

Benin

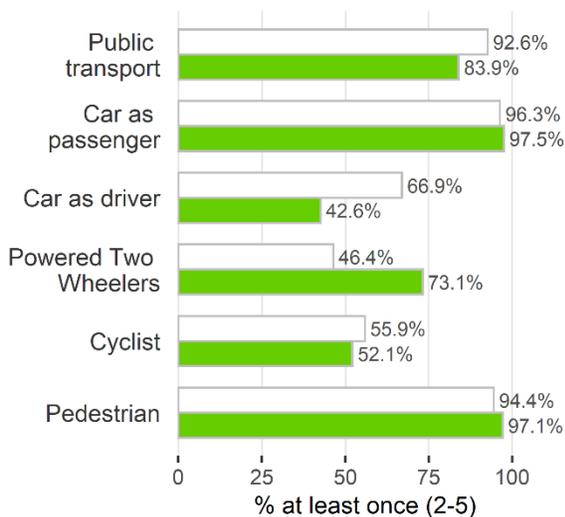
ESRA2 Country Fact Sheet

ESRA (E-Survey of Road Users' Attitudes) is a joint initiative of road safety institutes, research centres, public services, and private sponsors, from all over the world. The aim is to collect and analyse comparable data on road safety performance, in particular road safety culture and behaviour of road users. The ESRA data are used as a basis for a large set of road safety indicators. These provide scientific evidence for policy making at national and international levels. Vias institute in Brussels (Belgium) initiated and coordinates ESRA, in cooperation with eleven core group partners (BAST, BFU, CTL, IATSS, IFSTTAR, ITS, KfV, NTUA, PRP, SWOV, TIRF). At the heart of ESRA is a jointly developed questionnaire survey, which is translated into national language versions¹. The themes covered include: self-declared behaviour, attitudes and opinions on unsafe traffic behaviour, enforcement experiences and support for policy measures. The survey addresses different road safety topics (e.g. driving under the influence of alcohol, drugs and medicines, speeding, distraction) and targets car occupants, motorcycle and moped drivers, cyclists and pedestrians.

This fact sheet contains the key results of the second edition of the ESRA survey, which was conducted simultaneously in 32 countries in 2018 and in 16 countries between 2019 and 2020. In total this online panel survey collected data from more than 45 000 road users (272 in Benin). An overview of the initiative and more results are available on www.esranet.eu. The following figures show a core set of variables in which Benin (**green**) is compared with the African ESRA2 mean² (white).

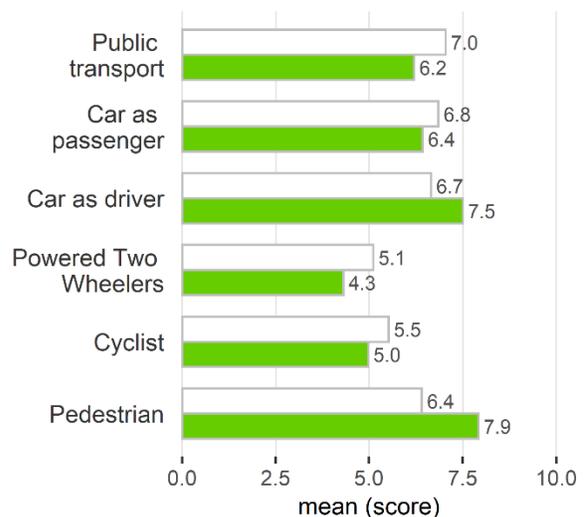
Mode of transportation

During the past 12 months, how often did you use the following transport modes (5-point scale from 1=never to 5=at least 4 days week)



Safety feeling

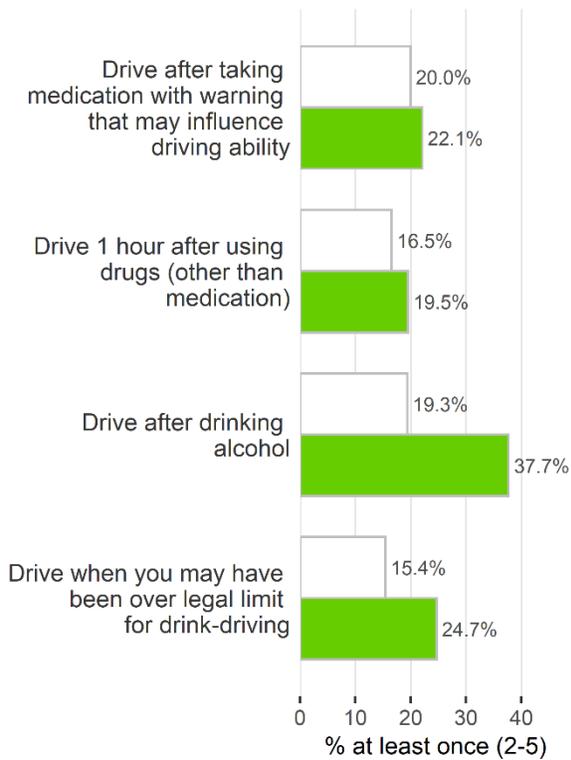
How safe or unsafe do you feel when using the following transport modes (11-point scale from 0=very unsafe to 10=very safe)



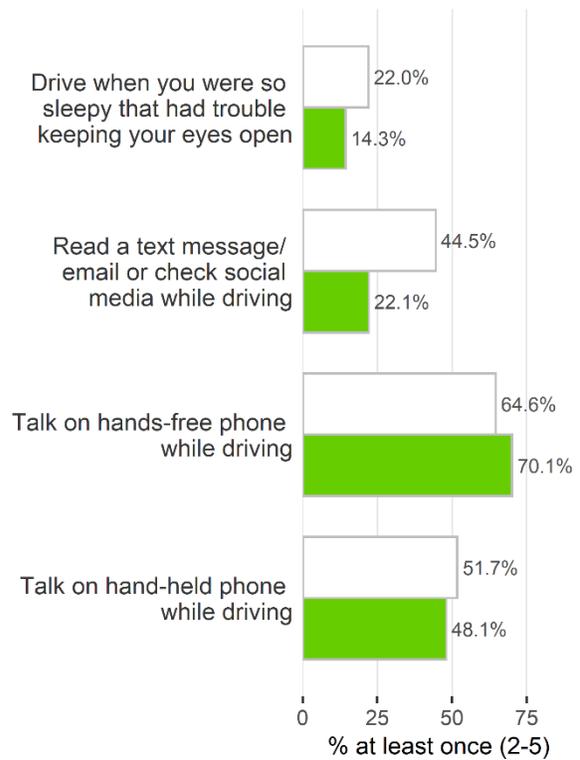
Self-declared behaviour

Over the last 30 days, how often did you... (5-point scale from 1=never to 5=(almost) always)

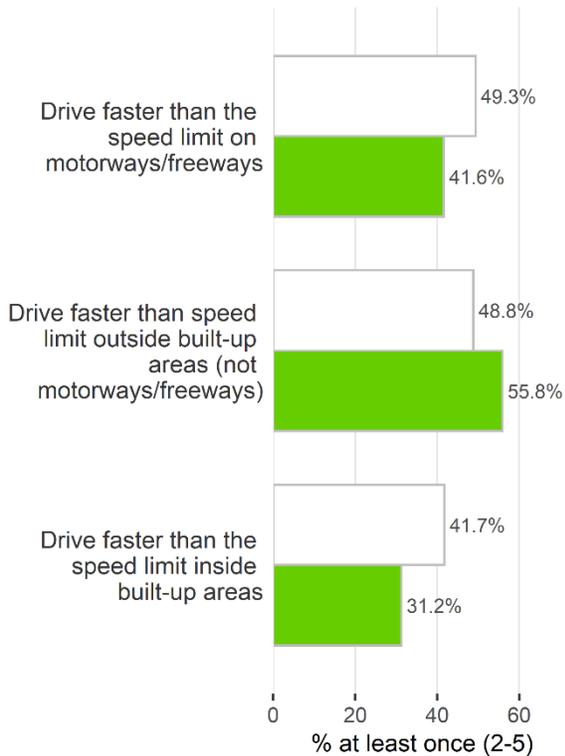
DUI as a car driver



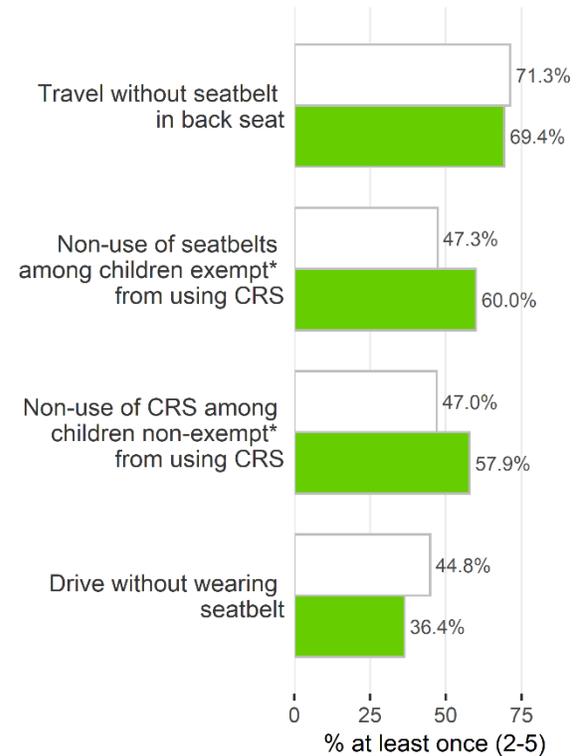
Distraction & fatigue as a car driver



Speeding as a car driver



Seat belt use in a passenger car

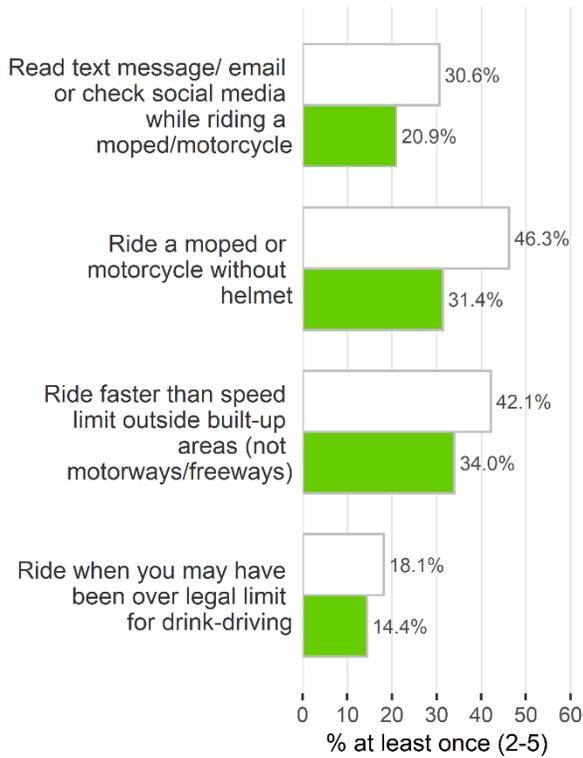


* specified based on national regulation on this topic

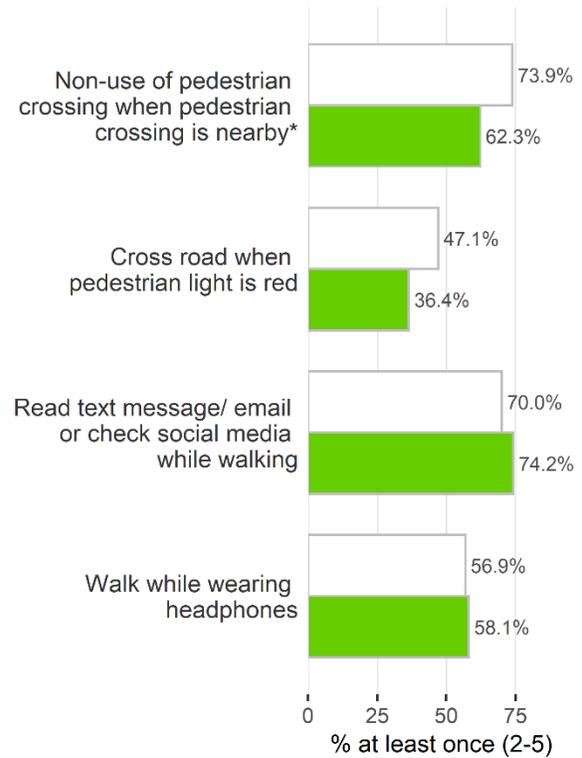
Self-declared behaviour

Over the last 30 days, how often did you... (5-point scale from 1=never to 5=(almost) always)

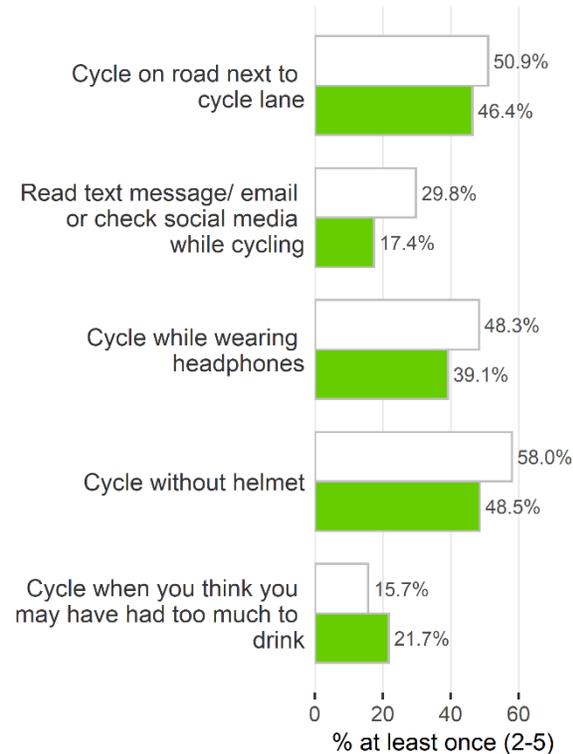
Powered Two Wheelers



Pedestrians



Cyclists



* specified based on national regulation on this topic

Sample size*

Road users who use each transport mode at least a few days per month.

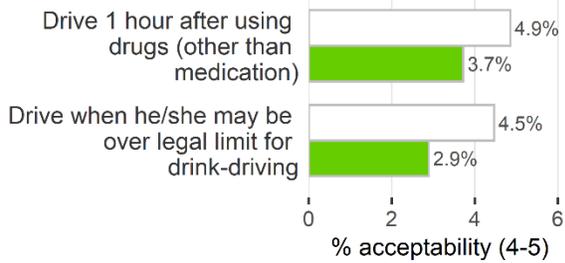
Mode of transportation	Benin	Africa12
Car drivers	77	6978
Car drivers who transported children (<18y) exempt from using CRS	51	3786
Car drivers who transported children (<18y) non-exempt from using CRS	38	4031
Car passengers	186	10552
Powered Two Wheelers	153	4066
Pedestrians	229	10636
Cyclists	69	4435

* weighted sample for self-declared behaviours.

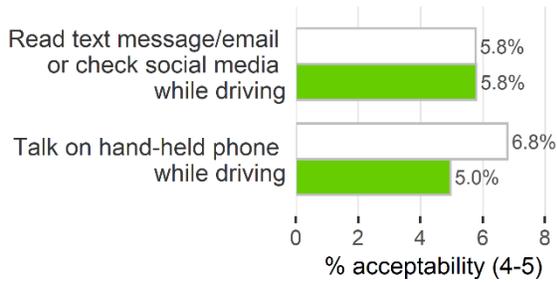
Personal acceptability

How acceptable do you, personally, feel it is for a CAR DRIVER to ... (5-point scale from 1=unacceptable to 5=acceptable)

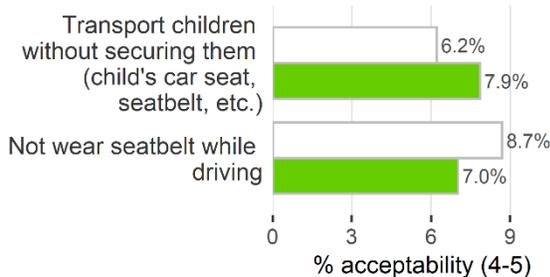
DUI



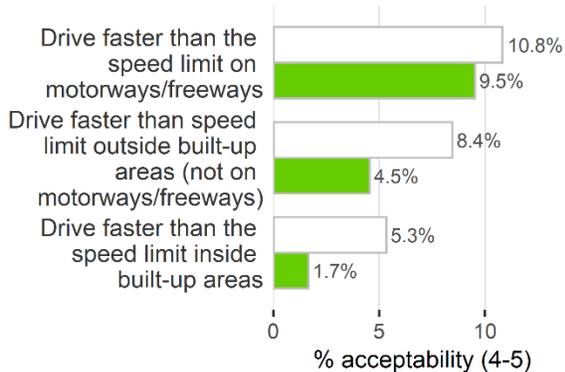
Distraction



Seat belt



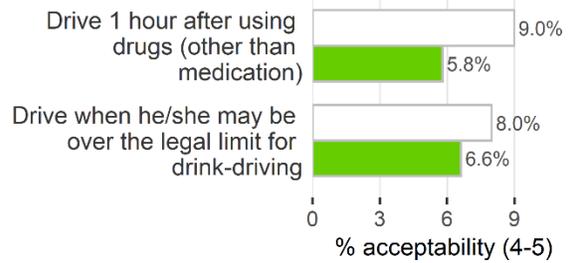
Speed



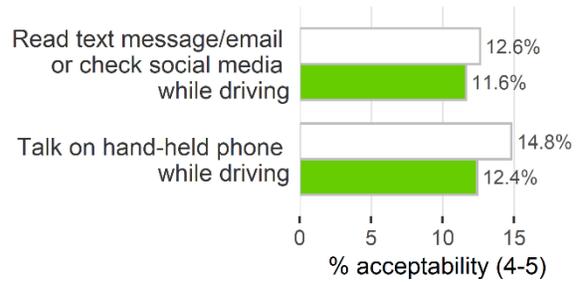
Others' acceptability

Where you live, how acceptable would most other people say it is for a CAR DRIVER to... (5-point scale from 1=unacceptable to 5=acceptable)

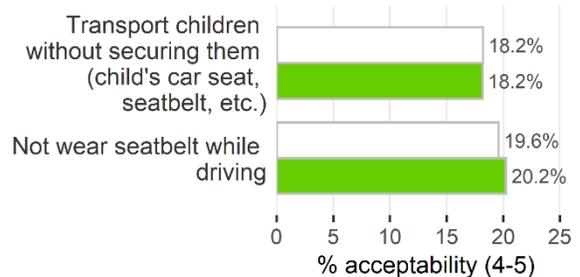
DUI



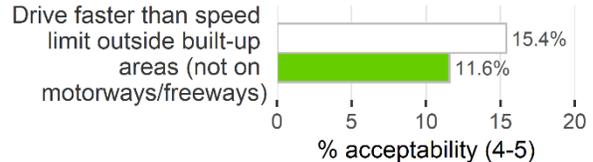
Distraction



Seat belt

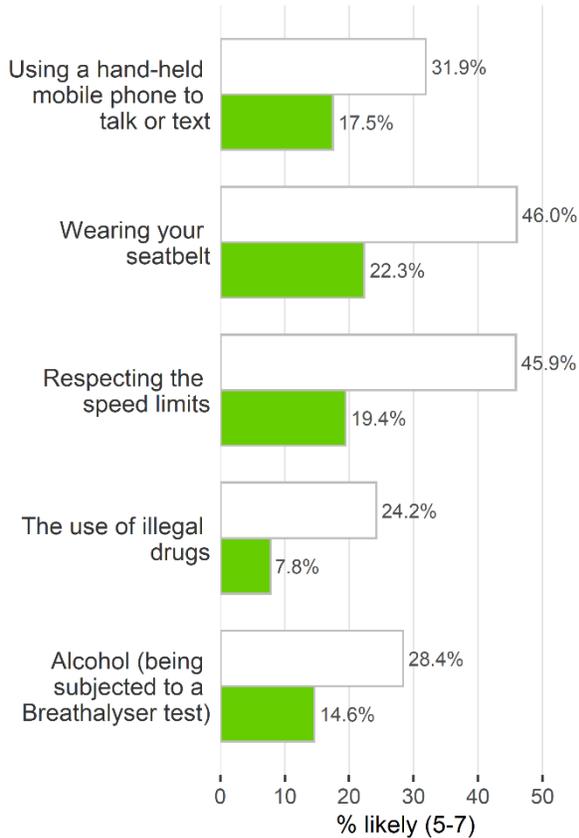


Speed

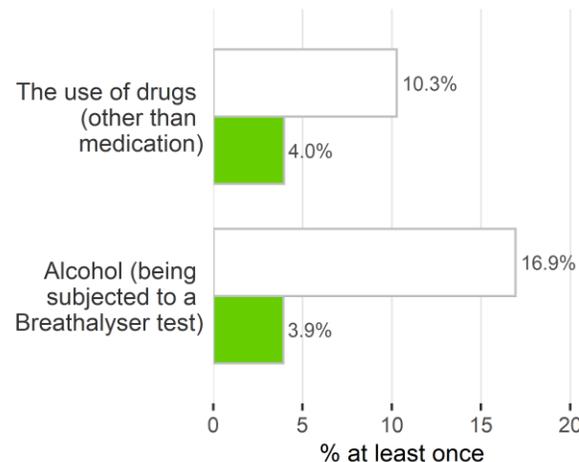


Enforcement

On a typical journey, how likely is it that you (as CAR DRIVER) will be checked by police for... (7-point scale from 1=very unlikely to 7=very likely)

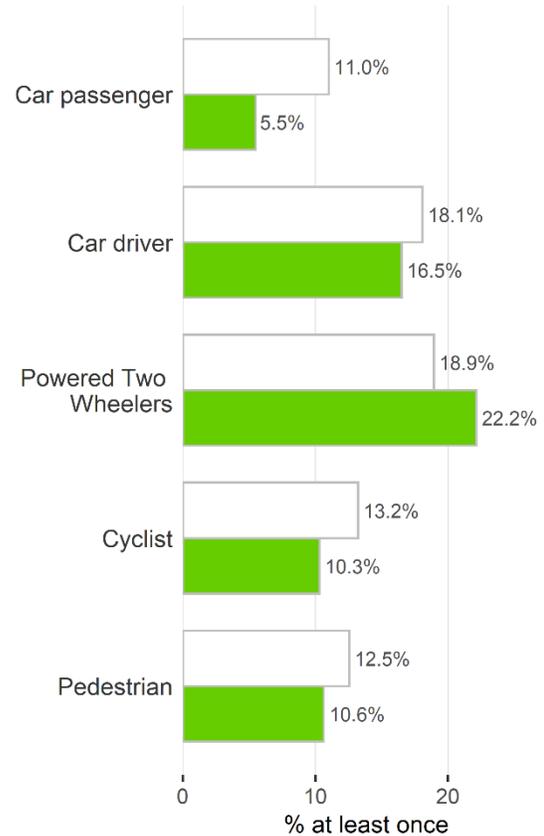


In the past 12 months, how many times (as a CAR DRIVER) have you been checked by the police for... (number)



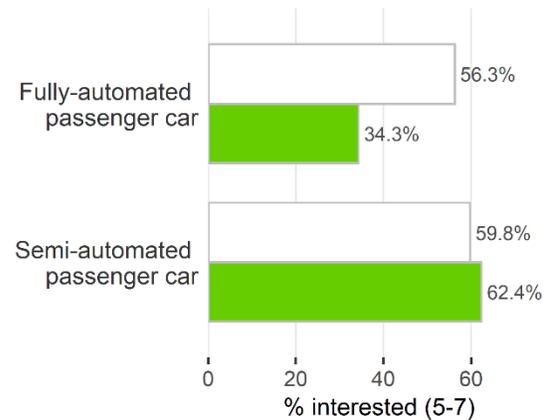
Involvement in road crashes

In the past 12 months, how many times have you personally been involved in road crashes as... (number)



Vehicle automation

How interested would you be in using a... (7-point scale from 1=not at all interested to 7=very interested)



Background Data

Basic data of Benin in relation to the European average³.

Exposure

	year	BJ
total length of roads (km)	NA	NA
total length of motorways (km)	NA	NA
vehicle kilometres (total in millions)	NA	NA
motorisation rate (motor vehicles/1000 inhab.)	2015	43.2

Source: WHO 2018

Persons killed in road accidents by age (WHO 2018, CARE database)

ages	year	BJ		EU	
		absolute number	%	absolute number	%
0-14	2015	NA	NA	573	2.3
15-17	2015	NA	NA	542	2.1
18-24	2015	NA	NA	3008	11.9
25-49	2015	NA	NA	8563	33.9
50-64	2015	NA	NA	5260	20.8
≥65	2015	NA	NA	7115	28.2
unknown	2015	NA	NA	208	0.8
TOTAL	2015	637	100.0	25269	100.0

European sum computed with the most recent available year by country (2015: LT; 2016: IE; 2018: BE, BG, CZ, DE, EE, EL, ES, FR, IT, CY, MT, PT, SI, SK, FI, SE, UK; 2019: DK, HR, LV, LU, HU, NL, AT, PL, RO)

Persons killed in road accidents by transport mode (WHO 2018, CARE database)

mode of transportation	year	BJ		EU	
		absolute number	%	absolute number	%
car (including taxi)	2015	NA	NA	10983	43.5
moped	2015	NA	NA	754	3.0
motorcycle	2015	NA	NA	3830	15.2
pedal cycle	2015	NA	NA	2155	8.5
pedestrian	2015	NA	NA	5111	20.2
other	2015	NA	NA	2436	9.6
TOTAL	2015	637	100.0	25269	100.0

European sum computed with the most recent available year by country (2015: LT; 2016: IE; 2018: BE, BG, CZ, DE, EE, EL, ES, FR, IT, CY, MT, PT, SI, SK, FI, SE, UK; 2019: DK, HR, LV, LU, HU, NL, AT, PL, RO)

Population

	year	BJ	EU
population (M. inhab.)	2019	11.8	447.5
density (inhab./km ²)	2018	101.9	111.8
males (% of total)	2019	49.9	48.9
females (% of total)	2019	50.1	51.1
urban (% of total)	2019	47.9	74.7
internet users (per 100 people)	2017	14.1	78.7

Source: World Bank

Traffic legislation in Benin

Speed limits for passenger cars	(km/h)
motorways	No speed limits
secondary or regional roads	No speed limits
in built-up areas	No speed limits
Drink-driving	BAC limits
max. BAC for drivers (g/l)	Not based on BAC
max. BAC for young/novice drivers (g/l)	Not based on BAC
max. BAC for professional drivers (g/l)	Not based on BAC
Protective systems	
obligation to use seatbelt in front seat	no
obligation to use seatbelt in rear seat	no
obligation to use child restraint systems for transport of children	no
obligation to use a helmet as a moped rider	NA
obligation to use a helmet as a motorcyclist	yes

Source: WHO 2018

¹ Please note that this country fact sheet has been written in British English. Exact wording of items and spelling was adapted according to the needs of the national language versions of the ESRA2 survey.

² The African ESRA2 mean is based on the results of the 12 African countries participating in the ESRA2 survey: Benin, Cameroon, Egypt, Ghana, Ivory Coast, Kenya, Morocco, Nigeria, South Africa, Tunisia, Uganda, and Zambia.

³ The European average is based on the EU-28: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, the Netherlands, Poland, Portugal, Romania, Slovak Republic, Slovenia, Spain, Sweden, and the United Kingdom.

Please refer to this document as: Vias institute (2020). *Benin – ESRA2 Country Fact Sheet. ESRA2 survey (E-Survey of Road users' Attitudes)*. Brussels, Belgium: Vias institute.