



## Road Safety Analysis 2013

# SURINAME

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# Suriname

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## Summary

*With 16.3 road fatalities per 100,000 population in 2010, Suriname is slightly below the Latin American and Caribbean regional average of 17.2 fatalities per 100,000 population. There is no data about the evolution of accident rates. Vulnerable road users make up 55.2 % of road fatalities. The growth in motorization in recent years has resulted in an increase in risk exposure, which will require new measures to reduce fatalities.*

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# Suriname

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## Introduction

The IDB's Road Safety Strategy is considered groundbreaking in the region. With this effort, the Bank aims to lead a process of change that will promote road safety actions in Latin America and the Caribbean with a goal of permanently reducing the region's high rate of traffic accidents.

More than 1.2 million people die each year on the world's roads, and approximately 50 million suffer nonfatal injuries. The latest surveys of road safety in Latin America and the Caribbean<sup>1</sup> show that the region's road fatality rate is approximately 17 fatalities per 100,000 population, compared to an average for high-income countries of less than 10 fatalities per 100,000 population. By 2020, these figures are expected to jump to 24 fatalities per 100,000 population. Should these estimates for 2020 prove accurate, Latin America and the Caribbean as a region will have the highest road fatality rate in the world.

The Road Safety Strategy is aligned under the five pillars of the “Decade of Action”<sup>2</sup> with the intention of implementing concrete actions – and measureable results – that contribute towards meeting the target set by the United Nations of reducing the number of road fatalities by 50% by 2020. Specifically, the Bank seeks to:

1. Strengthen the institutional and technical capacity, as well as the integration of actions among stakeholders such as ministries of health, education, transport, etc.
2. Create an attitude of civil responsibility on the subject of road safety, by means of awareness and communication campaigns.
3. Enhance the capacity to mobilize resources for road safety.
4. Support regional dialogue among different stakeholders, in order to place road safety as a priority on the political agendas of the region's governments (including different sectors, even Ministries of Finance).
5. Promote the transfer of knowledge and best practices in the field of road safety.
6. Support the regulation of vehicle safety standards.

To achieve these goals, it is necessary to understand the situation in the Latin American and Caribbean region. For this reason, the IDB is publishing a collection of Road Safety Analyses for countries in the Latin American and the Caribbean region, of which this Analysis is a part.

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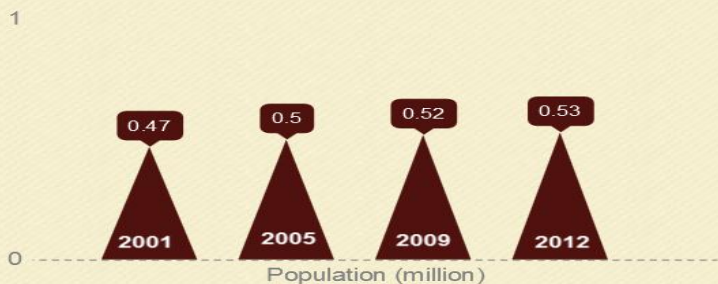
<sup>1</sup> [Diagnostic 2005-2009](#) y [Diagnostic 2010-2012](#)

<sup>2</sup> Global Plan for the Decade of Action for Road Safety 2011-2020: [http://www.who.int/roadsafety/decade\\_of\\_action/plan/spanish.pdf](http://www.who.int/roadsafety/decade_of_action/plan/spanish.pdf)

# Suriname



## Demographic and economic data



Population trend in Suriname

Source: United Nations



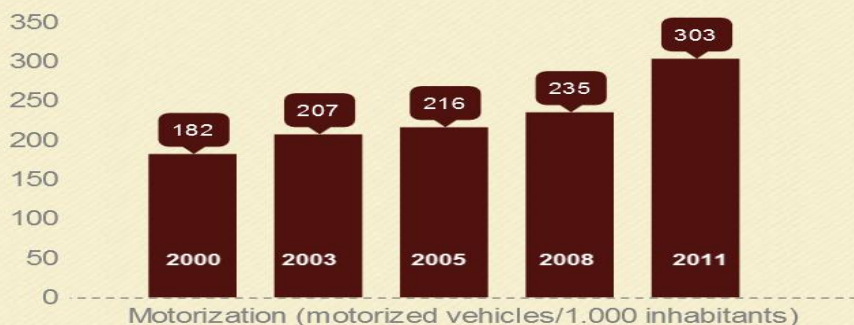
Gross domestic product per capita (US\$)

Source: International Monetary Fund



Trend in the gross domestic product (%)

Source: International Monetary Fund



Motorization trend in Suriname

Source: International Road Federation

## Motorization rate

The motorization rate (number of motorized vehicles per 1,000 inhabitants) has experienced continuous growth over the last decade.

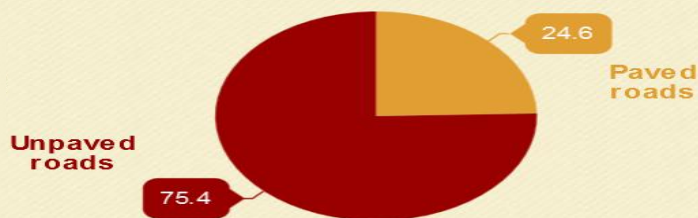


Motorized vehicle fleet in Suriname: 190.746  
(Source: IDB, 2010)

## Road infrastructure

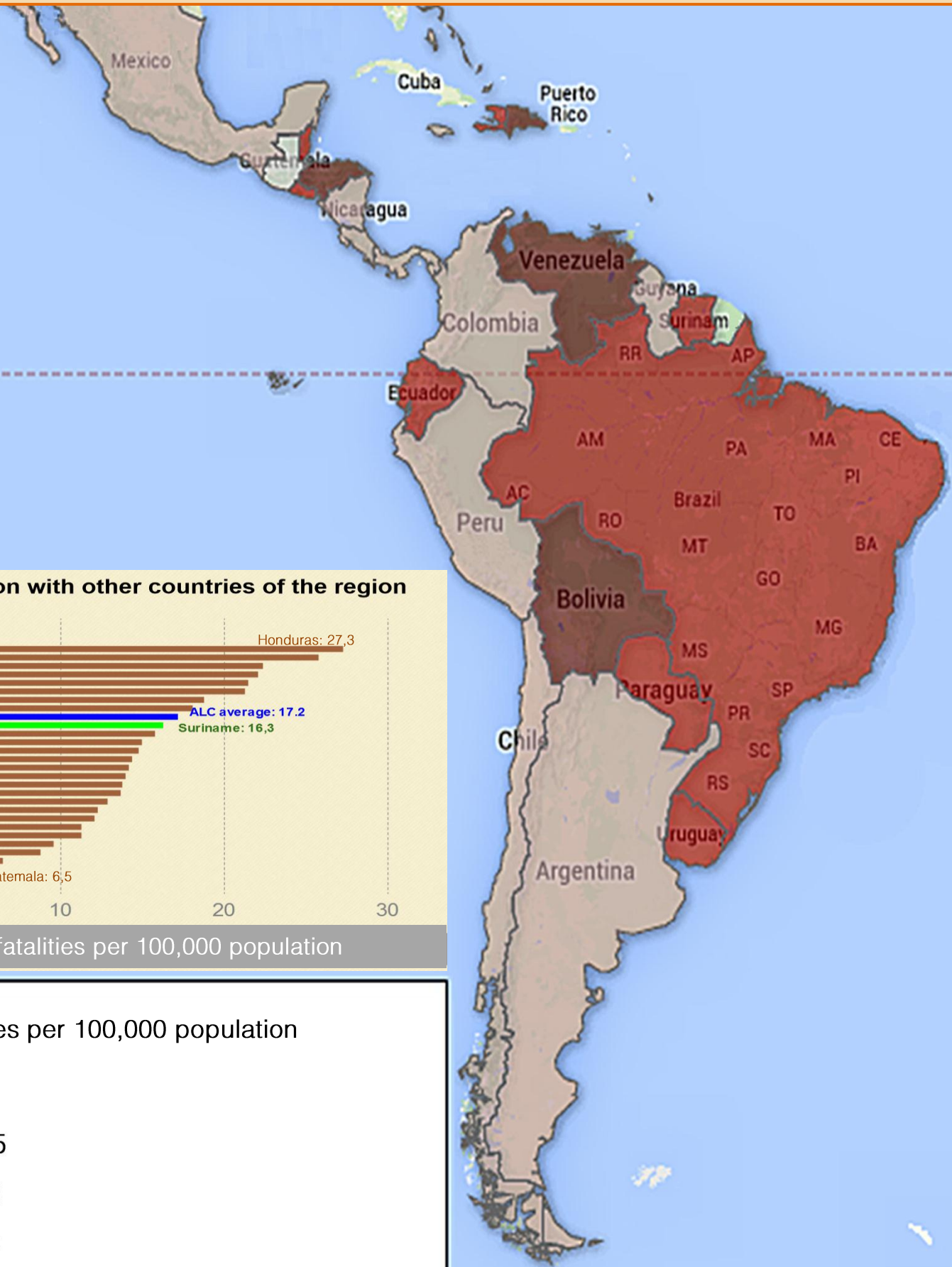


Road network length: 4,570 kilometers  
(Source: International Road Federation, 2006)

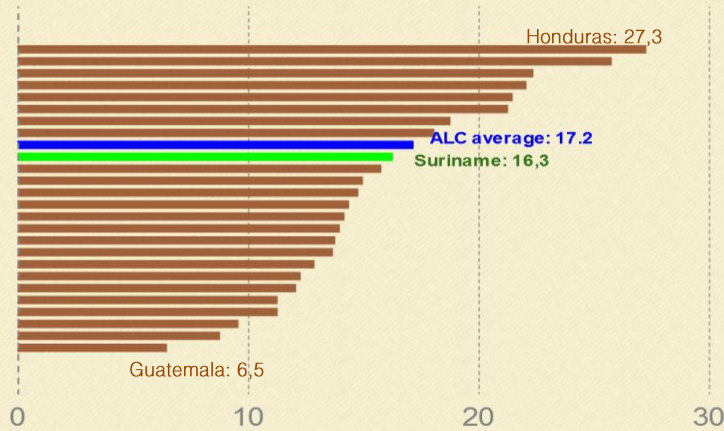


Paved road network in Suriname (2006)

# Comparative situation in the region



Comparison with other countries of the region



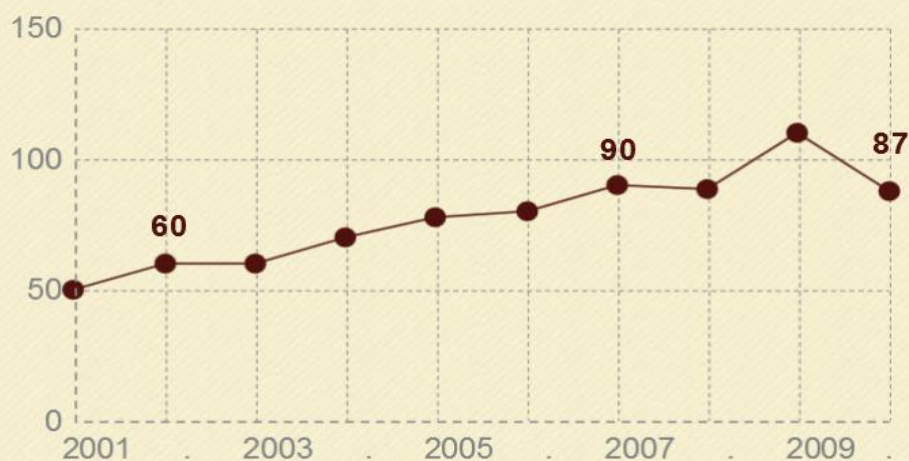
Road fatalities per 100,000 population

Road fatalities per 100,000 population

- 0 - 7,5
- 7,5 - 15
- 15 - 22
- 22 - 30

# Key road safety indicators in Suriname

## Road fatalities



Evolution in the number of road fatalities

Source: World Health Organization

## Road fatalities per 100,000 population and per million vehicles



Road fatalities per 100,000 population: 16.3

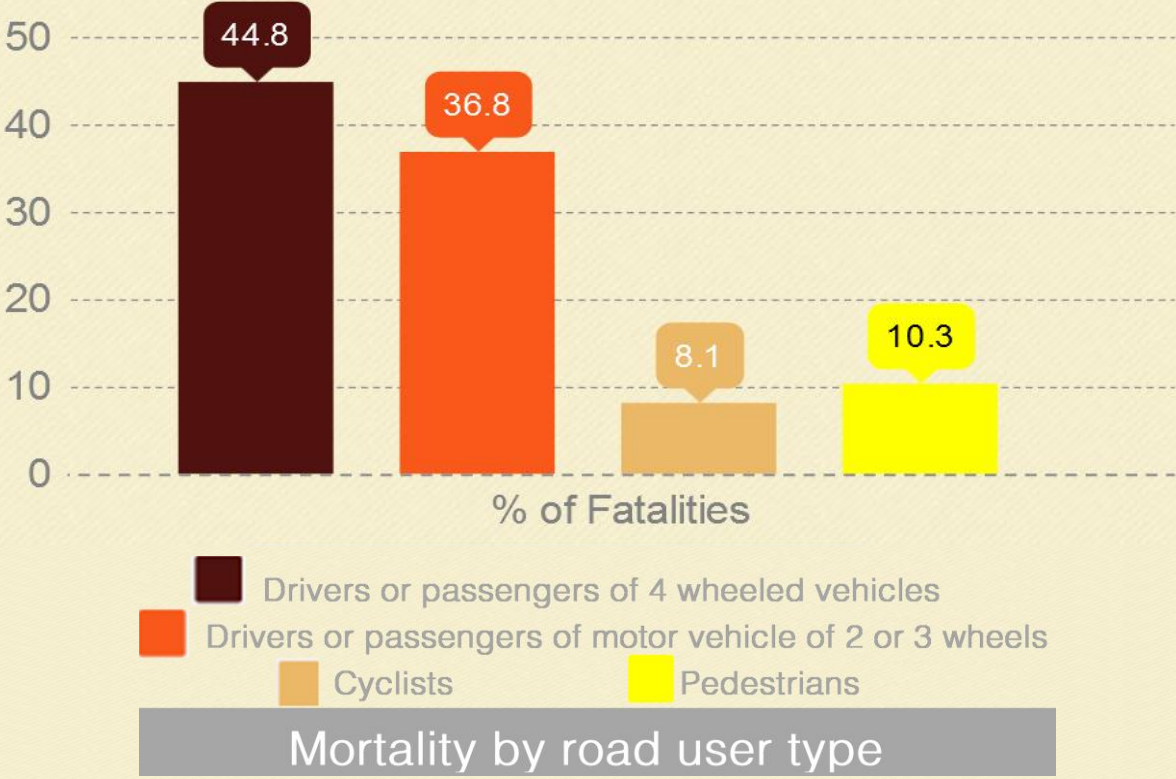


Road fatalities per million vehicles: 456.1

Source: World Health Organization

# Key road safety indicators in Suriname

## Vulnerable road users (2010)



55.2 % of fatalities within 30 days after the accident were vulnerable road users, namely users of motor vehicles of 2 or 3 wheels, cyclists or pedestrian.

Source: IDB

# Compliance with the Global Plan for the Decade of Action for Road Safety 2011-2020 in Suriname

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## PILLAR 1: Road safety management



COUNTRY STRATEGY: Road Safety Plan 2010-2015. It is a comprehensive plan with quantified targets

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## PILLAR 2: Safer roads and mobility



INDEPENDENT EVALUATIONS: Carrying out road safety inspections only occasionally

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## PILLAR 3: Safer vehicles

No actions related to this concept have been identified



# Compliance with the Global Plan for the Decade of Action for Road Safety 2011-2020 in Suriname

## PILLAR 4: Safer road users



SPEED LIMITS: Legislation and enforcement



ALCOHOL CONSUMPTION AND DRIVING: Legislation and enforcement



HELMET ON MOTORCYCLES AND MOPED: Legislation and enforcement



USE OF THE MOBILE PHONE WHILE DRIVING: Legislation and enforcement



## PILLAR 5: Response after accidents



EMERGENCY RESPONSE NUMBER: Nationwide emergency telephone system (112)

# Road safety milestones in Suriname

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This chapter presents the number of fatalities that occur within 30 days of an accident as a result of injuries sustained in the incident and forecasts for the decade 2011-2020 according to UN estimations in the Global Plan for the Decade of Action for Road Safety.

There is no data about the evolution of accident data or on road safety milestones in Suriname

# SWOT analyses

Not available

## Suggested courses of action

CLARIFICATION: Due to the lack of specific data, only general recommendations are included.

### SHORT TERM



Improve systems for collecting accident data and preparing annual reports



Promote the development of Integral Road Safety Plans with objectives and assigned budgets and include the improvement of safety on urban roads and for vulnerable road users



Promote a road safety agency and ensure funding for road safety



Strengthen enforcement

### MEDIUM TERM



Ensure the availability of road safety professionals



Perform road safety inspections and audits



Provide road safety training at all schools



Support the introduction of vehicle safety standards

### LONG TERM



Promote regional coordination on road safety



Include medical care after accidents in road safety policies



Promote research and development



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