

# Benin

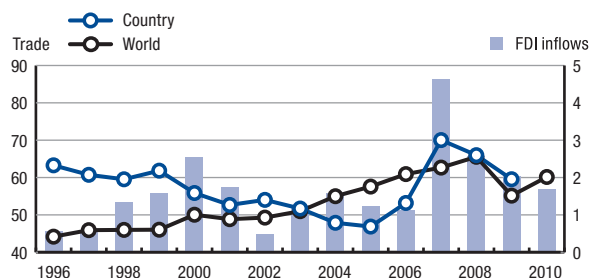
## Key indicators

Population (millions), 2010 .....	8.8
GDP (US\$ billions), 2010 .....	6.6
FDI inflows (US\$ millions), 2010 .....	111
Imports and exports as share (%) of world total, 2009 .....	0.01

Sources: IMF; UNCTAD; UNFPA; WTO

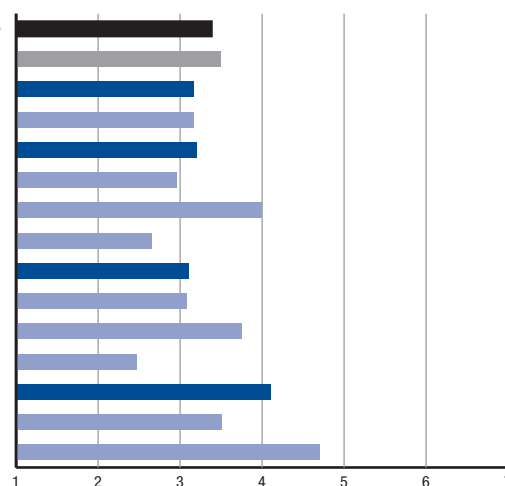
	Imports	Exports
Total trade (US\$ millions), 2009 .....	2,539	1,394
Services trade (US\$ millions), 2009 .....	475	204
Merchandise trade (US\$ millions), 2010 .....	2,200	1,200
Agriculture (% of merchandise trade), 2010 .....	24.13	31.50
Fuels and mining (% of merchandise trade), 2010 .....	16.45	0.03
Manufactures (% of merchandise trade), 2010 .....	10.65	0.51

## Trade and FDI inflows, percent of GDP



## Enabling Trade Index

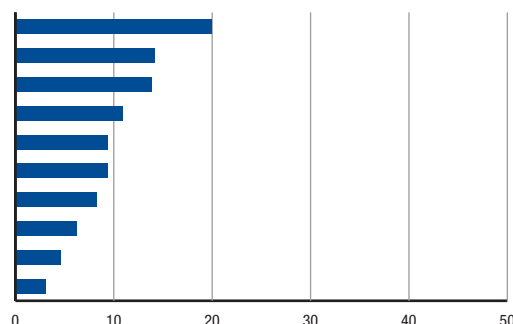
	Rank (out of 132)	Score (1–7)
<b>2012 Index .....</b>	<b>115</b>	<b>3.4</b>
2010 Index .....	106	3.5
<b>Subindex A: Market access .....</b>	<b>121</b>	<b>3.2</b>
1st pillar: Domestic and foreign market access .....	121	3.2
<b>Subindex B: Border administration .....</b>	<b>104</b>	<b>3.2</b>
2nd pillar: Efficiency of customs administration .....	113	3.0
3rd pillar: Efficiency of import-export procedures .....	94	4.0
4th pillar: Transparency of border administration .....	103	2.7
<b>Subindex C: Transport &amp; communications infrastructure... 103</b>	<b>103</b>	<b>3.1</b>
5th pillar: Availability and quality of transport infrastructure .....	115	3.1
6th pillar: Availability and quality of transport services .....	63	3.8
7th pillar: Availability and use of ICTs .....	109	2.5
<b>Subindex D: Business environment .....</b>	<b>79</b>	<b>4.1</b>
8th pillar: Regulatory environment .....	88	3.5
9th pillar: Physical security .....	76	4.7



## The most problematic factors for trade

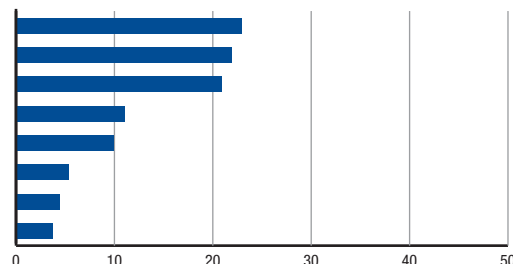
### Most problematic factors for exporting

	Percent of responses
Access to trade finance .....	20.0
Identifying potential markets and buyers .....	14.2
Inappropriate production technology and skills .....	13.9
Burdensome procedures and corruption at foreign borders .....	10.9
High cost or delays caused by domestic transportation .....	9.4
Difficulties in meeting quality/quantity requirements of buyers .....	9.4
Access to imported inputs at competitive prices .....	8.3
High cost or delays caused by international transportation .....	6.2
Rules of origin requirements abroad .....	4.6
Technical requirements and standards abroad .....	3.1



### Most problematic factors for importing

	Percent of responses
Burdensome import procedures .....	22.9
Tariffs and non-tariff barriers .....	21.9
Corruption at the border .....	20.8
High cost or delays caused by international transportation .....	11.1
High cost or delays caused by domestic transportation .....	9.9
Inappropriate telecommunications infrastructure .....	5.3
Domestic technical requirements and standards .....	4.4
Crime and theft .....	3.7



**Note:** For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

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## The Enabling Trade Index 2012 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
<b>1st pillar: Domestic and foreign market access.....</b>	<b>121</b>	<b>3.2</b>	<b>Singapore .....</b>	<b>6.2</b>
1.01 Tariff rate, (%) .....	107	11.4	Hong Kong SAR.....	0.0
1.02 Non-tariff measures, index 0–100 (worst) <sup>1</sup> .....	n/a	n/a	Cambodia .....	4.7
1.03 Complexity of tariffs, index 1–7 (best).....	6	6.8	Hong Kong SAR.....	7.0
Tariff dispersion, standard deviation .....	26	6.8	Hong Kong SAR.....	0.0
Tariff peaks, % .....	1	0.0	Multiple economies (23).....	0.0
Specific tariffs, % .....	1	0.0	Multiple economies (49).....	0.0
Distinct tariffs, number .....	3	4	Hong Kong SAR.....	1.0
1.04 Share of duty-free imports, % .....	129	4.4	Hong Kong SAR.....	100.0
1.05 Tariffs faced, % .....	39	5.4	Chile .....	3.6
1.06 Margin of preference in destination mkt, index 0–100 (best).....	126	4.0	Malawi.....	93.8
<b>2nd pillar: Efficiency of customs administration .....</b>	<b>113</b>	<b>3.0</b>	<b>Singapore .....</b>	<b>6.6</b>
2.01 Burden of customs procedures, 1–7 (best) .....	93	3.7	Singapore.....	6.2
2.02 Customs services index, 0–12 (best).....	105	3.5	Multiple economies (2).....	12.0
<b>3rd pillar: Efficiency of import-export procedures.....</b>	<b>94</b>	<b>4.0</b>	<b>Singapore .....</b>	<b>6.4</b>
3.01 Efficiency of the clearance process, 1–5 (best).....	69	2.6	Singapore.....	4.1
3.02 No. of days to import .....	104	32	Singapore.....	4.0
3.03 No. of documents to import.....	74	8	France.....	2.0
3.04 Cost to import, US\$ per container .....	82	1,496	Malaysia .....	435.0
3.05 No. of days to export .....	108	30	Multiple economies (4).....	5.0
3.06 No. of documents to export.....	80	7	France .....	2.0
3.07 Cost to export, US\$ per container .....	54	1,049	Malaysia .....	450.0
<b>4th pillar: Transparency of border administration.....</b>	<b>103</b>	<b>2.7</b>	<b>New Zealand.....</b>	<b>6.7</b>
4.01 Irregular payments in exports and imports, 1–7 (best).....	111	2.5	New Zealand .....	6.7
4.02 Corruption Perceptions Index, 0–10 (best) .....	86	3.0	New Zealand .....	9.5
<b>5th pillar: Availability and quality of transport infrastructure.....</b>	<b>115</b>	<b>3.1</b>	<b>France.....</b>	<b>6.3</b>
5.01 Airport density, number per million pop. ....	125	0.1	Iceland .....	21.9
5.02 Transshipment connectivity, index 0–100 (best).....	52	73.2	United States.....	100.0
5.03 Paved roads, % of total .....	120	9.5	Multiple economies (17).....	100.0
5.04 Quality of air transport infrastructure, 1–7 (best) .....	99	3.8	Singapore.....	6.9
5.05 Quality of railroad infrastructure, 1–7 (best) .....	94	1.9	Switzerland.....	6.8
5.06 Quality of roads, 1–7 (best) .....	100	2.9	France .....	6.6
5.07 Quality of port infrastructure, 1–7 (best) .....	74	3.9	Singapore.....	6.8
<b>6th pillar: Availability and quality of transport services .....</b>	<b>63</b>	<b>3.8</b>	<b>Singapore .....</b>	<b>6.1</b>
6.01 Liner Shipping Connectivity Index, 0–152.1 (best).....	67	12.7	China.....	152.1
6.02 Ease and affordability of shipment, 1–5 (best) .....	110	2.4	Hong Kong SAR.....	4.2
6.03 Logistics competence, 1–5 (best) .....	58	2.9	Finland .....	4.1
6.04 Tracking and tracing ability, 1–5 (best).....	65	2.9	Finland .....	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best) .....	36	3.7	Singapore.....	4.4
6.06 Postal services efficiency, 1–7 (best) .....	73	4.5	Japan .....	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best).....	13	0.5	Jamaica.....	0.7
<b>7th pillar: Availability and use of ICTs.....</b>	<b>109</b>	<b>2.5</b>	<b>Netherlands .....</b>	<b>6.3</b>
7.01 Extent of business Internet use, 1–7 (best).....	106	4.2	Sweden .....	6.5
7.02 Mobile phone subscriptions/100 pop.....	94	79.9	Hong Kong SAR.....	195.6
7.03 Broadband Internet subscriptions/100 pop.....	118	0.0	Netherlands.....	38.1
7.04 Government Online Service Index, 0–1 (best).....	123	0.2	Multiple economies (3).....	1.0
7.05 Individuals using Internet, %.....	122	3.1	Iceland .....	95.0
<b>8th pillar: Regulatory environment .....</b>	<b>88</b>	<b>3.5</b>	<b>Singapore .....</b>	<b>5.7</b>
8.01 Property rights, 1–7 (best) .....	69	3.9	Finland .....	6.4
8.02 Ethics and corruption, 1–7 (best) .....	104	2.6	Singapore.....	6.5
8.03 Undue influence, 1–7 (best).....	88	2.9	New Zealand .....	6.1
8.04 Government efficiency, 1–7 (best) .....	63	3.6	Singapore.....	5.9
8.05 Domestic competition, 1–7 (best).....	87	4.0	Saudi Arabia.....	5.5
8.06 Efficiency of the financial market, 1–7 (best).....	73	3.3	Qatar .....	5.4
8.07 Openness to foreign participation, index 1–7 (best).....	55	4.7	Luxembourg.....	5.9
Ease of hiring foreign labor, 1–7 (best) .....	11	5.0	Albania .....	5.9
Prevalence of foreign ownership, 1–7 (best) .....	72	4.6	Luxembourg.....	6.5
Business impact of rules on FDI, 1–7 (best) .....	76	4.5	Singapore.....	6.4
Openness to multilateral trade rules, index 0–100 (best).....	95	57.4	Slovenia.....	93.1
8.08 Availability of trade finance, 1–7 (best).....	114	3.0	Hong Kong SAR.....	5.6
<b>9th pillar: Physical security.....</b>	<b>76</b>	<b>4.7</b>	<b>Finland .....</b>	<b>6.5</b>
9.01 Reliability of police services, 1–7 (best) .....	46	4.6	Finland .....	6.7
9.02 Business costs of crime and violence, 1–7 (best).....	96	4.1	Saudi Arabia.....	6.5*
9.03 Business costs of terrorism, 1–7 (best) .....	77	5.4	Slovenia.....	6.8

<sup>1</sup> This indicator is not included in the pillar calculation.

\* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.