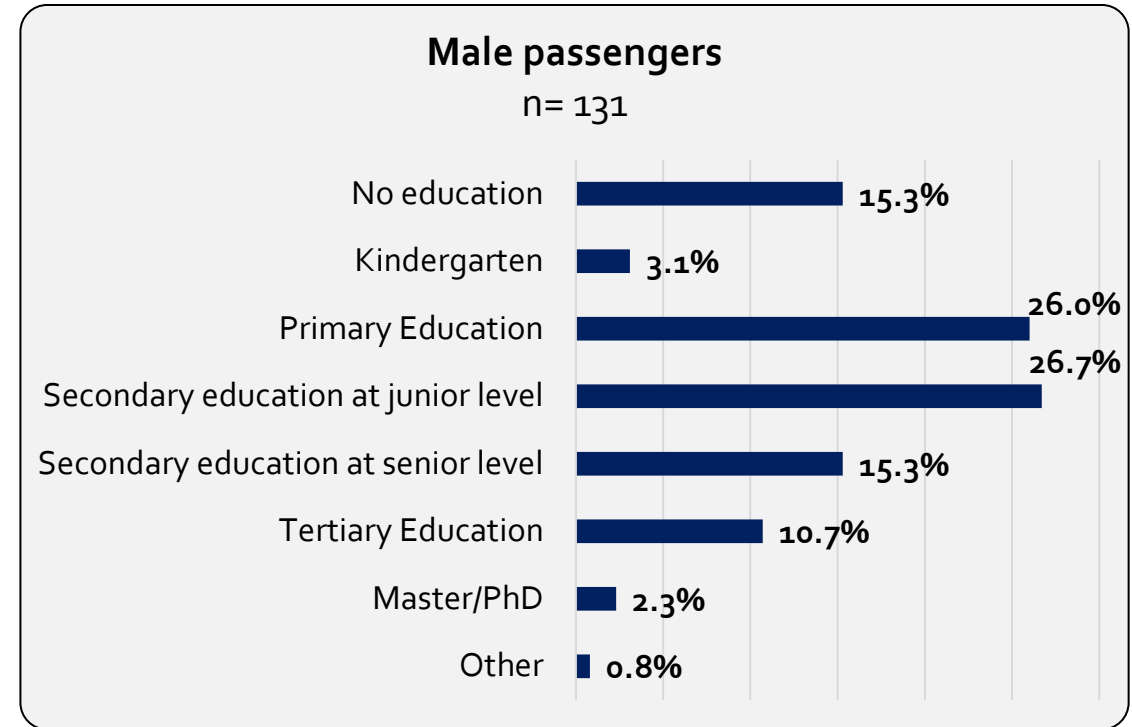
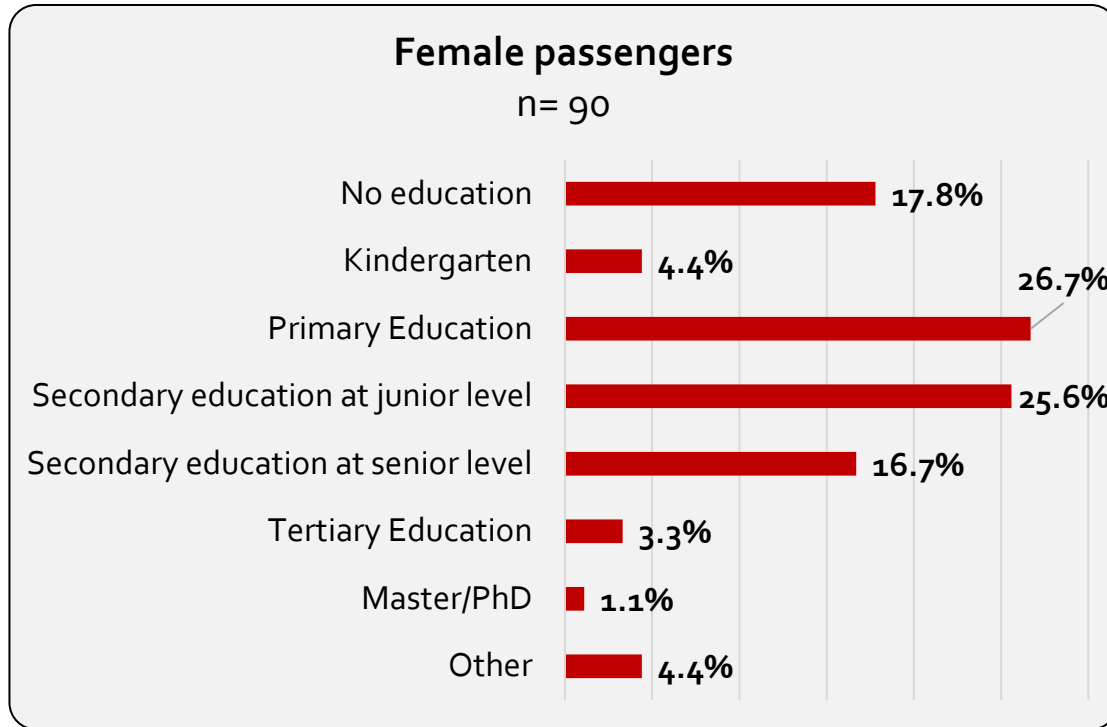
The aircraft used for inland flights are typically small, short-takeoff-and-landing (STOL) planes. These planes are designed to operate on short, rough airstrips and can carry a modest number of passengers or cargo (e.g. Cessna 206, Cessna C-208, DHC – 6 Twin Otter).



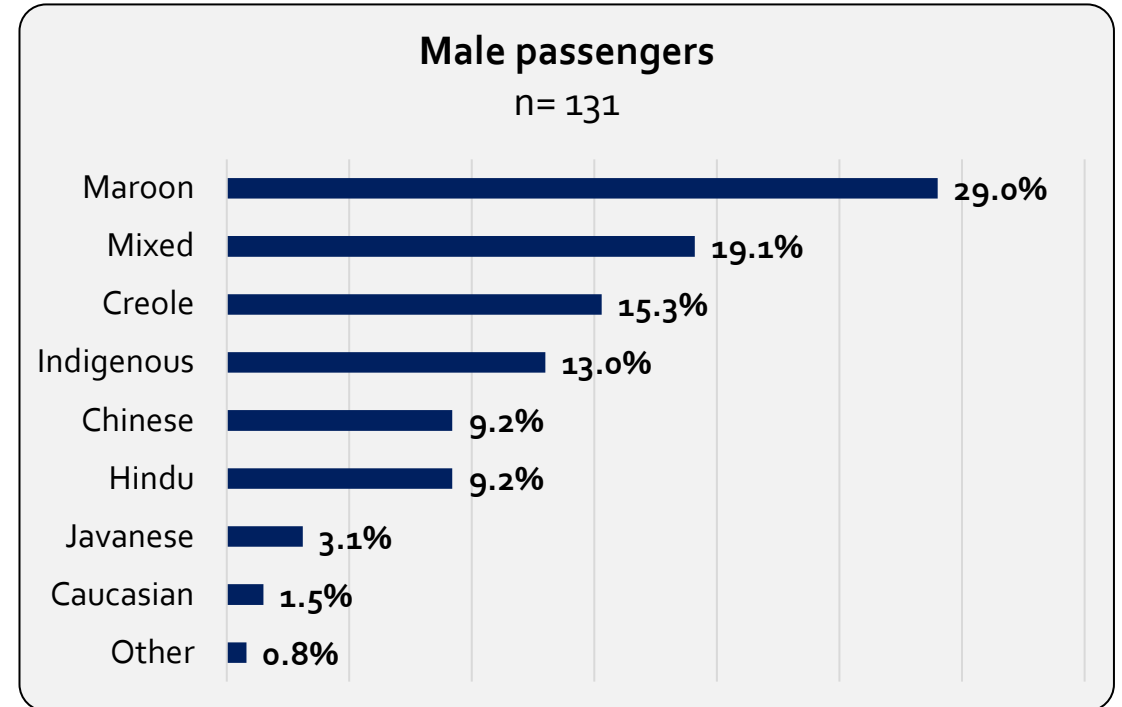
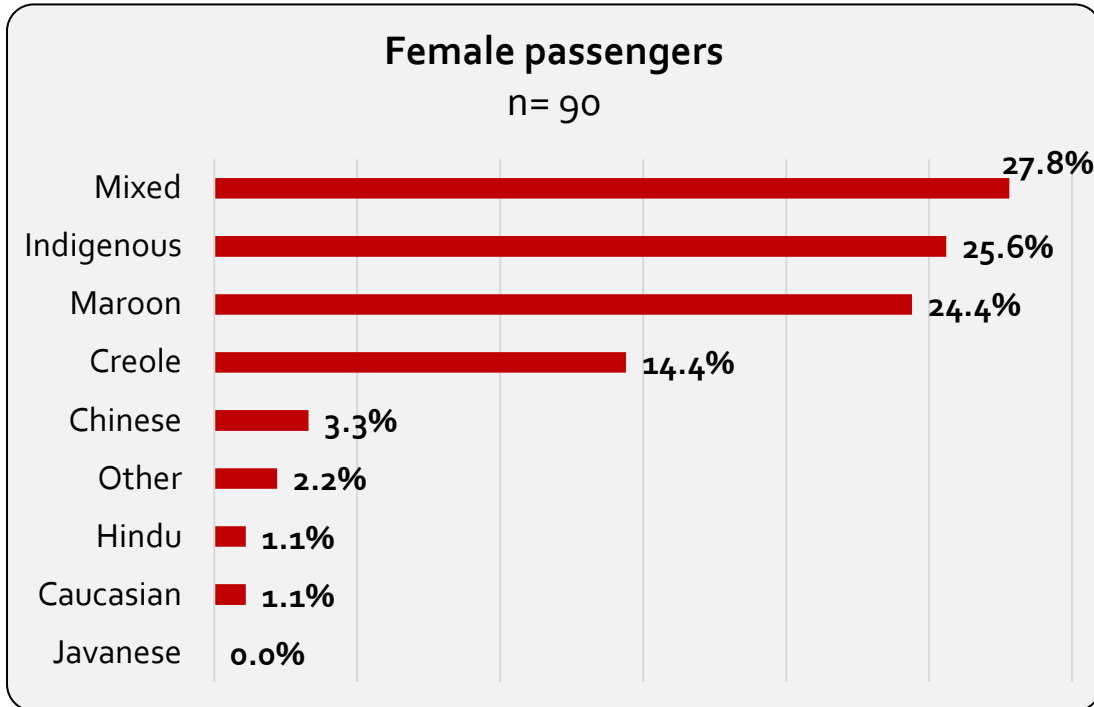


- The largest group of female passengers are aged between 18 – 50 years (**84.4%**).
- The largest group of male passengers are aged between 31 – 60 years (**71.0%**).
- Male passengers have a higher representation in the older age groups (51-65 years) compared to female passengers.
- Female passengers show a broader distribution across multiple age groups, with significant representation in the younger age groups (<50 years).

Highest education level

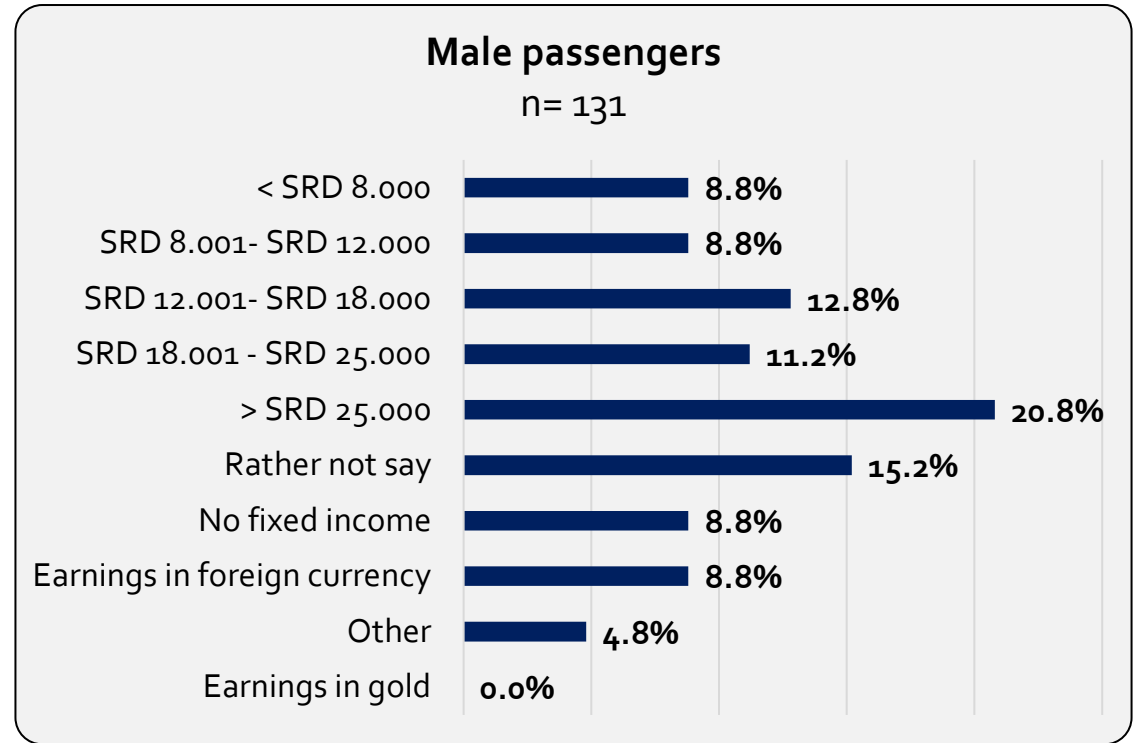
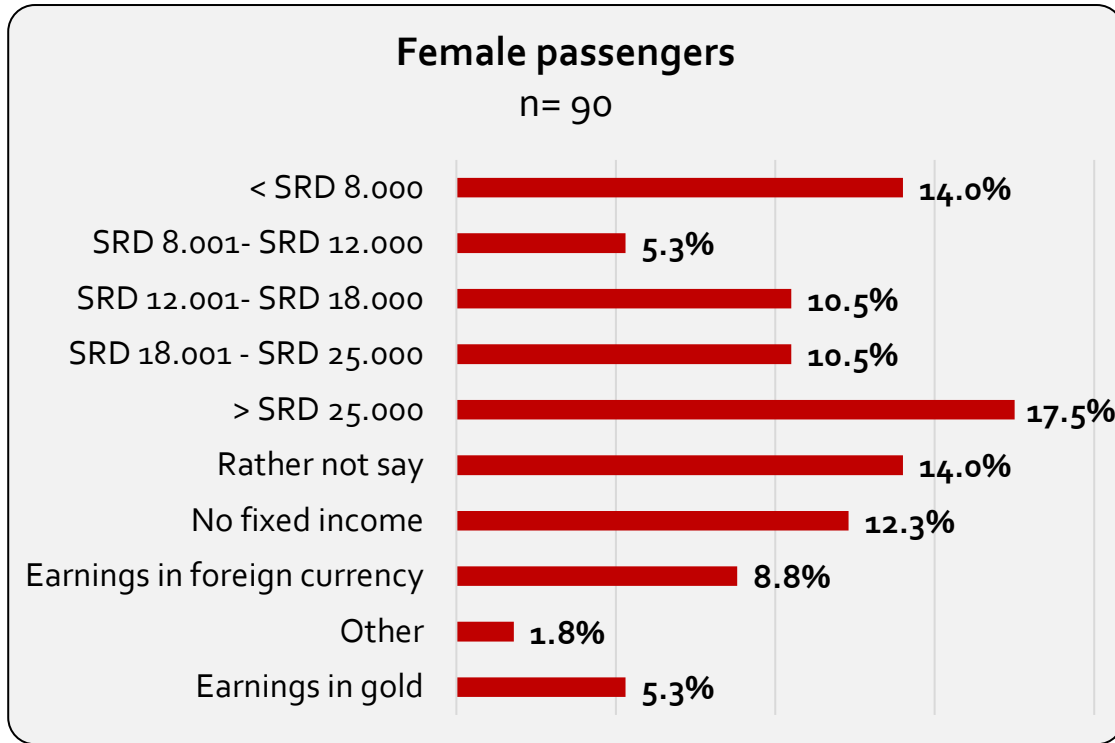


- Most passengers have lower than secondary education (**female= 73,4% and male = 71.1%**) or no education at all (**female= 17.8% and male= 15.3%**).
- Female passengers have a higher proportion in lower education or no education at all than male passengers.
- Male passengers have a higher proportion in tertiary or Master/PhD level education (**13.0%**) compared to female passengers (**4.4%**).



- Most female passengers have the Mixed (27.8%), Indigenous (25.6%) or Maroon (24.4%) ethnicity.
- Most male passengers have the Maroon (29.0%), Mixed (19.1%) or Creole (15.3%) ethnicity.

Monthly net income category



- Male passengers are more likely to earn higher incomes (> SRD 25,000= **20.8%**) compared to female passengers (> SRD 25,000= **17.5%**).
- Female passengers are slightly more likely to earn in the lowest income category (< SRD 8,000) at **14.0%** compared to **8.8%** for male passengers
- It's also notable that female passengers are more likely to report having no fixed income (**12.3%**) or earnings in gold (**5.3%**).



	No difficulty	Some to much difficulty
<i>Communicating in common language, such as understanding or being understood</i>	Female: 84.4% Male: 95.4%	Female: 15.6% Male: 4.6%
<i>Remembering or concentrating</i>	Female: 96.7% Male: 98.5%	Female: 3.3% Male: 1.5%
<i>Seeing even when wearing glasses</i>	Female: 81.1% Male: 78.6%	Female: 18.9% Male: 21.4%
<i>Hearing, even if you use hearing aid(s)</i>	Female: 98.9% Male: 96.2%	Female: 1.1% Male: 3.8%
<i>Walking or climbing stairs</i>	Female: 100% Male: 97.7%	Female: 0% Male: 2.3%
<i>With self-care, such as bathing or dressing</i>	Female: 100% Male: 100%	Female: 0% Male: 0%

Most passengers mentioned not having any disabilities. The only activities in which a significant number of passengers encounter some difficulty are:

- Seeing, even when wearing glasses (**21.4% male, 18.9% female**) and
- Communicating in common language, such as understanding or being understood (**4.6% male, 15.6% female**).
- In general, an average of 5.6% Male passengers and 6.5% female passengers reported having functional difficulties.

**Note: In the context of Suriname, where language barriers exist between different societal subgroups, respondents may have misunderstood the statement about functional communication difficulties. They might have interpreted it as an inability to communicate due to language barriers rather than as a functional difficulty in communication.*

Extent of functional difficulties



Female passengers

	No difficulty	Some difficulty	Much difficulty
*Communicating in common language, such as understanding or being understood	84.4%	14.4%	1.1%
Remembering or concentrating	96.7%	2.2%	1.1%
Seeing even when wearing glasses	81.1%	16.7%	2.2%
Hearing, even if you use hearing aid(s)	98.9%	1.1%	0.0%
Walking or climbing stairs	100.0%	0.0%	0.0%
With self-care, such as bathing or dressing	0.0%	0.0%	0.0%

Male passengers

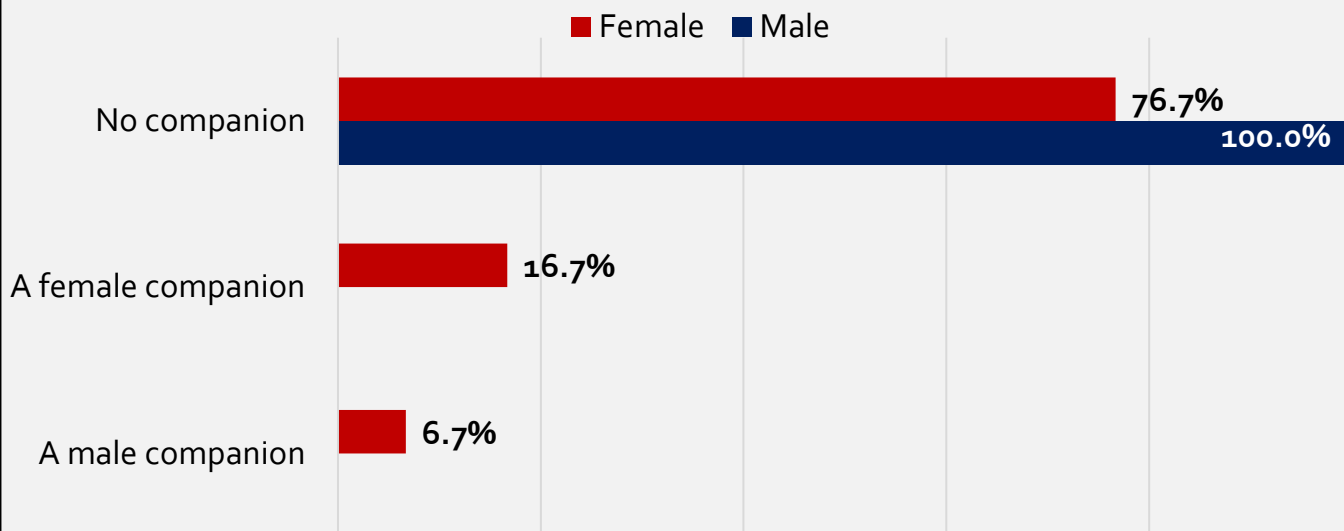
	No difficulty	Some difficulty	Much difficulty
*Communicating in common language, such as understanding or being understood	95.4%	4.6%	0.0%
Remembering or concentrating	98.5%	1.5%	0.0%
Seeing even when wearing glasses	78.6%	20.6%	0.8%
Hearing, even if you use hearing aid(s)	96.2%	3.8%	0.0%
Walking or climbing stairs	97.7%	2.3%	0.0%
With self-care, such as bathing or dressing	0.0%	0.0%	0.0%

*Note: In the context of Suriname, where language barriers exist between different societal subgroups, respondents may have misunderstood the statement about functional communication difficulties. They might have interpreted it as an inability to communicate due to language barriers rather than as a functional difficulty in communication.

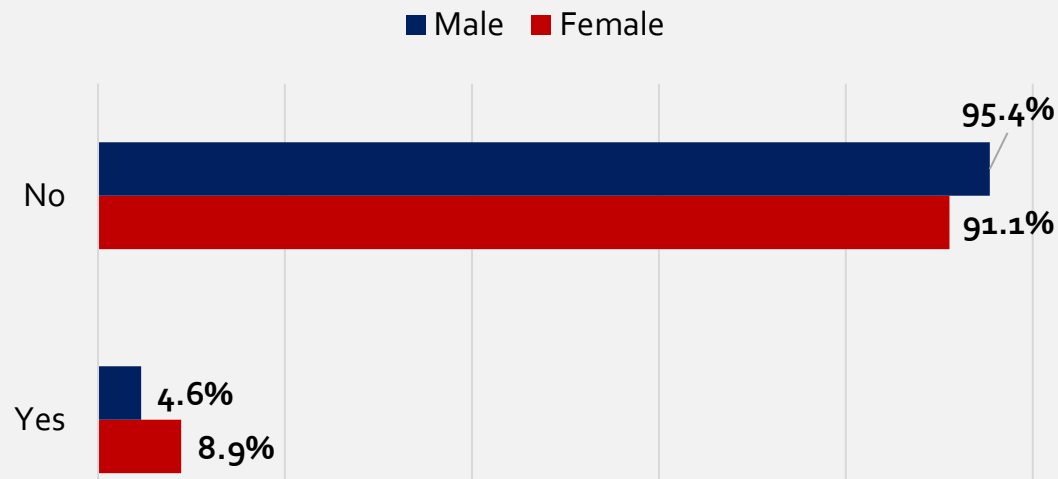
Travel companions for support with functional difficulties



Passengers traveling with companion by gender

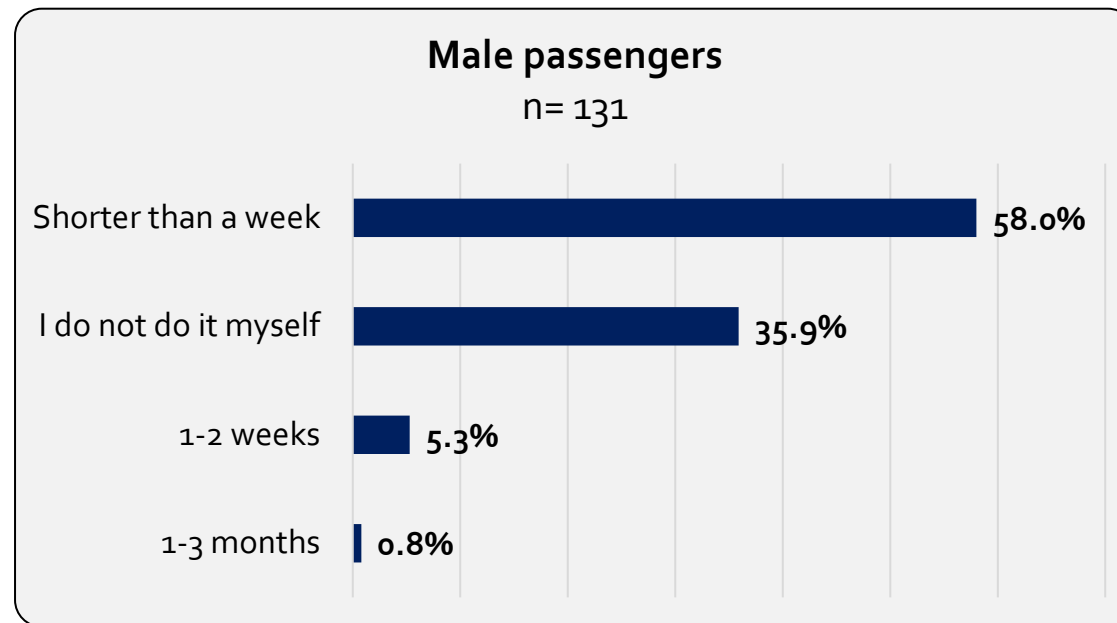
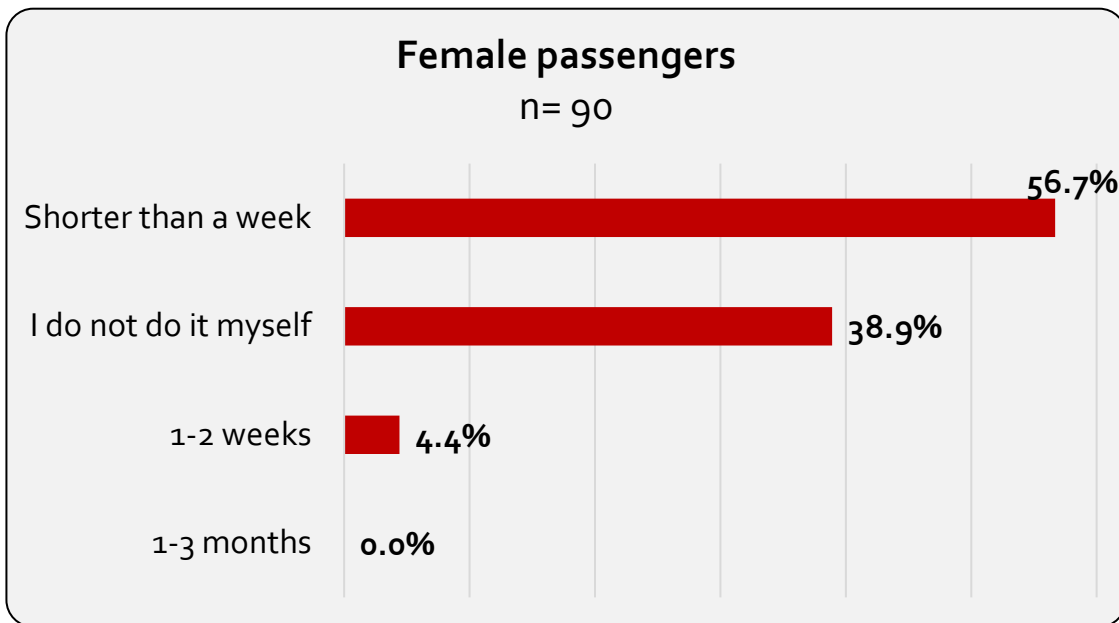


Male & female passengers traveling as a companion with someone having difficulties



- In general, male passengers with functional difficulties don't travel with a companion for assistance.
- Female passengers with functional difficulties travel more likely with female companions for assistance.
- A small percentage of male (4.6%) and female passengers (8.9%) travel as companion with someone having functional difficulties.

Booking time in advance of travel



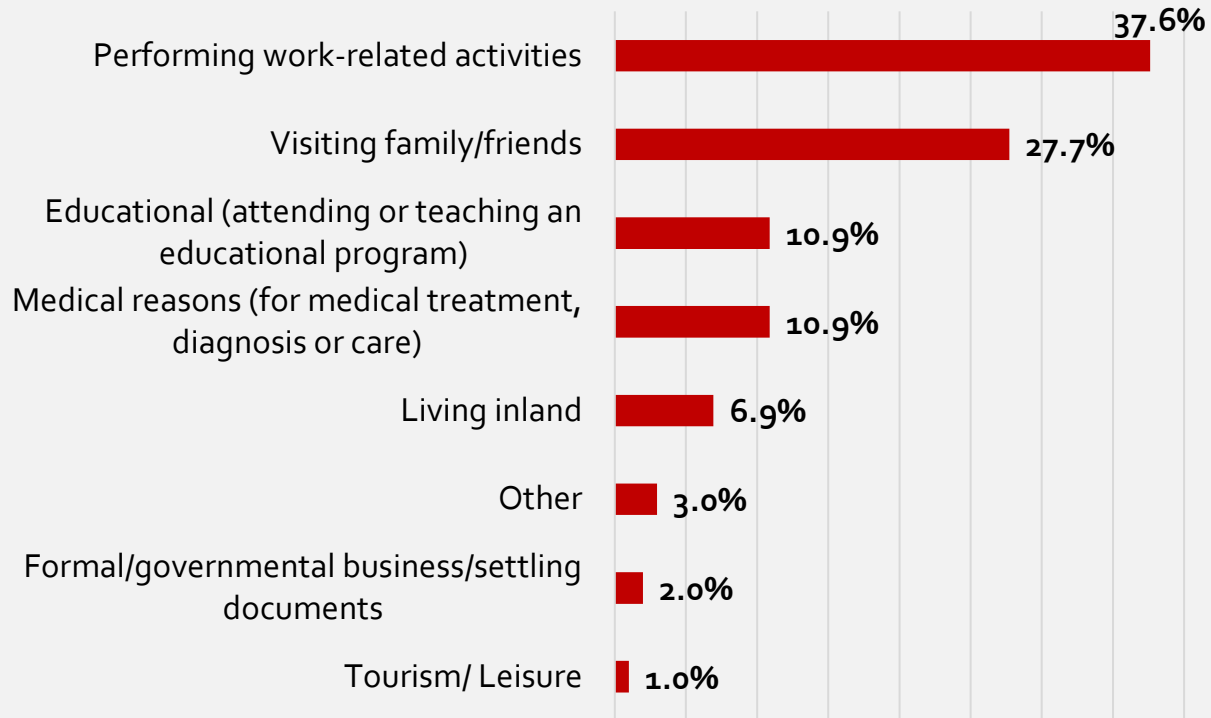
- Both, male (35.9%) and female (38.9%) passengers do not book the flights themselves.
- 58.0% male and 56.7% female passengers book their flights shorter than a week before their trip.
- 5.3% male and 4.4% female passengers book their ticket 1-2 weeks in advance.

Reasons for domestic air travelling



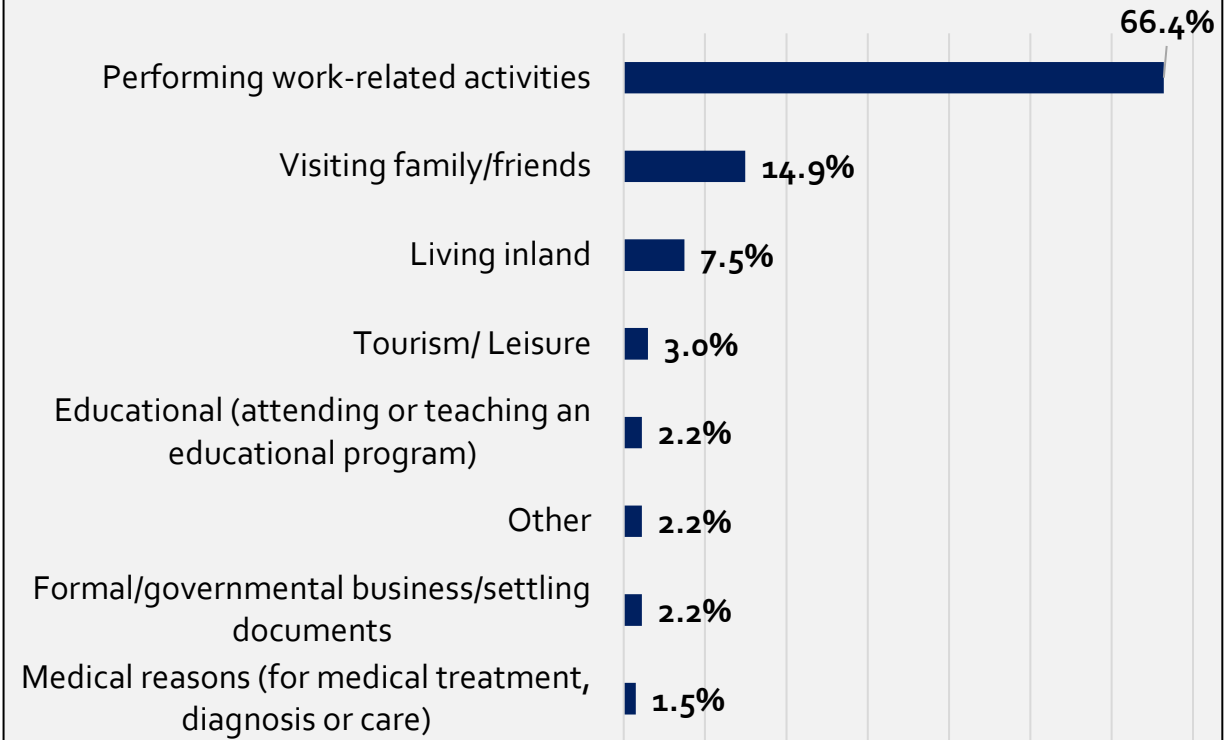
Female passengers

n= 90



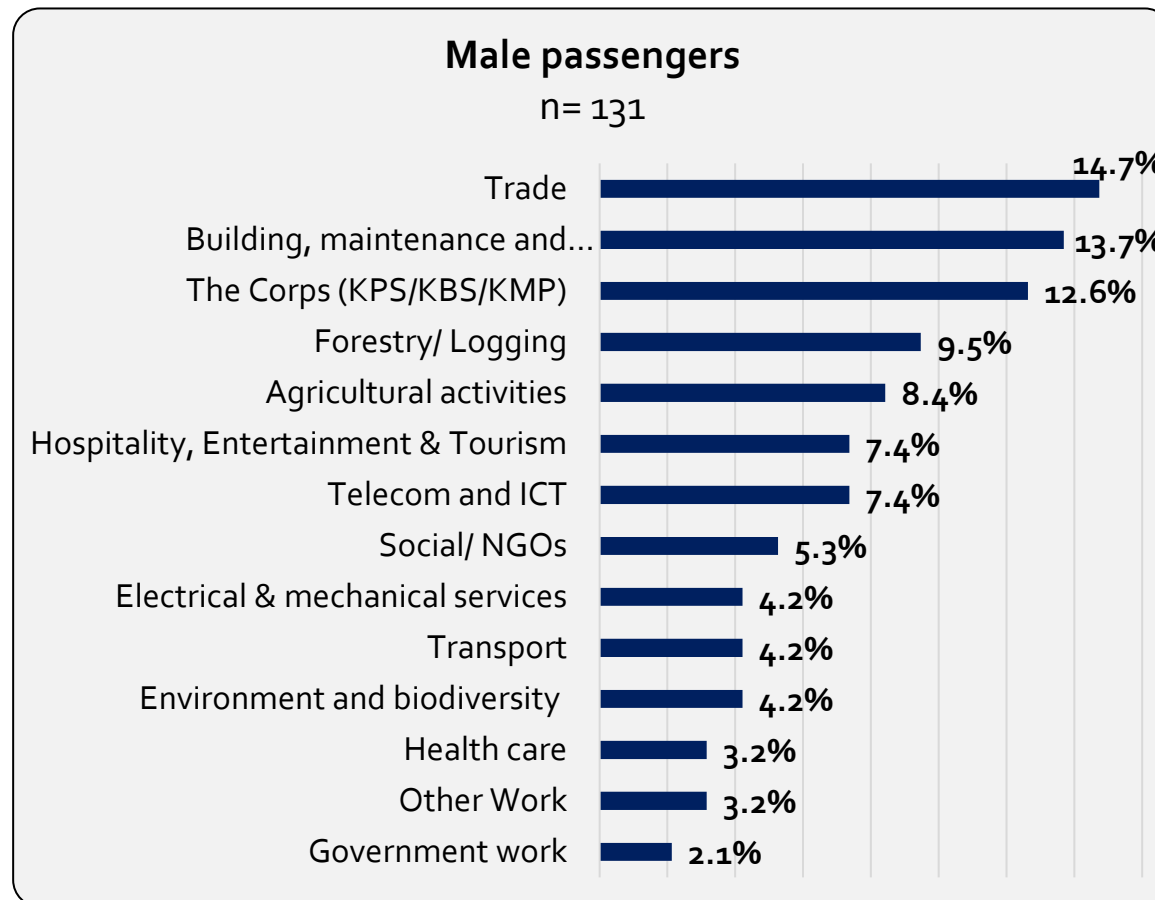
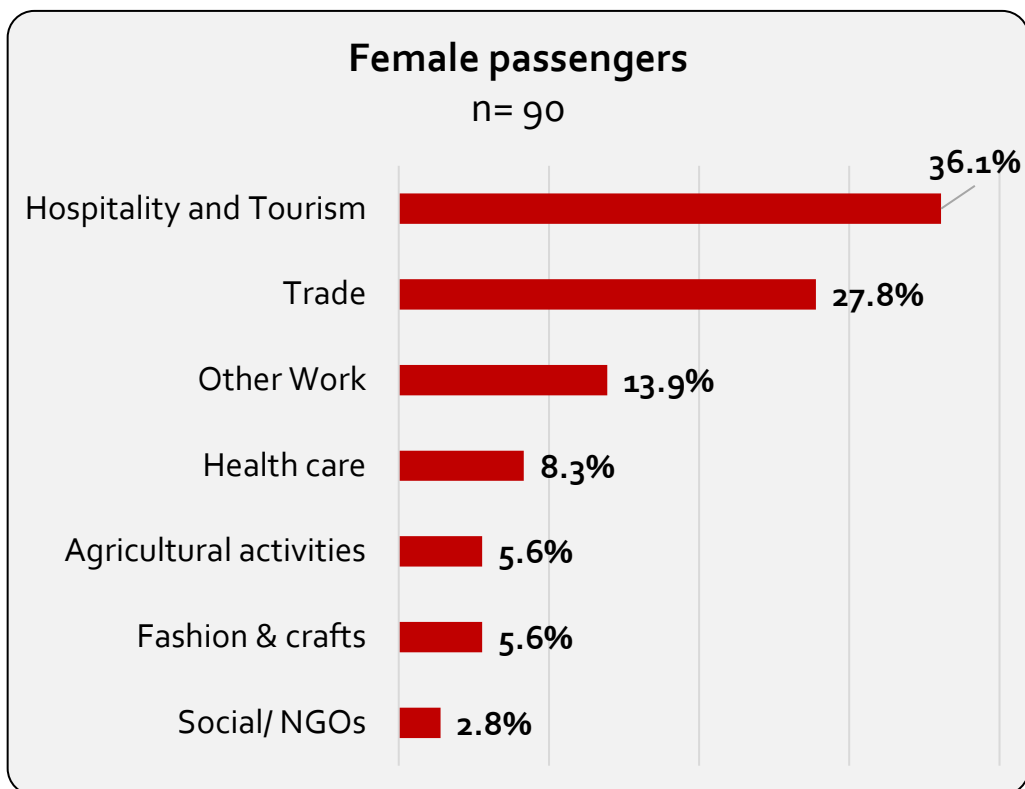
Male passengers

n= 131



- Male passengers travel inland mostly for work-related activities (66.4%).
- Female passengers travel inland mostly for work-related activities (37.6%) and visiting family/friends (27.7%).

Nature of work-related trips



- Most female passengers who travel inland for work-related activities, work within Hospitality and Tourism (36.1%) and trade (27.8%).
- The male passengers traveling inland for work are mostly in Trade (14.7%), Building, Maintenance and Construction (13.7%) and in the Corps (12.6%).
- Other work-related trips mentioned by passengers include training & conferences, hustler’s work and other unspecified activities.

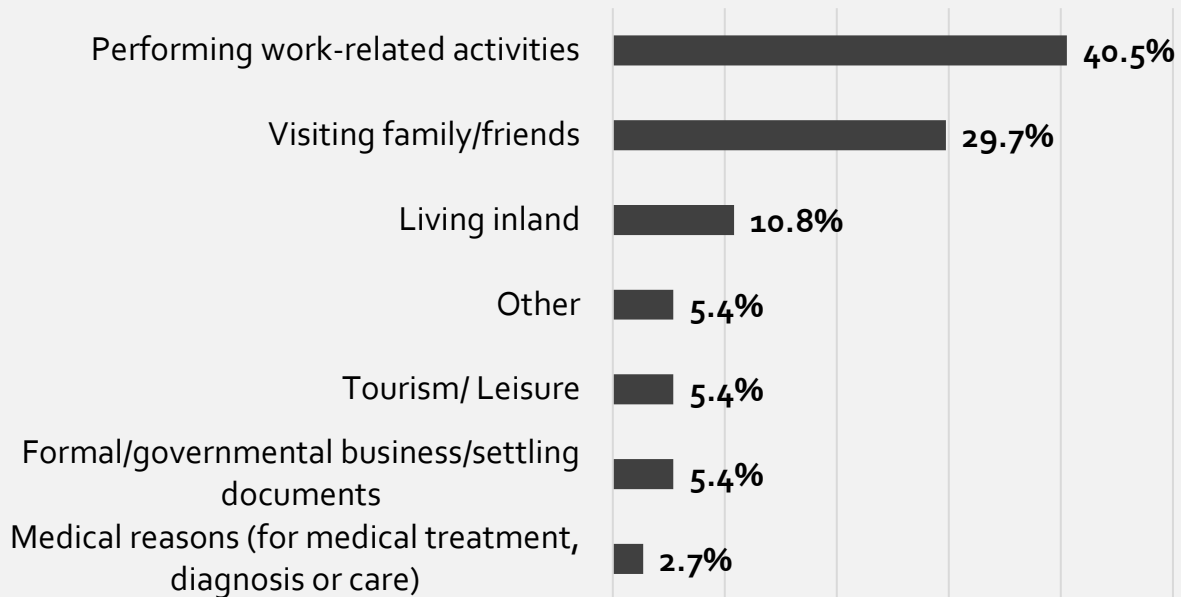
Reasons for domestic air travelling

Male Maroon & Indigenous



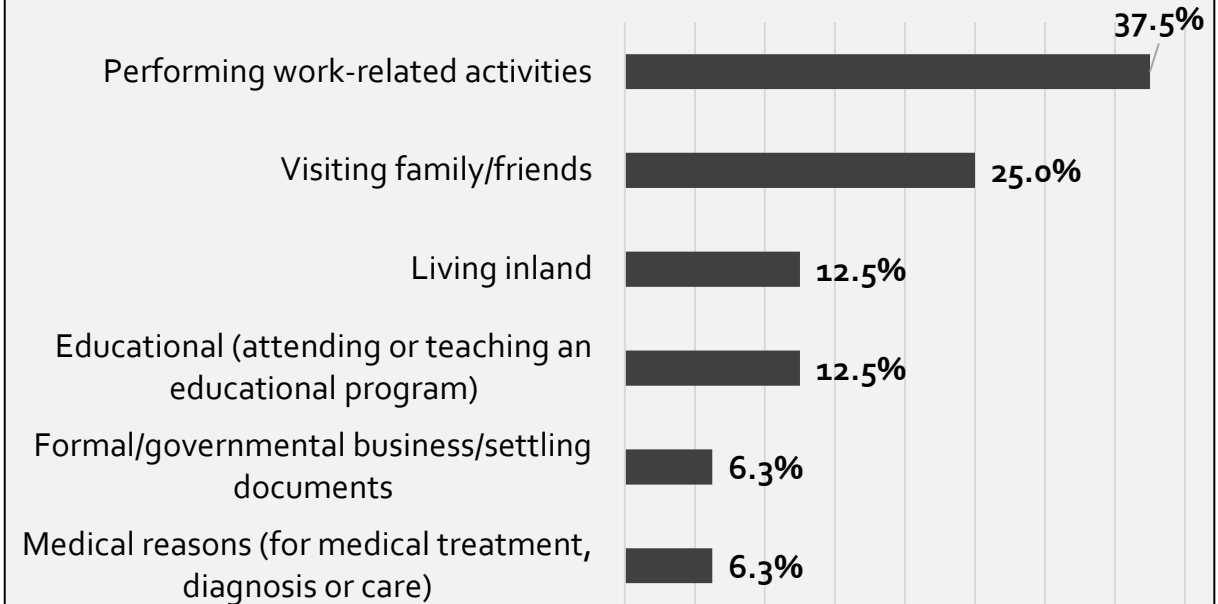
Maroon male passengers

n=37



Indigenous male passengers

n=16



- Out of the male passengers, Indigenous and Maroons travel inland most often for work-related activities and visits to family and friends.
- **11%** Maroon male passengers and **13%** Indigenous male passengers live in the inland.

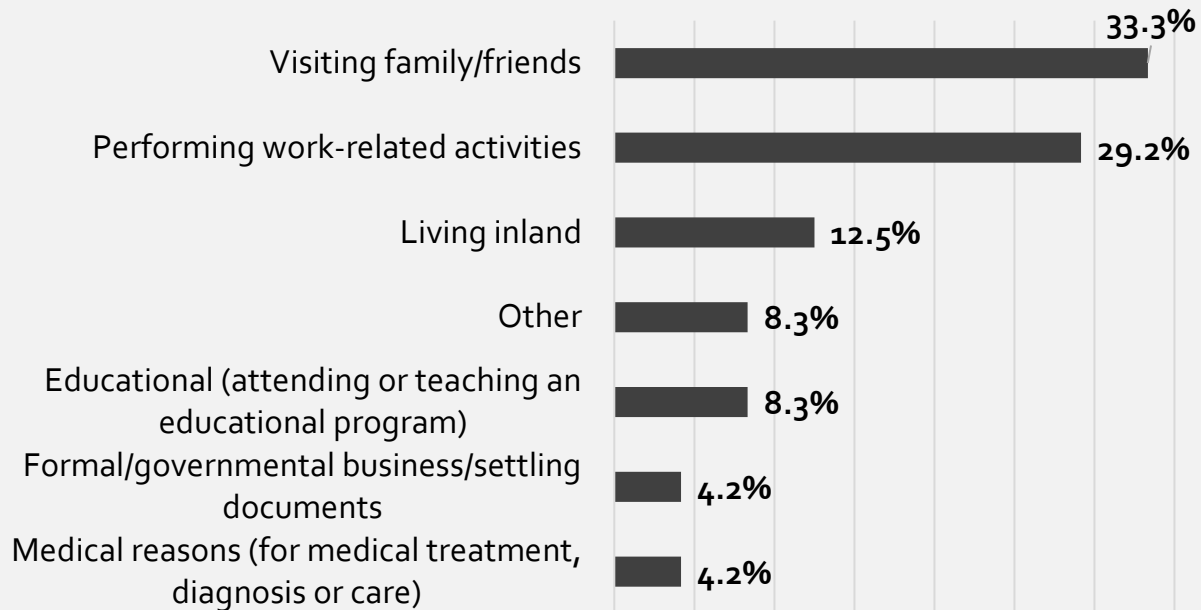
Reasons for domestic air travelling

Female Maroon & Indigenous



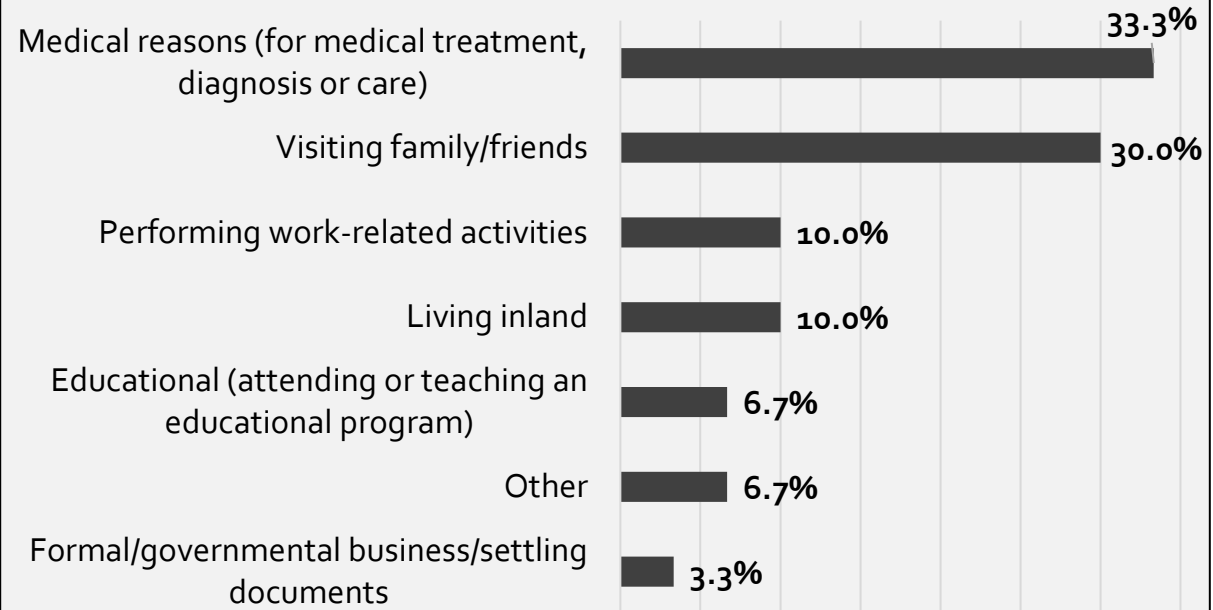
Maroon female passengers

n=24



Indigenous female passengers

n=30



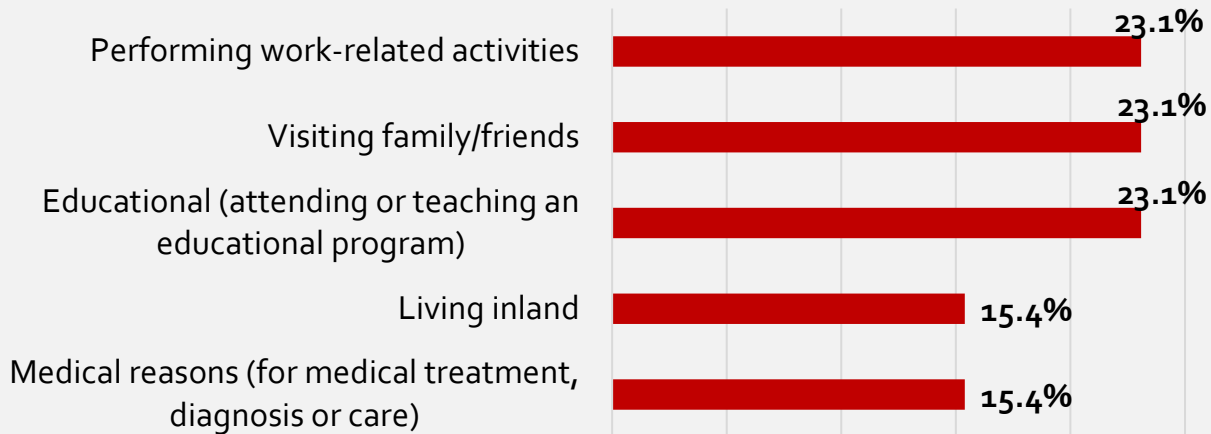
- Out of the female passengers, Maroons travel inland most often for visiting family and friends (**33.3%**), followed by work-related activities (**29.2%**).
- Indigenous female passengers travel inland most often for medical reasons (**33.3%**) and visiting family and friends (**30%**).

Reasons for travelling to/from Kwamalasamutu



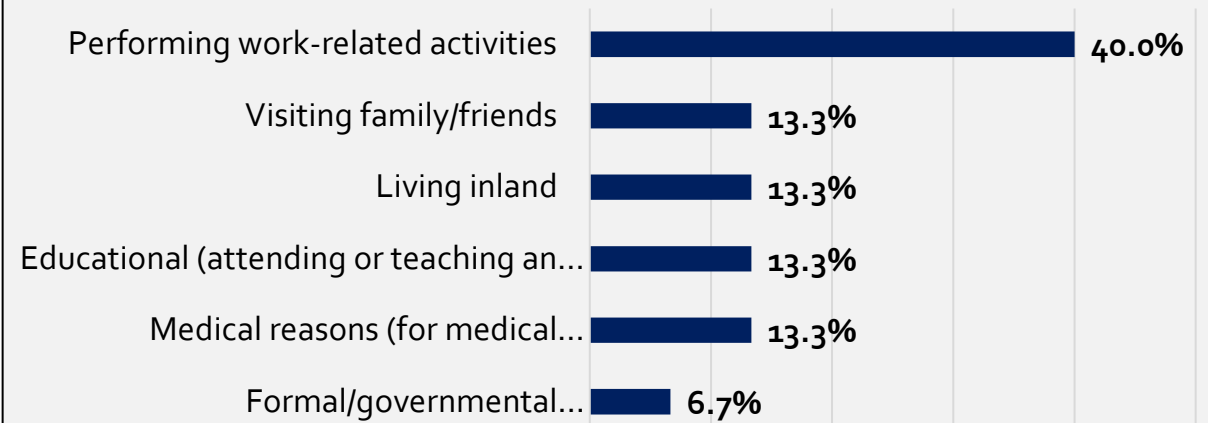
Female passengers

n= 90



Male passengers

n= 131



Kwamalasamutu is predominantly inhabited by Indigenous tribes.

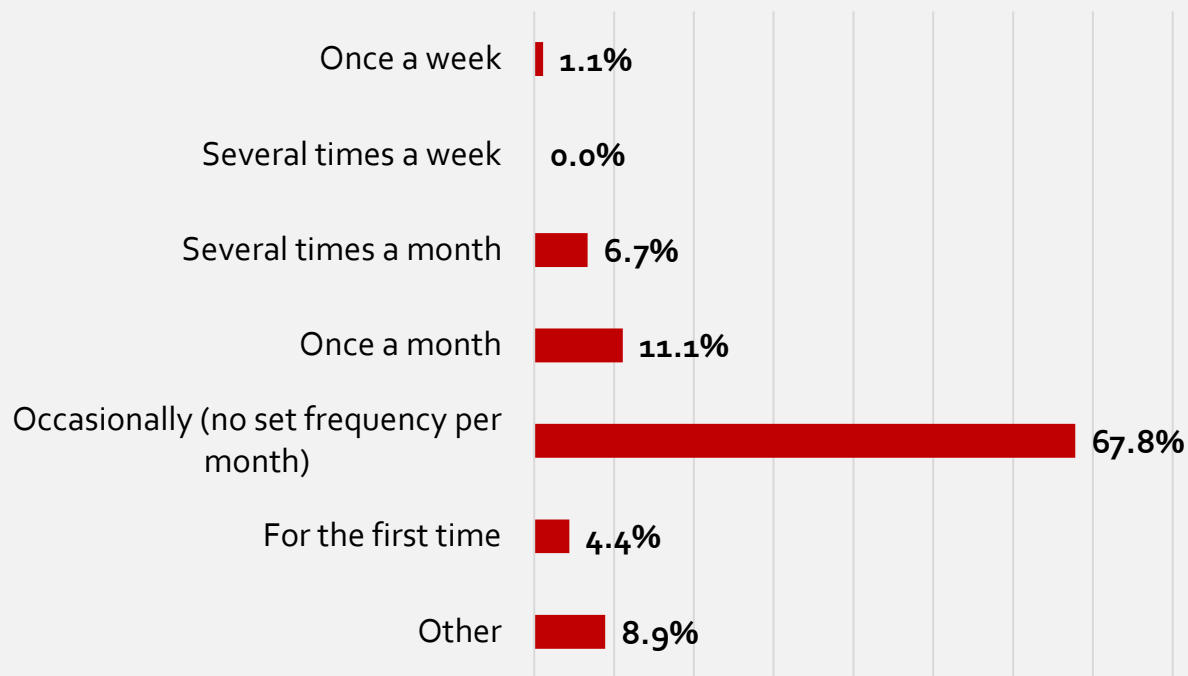
- Most male passengers travel to Kwamalasamutu for work-related activities (**40%**).
- While most female passengers travel to Kwamalasamutu for work-related activities (**23.1%**), visiting family/friends (**23.1%**) and for educational reasons (**23.1%**).
- No one in the sample mentioned going to Kwamalasamutu for tourism, leisure or other purposes.

Nature of work	Frequency	
	Male	Female
Environment and biodiversity	1	
Social/ NGOs		1
Telecom and ICT	1	
Forestry/ Logging	1	
Building and Construction	2	
Other Work	1	1



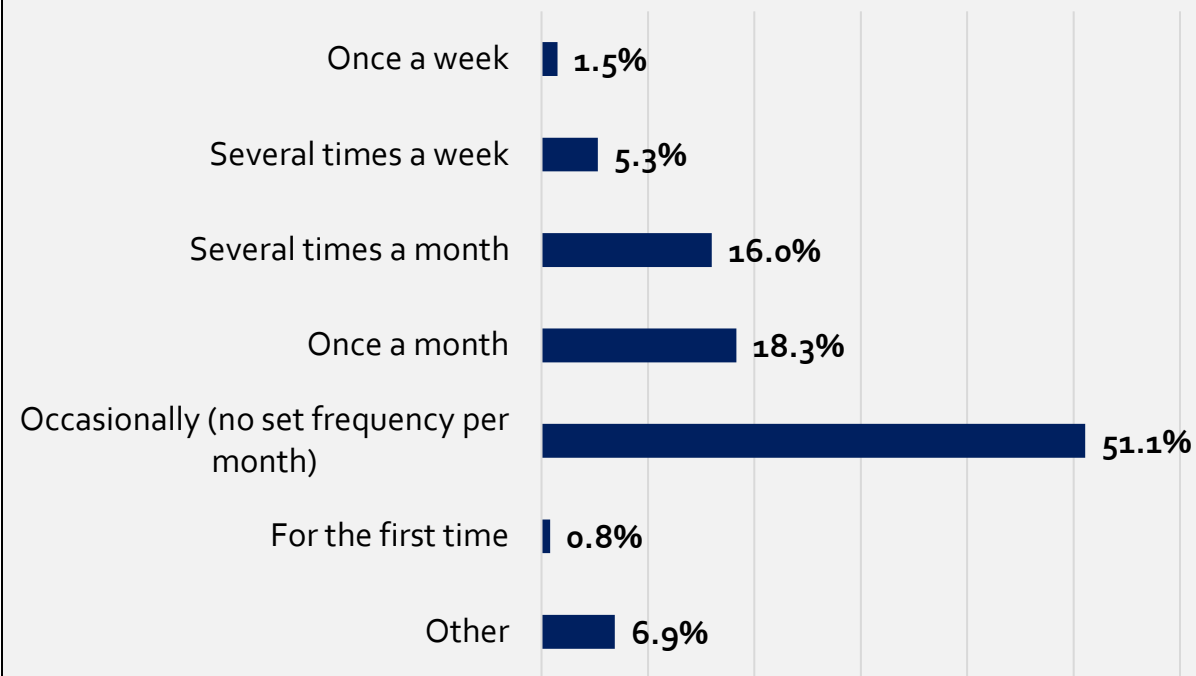
Female passengers

n= 90

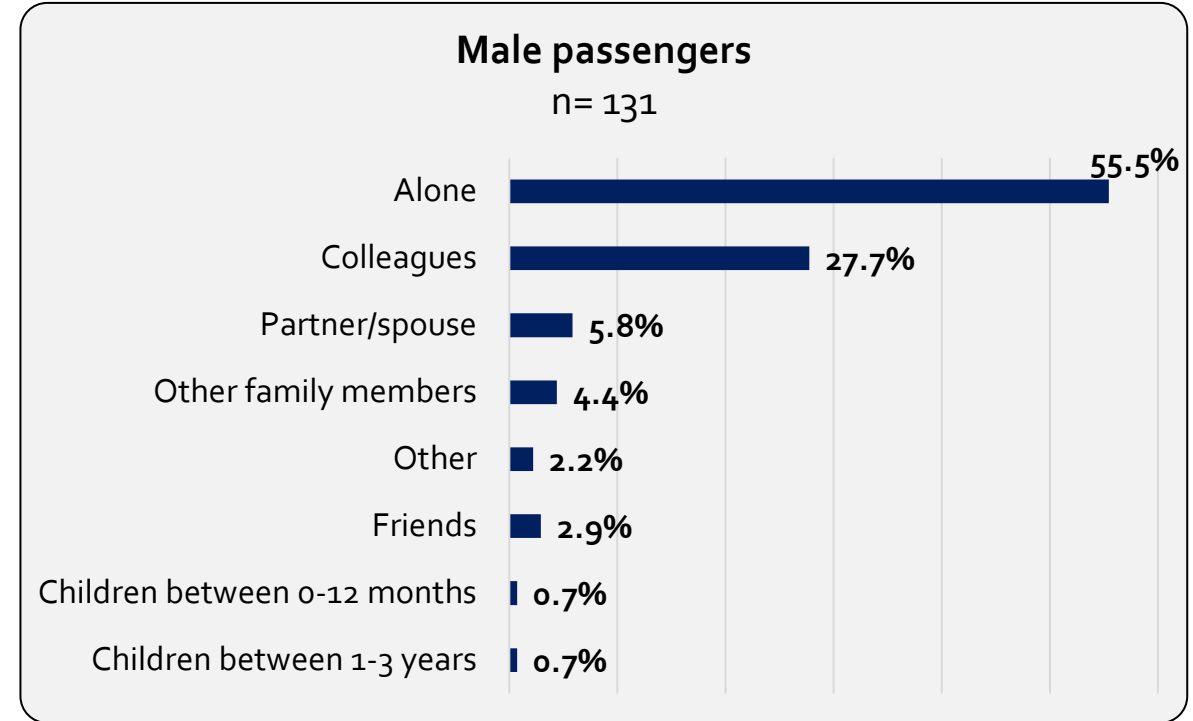
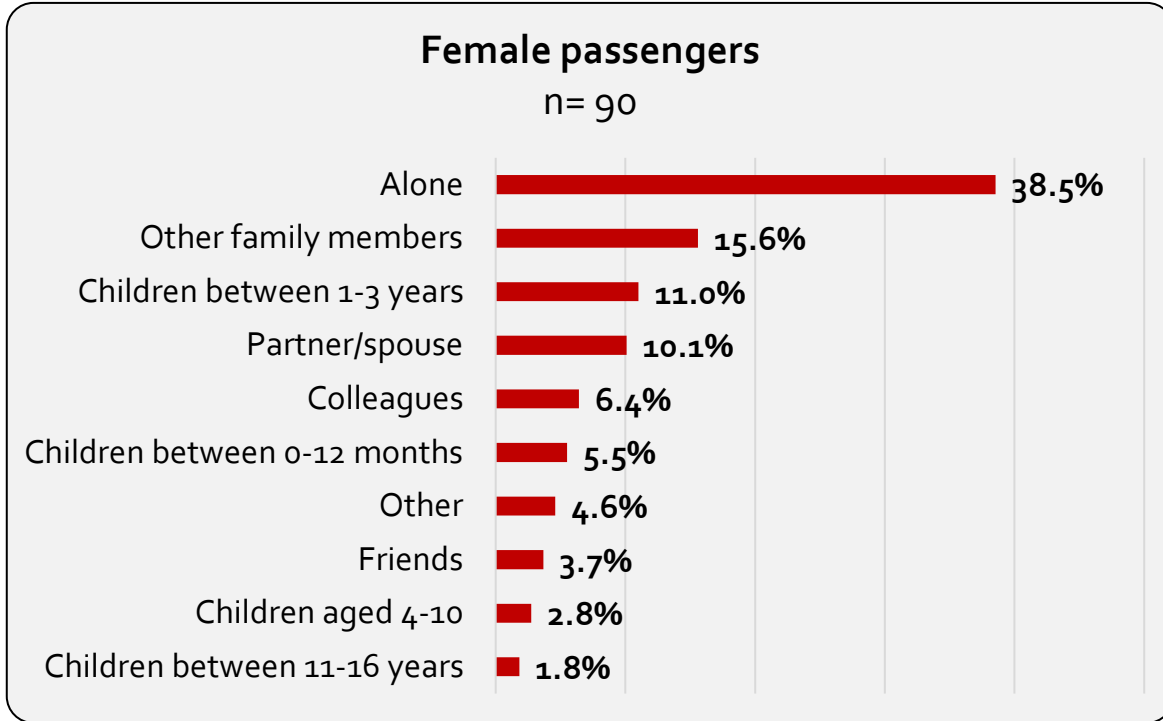


Male passengers

n= 131

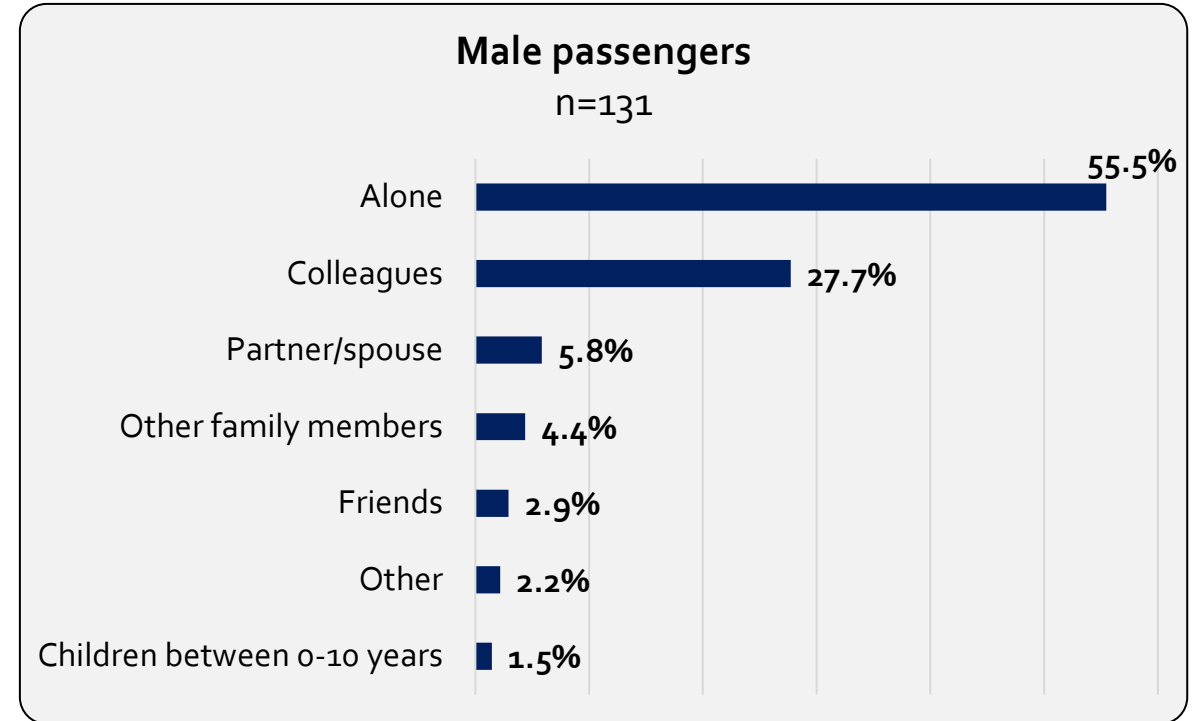


- Compared to female passengers, male passengers travel more frequent inland, in particular several times a week (**male = 5.3% and female= 0%**) and several times a month (**male = 16% and female= 6.7%**).



- Most female passengers travel alone (38.5%) or with family and friends.
- Most male passengers travel alone (55.5%) or with their colleagues(27.7%).
- No male passenger in this study travelled with children between 4 and 16 years old.

Travel companions with different age groups for children



- The data shows that in comparison with male passengers, female passengers are most likely to travel with children.
- Out of the female passengers, **19.3%** travelled with children between 0-10 years and **1.8%** with children between 11-16 years. While out of the male passengers, **1.5%** travelled with children between 0-10 years while no (**0.0%**) male passenger travelled with children between 11-16 years.



Female passengers

	Alone	Friends	Colleagues	Partner	Children between 0-10 yrs	Children between 11-16 yrs	Other family	Other
Occasionally (no set frequency per month)	36.3%	5.0%	5.0%	12.5%	18.8%	2.5%	15.0%	5.0%
Once a month	46.7%	0.0%	0.0%	0.0%	33.3%	0.0%	20.0%	0.0%
Several times a month	42.9%	0.0%	0.0%	14.3%	0.0%	0.0%	28.6%	14.3%
Once a week	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
For the first time	25.0%	0.0%	75.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Male passengers

	Alone	Friends	Colleagues	Partner	Children between 0-10 yrs	Children between 11-16 yrs	Other family	Other
Occasionally (no set frequency per month)	56.6%	1.3%	23.7%	7.9%	1.3%	1.3%	0.0%	7.9%
Once a month	52.0%	12.0%	32.0%	0.0%	0.0%	4.0%	0.0%	0.0%
Several times a month	63.6%	0.0%	27.3%	4.5%	4.5%	0.0%	0.0%	0.0%
Several times a week	33.3%	0.0%	44.4%	11.1%	0.0%	11.1%	0.0%	0.0%
Once a week	50.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%
For the first time	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

- Female passengers have more diverse travel companions for inland travelling in comparison with male passengers.
- Male passengers travel most often alone or with colleagues.

Reason for travel x travel companion



Female passengers

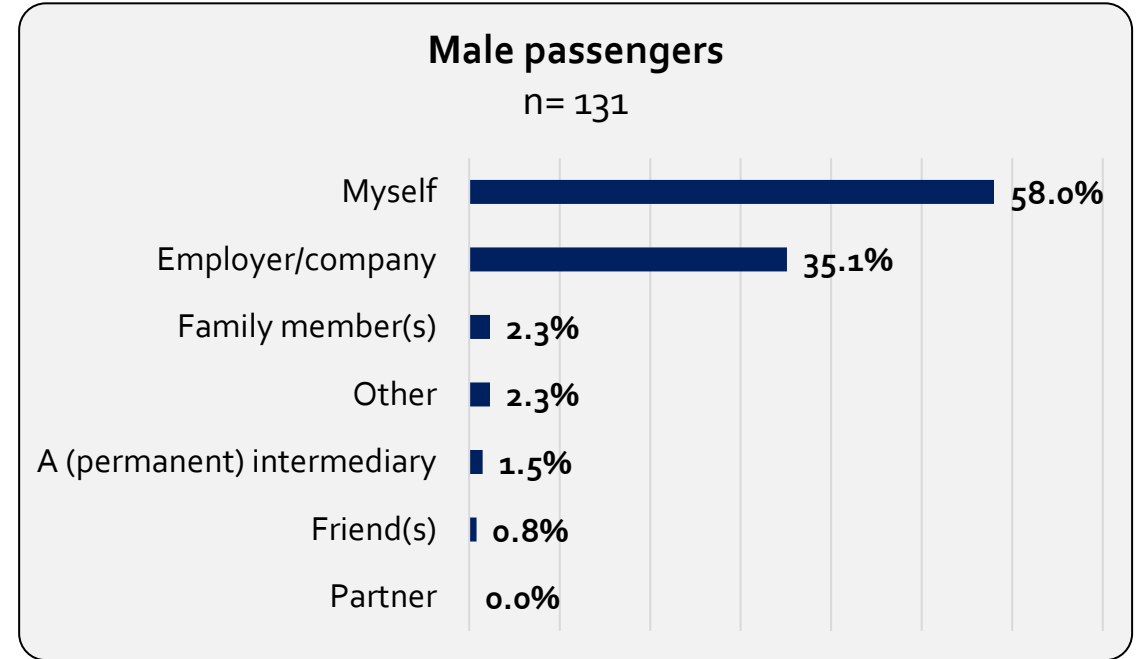
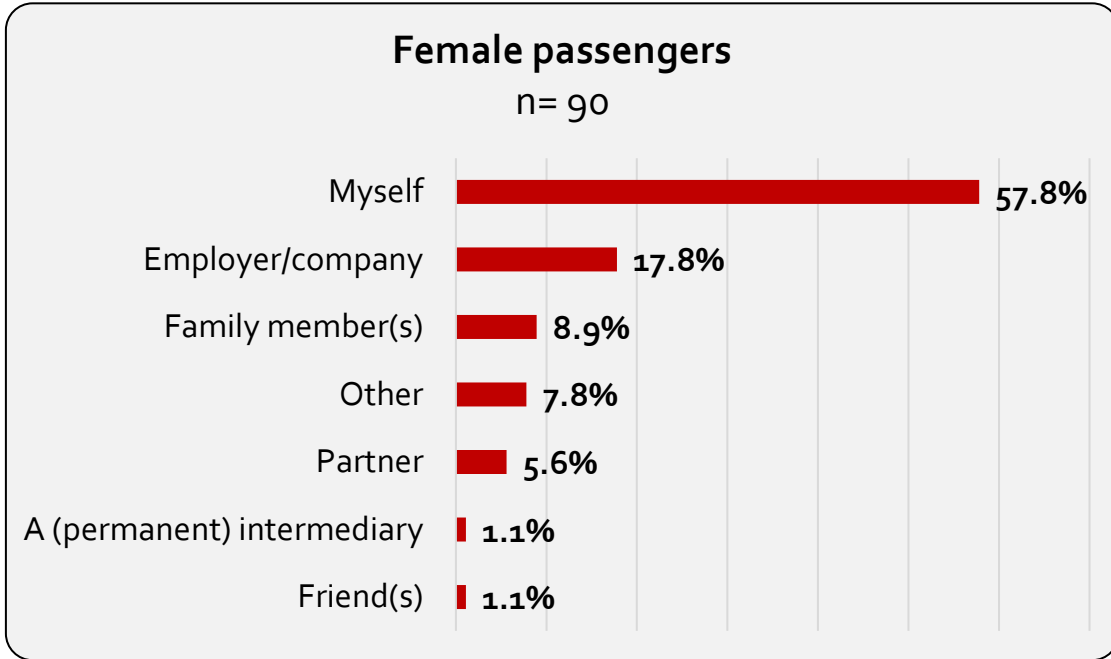
	Alone	Friends	Colleagues	Partner	Children between 0-10 yrs	Children between 11-16 yrs	Other family	Other
Work-related	58.5%	9.8%	9.8%	2.4%	2.4%	2.4%	9.8%	4.9%
Tourism/leisure	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%
Visiting family/friends	30.8%	2.6%	0.0%	7.7%	28.2%	5.1%	25.6%	0.0%
Medical diagnosis/treatment	0.0%	0.0%	0.0%	9.1%	50.0%	0.0%	31.8%	9.1%
Educational program	41.7%	0.0%	33.3%	0.0%	0.0%	8.3%	16.7%	0.0%
Formal/governmental business	33.3%	0.0%	0.0%	0.0%	33.3%	0.0%	33.3%	0.0%

Male passengers

	Alone	Friends	Colleagues	Partner	Children between 0-10 yrs	Children between 11-16 yrs	Other family	Other
Work-related	50.0%	2.2%	40.2%	4.3%	0.0%	0.0%	1.1%	2.2%
Tourism/leisure	75.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%	0.0%
Visiting family/friends	75.0%	10.0%	0.0%	5.0%	0.0%	0.0%	10.0%	0.0%
Medical diagnosis/treatment	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%
Educational program	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	0.0%
Formal/governmental business	20.0%	0.0%	0.0%	40.0%	40.0%	0.0%	0.0%	0.0%

- Male passengers mostly travel alone for personal purposes, whereas female passengers are more likely to travel inland with others.
- No female passenger (**0.0%**) reported travelling alone for medical purposes while **50.0%** of the male passengers travelling for medical purposes, reported travelling alone.
- Male passengers reported travelling with children only for formal/governmental business purposes while female passengers reported travelling with children for almost all travel purposes.

Ticket purchasing

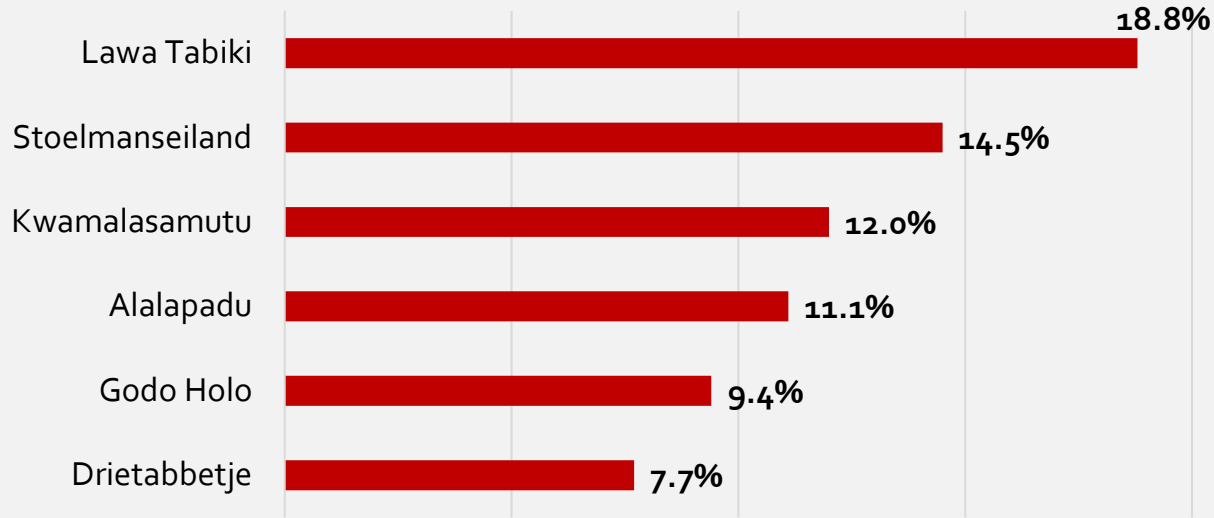


- Male passengers mostly pay for their tickets themselves (**58.0%**), followed by a smaller group whose tickets are paid by their employer/company (**35.1%**).
- Most female passengers also pay for their own tickets (**57.8%**).
- No male passenger mentioned their partner paying for their tickets, while **5.6%** of female passengers mentioned their tickets being paid by their partner.



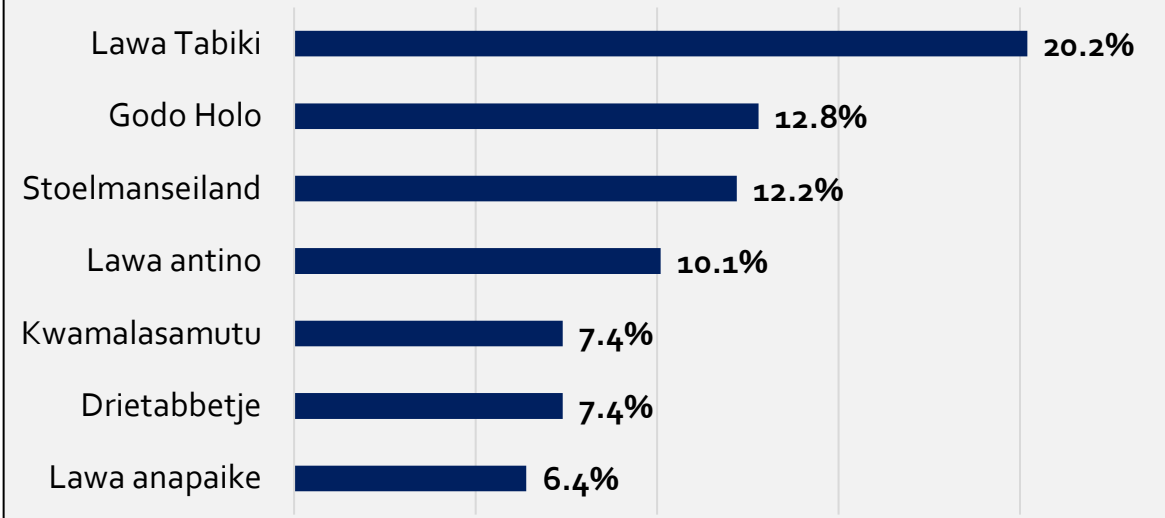
Female passengers- 6 most travelled destinations

n=90



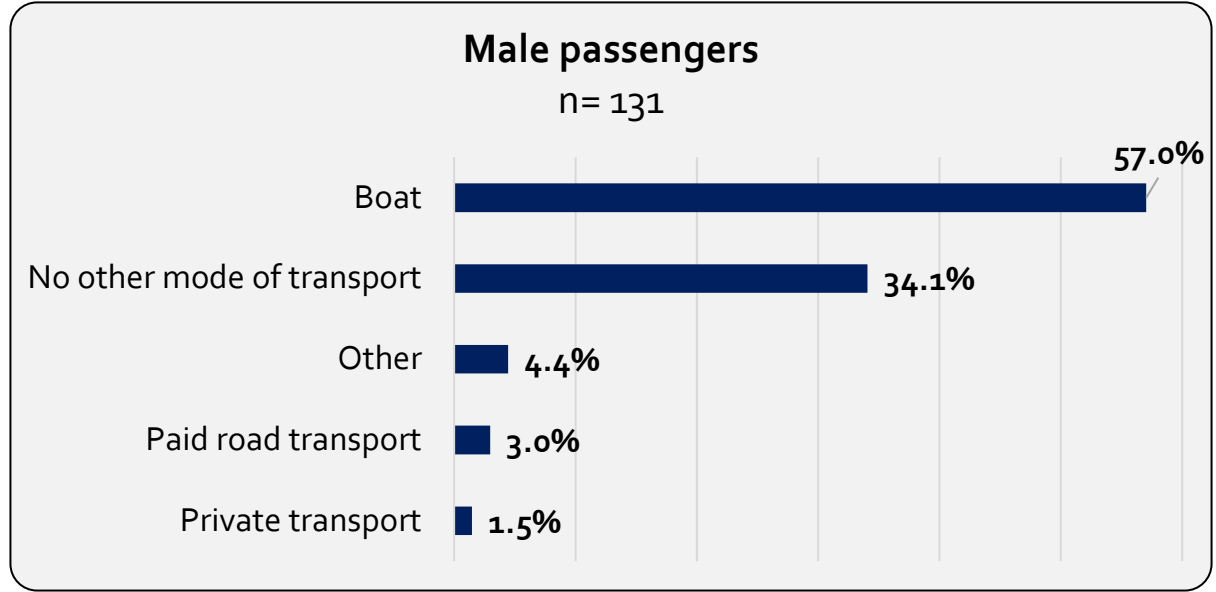
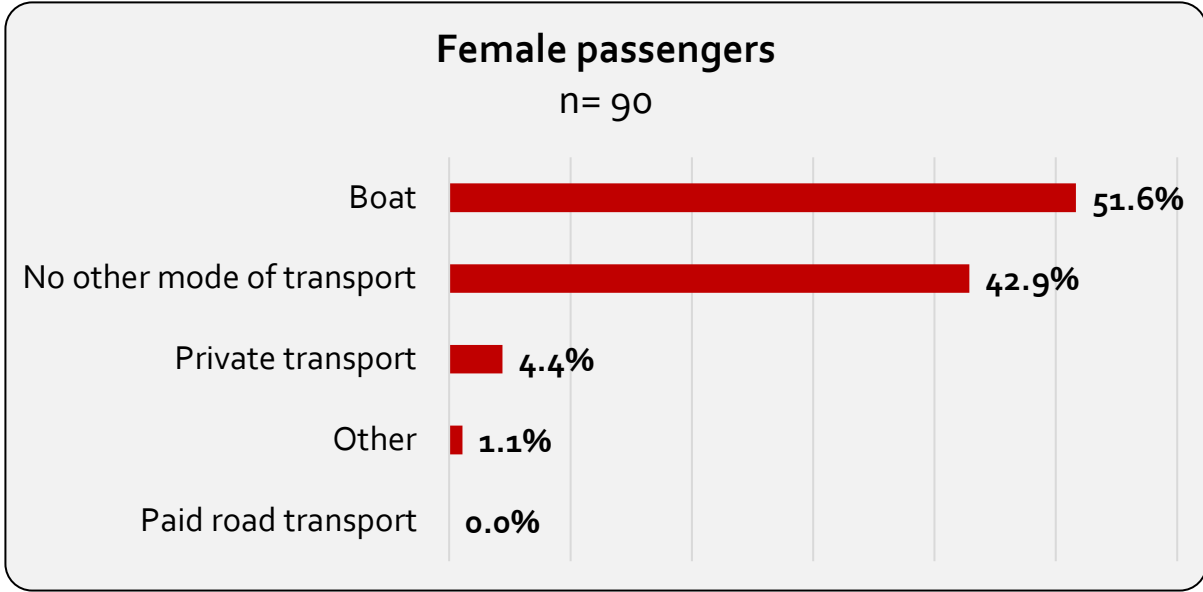
Male passengers- 7 most travelled destinations

n=131



- Top 3 inland travel destinations for female passengers are:
 - Lawa Tabiki
 - Stoelmanseiland
 - Kwamalasangutu
- Top 3 inland travel destinations for male passengers are:
 - Lawa Tabiki
 - Good Holo
 - Stoelmanseiland

Alternative modes of transportation



- The most common mode of transportation, besides air travel to reach the desired destination(s), is by boat (**57% male and 51.6% female**).
- **42.9%** of the female and **34.1%** of the male passengers indicated that there is no other mode of transportation to reach their destination.
- **4.4%** of male passengers (**3.3% more than female passengers**) mentioned other modes of transportation such as ATVs or walking; and no female passenger (**in comparison to 3.0% of male passengers**) mentioned paid road transport such as public busses and taxi.

Overall satisfaction with airstrips

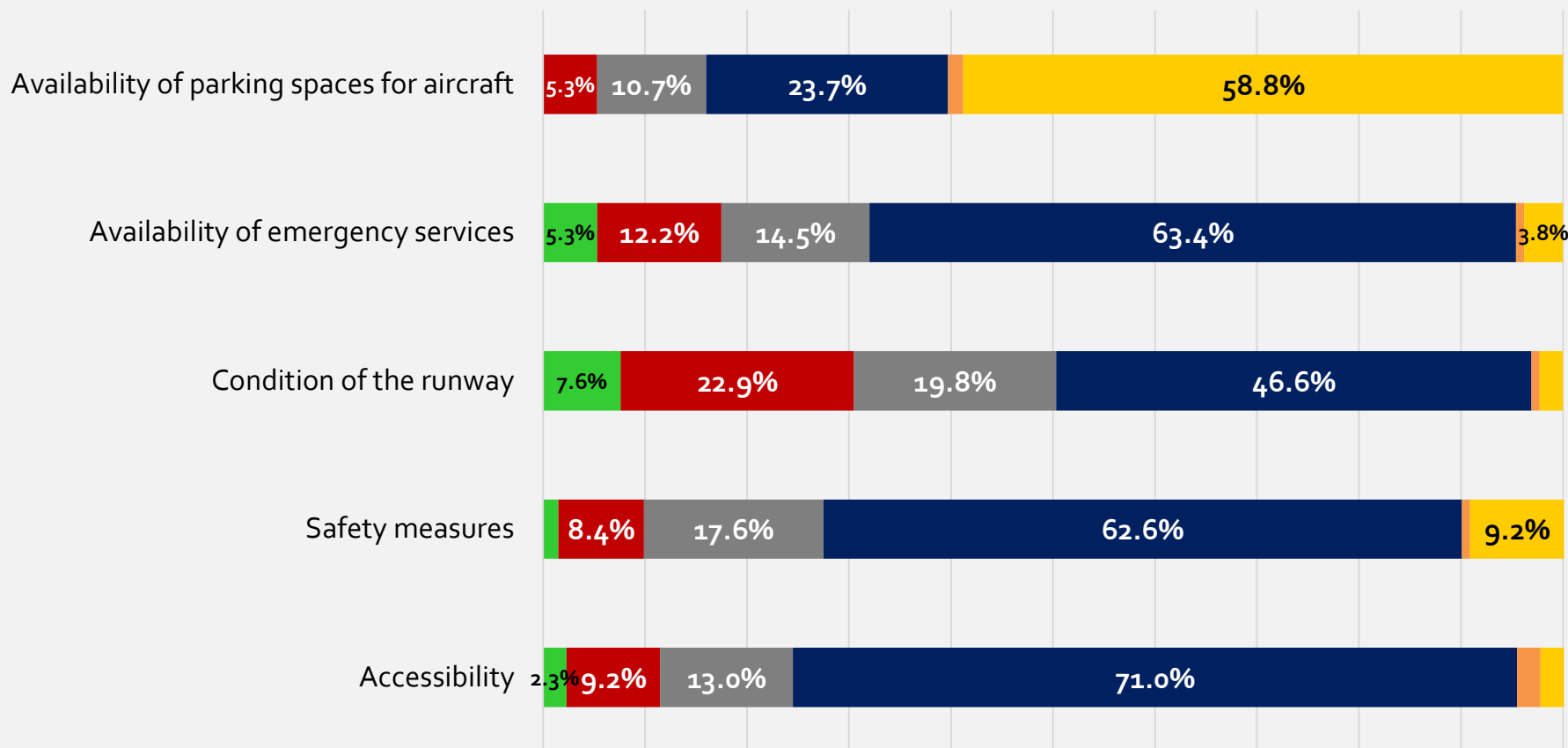
Male passengers



Satisfaction with airstrips- Male passengers

n= 131

■ Very Dissatisfied
 ■ Dissatisfied
 ■ Neutral
 ■ Satisfied
 ■ Very Satisfied
 ■ Don't know

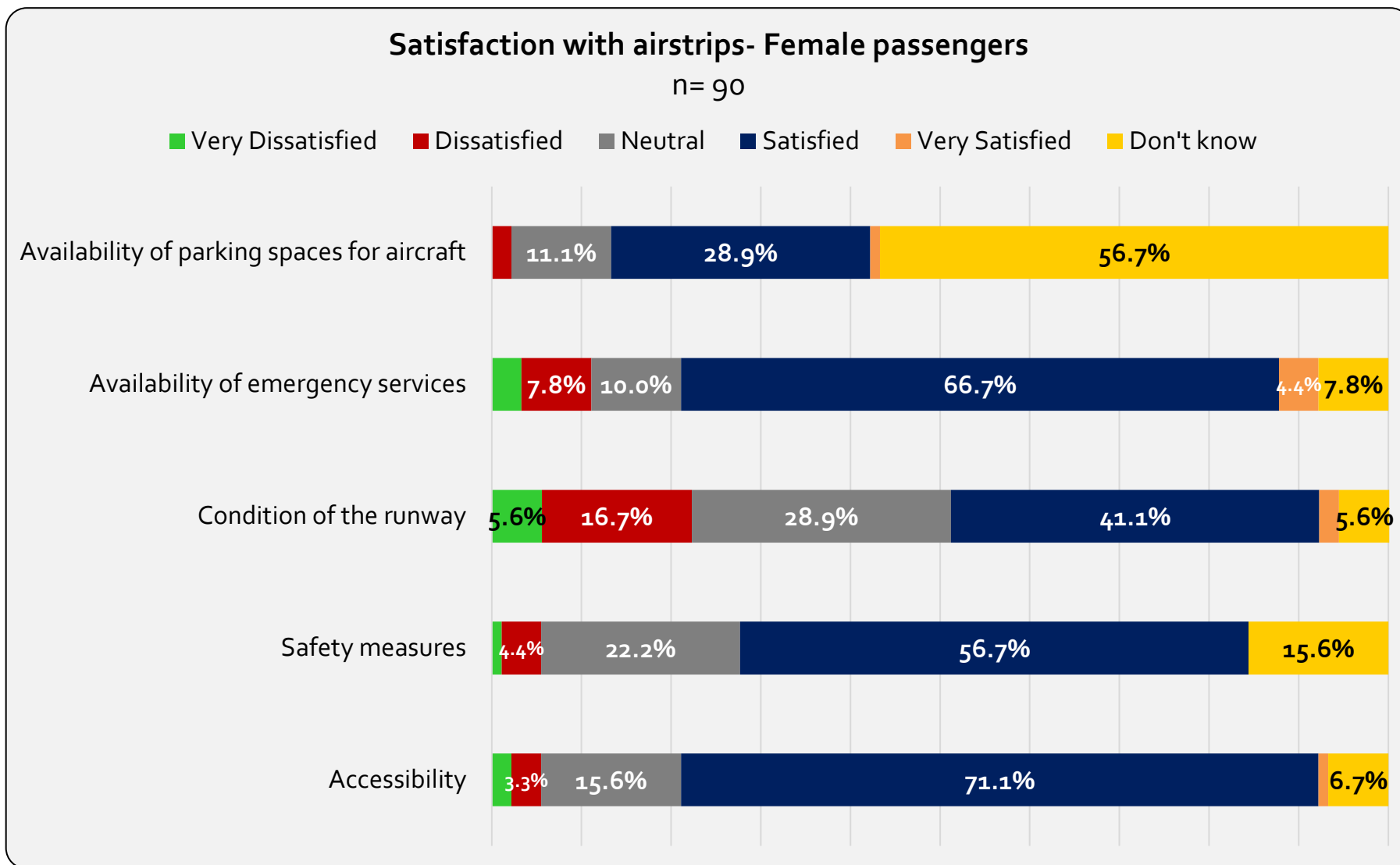


Overall, the male passengers are quite satisfied with the airstrips considering the given circumstances.

- They're most satisfied with the accessibility in terms of geographical convenience of reaching the airstrips (73.3%).
- And least satisfied with the condition of the runway (30.5%).

Overall satisfaction with airstrips

female passengers



Overall, the female passengers are quite satisfied with the airstrips considering the given circumstances.

- They're most satisfied with the accessibility in terms of geographical convenience of reaching the airstrips (72.2%).
- Least satisfied with the condition of the runway (22.3%).

Both male and female passengers have indicated that toilets are needed at the departure and arrival hall.

Pilots Demographics from the pilots' research



Gender & Percentages

	Female n=3	Male n=9
Flight experience		
1-5 years	100%	11.1%
6-10 years	0%	33.3%
>10 years	0%	55.6%
Languages spoken		
Dutch	100%	88.9%
English	100%	100%
Sranan Tongo	67%	44.4%
Age		
18-24 years	33.3%	44.4%
25 -30 years	33.3%	0%
31-40 years	33.3%	0%
41-50 years	0%	33.3%
51-60 years	0%	22.2%

A pre-designed questionnaire from the IDB was used for the pilot research.

12 pilots have participated, providing qualitative and quantitative insights on domestic airstrips evaluations.

Of the 12 pilots, 25% are female and 75 are male. Given the small number of respondents and the focus on technical feedback regarding domestic airstrips, no gender sensitive data was observed.

We listen.



We perform.



We deliver!



Thank you!

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(+597) 338500

We Listen. We Perform. We Deliver!

Research & Analysis

- Market Research
- Net Promoter Score
- Mystery Visits
- Focus Group Sessions
- Product Tastings & Testing
- Brand & Identity Perceptions
- Customer Satisfaction Surveys
- Employee Satisfaction Surveys
- Risk Inventory & Evaluation (RI&E) Audits
- Internal Audits

Business Advisory

- Strategy+
- Leadership Development
- Business Intel
- Marketing & Branding Management
- Customer Experience Management
- Sales Management
- Culture Change Shaping
- Human Resource Management
- Quality Management

Training & Coaching

- Translate any Advisory program into Skills training
- Practical approach = 20% Theory & 80% Hands-on
- Multichannel coaching: Physical sessions-email-app-phone-on the job
- Personal & Team alignment based on needs-assessments
- Behavior & Communication Programs
- Sales & Commercial Programs
- Customer Service Programs
- Contact handling Programs
- One – on – One Coaching

Headhunting, Recruiting & Assessments

- Match Job Searchers & Employers on every level
- Test Center with variety of business assessments
- Individual advice for additional skills training & coaching
- Talent & Competences assessments
- Big Five Leadership assessments
- Personal Leadership assessments based on Management Drives
- Personality & Behavior assessments