

Insight Report

# The Global Enabling Trade Report 2014

Margareta Drzeniek Hanouz, Thierry Geiger, Sean Doherty, Editors





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Sean Doherty

Editors

The *Global Enabling Trade Report 2014* is published by the World Economic Forum within the framework of the Global Competitiveness and Benchmarking Network and the Supply Chain and Transportation Industry Partnership.

The terms *country*, *economy* and *nation* as used in the *Report* do not in all cases refer to a territorial entity that is a state as understood by international law and practice. The terms cover well-defined, geographically self-contained economic areas that may not be states but for which statistical data are maintained on a separate and independent basis.

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# Preface

ESPEN BARTH EIDE

Managing Director and Member of the Managing Board  
World Economic Forum

*The Global Enabling Trade Report 2014* is launched at a time of restored hope for global trade. After several difficult years trying to advance the Doha Round, the Bali package, which was agreed to just a few months ago, and which has the Trade Facilitation Agreement at its centre, has the potential to enable progress on many of the practical obstacles faced by businesses. This is good news as the alternative to progress via a global trade regime is a proliferation of regional or inter-regional trade agreements, which could lead to compartmentalization of norms and rules in the international trade system.

However, real-world impact will come only with implementation of the negotiated measures. The 2014 Enabling Trade Index presented in this *Report* therefore sets a benchmark to assess trade facilitation reforms agreed to in Bali. We hope to see significant advances by the time we launch the 2016 edition of this *Report*. The World Economic Forum will continue to support public-private co-operation and dialogue towards this goal, focusing on practical steps to overcome trade barriers of many forms.

National trade policy has become more complex; it is no longer largely about tariff reduction. Decision-making is less straightforward, requiring collaboration among stakeholders as well as coalitions of government departments, outsourced providers, infrastructure investors and digital expertise. At the same time, the rise of global value chains makes the prize bigger. The success of many countries that punch above their weight in the Enabling Trade Index shows what can be done.

Since the 2012 edition of the *Global Enabling Trade Report*, the Forum and its partner companies, together with selected governments, have sought to better understand the value of trade facilitation and how to make it happen. The *Valuing Growth Opportunities* study reported that reducing even a restricted set of trade barriers halfway to the level of global best practices would yield close to a five percent increase in global GDP. Developing regions and smaller enterprises would see the largest gains. To achieve these gains, governments would need to take a more supply-chain focused approach to trade reform, both in international coordination and domestic action.

*From Valuation to Action*, another output from the Forum's Enabling Trade programme, points specifically to broader benefits of reducing supply-chain barriers to society at large. These include a minimization of food waste, a major challenge to sustainably feed the world's growing population. Reciprocally, gaining the support of a cohesive industrial sector, such as automotive manufacturers, can be an effective tool in securing trade facilitation reforms.

Our experience from working with business and governments to foster change is that trade in goods has indeed become intricately intertwined with cross-border investment, trade in services and the international movement of workers. During the lifetime of this *Report* series, we have seen the global trade reform narrative shift strongly to addressing border management concerns. A newly emerging emphasis is on behind-the-border issues, with modularity and replicability as key criteria for companies seeking to trade and invest. The world is now faced with both the implementation challenge stemming from Bali and, for more advanced economies, the question of "what's next for twenty-first century trade facilitation?"

The Enabling Trade index provides a reminder of the fundamental attributes that govern a nation's ability to benefit from trade. Since its introduction in 2008 it has become a widely used reference, forming part of the toolbox of many countries in their efforts to benefit from trade and helping companies with their investment decisions.

The Enabling Trade programme is supported by the World Economic Forum's Supply Chain & Transport Industry Partnership community. We are grateful to: A.P. Møller-Maersk, AB Volvo, Agility, Brambles Limited, Brightstar Corp., Deutsche Post DHL, DNB ASA, Emirates Group, International Container Terminal Services Inc., Royal Vopak, Stena AB, Swiss International Airlines Ltd, Transnet SOC Ltd, UPS and Volkswagen AG.

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Finally, this *Report* would not have been possible without the support of our network of over 160 Partner Institutes worldwide that carry out the Executive Opinion Survey, which is a critical input into this work.



# The Enabling Trade Index 2014

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In December 2013, the 159 members of the World Trade Organisation (WTO) adopted the so-called “Bali Package” during the Ninth WTO Ministerial Conference. The culmination of nine years of negotiations, the package contains a series of measures to streamline trade, allow developing countries more options for providing food security, boost least-developed countries’ trade and help development more generally. The adoption of the package has instilled new momentum into the troubled multilateral trading system (MTS), at a time when international governance in general continues to struggle.

As part of the Bali Package, WTO members adopted the Trade Facilitation Agreement, which contains provisions for faster and more efficient customs procedures through effective cooperation between customs and other appropriate authorities on trade facilitation and customs compliance issues. It also contains provisions for technical assistance and capacity building (see Box 1).

Since the success in Bali, trade facilitation has been high on the agenda of governments, businesses and development partners. The heightened interest represents a window of opportunity for policymakers, especially in developing countries, to push through trade-enabling measures. As the conclusion of the full Doha Development Agenda remains a distant prospect and in absence of real progress in market access negotiations, these measures represent a way of reaping important benefits of trade. In this context, *The Global Enabling Trade Report* provides a tool for the international trade community to monitor progress on implementing these measures.

The measures include not only those related to market access, such as tariffs and nontariff barriers, but also those that facilitate trade at the more practical level, with more efficient border administration, better infrastructure and telecommunications and improved regulatory and security regimes that secure property rights and reduce transactions costs. The empirical literature offers ample evidence of the importance of these factors (see Box 2). For instance, research suggests that the quality of logistics, connectivity and border administration plays an equally, if not more important role than tariffs in determining bilateral trade costs (see Box 6).

Reducing trade barriers enables trade and thereby contributes to prosperity and welfare through various channels (see Box 2). It is one of the objectives of this *Report* to convey this important message. After much debate, the nexus between trade and growth, and in turn between growth and poverty reduction, is now widely accepted (Bhagwati, 2013). For the United Nations’ Open Working Group tasked with formulating the post-2015 sustainable development agenda, trade represents an important means of eradicating extreme poverty and achieving sustainability (United Nations,

## Box 1: The Bali Package and Potential Gains from Trade Facilitation

### GLOBAL AGENDA COUNCIL ON TRADE AND FOREIGN DIRECT INVESTMENT<sup>1</sup>

Following the founding of the General Agreement on Tariffs and Trade (GATT) in 1947, tariff and quota barriers to merchandise trade were slashed, while advances in transportation and communications eroded the real costs of moving goods across borders. These successes have turned the spotlight to less obvious impediments, especially administrative and logistical hassles. The crowning achievement of the Ninth WTO Ministerial Conference, held in Bali in December 2013, was the Trade Facilitation Agreement, aimed at reducing such hassles.

The agreement has two sections. Section I includes provisions for expediting the movement, release and clearance of goods. It clarifies and improves articles V, VIII and X of the GATT 1994 and is composed of thirteen articles that cover the following issues:

1. Publication and availability of information
2. Opportunity to comment, information before entry into force and consultation
3. Advance rulings
4. Appeal or review procedures
5. Other measures to enhance impartiality, non-discrimination and transparency
6. Disciplines on fees and charges imposed or on in connection with importation and exportation
7. Release and clearance of goods
8. Border agency cooperation
9. Movements of goods under customs control intended for import
10. Formalities connected with the importation and exportation and transit
11. Freedom of transit
12. Customs cooperation
13. Institutional arrangements

Section 2 includes special and differential treatment for developing and least-developed countries to implement the agreement. The extent and timing of implementation of each of the provisions is related to a country's implementation capacity. Accordingly, each country will decide which provisions to implement immediately after entry into force (Category A), after a transitional period (Category B) or after a transitional period and implementation capacity has been acquired through the provision of assistance and support to build capacity.

Based on calculations published by Hufbauer and Schott (2013), the agreement could deliver \$1 trillion of GDP gains to the world economy.

How does this claim stand up? Zaki (2014) offers the latest estimates, using a computable general equilibrium (CGE) framework to calculate the potential gains from trade facilitation.<sup>2</sup> The author's first step was to convert a country's administrative barriers, measured by the time required for imports and exports to clear the border, into an *ad valorem* tariff equivalent (AVE) figure. Unsurprisingly, crossing times weigh more heavily on the landed cost of imports (a simple average of 27.5% AVE) than on exports (14.4%). In terms of regions, the United States and some advanced Asian economies have the least red tape (less than 3% AVE), with the European Union not far behind (just over 5%). However, red tape costs exceed 25% in Sub-Saharan Africa and 30% in the Middle East.

According to Zaki's estimates, administrative AVEs exceed tariffs in nine of thirteen regions. Moreover, administrative costs are "iceberg costs"; that is, all the resources spent on overcoming administrative barriers are simply lost, rather than gathered in government coffers like a tariff. In light of these

**Table 1: Estimates of the gains by 2020 brought about by improved trade facilitation**

Country/Region	GDP gains*		Export gains <sup>†</sup>	
	Percent	US\$ billions	Percent	US\$ billions
Australia and New Zealand	1.29	7	8.00	8
Brazil	0.37	5	4.38	7
Canada	1.41	22	5.00	20
China	1.45	124	8.83	187
Egypt	2.24	5	8.83	2
European Union	2.04	348	10.60	629
India	0.91	21	9.56	35
Japan	-0.12	-6	2.10	15
Korea, Rep.	2.18	29	8.18	52
Mexico	2.47	33	11.79	49
Middle East	5.66	30	13.66	22
North Africa	4.44	15	11.21	14
Other Africa	7.28	47	22.28	46
Other Asia	7.97	283	16.18	211
Other Europe and Turkey	3.75	36	15.04	49
Other Latin America and the Caribbean	3.07	40	16.20	40
Russian Federation	2.83	35	7.88	25
South Africa	3.36	13	17.93	16
United States	0.55	90	3.90	61
<b>Total</b>	<b>1.78</b>	<b>1,177</b>	<b>8.23</b>	<b>1,488</b>

Sources: Zaki (2014), CEPII (2010) and World Bank (2013).

Note: All US\$ amounts expressed in 2005 prices.

\*Zaki (2014) reports welfare gains, which include net income transfers, rather than GDP gains. The two are close for most countries.

<sup>†</sup> Dollar export gains are calculated based on 2012 merchandise exports to GDP ratios from the World Development Indicators. The figures include intra-regional exports, where applicable.

two observations, it is not surprising that the author finds that halving trade facilitation costs could deliver nearly ten times the benefit as halving tariffs. In Table 1, we report Zaki's percentage gains and convert those gains into 2005 US\$.

Based on Zaki's estimates, ambitious improvements in trade facilitation could add nearly 1.8% to global GDP in the long run—some US\$ 1.2 trillion by 2020. Sub-Saharan African countries could see their exports rise by 22.3%, while Latin American and Asian exports grow by 16.2%. EU exports could increase by 10.6%, largely because many Eastern European countries are buried in red tape. Exports from the rest of the developed world increase modestly, with US and Japanese exports increasing by 3.9% and 2.1%, respectively.

### Notes

- 1 See the About the Authors section at the end of the *Report* for the list of Council Members.
- 2 Earlier efforts at quantification are reported in Hufbauer and Schott (2013) and the World Bank and World Economic Forum (2013).

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## Box 2: The Gains of Trade-Enabling Measures

As countries and international negotiations increasingly focus on trade facilitation, researchers have turned their attention to assessing the impact of such trade-enabling measures on trade and welfare, generally finding a significant positive relationship.

The OECD's Moisé and Sorescu (2013) use sixteen Trade Facilitation Indicators (TFIs) to assess how improvements in different aspects of trade facilitation could lower trade costs and increase trade volumes. Their study is particularly useful as the TFIs largely mirror the articles of the Trade Facilitation Agreement adopted in Bali in December 2013 (still under negotiation at the time the paper was written). The authors find the following specific measures to have the largest overall impact on trade: improving information availability; expediting border formalities in terms of necessary documents, process automation and simplification of procedures; enhancing the transparency and the governance of customs authorities.

Hoekman and Shepherd (2013) focus on the distributional effects of trade facilitation, assessing whether large "lead" firms capture most of the benefits accruing to the actors operating along global value chains (GVC). This has important implications in terms of efficiency and equality, both within and across countries, since most "lead" firms are directly or indirectly controlled by large corporations based in developed countries. Using firm-level data from the World Bank Enterprise Surveys, the authors explore whether, in the presence of increased trade facilitation, the percentage of sales generated by direct exports increases more among larger firms (average time to export as indicated by firms has been used as a proxy for trade facilitation). According to their findings, trade facilitation benefits all actors within the global value chain, and there is no evidence of significant differences according to firm size.

The ongoing negotiation of the Transatlantic Trade and Investment Partnership (TTIP) and of the Trans-Pacific Partnership Agreement (TPPA) has also spurred further research on the potential impact of trade facilitation.

The Centre for Economic Policy Research (CEPR, 2013) estimated the potential economic gains given by the TTIP under different scenarios. The most comprehensive and ambitious version of the agreement, corresponding to a full elimination of tariffs, a 25% decrease of non-tariff barriers (NTBs) on both goods and services and a 50% reduction of NTBs on procurement, would result in a permanent increase of annual GDP of about US\$ 95 billion for the United States, US\$ 119 billion for the European Union and US\$ 99 billion for the rest of the world. The reduction of NTBs could account for as much as 80% of these economic gains.

Petri et al. (2011) have estimated that annual global GDP could increase by as much as US\$ 104 billion thanks to the implementation of the TPPA. This figure would increase

to US\$ 862 billion if trade liberalization went as far as establishing a Free Trade Area in Asia-Pacific. Vietnam, Hong Kong SAR, Russia and Malaysia would benefit the most from this scenario.

The gains of trade-enabling measures are multiple and far reaching, extending beyond trade and contributing to broader development objectives. These include:

- **Export competitiveness.** Reducing trade costs and lead times make local firms more competitive in international markets. This increases the likelihood that existing exporting firms will survive and that new firms will start exporting.
- **Private sector development and foreign direct investment.** Lower trade costs and entry barriers attract foreign direct investors, thus creating jobs and providing local producers and consumers with more and better products.
- **Market integration.** As trade costs fall, it is easier for economies to integrate regionally. And, unlike preferential trade agreements (PTA), which may under certain circumstances lead to trade diversion, most aspects of trade facilitation benefit every actor along the supply chain, be it domestic or foreign, within or outside the PTA.
- **Economic growth and employment.** Trade facilitation represents an opportunity to stimulate growth and employment through additional investment in transport and trade-related infrastructure.
- Finally, most trade-enabling measures have **positive spillover effects.** Improvements in one area can lead to improvement in others. For instance, reducing the number of documents required to trade goods is likely to reduce processing times and to limit room for corruption and discretionary measures. Automation of certain procedures or publishing on the Internet customs regulations will yield similar effects.

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2014). Since 2008, throughout the Great Recession and in its aftermath, trade has contributed to averting a deeper crisis, as countries around the world have resisted protectionism. Today, as the world is grappling with economic uncertainty, geopolitical upheaval, social tensions and humanitarian crises, trade remains a vector of peace, development, prosperity and opportunity.

## THE ENABLING TRADE INDEX

*The Global Enabling Trade Report (GETR)* series has been published by the World Economic Forum since 2008, initially on an annual basis, and biennially since 2010. From the beginning, the assessment has been based on the Enabling Trade Index (ETI). The index was developed within the context of the World Economic Forum's Enabling Trade program, with the help of leading academia and partner organizations and companies,

including A.P. Möller Maersk, AB Volvo, Agility, Brightstar Corp., Deutsche Post DHL, DNB ASA, Emirates Group, International Container Terminal Services Inc., Royal Vopak, Stena AB, Swiss International Airlines Ltd, Transnet SOC Ltd, UPS and Volkswagen AG.

The ETI assesses the extent to which economies have in place institutions, policies, infrastructures and services facilitating the free flow of goods over borders and to their destination. This set of trade-enabling factors are organized in four main categories (or subindexes): market access, border administration, infrastructure and operating environment. Thus, the scope of the ETI is much broader than trade facilitation as conceived by most international organizations (see Box 3).

### The ETI Framework

As a composite indicator, the ETI is a compilation of individual indicators into a single index, on the basis of the underlying ETI framework. The framework has evolved since its inception. This evolution has been driven by the availability of new indicators, feedback collected over the years, and evidence from theoretical and empirical literature.

The ETI framework captures the various dimensions of enabling trade, breaking them into four overall issue areas, called *subindexes*:

- A. Market access.** This subindex measures the extent and complexity of a country's tariff regime, as well as tariff barriers faced and preferences enjoyed by a country's exporters in foreign markets.
- B. Border administration.** This subindex assesses the quality, transparency and efficiency of border administration of a country.
- C. Infrastructure.** This subindex assesses the availability and quality of transport infrastructure of a country, associated services, and communication infrastructure, necessary to facilitate the movement of goods within the country and across the border.
- D. Operating environment.** This subindex measures the quality of key institutional factors impacting the business of importers and exporters active in a country.

These four areas are in turn subdivided into components, called *pillars*, that capture more specific aspects within their respective broad issue areas. Each of them is composed of a number of indicators. Figure 1 describes the ETI framework, while Appendix A at the end of this *Report* details the composition and computation of the ETI. The seven pillars each measure critical aspects of enabling trade.

The **Market access** subindex is composed of two pillars:

- **Pillar 1: Domestic market access (6 indicators).**  
The pillar assesses the level and complexity of a

country's tariff protection as a result of its trade policy. This component includes the effective trade-weighted average tariff applied by a country, the share of goods imported duty free and the complexity of the tariff regime, measured through tariff variance, the prevalence of tariff peaks and specific tariffs, and the number of distinct tariffs.

- **Pillar 2: Foreign market access (2 indicators).**

The pillar assesses tariff barriers faced by a country's exporters in destination markets. It includes the average tariffs faced by the country as well as the margin of preference in destination markets negotiated through bilateral or regional trade agreements or granted in the form of trade preferences.

The **Border administration** subindex is composed of a single pillar:

- **Pillar 3: Efficiency and transparency of border administration (11 indicators).** The pillar assesses the efficiency and transparency of border administration. More specifically, it captures efficiency, transparency and costs associated with importing and exporting goods. It includes an assessment of the range and quality and comprehensiveness of key services offered by customs and related agencies, the average time, costs and number of documents required to, respectively, import and export goods. The pillar also assesses the time predictability of border procedures, as well as the transparency of the process, as measured by the availability and quality of information provided by border agencies and the prevalence of corruption.

The **Infrastructure** subindex is composed of three pillars:

- **Pillar 4: Availability and quality of transport infrastructure (7 indicators).** This pillar measures the availability and quality of domestic infrastructure for each of the four main modes of transport: road, air, railroad and sea port infrastructures. Air connectivity and sea line connectivity are also assessed.
- **Pillar 5: Availability and quality of transport services (6 indicators).** A necessary complement to the previous one, this pillar assesses the availability and quality of transport services, including the presence and competencies of shipping and logistics companies in the country, and the ease, cost and timeliness of shipment. In addition, this pillar includes a measure of postal efficiency.
- **Pillar 6: Availability and use of ICTs (7 indicators).** This pillar evaluates the availability and quality of information and communication technologies



### Box 3: Various Definitions of Trade Facilitation

All international organizations recognize that trade performance depends on many more factors than trade policy alone. This set of additional factors is often regrouped under the heading of *trade facilitation*. The scope of trade facilitation differs across organizations active in this field. The ETI takes a more holistic approach by considering all trade-enabling measures. For the sake of comparison, we summarize the approach of various international organisations to trade facilitation:

- **World Trade Organization.** The WTO defines trade facilitation as “the simplification and harmonisation of international trade procedures” covering the “activities, practices and formalities involved in collecting, presenting, communicating and processing data required for the movement of goods in international trade.” In the Doha Development Agenda, trade facilitation negotiations focus on freedom of transit, fees and formalities related to importing and exporting and transparency of trade regulations – which essentially relates to border procedures such as customs and port procedures and transport formalities.<sup>1</sup>
- **European Commission.** The Commission defines trade facilitation as the simplification and harmonization of international trade procedures including import and export procedures, which largely refer to the activities (practices and formalities) involved in collecting, presenting, communicating and processing the data required for the movement of goods in international trade.<sup>2</sup>
- **Organization for Economic Co-operation and Development.** For the OECD, trade facilitation is about streamlining and simplifying international trade procedures in order to allow for easier flow of goods and trade at both national and international level.<sup>3</sup>
- **United Nations Conference on Trade and Development.** For UNCTAD, any measure that eases a trade transaction and leads to time and cost reductions in the transaction cycle fits into the category of trade facilitation. The latter can be effected through more

efficient procedures and operations or through removing any deadweight economic loss and redundancies. It may cover measures regarding: (a) formalities, procedures and documents and the use of standard and electronic messages for trade transactions; (b) the physical movement of goods through improvements in services, the legal framework, and the transport and communications infrastructure, as well as the use of modern information technology tools by services providers and users; and (c) the timely discussion and dissemination of trade-related information to all concerned parties.<sup>4</sup>

- **World Customs Organization.** For the WCO trade facilitation amounts to the avoidance of unnecessary trade restrictiveness. This can be achieved by applying modern techniques and technologies, while improving the quality of controls in an internationally harmonized manner.<sup>5</sup>
- **World Bank.** The term *trade facilitation* refers to a series of complex, border and behind-border measures. Broadly defined, these measures include anything from institutional and regulatory reform to customs and port efficiency and are inherently far more intricate and costly to implement. The Bank's areas of focus are: infrastructure investment; customs modernization and border-crossing environment; streamlining of documentary requirements and information flows; automation and electronic data interchange (EDI); ports efficiency; logistics and transport services; regulation and competitiveness; transit and multimode transport; and transport security.<sup>6</sup>

#### Notes

- 1 See [http://gtad.wto.org/trta\\_subcategory.aspx?cat=33121](http://gtad.wto.org/trta_subcategory.aspx?cat=33121).
- 2 See [http://ec.europa.eu/taxation\\_customs/customs/policy\\_issues/trade\\_facilitation/index\\_en.htm](http://ec.europa.eu/taxation_customs/customs/policy_issues/trade_facilitation/index_en.htm).
- 3 See <http://www.oecd.org/tad/facilitation/whatistradefacilitation.htm>.
- 4 See [http://unctad.org/en/Docs/sdtetlb20051\\_en.pdf](http://unctad.org/en/Docs/sdtetlb20051_en.pdf).
- 5 See <http://www.wcoomd.org/en/topics/facilitation/overview/customs-procedures-and-facilitation.aspx>.
- 6 See <http://go.worldbank.org/QWGE7JNJG0>.

(ICTs) in a country, as proxied by the use of mobile telephony and Internet by the population at large, by companies for business transactions, and by the government for interacting with citizens. It also takes into account the quality of Internet access, as broadband access has become the norm to fully leverage the potential of the Internet.

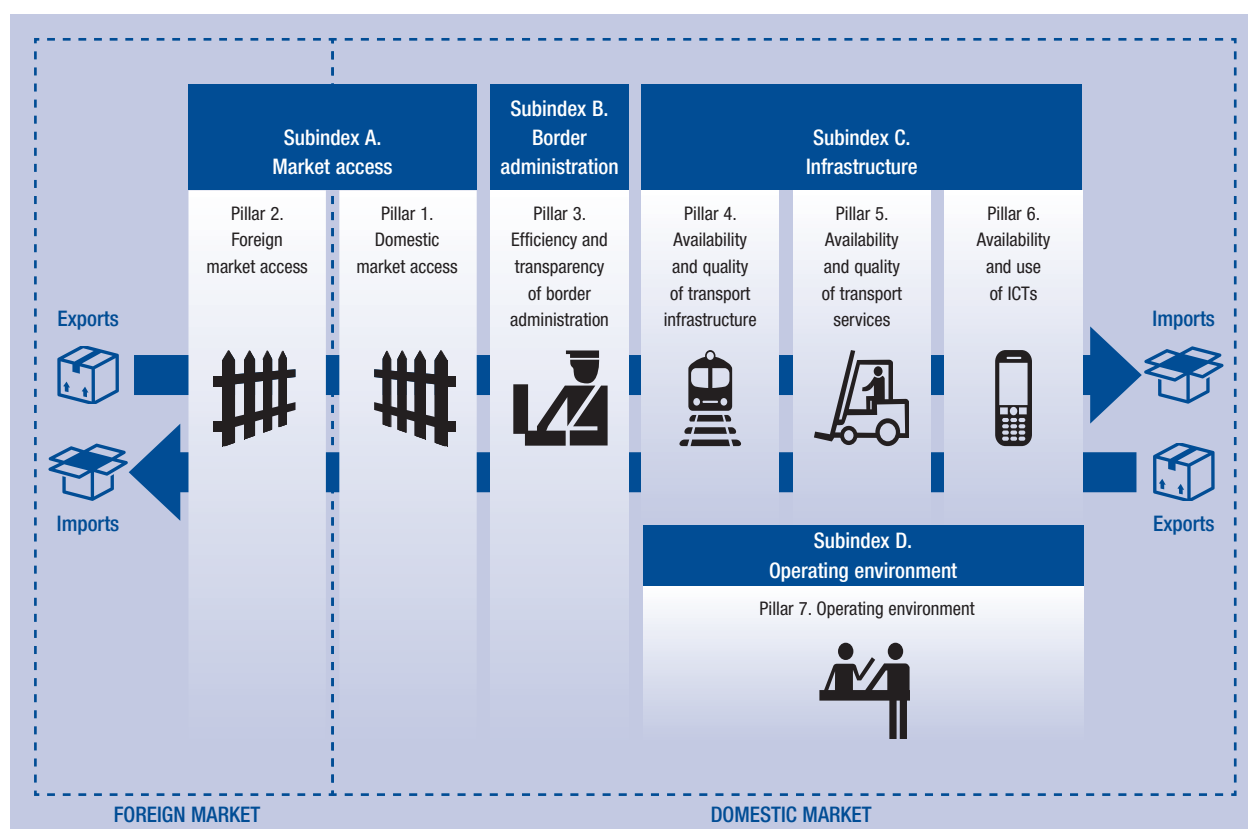
Finally, the **Operating environment** subindex is composed of a single pillar:

- **Pillar 7: Operating environment (17 indicators).** This pillar assesses the quality of a country's operating environment, which significantly impacts the capacity of companies that export, import, trade and/or transport merchandise to do business. It

assesses a country's level of protection of property rights; the quality and impartiality of its public institutions, including of the judiciary in commercial disputes; the availability of finance, including trade finance; its openness to foreign participation in terms of foreign investment and labour; as well as the level of physical security approximated by the incidence of crime and terrorism.

Pillar scores are computed as the arithmetic mean of the composing individual indicators, which are first transformed on a common scale ranging from 1 to 7, with 7 indicating the best possible outcome. Subindex scores correspond to the arithmetic means of the respective comprising pillars. Consequently, subindex and overall scores always range from 1 to 7.

Figure 1: The Enabling Trade Index Framework



Since the pilot edition in 2008, the methodology of the ETI has evolved. The framework was revamped in 2009 based on the feedback received. The methodology remained essentially unchanged in the two subsequent editions (2010 and 2012). For the 2014 edition—the fifth in the series—we have introduced a number of innovations and methodological changes to further improve the soundness of the framework and increase its relevance as a policy tool. As a result of this modernization effort, the results are not strictly comparable over time. While the four subindexes have been maintained, the number of pillars has been reduced from nine to seven. We have added a number of indicators, thus allowing for a more granular analysis, and excluded several, mostly within the operating environment subindex, that were not directly linked to enabling trade. We believe that the significant improvements to the methodology offset the costs associated with the loss of comparability over time.

Despite these latest improvements, it was not possible to fully cover some key concepts relevant to enabling trade due to a lack of data (see Box 4). We hope to fill these gaps in future editions of the ETI.

### Data

The 56 indicators used in the ETI are sourced from various organizations, several of which provided guidance and support in designing the ETI framework, creating new indicators or providing privileged or

advanced access to their proprietary datasets.

The International Trade Centre, the Global Express Association, the World Bank, the World Trade Organization and UNCTAD are among the long-standing partners of the project.<sup>1</sup>

In addition, 23 indicators, accounting for 36% of the ETI score, are derived from the World Economic Forum's Executive Opinion Survey (EOS).<sup>2</sup> The Forum has conducted the EOS annually for over 30 years, making it one of the longest-running and most extensive global surveys on the business environment.<sup>3</sup> The 2013 edition of the EOS gathered the opinion of 13,000 respondents from 148 economies. The EOS results are used in the computation of the Enabling Trade Index and other Forum indexes, including the Global Competitiveness Index, the Networked Readiness Index, the Travel & Tourism Competitiveness Index and the Gender Gap Index, as well as in a number of regional studies. In addition, the EOS data has long served a number of international and local organizations, government bodies, academia, as well as the private sector to inform policy work, strategies and investment decisions.

In terms of coverage, among the 7,728 individual data points used for the computation of the ETI 2014 (i.e. 138 economies times 56 individual indicators), only 102 (1.3%) are missing.



## Box 4. The Enabling Trade Index Framework: the Road Ahead

Governments and institutions increasingly recognize the importance of trade and trade facilitation to foster economic growth and welfare. However, negotiations and policies are too often based on partial, unreliable or outdated information. Gaps subsist in the availability of reliable and timely data for informing trade policies and assessing their impact. The lack of data is regretful not only for the purpose of this research, but in general for the analysis of trade policy and trade facilitation initiatives. By compiling a rich data set and making it readily available, we hope to contribute to filling this information gap. At the same time, we stress the importance of efforts to improve data quality, collection processes and statistical capacity. Below is a non-exhaustive list of concepts that we hope to cover or capture more accurately in future iterations of the ETI to further increase its relevance.

### Non-tariff measures

The absence of a comprehensive, rigorous and global measure of non-tariff measures (NTMs) is probably the most striking gap. The assessment of NTMs should not stop at the border, but also focus on behind-the-border measures, such as product standards, conformity assessment regulations and subsidies. The International Trade Centre (ITC) is engaged in an effort to collect data for the elaboration of an indicator on the presence of NTMs affecting international trade. Having to rely on surveys by experts in the field, the process is inevitably slow and extremely costly. The ITC is not yet in the position of providing an updated data set with a global coverage. The renewed interest for trade facilitation following the Bali agreement could encourage further efforts to collect comprehensive data on NTMs.

### Infrastructure and connectivity

Enabling trade goes beyond facilitating trade at the borders. Improving the quality of infrastructure and the connectivity with the rest of the world is fundamental in order to increase a country's integration into the global trade system and supply chains. Currently, indicators usually focus on narrow aspects of domestic infrastructure, without assessing the quality and depth of a country's connectivity (both domestic and international). The Air Connectivity Index (ACI) measures the extent to which a country is connected to the international air transport network (Arvis and Shepherd, 2011). The ACI is still a pilot, but when finalized it will be considered for inclusion in replacement of indicator 4.01, available international airline seats kilometres. A similar approach could be applied to other hub-and-spoke transport systems. The Transshipment Connectivity Index (TCI) and the Liner Shipping Connectivity Index (LSCI), produced by UNCTAD, represent an important step in this direction. The LSCI is included in the ETI as indicator 4.04.<sup>1</sup>

In 2013, the World Bank published a quantitative analysis of bilateral agreements for the liberalization of international road freight transport (Kunaka et al., 2013). The study

provides a methodological basis for future country-level assessments of the barriers and costs for cross-border freight cargo, and it could be applied to road transport and other modes of transport. This approach provides a good way for analysing governments' efforts to liberalize international transport services and therefore enable trade. It has the additional benefit of not being outcome-based. While the intensity of cross-border activities between two countries depends on a wide range of economic, political, geographic and cultural factors, analysing existing international agreements provides an indication of whether governments have set up a sound legal and regulatory framework for the provision of international transport services.

As for domestic connectivity – to the best of our knowledge – no organization has so far elaborated a comprehensive and coherent measure of the quality of infrastructure at the country level.<sup>2</sup> Consequently, we currently rely mostly on data from the Executive Opinion Survey, complemented in the case of road infrastructure by World Bank data on the percentage of paved roads within each country.

### Barriers to trade in services

An efficient, global market for services is a powerful enabler of merchandise trade. This applies not only to transportation services, but more generally to all professional services (which are among the most protected) as well as retail, telecommunications and finance. The World Bank and the OECD have recently launched the Services Trade Restrictions Database, compiling information on barriers to services trade for 103 countries and constructing Services Trade Restrictions Indexes (STRIs) at the country and country-sector level (Borchert et al., 2012). As coverage expands we hope to include data from the STRIs in the ETI.

### Notes

- 1 In consultation with UNCTAD, given the very high correlation between the LSCI and TCI, we decided to include only the LSCI in the ETI.
- 2 While aggregate measures of infrastructure quality exist for specific groups of countries, none of them covers a sufficient number of the 138 countries analysed by this report

### References

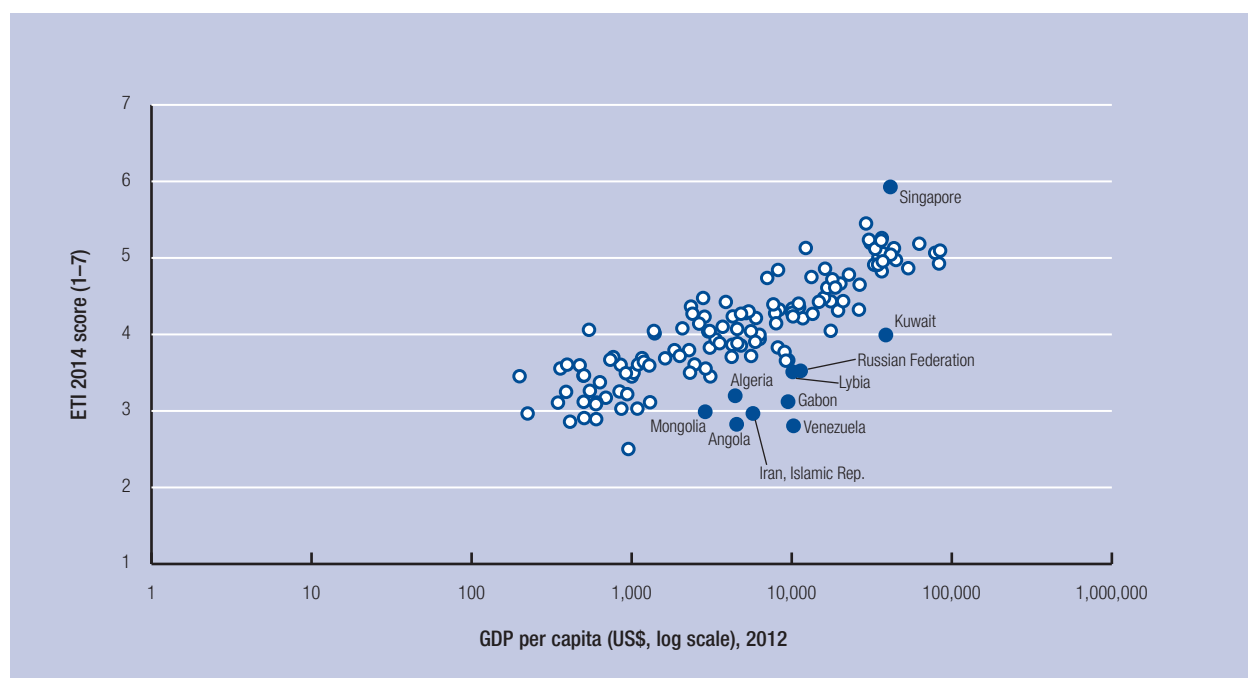
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- Kunaka, C. V. Tanase, P. Latrille, and P. Krausz. 2013. "Quantitative Analysis of Road Transport Agreements (QuARTA)". Washington DC: The World Bank.

## Country Coverage

For the 2014 edition, coverage increased from 132 to 138 economies, which together account for 98.8% of world GDP and 98.3% of world merchandise trade.<sup>4</sup> Bhutan, Gabon, Guinea, Lao PDR, Liberia, Libya, Malta and Myanmar are covered for the first time, while we had to exclude Syria and Tajikistan, two countries where

it was not possible to administer the EOS, which is a key data component of the ETI. Data availability is the key factor driving coverage expansion. Among the 138 economies, 85 (62%) have data for all 56 indicators. A further 40 (29%) are missing one or two data points across the entire Index. The remaining 13 economies are missing three or four data points.

Figure 2: GDP per capita and the Enabling Trade Index 2014



Sources: IMF, *World Economic Outlook* (October 2013 edition) and World Economic Forum.

## ENABLING TRADE INDEX 2014 RESULTS

Tables 1–5 present the rankings for the overall ETI, the four subindexes, and five of the seven pillars of the Enabling Trade Index. Rankings and scores for pillars 3 and 7 are not reported since they are the same as for the border administration subindex and the operating environment subindex, respectively.

### General Trends

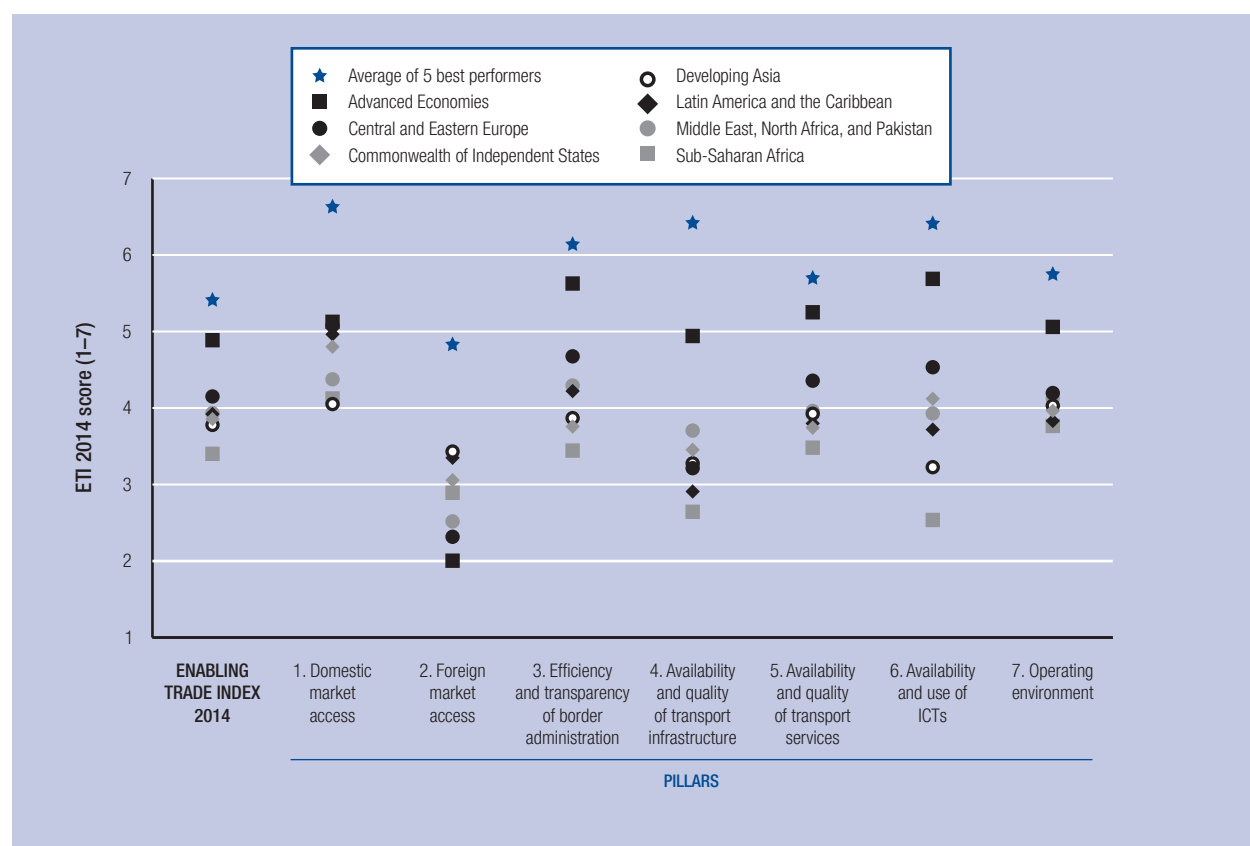
Not unexpectedly, advanced economies are better at enabling trade than developing countries. They dominate the ETI rankings, with 17 advanced economies among the top 20. These countries typically enjoy lower trade costs not only because their tariffs are low, but also because economic development itself is intimately associated with enhanced capabilities in administration, infrastructure and telecommunications and regulation. As developing countries take on a more prominent role in the global economy and are becoming the drivers of international trade, these issues are bound to assume increasing significance.

Performance in the ETI largely mirrors the position on the development ladder. A higher level of income is typically associated with a higher ETI score (see Figure 2). High-income countries perform systematically better across the different pillars, with the noteworthy exception of the foreign market access pillar, where the relation is inversed (see Figure 4). Expectedly, low-income countries typically enjoy better market access conditions abroad, notably through preferential trade agreements.<sup>5</sup> In other pillars, the gap between advanced economies and the developing world remains large.

Despite the strength of the relationship between income and performance in the ETI, there are exceptions. More open economies (as measured by the sum of merchandise imports and exports, divided by GDP) perform better, all else being equal. Global trade hubs like Singapore, Hong Kong SAR, the Netherlands, the UAE and Taiwan, as well as certain export-led economies such as Malaysia, Thailand, Vietnam and Cambodia, typically do better than most of the other, more closed economies at a similar stage of development. Figure 2 also reveals that commodity-rich countries perform, on average, much worse than other nations with a similar level of income. Among the 29 countries where mineral products account for more than 50% of total exports, 21 score below their respective income group averages.<sup>6</sup> In addition, in the four lowest-ranked countries in the ETI (Guinea, Angola, Venezuela and Chad, which ranks last) and 14 of the bottom 20, the share of mineral products in total exports is above 70%. And the worst performers in Latin America (Venezuela), Developing Asia (Mongolia), Middle East and North Africa (Iran), and Sub-Saharan Africa (Chad) have a share above 70%.

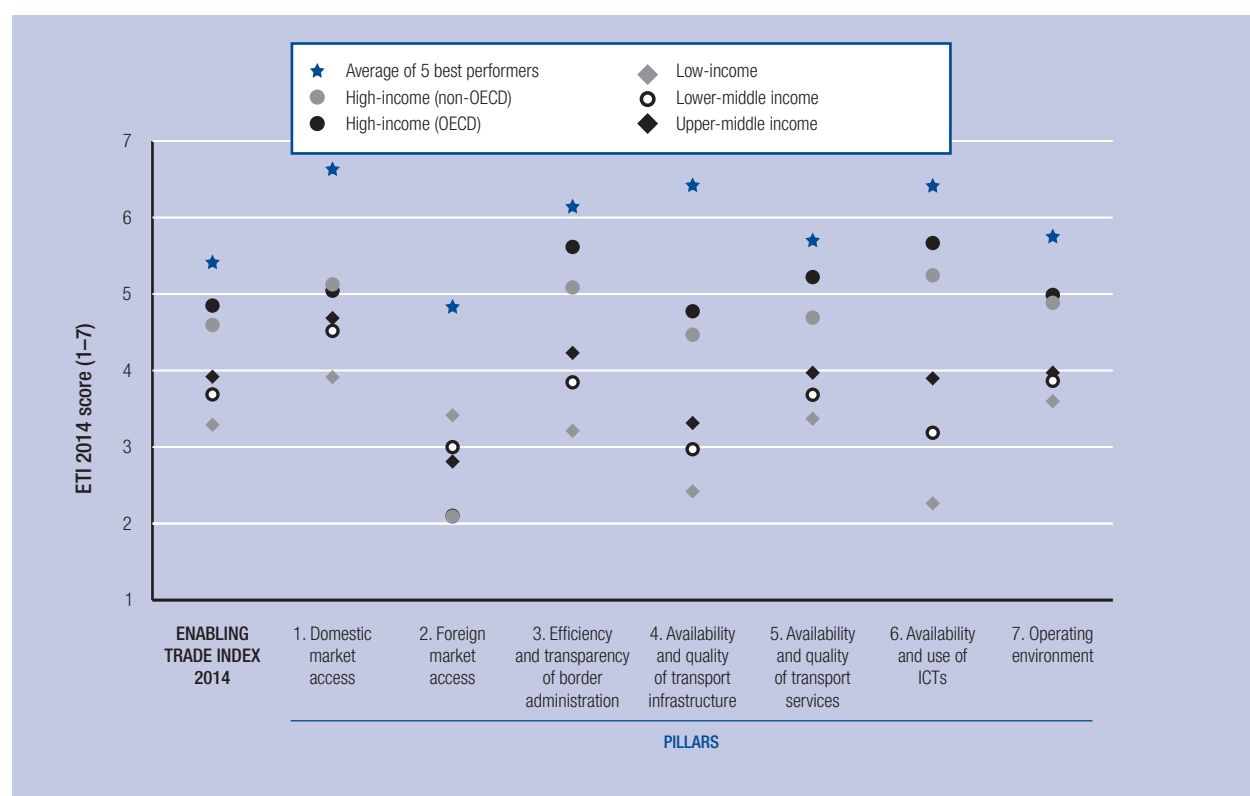
Within the developing world, differences across regions are relatively small, although some patterns emerge (see Figure 3). Central and Eastern Europe outperforms the other regions by a small margin in five of the seven pillars of the index. The region is dominated by Eastern members of the EU, namely Latvia (41st), Lithuania (44th), and Poland (45th). At the other end of the spectrum, the Sub-Saharan Africa region, home

Figure 3: The Enabling Trade Index 2014: Regional averages and best performers



Note: Based on IMF classification (see Table 1).

Figure 4: The Enabling Trade Index 2014: Income group averages and best performers



Note: Based on World Bank classification (see Table 1).

Table 1: The Enabling Trade Index 2014 rankings

Country / Economy	Rank	Score (1–7)	Region*	Income†	Country / Economy	Rank	Score (1–7)	Region*	Income†
Singapore	1	5.9	ADV	HIC	Bulgaria	70	4.0	CEE	UMC
Hong Kong SAR	2	5.5	ADV	HIC	El Salvador	71	4.0	CAC	LMC
Netherlands	3	5.3	ADV	HIC-OECD	Vietnam	72	4.0	DA	LMC
New Zealand	4	5.2	ADV	HIC-OECD	Colombia	73	4.0	SA	UMC
Finland	5	5.2	ADV	HIC-OECD	Kuwait	74	4.0	MENAP	HIC
United Kingdom	6	5.2	ADV	HIC-OECD	Romania	75	3.9	CEE	UMC
Switzerland	7	5.2	ADV	HIC-OECD	Tunisia	76	3.9	MENAP	UMC
Chile	8	5.1	SA	HIC-OECD	Azerbaijan	77	3.9	CIS	UMC
Sweden	9	5.1	ADV	HIC-OECD	Bosnia and Herzegovina	78	3.9	CEE	UMC
Germany	10	5.1	ADV	HIC-OECD	Dominican Republic	79	3.9	CAC	UMC
Luxembourg	11	5.1	ADV	HIC-OECD	Jamaica	80	3.9	CAC	UMC
Norway	12	5.1	ADV	HIC-OECD	Namibia	81	3.9	SSA	UMC
Japan	13	5.1	ADV	HIC-OECD	Lebanon	82	3.8	MENAP	UMC
Canada	14	5.0	ADV	HIC-OECD	Ukraine	83	3.8	CIS	LMC
United States	15	5.0	ADV	HIC-OECD	Sri Lanka	84	3.8	DA	LMC
United Arab Emirates	16	5.0	MENAP	HIC	Honduras	85	3.8	CAC	LMC
Denmark	17	5.0	ADV	HIC-OECD	Brazil	86	3.8	SA	UMC
Austria	18	5.0	ADV	HIC-OECD	Bolivia	87	3.7	SA	LMC
Qatar	19	4.9	MENAP	HIC	Botswana	88	3.7	SSA	UMC
Belgium	20	4.9	ADV	HIC-OECD	Serbia	89	3.7	CEE	UMC
France	21	4.9	ADV	HIC-OECD	Kenya	90	3.7	SSA	LIC
Iceland	22	4.9	ADV	HIC-OECD	Zambia	91	3.7	SSA	LMC
Australia	23	4.9	ADV	HIC-OECD	Moldova	92	3.7	CIS	LMC
Taiwan, China	24	4.9	ADV	HIC	Cambodia	93	3.7	DA	LIC
Malaysia	25	4.8	DA	UMC	Kazakhstan	94	3.7	CIS	UMC
Ireland	26	4.8	ADV	HIC-OECD	Argentina	95	3.7	SA	UMC
Spain	27	4.8	ADV	HIC-OECD	India	96	3.6	DA	LMC
Estonia	28	4.8	ADV	HIC-OECD	Egypt	97	3.6	MENAP	LMC
Mauritius	29	4.7	SSA	UMC	Lao PDR	98	3.6	DA	LMC
Korea, Rep.	30	4.7	ADV	HIC-OECD	Gambia, The	99	3.6	SSA	LIC
Oman	31	4.7	MENAP	HIC	Senegal	100	3.6	SSA	LMC
Israel	32	4.7	ADV	HIC-OECD	Uganda	101	3.6	SSA	LIC
Bahrain	33	4.6	MENAP	HIC	Ghana	102	3.6	SSA	LMC
Malta	34	4.6	ADV	HIC	Madagascar	103	3.6	SSA	LIC
Portugal	35	4.5	ADV	HIC-OECD	Guyana	104	3.6	SA	LMC
Georgia	36	4.5	CIS	LMC	Russian Federation	105	3.5	CIS	HIC
Cyprus	37	4.4	ADV	HIC	Libya	106	3.5	MENAP	UMC
Slovenia	38	4.4	ADV	HIC-OECD	Bhutan	107	3.5	DA	LMC
Czech Republic	39	4.4	ADV	HIC-OECD	Lesotho	108	3.5	SSA	LMC
Jordan	40	4.4	MENAP	UMC	Kyrgyz Republic	109	3.5	CIS	LIC
Latvia	41	4.4	CEE	HIC	Mozambique	110	3.5	SSA	LIC
Costa Rica	42	4.4	CAC	UMC	Tanzania	111	3.5	SSA	LIC
Morocco	43	4.4	MENAP	LMC	Malawi	112	3.5	SSA	LIC
Lithuania	44	4.4	CEE	HIC	Paraguay	113	3.5	SA	LMC
Poland	45	4.3	CEE	HIC-OECD	Pakistan	114	3.5	MENAP	LMC
Turkey	46	4.3	CEE	UMC	Bangladesh	115	3.4	DA	LIC
Italy	47	4.3	ADV	HIC-OECD	Nepal	116	3.3	DA	LIC
Saudi Arabia	48	4.3	MENAP	HIC	Côte d'Ivoire	117	3.3	SSA	LMC
Montenegro	49	4.3	CEE	UMC	Ethiopia	118	3.2	SSA	LIC
Hungary	50	4.3	CEE	UMC	Cameroon	119	3.2	SSA	LMC
Peru	51	4.3	SA	UMC	Algeria	120	3.2	MENAP	UMC
Panama	52	4.3	CAC	UMC	Myanmar	121	3.2	DA	LIC
Armenia	53	4.3	CIS	LMC	Gabon	122	3.1	SSA	UMC
China	54	4.3	DA	UMC	Mali	123	3.1	SSA	LIC
Slovak Republic	55	4.3	ADV	HIC-OECD	Nigeria	124	3.1	SSA	LMC
Croatia	56	4.2	CEE	HIC	Haiti	125	3.1	CAC	LIC
Thailand	57	4.2	DA	UMC	Liberia	126	3.1	SSA	LIC
Indonesia	58	4.2	DA	LMC	Benin	127	3.1	SSA	LIC
South Africa	59	4.2	SSA	UMC	Yemen	128	3.0	MENAP	LMC
Uruguay	60	4.2	SA	HIC	Mauritania	129	3.0	MENAP	LMC
Mexico	61	4.1	CAC	UMC	Mongolia	130	3.0	DA	LMC
Guatemala	62	4.1	CAC	LMC	Iran, Islamic Rep.	131	3.0	MENAP	UMC
Macedonia, FYR	63	4.1	CEE	UMC	Burundi	132	3.0	SSA	LIC
Philippines	64	4.1	DA	LMC	Burkina Faso	133	2.9	SSA	LIC
Ecuador	65	4.1	SA	UMC	Zimbabwe	134	2.9	SSA	LIC
Rwanda	66	4.1	SSA	LIC	Guinea	135	2.9	SSA	LIC
Greece	67	4.0	ADV	HIC-OECD	Angola	136	2.8	SSA	UMC
Nicaragua	68	4.0	CAC	LMC	Venezuela	137	2.8	SA	UMC
Albania	69	4.0	CEE	UMC	Chad	138	2.5	SSA	LIC

\* Region (adapted from IMF classification): ADV = Advanced economies; CAC = Central America and the Caribbean; CEE = Central and Eastern Europe; CIS = Commonwealth of Independent States; DA = Developing Asia; MENAP = Middle East, North Africa, and Pakistan; SA = South America; and SSA = Sub-Saharan Africa.

† Income group (World Bank classification): HIC-OECD = High income OECD; HIC = Other high income; UMC = Upper-middle income; LMC = Lower-middle income; and LIC = Low income.

**Table 2: Market access subindex rankings**

## Market access subindex

Rank	Country/Economy	Score (1–7)	Rank	Country/Economy	Score (1–7)	Rank	Country/Economy	Score (1–7)	Rank	Country/Economy	Score (1–7)
1	Chile	5.5	70	United States	3.5	1	Hong Kong SAR	7.0	46	Spain	4.9
2	Singapore	5.5	71	Switzerland	3.5	1	Libya	7.0	46	Sweden	4.9
3	Mauritius	5.3	72	Bahrain	3.5	3	Singapore	7.0	46	United Kingdom	4.9
4	Peru	5.0	73	Panama	3.5	4	Mauritius	6.1	73	Uganda	4.9
5	Libya	4.8	74	Australia	3.4	5	New Zealand	6.1	74	United Arab Emirates	4.9
6	El Salvador	4.7	75	Austria	3.4	6	Nicaragua	6.0	75	Malaysia	4.8
7	Nicaragua	4.7	75	Belgium	3.4	7	Georgia	6.0	76	Vietnam	4.8
8	Costa Rica	4.7	75	Bulgaria	3.4	8	Guatemala	6.0	77	Bahrain	4.8
9	Armenia	4.6	75	Cyprus	3.4	9	Chile	5.9	78	Dominican Republic	4.7
10	Honduras	4.6	75	Czech Republic	3.4	10	Qatar	5.9	79	Yemen	4.7
11	Philippines	4.6	75	Denmark	3.4	11	Albania	5.9	80	Saudi Arabia	4.7
12	Guatemala	4.6	75	Estonia	3.4	12	Armenia	5.8	81	Burundi	4.7
13	Georgia	4.6	75	Finland	3.4	13	Peru	5.8	82	Kyrgyz Republic	4.7
14	Uganda	4.5	75	France	3.4	14	El Salvador	5.7	83	Bolivia	4.7
15	Malawi	4.5	75	Germany	3.4	15	Montenegro	5.7	84	Kenya	4.6
16	Colombia	4.5	75	Greece	3.4	16	Canada	5.7	85	Switzerland	4.6
17	Albania	4.4	75	Hungary	3.4	17	Honduras	5.7	86	Panama	4.6
18	Mexico	4.4	75	Ireland	3.4	18	Australia	5.6	87	Tanzania	4.6
19	Rwanda	4.4	75	Italy	3.4	19	Philippines	5.6	88	Kuwait	4.5
20	Indonesia	4.4	75	Latvia	3.4	20	Costa Rica	5.5	89	Mozambique	4.5
21	Iceland	4.3	75	Lithuania	3.4	21	Iceland	5.5	90	Argentina	4.4
22	New Zealand	4.3	75	Luxembourg	3.4	22	Ukraine	5.5	91	Madagascar	4.4
23	Zambia	4.3	75	Malta	3.4	23	Macedonia, FYR	5.5	92	Mongolia	4.4
24	Madagascar	4.3	75	Netherlands	3.4	24	Botswana	5.4	93	Jamaica	4.4
25	Myanmar	4.3	75	Poland	3.4	25	Namibia	5.4	94	Sri Lanka	4.4
26	Bolivia	4.3	75	Portugal	3.4	26	Indonesia	5.4	95	Azerbaijan	4.3
27	Moldova	4.3	75	Romania	3.4	27	United States	5.3	96	Jordan	4.3
28	Macedonia, FYR	4.3	75	Slovak Republic	3.4	28	Japan	5.3	97	Myanmar	4.3
29	Mozambique	4.2	75	Slovenia	3.4	29	Israel	5.3	98	China	4.2
30	Ecuador	4.2	75	Spain	3.4	30	Bosnia and Herzegovina	5.3	99	Tunisia	4.2
31	Tanzania	4.2	75	Sweden	3.4	31	Croatia	5.2	100	Morocco	4.2
32	Kyrgyz Republic	4.2	75	United Kingdom	3.4	32	Oman	5.2	101	Lebanon	4.1
33	Montenegro	4.2	102	Bhutan	3.4	33	Mexico	5.2	102	Lesotho	4.1
34	Vietnam	4.2	103	Egypt	3.3	34	Turkey	5.1	103	Haiti	4.1
35	Uruguay	4.1	104	Sri Lanka	3.3	35	Ecuador	5.1	104	Korea, Rep.	4.1
36	Cambodia	4.1	105	Saudi Arabia	3.3	36	Colombia	5.1	105	Mali	4.1
37	Hong Kong SAR	4.1	106	Mauritania	3.3	37	Paraguay	5.1	106	Ghana	4.0
38	Ukraine	4.1	107	Angola	3.3	38	Moldova	5.0	107	Serbia	4.0
39	Lao PDR	4.1	108	Kazakhstan	3.2	39	Zambia	5.0	108	Brazil	4.0
40	Malaysia	4.0	109	United Arab Emirates	3.2	40	Taiwan, China	5.0	109	Bhutan	3.9
41	Canada	4.0	110	Brazil	3.2	41	Norway	5.0	110	Burkina Faso	3.8
42	Kenya	4.0	111	Japan	3.2	42	Rwanda	5.0	111	Guyana	3.8
43	Jordan	4.0	112	Serbia	3.2	43	South Africa	5.0	112	Kazakhstan	3.8
44	Burundi	4.0	113	Kuwait	3.2	44	Uruguay	4.9	113	Thailand	3.7
45	Bosnia and Herzegovina	4.0	114	Ethiopia	3.2	45	Malawi	4.9	114	Senegal	3.6
46	Namibia	4.0	115	Senegal	3.1	46	Austria	4.9	115	Côte d'Ivoire	3.6
47	Lesotho	3.9	116	Mali	3.1	46	Belgium	4.9	116	Angola	3.6
48	Haiti	3.9	117	Cameroon	3.1	46	Bulgaria	4.9	117	Benin	3.5
49	Israel	3.9	118	Burkina Faso	3.1	46	Cyprus	4.9	118	Mauritania	3.5
50	Croatia	3.9	119	China	3.1	46	Czech Republic	4.9	119	Guinea	3.5
51	Thailand	3.9	120	Korea, Rep.	3.1	46	Denmark	4.9	120	Venezuela	3.5
52	Tunisia	3.9	121	Taiwan, China	3.0	46	Estonia	4.9	121	Lao PDR	3.4
53	Morocco	3.8	122	Ghana	3.0	46	Finland	4.9	122	Nigeria	3.4
54	Oman	3.8	123	Chad	3.0	46	France	4.9	123	Algeria	3.4
55	Argentina	3.8	124	Benin	3.0	46	Germany	4.9	124	Ethiopia	3.4
56	Norway	3.8	125	Côte d'Ivoire	2.9	46	Greece	4.9	125	Cameroon	3.4
57	Bangladesh	3.8	126	Mongolia	2.9	46	Hungary	4.9	126	Bangladesh	3.4
58	Jamaica	3.8	127	Venezuela	2.9	46	Ireland	4.9	127	Russian Federation	3.3
59	Qatar	3.8	128	Algeria	2.8	46	Italy	4.9	128	Egypt	3.3
60	Lebanon	3.8	129	Gambia, The	2.8	46	Latvia	4.9	129	Liberia	3.3
61	Nepal	3.7	130	Zimbabwe	2.8	46	Lithuania	4.9	130	Gambia, The	3.2
62	Turkey	3.7	131	Guinea	2.8	46	Luxembourg	4.9	131	Pakistan	3.2
63	Botswana	3.7	132	Russian Federation	2.8	46	Malta	4.9	132	Gabon	3.0
64	Paraguay	3.6	133	Pakistan	2.7	46	Netherlands	4.9	133	Cambodia	2.9
65	Yemen	3.6	134	Gabon	2.5	46	Poland	4.9	134	Chad	2.9
66	Azerbaijan	3.6	135	Nigeria	2.5	46	Portugal	4.9	135	India	2.9
67	Dominican Republic	3.6	136	India	2.4	46	Romania	4.9	136	Nepal	2.8
68	Guyana	3.6	137	Liberia	2.2	46	Slovak Republic	4.9	137	Zimbabwe	2.4
69	South Africa	3.6	138	Iran, Islamic Rep.	1.9	46	Slovenia	4.9	138	Iran, Islamic Rep.	2.4

(Cont'd.)

**Table 2: Market access subindex rankings (cont'd.)**

Pillar 2: Foreign market access

Rank	Country/Economy	Score (1–7)	Rank	Country/Economy	Score (1–7)
1	Cambodia	5.3	70	Dominican Republic	2.5
2	Chile	5.1	71	Switzerland	2.5
3	Nepal	4.7	72	Oman	2.5
4	Lao PDR	4.7	73	Israel	2.4
5	Mauritius	4.5	74	Benin	2.4
6	Myanmar	4.4	75	Gambia, The	2.4
7	Bangladesh	4.2	76	Canada	2.4
8	Madagascar	4.2	77	Brazil	2.4
9	Peru	4.2	78	Panama	2.4
10	Uganda	4.2	79	Serbia	2.3
11	Malawi	4.1	80	Turkey	2.3
12	Thailand	4.0	81	Burkina Faso	2.3
13	Singapore	3.9	82	Algeria	2.3
14	Mozambique	3.9	83	Côte d'Ivoire	2.3
15	Bolivia	3.9	84	Russian Federation	2.2
16	Costa Rica	3.9	85	Sri Lanka	2.2
17	Tanzania	3.9	86	Venezuela	2.2
18	Colombia	3.8	87	Bahrain	2.2
19	Kyrgyz Republic	3.8	88	Paraguay	2.2
20	Rwanda	3.8	89	Pakistan	2.2
21	El Salvador	3.7	90	Mali	2.2
22	Haiti	3.7	91	South Africa	2.2
23	Lesotho	3.7	92	Guinea	2.1
24	Jordan	3.6	93	Korea, Rep.	2.0
25	Zambia	3.6	94	India	2.0
26	Philippines	3.6	95	Ghana	2.0
27	Honduras	3.6	96	Gabon	1.9
28	Vietnam	3.6	97	Austria	1.9
29	Mexico	3.5	97	Belgium	1.9
30	Nicaragua	3.5	97	Bulgaria	1.9
31	Tunisia	3.5	97	Cyprus	1.9
32	Morocco	3.5	97	Czech Republic	1.9
33	Moldova	3.5	97	Denmark	1.9
34	Armenia	3.5	97	Estonia	1.9
35	Lebanon	3.4	97	Finland	1.9
36	Ecuador	3.4	97	France	1.9
37	Indonesia	3.4	97	Germany	1.9
38	Kenya	3.3	97	Greece	1.9
39	Egypt	3.3	97	Hungary	1.9
40	Guyana	3.3	97	Ireland	1.9
41	Uruguay	3.3	97	Italy	1.9
42	Malaysia	3.3	97	Latvia	1.9
43	Burundi	3.3	97	Lithuania	1.9
44	Argentina	3.2	97	Luxembourg	1.9
45	Jamaica	3.2	97	Malta	1.9
46	Iceland	3.2	97	Netherlands	1.9
47	Guatemala	3.2	97	Poland	1.9
48	Zimbabwe	3.2	97	Portugal	1.9
49	Georgia	3.2	97	Romania	1.9
50	Macedonia, FYR	3.1	97	Slovak Republic	1.9
51	Chad	3.1	97	Slovenia	1.9
52	Mauritania	3.0	97	Spain	1.9
53	Albania	3.0	97	Sweden	1.9
54	Ethiopia	2.9	97	United Kingdom	1.9
55	Angola	2.9	124	Botswana	1.9
56	Azerbaijan	2.9	125	China	1.9
57	Bhutan	2.8	126	Kuwait	1.8
58	Cameroon	2.8	127	Saudi Arabia	1.8
59	Kazakhstan	2.7	128	United States	1.7
60	Montenegro	2.7	129	Qatar	1.7
61	Ukraine	2.7	130	United Arab Emirates	1.6
62	Bosnia and Herzegovina	2.7	131	Nigeria	1.5
63	Norway	2.6	132	Mongolia	1.4
64	Senegal	2.6	133	Iran, Islamic Rep.	1.4
65	New Zealand	2.6	134	Australia	1.2
66	Libya	2.6	135	Hong Kong SAR	1.2
67	Yemen	2.5	136	Liberia	1.1
68	Croatia	2.5	137	Taiwan, China	1.1
69	Namibia	2.5	138	Japan	1.1

**Table 3: Border administration subindex rankings**

Pillar 3: Efficiency and transparency of border administration\*

Rank	Country/Economy	Score (1–7)	Rank	Country/Economy	Score (1–7)
1	Singapore	6.3	70	Albania	4.0
2	Finland	5.5	71	Philippines	4.0
3	Sweden	5.3	72	Pakistan	4.0
4	Netherlands	5.2	73	Armenia	4.0
5	Japan	5.2	74	India	4.0
6	New Zealand	5.2	75	Senegal	3.9
7	United Kingdom	5.2	76	Jamaica	3.9
8	Estonia	5.1	77	Lebanon	3.9
9	Denmark	5.1	78	Serbia	3.9
10	Austria	5.1	79	Tunisia	3.9
11	Hong Kong SAR	5.1	80	Brazil	3.9
12	Switzerland	5.1	81	Gambia, The	3.9
13	Germany	5.0	82	Honduras	3.8
14	Ireland	5.0	83	Ghana	3.8
15	Luxembourg	5.0	84	El Salvador	3.8
16	Norway	5.0	85	Macedonia, FYR	3.8
17	United Arab Emirates	5.0	86	Vietnam	3.8
18	Taiwan, China	5.0	87	Sri Lanka	3.7
19	Korea, Rep.	4.9	88	Guyana	3.7
20	Canada	4.9	89	Rwanda	3.7
21	United States	4.9	90	Bosnia and Herzegovina	3.7
22	Australia	4.9	91	Madagascar	3.7
23	Belgium	4.9	92	Namibia	3.7
24	Iceland	4.9	93	Bolivia	3.7
25	Spain	4.8	94	Azerbaijan	3.7
26	Chile	4.8	95	Liberia	3.7
27	France	4.8	96	Argentina	3.6
28	Slovenia	4.8	97	Nigeria	3.6
29	Israel	4.7	98	Algeria	3.6
30	Latvia	4.7	99	Gabon	3.6
31	Poland	4.7	100	Ukraine	3.6
32	Malta	4.7	101	Kenya	3.6
33	Malaysia	4.6	102	Bhutan	3.6
34	Lithuania	4.6	103	Russian Federation	3.6
35	Georgia	4.5	104	Lesotho	3.6
36	Qatar	4.5	105	Mozambique	3.5
37	Czech Republic	4.4	106	Côte d'Ivoire	3.5
38	Hungary	4.4	107	Botswana	3.5
39	Jordan	4.4	108	Cambodia	3.5
40	Oman	4.4	109	Egypt	3.5
41	Bahrain	4.4	110	Ethiopia	3.5
42	Cyprus	4.4	111	Tanzania	3.5
43	Portugal	4.4	112	Benin	3.5
44	Turkey	4.4	113	Libya	3.5
45	Morocco	4.3	114	Lao PDR	3.5
46	Costa Rica	4.3	115	Uganda	3.4
47	Italy	4.3	116	Moldova	3.3
48	China	4.3	117	Myanmar	3.3
49	South Africa	4.3	118	Kyrgyz Republic	3.2
50	Slovak Republic	4.3	119	Iran, Islamic Rep.	3.2
51	Peru	4.3	120	Paraguay	3.2
52	Saudi Arabia	4.3	121	Cameroon	3.2
53	Mauritius	4.3	122	Guinea	3.1
54	Montenegro	4.3	123	Bangladesh	3.1
55	Panama	4.3	124	Yemen	3.1
56	Thailand	4.2	125	Nepal	3.1
57	Bulgaria	4.2	126	Haiti	3.1
58	Romania	4.2	127	Kazakhstan	3.1
59	Greece	4.2	128	Mauritania	3.0
60	Nicaragua	4.2	129	Zambia	3.0
61	Guatemala	4.1	130	Malawi	3.0
62	Mexico	4.1	131	Angola	3.0
63	Dominican Republic	4.1	132	Mali	3.0
64	Ecuador	4.1	133	Venezuela	2.9
65	Croatia	4.1	134	Zimbabwe	2.9
66	Kuwait	4.1	135	Burkina Faso	2.9
67	Uruguay	4.0	136	Burundi	2.8
68	Colombia	4.0	137	Mongolia	2.8
69	Indonesia	4.0	138	Chad	2.5

\* Since this subindex is made up of only one pillar, data for this subindex and pillar 3 are identical.



**Table 4: Infrastructure subindex rankings**

Infrastructure subindex

Rank	Country/Economy	Score (1–7)	Rank	Country/Economy	Score (1–7)	Rank	Country/Economy	Score (1–7)	Rank	Country/Economy	Score (1–7)
1	Singapore	6.1	70	El Salvador	3.8	1	United Arab Emirates	6.5	70	Tunisia	3.4
2	Hong Kong SAR	6.0	71	Georgia	3.8	2	Singapore	6.5	71	Bulgaria	3.3
3	Netherlands	6.0	72	Dominican Republic	3.7	3	Hong Kong SAR	6.5	72	Guatemala	3.3
4	United Kingdom	6.0	73	Armenia	3.7	4	France	6.3	73	Latvia	3.3
5	Japan	5.9	74	Lebanon	3.7	5	Germany	6.3	74	Vietnam	3.3
6	Germany	5.9	75	Jamaica	3.7	6	Spain	6.1	75	El Salvador	3.3
7	Korea, Rep.	5.8	76	Argentina	3.7	7	Japan	6.0	76	Poland	3.3
8	United States	5.8	77	Tunisia	3.7	8	United States	6.0	77	Rwanda	3.2
9	France	5.8	78	Guatemala	3.7	9	Netherlands	6.0	78	Estonia	3.2
10	United Arab Emirates	5.8	79	Uruguay	3.6	10	United Kingdom	5.9	79	Botswana	3.1
11	Switzerland	5.7	80	Macedonia, FYR	3.6	11	Korea, Rep.	5.7	80	Ecuador	3.1
12	Spain	5.6	81	Ecuador	3.6	12	Switzerland	5.7	81	Montenegro	3.1
13	Luxembourg	5.6	82	Namibia	3.5	13	Taiwan, China	5.4	82	Macedonia, FYR	3.0
14	Finland	5.5	83	Sri Lanka	3.5	14	Malaysia	5.3	83	Gambia, The	3.0
15	Taiwan, China	5.5	84	Colombia	3.5	15	Belgium	5.2	84	Mali	3.0
16	Denmark	5.5	85	Costa Rica	3.5	16	China	5.1	85	Kenya	2.9
17	Sweden	5.5	86	Botswana	3.5	17	Luxembourg	5.0	86	Moldova	2.9
18	Belgium	5.4	87	Moldova	3.5	18	Austria	5.0	87	Zimbabwe	2.8
19	Austria	5.3	88	Bosnia and Herzegovina	3.4	19	Canada	4.9	88	Senegal	2.8
20	Australia	5.2	89	Philippines	3.4	20	Finland	4.8	89	Bosnia and Herzegovina	2.8
21	Norway	5.2	90	Albania	3.4	21	Portugal	4.8	90	Bhutan	2.8
22	Canada	5.2	91	Peru	3.4	22	Italy	4.8	91	Lao PDR	2.8
23	Malaysia	5.1	92	Iran, Islamic Rep.	3.4	23	Denmark	4.8	92	Algeria	2.7
24	Qatar	5.1	93	Kenya	3.3	24	Australia	4.5	93	Ethiopia	2.7
25	New Zealand	5.0	94	Pakistan	3.3	25	Czech Republic	4.5	94	Ghana	2.7
26	Portugal	5.0	95	Ghana	3.2	26	Turkey	4.5	95	Argentina	2.7
27	Ireland	4.9	96	Rwanda	3.1	27	Oman	4.4	96	Philippines	2.7
28	Czech Republic	4.9	97	Paraguay	3.1	28	Thailand	4.4	97	Lesotho	2.7
29	Bahrain	4.9	98	Mali	3.1	29	Malta	4.4	98	Zambia	2.7
30	Iceland	4.8	99	Gambia, The	3.1	30	Qatar	4.4	99	Romania	2.7
31	Malta	4.8	100	Venezuela	3.1	31	Panama	4.4	100	Malawi	2.7
32	Italy	4.8	101	Cambodia	3.1	32	Bahrain	4.4	101	Peru	2.7
33	Israel	4.8	102	Senegal	3.1	33	Ireland	4.3	102	Brazil	2.7
34	Estonia	4.6	103	Mongolia	3.0	34	India	4.3	103	Serbia	2.6
35	Slovenia	4.6	104	Kyrgyz Republic	3.0	35	Sweden	4.3	104	Honduras	2.6
36	China	4.6	105	Bolivia	3.0	36	Morocco	4.3	105	Kyrgyz Republic	2.6
37	Saudi Arabia	4.5	106	Honduras	3.0	37	Mauritius	4.2	106	Côte d'Ivoire	2.6
38	Oman	4.5	107	Zimbabwe	3.0	38	Saudi Arabia	4.1	107	Uruguay	2.6
39	Lithuania	4.5	108	Côte d'Ivoire	3.0	39	New Zealand	4.1	108	Nicaragua	2.6
40	Slovak Republic	4.4	109	Bhutan	3.0	40	Israel	4.0	109	Libya	2.6
41	Latvia	4.4	110	Nigeria	2.9	41	Cyprus	4.0	110	Bolivia	2.5
42	Croatia	4.4	111	Nicaragua	2.9	42	Russian Federation	3.9	111	Paraguay	2.5
43	Hungary	4.4	112	Algeria	2.9	43	Slovenia	3.9	112	Colombia	2.5
44	Chile	4.4	113	Zambia	2.9	44	Norway	3.9	113	Cambodia	2.5
45	Panama	4.3	114	Guyana	2.9	45	Azerbaijan	3.9	114	Cameroon	2.5
46	Thailand	4.3	115	Lao PDR	2.9	46	Jamaica	3.9	115	Uganda	2.4
47	Turkey	4.3	116	Ethiopia	2.8	47	Lebanon	3.8	116	Albania	2.4
48	Cyprus	4.3	117	Lesotho	2.8	48	South Africa	3.8	117	Costa Rica	2.4
49	Poland	4.3	118	Libya	2.8	49	Egypt	3.8	118	Guyana	2.4
50	Morocco	4.2	119	Bangladesh	2.8	50	Iceland	3.8	119	Nigeria	2.4
51	Greece	4.2	120	Uganda	2.7	51	Croatia	3.8	120	Bangladesh	2.3
52	Russian Federation	4.2	121	Malawi	2.7	52	Slovak Republic	3.8	121	Nepal	2.3
53	Kazakhstan	4.2	122	Burkina Faso	2.7	53	Dominican Republic	3.7	122	Burundi	2.3
54	South Africa	4.2	123	Nepal	2.7	54	Jordan	3.7	123	Burkina Faso	2.3
55	Bulgaria	4.1	124	Gabon	2.7	55	Ukraine	3.7	124	Madagascar	2.3
56	Mauritius	4.1	125	Cameroon	2.6	56	Georgia	3.7	125	Mongolia	2.3
57	Kuwait	4.1	126	Benin	2.6	57	Kuwait	3.6	126	Mozambique	2.3
58	Egypt	4.0	127	Tanzania	2.5	58	Mexico	3.6	127	Venezuela	2.2
59	Jordan	3.9	128	Mauritania	2.5	59	Lithuania	3.6	128	Tanzania	2.2
60	Vietnam	3.9	129	Madagascar	2.5	60	Indonesia	3.6	129	Gabon	2.2
61	Ukraine	3.9	130	Liberia	2.5	61	Kazakhstan	3.6	130	Mauritania	2.1
62	Azerbaijan	3.9	131	Yemen	2.5	62	Sri Lanka	3.6	131	Yemen	2.1
63	Mexico	3.9	132	Mozambique	2.4	63	Greece	3.5	132	Liberia	2.1
64	Indonesia	3.9	133	Burundi	2.4	64	Chile	3.5	133	Benin	2.1
65	Montenegro	3.9	134	Angola	2.3	65	Iran, Islamic Rep.	3.5	134	Angola	2.1
66	Brazil	3.9	135	Haiti	2.2	66	Hungary	3.4	135	Haiti	1.9
67	India	3.8	136	Myanmar	2.1	67	Pakistan	3.4	136	Chad	1.9
68	Romania	3.8	137	Guinea	2.1	68	Namibia	3.4	137	Guinea	1.9
69	Serbia	3.8	138	Chad	2.1	69	Armenia	3.4	138	Myanmar	1.8

(Cont'd.)

**Table 4: Infrastructure subindex rankings (cont'd.)**

Pillar 5: Availability and quality of transport services

Rank	Country/Economy	Score (1–7)	Rank	Country/Economy	Score (1–7)
1	Singapore	5.7	70	Guatemala	4.0
2	Netherlands	5.7	71	Ecuador	4.0
3	Germany	5.7	72	Egypt	4.0
4	Japan	5.7	73	Argentina	4.0
5	Hong Kong SAR	5.7	74	Albania	3.9
6	Belgium	5.7	75	Kuwait	3.9
7	Sweden	5.6	76	Armenia	3.9
8	Switzerland	5.6	77	Peru	3.9
9	United Kingdom	5.6	78	Pakistan	3.9
10	Luxembourg	5.6	79	Sri Lanka	3.9
11	United States	5.5	80	Tunisia	3.9
12	Taiwan, China	5.5	81	Jamaica	3.9
13	Canada	5.4	82	Russian Federation	3.8
14	Norway	5.4	83	Costa Rica	3.8
15	France	5.4	84	Philippines	3.8
16	Spain	5.4	85	Dominican Republic	3.8
17	Finland	5.4	86	Ethiopia	3.8
18	Korea, Rep.	5.4	87	Bosnia and Herzegovina	3.8
19	Ireland	5.3	88	Colombia	3.7
20	Australia	5.3	89	Uruguay	3.7
21	Denmark	5.3	90	Iran, Islamic Rep.	3.7
22	Qatar	5.3	91	Moldova	3.7
23	Austria	5.2	92	Nigeria	3.7
24	Portugal	5.2	93	Uganda	3.7
25	New Zealand	5.2	94	Malawi	3.6
26	Malaysia	5.1	95	Lebanon	3.6
27	United Arab Emirates	5.1	96	Nicaragua	3.6
28	Iceland	5.0	97	Cambodia	3.6
29	Czech Republic	5.0	98	Côte d'Ivoire	3.6
30	Slovenia	4.9	99	Georgia	3.6
31	China	4.8	100	Macedonia, FYR	3.6
32	Latvia	4.8	101	Azerbaijan	3.6
33	Israel	4.8	102	Ghana	3.6
34	Italy	4.8	103	Bangladesh	3.6
35	Hungary	4.7	104	Senegal	3.6
36	Turkey	4.7	105	Burkina Faso	3.6
37	Estonia	4.7	106	Botswana	3.5
38	Poland	4.7	107	Lao PDR	3.5
39	Thailand	4.7	108	Paraguay	3.5
40	Malta	4.6	109	Guyana	3.5
41	Slovak Republic	4.6	110	Gambia, The	3.5
42	Lithuania	4.6	111	Mali	3.5
43	Chile	4.6	112	Bhutan	3.4
44	Saudi Arabia	4.5	113	Zambia	3.4
45	Cyprus	4.5	114	Bolivia	3.4
46	Bahrain	4.5	115	Algeria	3.4
47	Romania	4.5	116	Nepal	3.4
48	Croatia	4.5	117	Liberia	3.4
49	South Africa	4.5	118	Honduras	3.3
50	Vietnam	4.4	119	Burundi	3.3
51	Bulgaria	4.4	120	Lesotho	3.3
52	Panama	4.4	121	Venezuela	3.3
53	Morocco	4.3	122	Benin	3.3
54	Greece	4.3	123	Madagascar	3.2
55	Serbia	4.3	124	Yemen	3.2
56	Oman	4.3	125	Cameroon	3.2
57	India	4.3	126	Zimbabwe	3.2
58	Indonesia	4.3	127	Tanzania	3.1
59	Mexico	4.2	128	Kyrgyz Republic	3.1
60	Brazil	4.2	129	Mongolia	3.0
61	Ukraine	4.2	130	Chad	3.0
62	Jordan	4.2	131	Guinea	3.0
63	El Salvador	4.1	132	Mozambique	2.9
64	Kenya	4.1	133	Myanmar	2.9
65	Kazakhstan	4.1	134	Angola	2.9
66	Montenegro	4.1	135	Gabon	2.9
67	Mauritius	4.0	136	Mauritania	2.8
68	Namibia	4.0	137	Libya	2.8
69	Rwanda	4.0	138	Haiti	2.7

Pillar 6: Availability and use of ICTs

Rank	Country/Economy	Score (1–7)	Rank	Country/Economy	Score (1–7)
1	Sweden	6.5	70	Ukraine	3.9
2	United Kingdom	6.4	71	Thailand	3.9
3	Finland	6.4	72	Armenia	3.8
4	Netherlands	6.4	73	Mexico	3.8
5	Denmark	6.4	74	Albania	3.8
6	Korea, Rep.	6.4	75	Turkey	3.8
7	Norway	6.4	76	Tunisia	3.8
8	Singapore	6.2	77	Moldova	3.8
9	Luxembourg	6.1	78	Mongolia	3.8
10	Japan	6.0	79	Bosnia and Herzegovina	3.8
11	Hong Kong SAR	6.0	80	Ecuador	3.8
12	Estonia	6.0	81	Indonesia	3.7
13	United States	5.9	82	China	3.7
14	Switzerland	5.9	83	Dominican Republic	3.7
15	Australia	5.9	84	Botswana	3.7
16	New Zealand	5.8	85	Philippines	3.7
17	Bahrain	5.8	86	Guatemala	3.7
18	Austria	5.8	87	Venezuela	3.7
19	Taiwan, China	5.7	88	Lebanon	3.6
20	Iceland	5.7	89	Peru	3.6
21	Germany	5.7	90	Kyrgyz Republic	3.4
22	France	5.7	91	Jamaica	3.4
23	United Arab Emirates	5.6	92	Paraguay	3.4
24	Israel	5.6	93	Ghana	3.1
25	Qatar	5.6	94	Bolivia	3.1
26	Belgium	5.4	95	Cambodia	3.1
27	Malta	5.4	96	Namibia	3.1
28	Canada	5.3	97	Sri Lanka	3.1
29	Spain	5.3	98	Honduras	3.0
30	Lithuania	5.2	99	Kenya	3.0
31	Czech Republic	5.2	100	Libya	3.0
32	Latvia	5.2	101	Zimbabwe	3.0
33	Ireland	5.2	102	Gabon	3.0
34	Hungary	5.1	103	Iran, Islamic Rep.	2.9
35	Slovenia	5.0	104	India	2.9
36	Chile	5.0	105	Senegal	2.9
37	Portugal	5.0	106	Mali	2.8
38	Malaysia	5.0	107	Nigeria	2.8
39	Croatia	5.0	108	Guyana	2.8
40	Saudi Arabia	5.0	109	Gambia, The	2.8
41	Poland	4.9	110	Côte d'Ivoire	2.7
42	Kazakhstan	4.9	111	Nicaragua	2.7
43	Slovak Republic	4.9	112	Bhutan	2.6
44	Russian Federation	4.9	113	Mauritania	2.6
45	Italy	4.9	114	Zambia	2.6
46	Greece	4.8	115	Algeria	2.6
47	Oman	4.7	116	Pakistan	2.5
48	Brazil	4.7	117	Benin	2.4
49	Bulgaria	4.7	118	Bangladesh	2.4
50	Uruguay	4.6	119	Lesotho	2.4
51	Kuwait	4.6	120	Nepal	2.3
52	Montenegro	4.5	121	Cameroon	2.3
53	Cyprus	4.5	122	Lao PDR	2.3
54	Serbia	4.4	123	Tanzania	2.2
55	Argentina	4.4	124	Rwanda	2.2
56	Colombia	4.3	125	Burkina Faso	2.2
57	Panama	4.3	126	Yemen	2.1
58	Macedonia, FYR	4.3	127	Uganda	2.1
59	Romania	4.3	128	Mozambique	2.0
60	Egypt	4.2	129	Angola	2.0
61	Azerbaijan	4.2	130	Madagascar	2.0
62	Costa Rica	4.2	131	Ethiopia	2.0
63	South Africa	4.2	132	Liberia	2.0
64	Vietnam	4.1	133	Haiti	1.9
65	Morocco	4.1	134	Malawi	1.9
66	Mauritius	4.1	135	Myanmar	1.6
67	Jordan	4.0	136	Guinea	1.5
68	Georgia	4.0	137	Burundi	1.5
69	El Salvador	4.0	138	Chad	1.5



**Table 5: Operating environment subindex rankings**

Pillar 7: Operating environment

Rank	Country/Economy	Score (1–7)	Rank	Country/Economy	Score (1–7)
1	Hong Kong SAR	5.8	70	Namibia	4.1
2	Singapore	5.8	71	Ghana	4.1
3	Finland	5.8	72	Bhutan	4.1
4	Qatar	5.7	73	India	4.1
5	Switzerland	5.7	74	Cambodia	4.1
6	Luxembourg	5.6	75	Thailand	4.1
7	New Zealand	5.6	76	Tunisia	4.0
8	Netherlands	5.5	77	Senegal	4.0
9	Sweden	5.5	78	Liberia	4.0
10	Norway	5.5	79	Greece	4.0
11	United Kingdom	5.4	80	Peru	4.0
12	Germany	5.4	81	Vietnam	4.0
13	United Arab Emirates	5.3	82	Philippines	4.0
14	Austria	5.3	83	Bulgaria	4.0
15	Canada	5.2	84	Romania	3.9
16	Belgium	5.2	85	Albania	3.9
17	Oman	5.2	86	Nicaragua	3.9
18	Taiwan, China	5.2	87	Cameroon	3.9
19	Australia	5.2	88	Ecuador	3.9
20	Ireland	5.1	89	Kenya	3.9
21	Denmark	5.1	90	Brazil	3.9
22	Japan	5.1	91	Guyana	3.8
23	Estonia	5.1	92	Jamaica	3.8
24	United States	5.0	93	Paraguay	3.8
25	Chile	5.0	94	Guatemala	3.8
26	Malta	5.0	95	Uganda	3.8
27	Malaysia	5.0	96	Bolivia	3.8
28	Bahrain	5.0	97	Mexico	3.8
29	Cyprus	5.0	98	Lesotho	3.7
30	France	4.9	99	Bangladesh	3.7
31	Iceland	4.8	100	Moldova	3.7
32	Mauritius	4.8	101	Tanzania	3.7
33	Rwanda	4.8	102	Lebanon	3.7
34	Saudi Arabia	4.7	103	Ukraine	3.7
35	Jordan	4.6	104	Serbia	3.7
36	Uruguay	4.6	105	Mongolia	3.7
37	China	4.6	106	Egypt	3.7
38	Panama	4.6	107	Gabon	3.6
39	Portugal	4.6	108	Malawi	3.6
40	Israel	4.5	109	Mozambique	3.6
41	Spain	4.5	110	Dominican Republic	3.6
42	Zambia	4.5	111	Côte d'Ivoire	3.6
43	Macedonia, FYR	4.5	112	Colombia	3.6
44	Latvia	4.5	113	Nepal	3.5
45	Morocco	4.5	114	El Salvador	3.5
46	Costa Rica	4.5	115	Ethiopia	3.5
47	Armenia	4.4	116	Pakistan	3.5
48	Georgia	4.4	117	Madagascar	3.5
49	Slovak Republic	4.4	118	Mali	3.5
50	Poland	4.4	119	Russian Federation	3.5
51	Montenegro	4.4	120	Honduras	3.5
52	Gambia, The	4.4	121	Kyrgyz Republic	3.4
53	Sri Lanka	4.4	122	Burkina Faso	3.4
54	Lithuania	4.4	123	Benin	3.4
55	Korea, Rep.	4.3	124	Argentina	3.4
56	Turkey	4.3	125	Iran, Islamic Rep.	3.4
57	South Africa	4.3	126	Zimbabwe	3.3
58	Azerbaijan	4.3	127	Mauritania	3.3
59	Slovenia	4.3	128	Nigeria	3.3
60	Czech Republic	4.3	129	Guinea	3.3
61	Indonesia	4.2	130	Algeria	3.3
62	Botswana	4.2	131	Haiti	3.3
63	Kuwait	4.2	132	Libya	3.1
64	Bosnia and Herzegovina	4.2	133	Burundi	3.1
65	Italy	4.2	134	Myanmar	2.9
66	Hungary	4.2	135	Angola	2.9
67	Kazakhstan	4.2	136	Yemen	2.9
68	Lao PDR	4.2	137	Chad	2.8
69	Croatia	4.1	138	Venezuela	2.6

\* Since this subindex is made up of only one pillar, data for this subindex and pillar 7 are identical.

to two-thirds of the world's least-developed countries, obtains the lowest average score in six of the seven pillars of the index. Only three countries, Mauritius (29th), South Africa (59th) and Rwanda (66th), of the 30 covered in this region, feature in the first half of the overall ETI ranking.

Average performances necessarily conceal significant differences within groups. Figure 5 shows the performance gap in the overall ETI between the highest- and lowest- ranked economies, as well as the median ETI rank in each region. The diagram reveals the existence of regional champions: Chile (8th overall) in Latin America and the Caribbean; the UAE (16th) in the Middle East, North Africa, and Pakistan region; Malaysia (25th) in Developing Asia; Mauritius in Sub-Saharan Africa; Georgia in the CIS region and Latvia in Central and Eastern Europe.<sup>7</sup> In the case of Chile, the UAE, Malaysia and Mauritius, more than 100 places separate them from the lowest-ranked economy of their respective regions.

While such vast disparities necessarily represent a major obstacle to South-South trade, the fact that certain emerging and developing countries have managed to rise to the level of advanced economies is encouraging. In challenging environments and despite adverse factors, policies, targeted investments and other measures aimed at enabling trade can make a difference. These should primarily be targeted at those areas where relatively small investments can quickly generate sizeable gains. Border administration is therefore an area of choice for reforms towards enabling trade (see Box 5). Improving information disclosure or making it possible to clear shipments via electronic data interchange is relatively easy to implement. Regional cooperation, sharing of good practices adapted to the regional context, capacity building and technical assistance programmes are critical enablers for generating such quick wins.

Transport infrastructure (pillar 4) is one of the areas where the performance gaps between advanced economies and the rest of the world are the widest (see Figure 4). Transport infrastructure is far more costly and time-consuming to deploy and upgrade than improving border administration. However, the benefits extend well beyond enhancing a country's capacity to fully reap the benefits of trade. Improved transport infrastructure helps create new business opportunities, connect producers and consumers, and reduce time to market. It is a critical driver of human development, competitiveness and growth.

Digital connectivity (pillar 6) can go a long way in filling critical information gaps. The use of information and communication technologies (ICTs) by border and customs agencies results in enormous productivity gains, which benefits government and businesses. They also help connect producers and customers along supply chains. Indeed, according to the pool of

### Box 5: Border Administration: The Low-Hanging Fruit of Enabling Trade

Improving the efficiency and transparency of border administration is at the core of the Agreement on Trade Facilitation adopted in Bali. This aspect is often perceived as a quick win for boosting trade, as the benefits significantly outweigh the cost of the necessary reforms.

When studying the dispersion of results across the four main dimensions of the Enabling Trade Index 2014, the border administration subindex scores exhibit the largest standard deviation (equal to 1.0, same as for the infrastructure subindex scores) and the biggest score differential between the best- (Singapore) and worst- (Chad) performing economies. This suggests huge scope for improvement in this area in developing countries. These have the most to gain from a speedy ratification and effective implementation of the trade facilitation agreement adopted in Bali, whereas advanced economies already operate at a very high level of efficiency and transparency.

For a more granular analysis, Table 1 reports the performance of selected country groups on the border administration pillar and its eleven indicators, expressed as a ratio of the group average value to the best score on each indicator. The gaps are the widest in the Global Express Association's Customs Services Index, a survey of the quality of information and services provided by agencies; in the World Bank's indicator capturing the efficiency of the clearance process; and in terms of irregular payments. The number of procedures required to import and to export goods also varies greatly.

But there is a silver lining amidst this mixed picture. Compared with other indicators in the ETI (within the market access, infrastructure and operating environment subindexes),

modernizing border administration is relatively less costly and less time-consuming. It is also politically easier, because less controversial, as attested by the Bali agreement adopted at a tumultuous time for international governance. Therefore, above all, it requires political will. But it also requires upgrading the capacity and skills of personnel and agencies. Indeed, the Bali Package stresses the importance of technical assistance and capacity building programmes in achieving successful implementation of the agreement.

Moreover, improvements on a specific indicator of the border administration pillar are likely to have a positive spillover effect on other indicators of this pillar. For instance, reducing paperwork and red tape reduces room for discretionary measures and irregular payments throughout the importing/exporting process. Improving border administration brings fiscal advantages for the government, by bringing down the costs associated with collecting duties, thus increasing profit margins.

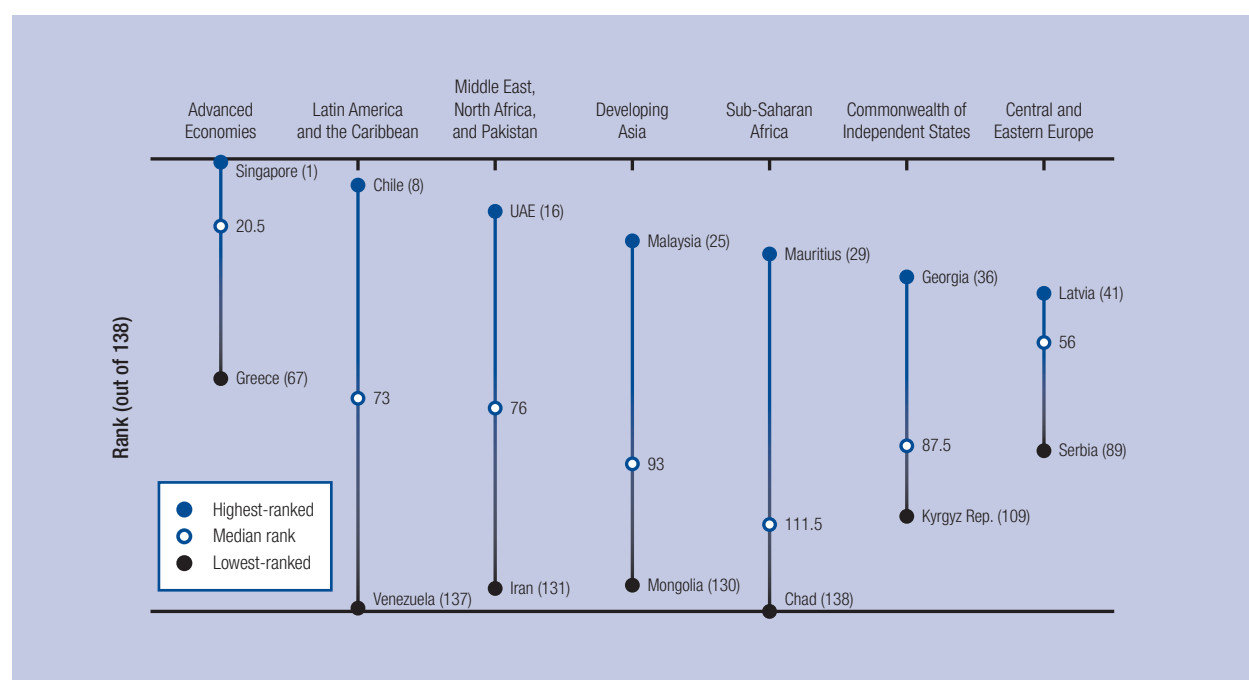
In addition, there are examples of economies performing relatively well (above the sample average) on the border administration pillar, despite struggling on other ETI indicators assessing broader institutional aspects. Such is the case in a number of Latin American countries: Mexico ranks 62nd on the border administration pillar and 97th on the operating environment pillar; Dominican Republic ranks 63rd and 110th, respectively; Colombia, 68th and 112th. Elsewhere, Korea ranks 19th in terms of border administration, but a low 55th on the operating environment and Georgia ranks 35th and 71st, respectively. This suggests it is possible to reform border administration amidst a challenging overall environment.

**Table 1: Border administration: performance gap between selected groups and best performers in pillar components**

Scores correspond to the ratio of group average values to best performing economy's values

Group	PILLAR 3: BORDER ADMINISTRATION	Customs services index	Efficiency of the clearance process	No. of days to import	No. of documents to import	Cost to import	No. of days to export	No. of documents to export	Cost to export	Irregular payments in exports and imports	Time predictability of import procedures	Customs transparency index
<b>INCOME GROUP</b>												
High-income: OECD	0.8	0.8	0.8	0.9	0.8	0.9	0.9	0.8	0.9	0.7	0.7	0.9
High-income: non OECD	0.7	0.6	0.6	0.9	0.6	0.9	0.9	0.6	0.9	0.7	0.7	0.8
Upper-middle income	0.5	0.4	0.4	0.8	0.6	0.9	0.8	0.5	0.8	0.4	0.4	0.8
Lower-middle income	0.4	0.4	0.3	0.8	0.4	0.9	0.8	0.4	0.9	0.3	0.4	0.7
Low income	0.3	0.3	0.3	0.6	0.3	0.7	0.6	0.4	0.7	0.2	0.3	0.5
<b>REGION</b>												
Advanced Economies	0.8	0.7	0.8	0.9	0.8	0.9	0.9	0.8	0.9	0.7	0.8	0.9
Central and Eastern Europe	0.6	0.5	0.5	0.9	0.6	0.9	0.9	0.6	0.9	0.5	0.5	0.8
MENAP	0.5	0.5	0.4	0.8	0.5	0.9	0.9	0.5	0.9	0.4	0.4	0.8
Latin America & Caribbean	0.5	0.4	0.4	0.8	0.6	0.9	0.8	0.6	0.8	0.3	0.4	0.8
Developing Asia	0.4	0.4	0.4	0.8	0.4	0.9	0.8	0.4	0.9	0.3	0.4	0.6
CIS	0.4	0.4	0.3	0.7	0.4	0.7	0.6	0.4	0.6	0.3	0.4	0.8
Sub-Saharan Africa	0.3	0.3	0.3	0.7	0.4	0.7	0.7	0.4	0.7	0.3	0.4	0.6
<b>SELECTED AGREEMENTS</b>												
EU 28	0.8	0.7	0.7	0.9	0.8	0.9	0.9	0.8	0.9	0.7	0.7	0.9
GGC	0.7	0.5	0.5	0.9	0.5	0.9	0.9	0.6	0.9	0.7	0.6	0.8
ASEAN	0.5	0.5	0.5	0.8	0.5	1.0	0.8	0.5	0.9	0.2	0.5	0.5
SACU	0.4	0.6	0.3	0.8	0.6	0.8	0.8	0.5	0.7	0.5	0.5	1.0
SAFTA	0.4	0.3	0.3	0.7	0.3	0.9	0.7	0.3	0.9	0.2	0.4	0.7
MERCOSUR	0.4	0.3	0.3	0.7	0.4	0.8	0.7	0.5	0.7	0.3	0.3	0.7
<b>Best Performer</b>	Singapore	Singapore	Norway	Singapore	Multiple	Singapore	Multiple	Multiple	Malaysia	New Zealand	Finland	Multiple

Figure 5: The Enabling Trade Index 2014: Intra-regional performance gaps



Note: Based on IMF classification (see Table 1).

some 13,000 business executives who participated in the Executive Opinion Survey 2013, at the global level, identifying potential buyers is the most problematic factor for exporting. The benefits to society of improved ICT infrastructure are considerable. It facilitates the delivery of basic services, including education and financial services, creates new business models, and improves the transparency and accountability of administrations, thus contributing to better governance, to name just a few.

Yet the digital divide remains profound between advanced economies and the rest of the world (see Figure 4). Although mobile telephony is ubiquitous in most parts of the world, the capacity to fully leverage ICTs remains extremely limited in vast swaths of the developing world, owing to the lack of skills, infrastructure and equipment, digital content, affordability and political will (World Economic Forum, 2013). As of 2012, only one in ten individuals in Sub-Saharan Africa used the Internet on a regular basis, and there was less than one broadband Internet subscription per 100 population. The situation is slightly better in Developing Asia, the second-worst performing region in the ICTs pillar. Most governments and administrations have yet to adopt new technology. Not surprisingly, businesses are the most prompt at adopting new technologies. Due to advances in innovation, more competition and ever-falling costs and tariffs, one can expect the uptake in ICTs worldwide to increase rapidly in the coming years.

### Country Highlights

As a complement to the rankings tables, Table 6 reports the 10 best-performing economies on the overall Enabling Trade Index and the seven pillars, illustrating the quality and consistency of their performance across the index. The table also lists the top 5 by pillar. Below, we describe the performance of selected countries listed by region and by rank.<sup>8</sup>

### Asia and the Pacific

For the fourth consecutive edition, **Singapore** ranks 1st in the ETI. The level and consistency of Singapore's performance is outstanding. As shown in Table 6, Singapore leads in two pillars (border administration and transport services), features in the top 5 of three more and ranks 8th and 13th in the remaining two. As a result, the score differential with second-ranked Hong Kong SAR is 0.5 points, which is considerable by ETI standards. One of the world's leading trading platforms, the total value of merchandise exported to and imported from Singapore represented 2.9 times its GDP in 2012. A champion of government efficiency, Singapore's excellent performance in terms of border administration is reflected in the top result achieved by the country on the related pillar (Singapore ranks in the top 3 on 10 of the 11 indicators composing the border administration pillar). Singapore established the world's first national single window for trade (TradeNet) in 1989, bringing together more than 35 border agencies. As a result of this focus on efficiency, Singapore Customs estimated

## Box 6: Logistics Inefficiencies a Primary Source of Trade Costs

JEAN-FRANÇOIS ARVIS (World Bank) and BEN SHEPHERD (Developing Trade Consultants Ltd.)

Bilateral trade costs capture all factors that drive a wedge between the price of goods at the factory or farm gate in the exporting country and the price paid by a consumer in the importing country. They, therefore, include factors such as distance, supply chain inefficiencies, tariff and non-tariff barriers. Lower trade costs make a country more competitive, and contribute to its global and regional integration.

The UNESCAP-World Bank bilateral trade costs database (Arvis et al., 2013) gives trade costs by pair of countries for the manufacturing and the agricultural sectors. The authors estimate the breakdown of trade costs by source of cost (see Figure 1). Expectedly, distance is a major source of trade costs, but logistics performance and connectivity are at least as important, and more so than tariffs. Developing countries face much higher trade costs in part due to the importance of policy in addressing the sources of trade costs. For example, regulation of transport and distribution markets, as well as trade policy measures, affect the level of trade costs, and are often more restrictive in developing countries than in developed ones.

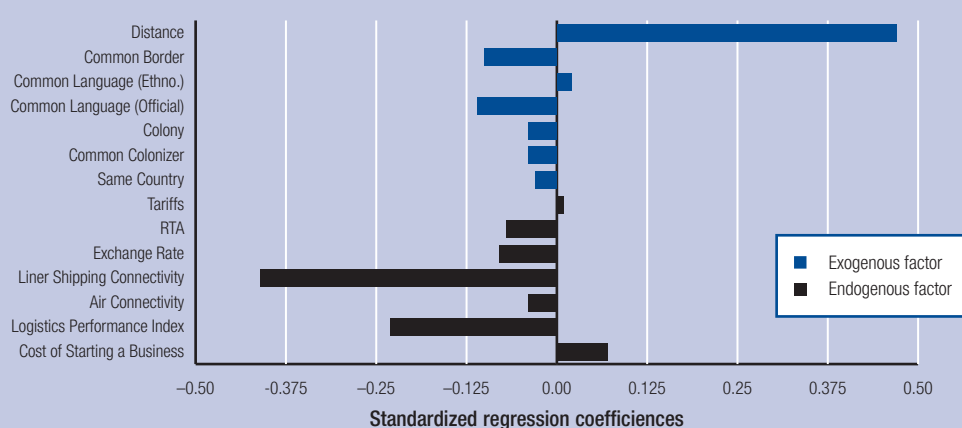
Some trade costs are exogenous, in the sense that they are largely outside a country's control. Geographical remoteness is an example. Other types of trade costs are endogenous, which means that they are primarily related to national policies. This means that policy reforms can do much to reduce trade costs and boost trade integration, especially measures that improve connectivity and logistics performance.

The Enabling Trade Index (ETI) captures most of the policy measures that influence trade costs. Expectedly, economies with a higher ETI score experience much lower trade costs (see Figure 2), in large part due to these enabling policies. The effect is quite strong—on average, a one-point increase in the ETI score is associated with a reduction of 40% in trade costs.

### Reference

Arvis, J.-F., Y. Duval, B. Shepherd, and C. Utoktham. 2013. "Trade Costs in the Developing World." Policy Research Working Paper No. 6309, World Bank. Access the UNESCAP-World Bank trade costs database at <http://data.worldbank.org/data-catalog/trade-costs-dataset>.

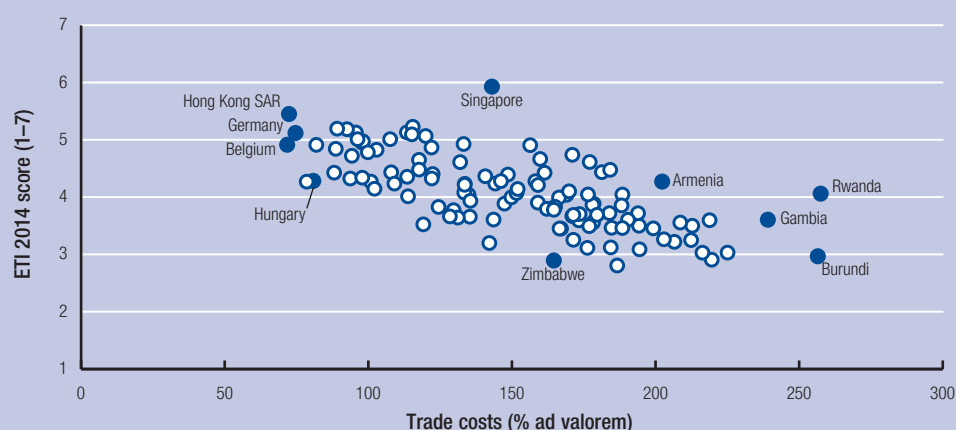
Figure 1: Relative impact of different sources of trade costs



Source: Arvis et al, 2013.

Note: For each component, the represented score corresponds to the group average value to the best performing economy's value.

Figure 2: Relationship between the Enabling Trade Index, 2014, and average trade costs, 2010



Sources: Arvis et al, 2013, and World Economic Forum.

Note: Only the 115 economies included both in the ETI and the trade costs database are represented.

Table 6: Performance of the ETI 2014 top 10 countries and presence in the top 5 by pillar

Country/Economy	OVERALL ETI	1. Domestic market access	2. Foreign market access	3. Efficiency and transparency of border administration	4. Availability and quality of transport infrastructure	5. Availability and quality of transport services	6. Availability and use of ICTs	7. Operating environment	Number of times in top 5
Singapore	1	3	13	1	2	1	8	2	5
Hong Kong SAR	2	1	135	11	3	5	11	1	4
Netherlands	3	46	97	4	9	2	4	8	3
New Zealand	4	5	65	6	39	25	16	7	1
Finland	5	46	97	2	20	17	3	3	3
United Kingdom	6	46	97	7	10	9	2	11	1
Switzerland	7	85	71	12	12	8	14	5	1
Chile	8	9	2	26	64	43	36	25	1
Sweden	9	46	97	3	35	7	1	9	2
Germany	10	46	97	13	5	3	21	12	2
Japan	13	—	—	5	—	4	—	—	2
United Arab Emirates	16	—	—	—	1	—	—	—	1
Denmark	17	—	—	—	—	—	5	—	1
Qatar	19	—	—	—	—	—	—	4	1
France	21	—	—	—	4	—	—	—	1
Mauritius	29	4	5	—	—	—	—	—	2
Cambodia	93	—	1	—	—	—	—	—	1
Lao PDR	98	—	4	—	—	—	—	—	1
Libya	106	1	—	—	—	—	—	—	1
Nepal	116	—	3	—	—	—	—	—	1

that in 2012, the cost per Singaporean dollar of duty it collected was a mere 1.15 cents, a margin of 98.9%.<sup>9</sup>

**Hong Kong SAR** ranks 2nd overall for the fourth edition in a row, as a result of an excellent performance across the board. The territory is arguably the world's most open market: it does not levy any customs tariff on imports or exports. There is also no tariff quota or surcharge, no value-added taxes or general services taxes. Hong Kong's exporters do not enjoy a similar level of openness abroad. They face on average among the highest tariffs in the world (135th). Hong Kong ranks 39th in terms of GDP but is the world's 9th largest exporter. The volume of merchandise traded through the territory amounted to four times its GDP in 2012. In general, Hong Kong offers the world's friendliest operating environment for traders and businesses. It boasts world-class transport infrastructure, combined with excellent logistics and transport services. These features contribute to making Hong Kong one of the most connected places on the planet.

**Japan** ranks 15th overall in the ETI and 3rd in Asia behind the two frontrunners. While the country's performance is strong overall, it is uneven across the different areas. Japan ranks 5th in the border administration pillar and in the top 10 of each of the three infrastructure-related pillars. In particular, it places 4th for the availability of transport and logistics services. By contrast, Japan ranks last in the foreign market access pillar. Its exporters face tariffs of 6% on average—one of the highest rates among the 138 economies studied (133rd) - and enjoy almost no preferential treatment

(138th). Domestically, Japan applies relatively low tariffs, but this is undermined by the complexity of its tariff regime (103rd). The country's operating environment is favourable (22nd), but certainly not to the same degree as Singapore or Hong Kong SAR. Red tape (75th) and limited openness to foreign participation (66th)—in particular, for hiring foreign labour (109th)—are the country's two main weaknesses within this pillar.

Far below its neighbour New Zealand (4th), **Australia** ranks 23rd overall, as a result of a very consistent performance across the indicators of the index. The country ranks no better than 15th—in ICT use—but no lower than 24th—in transport infrastructure—in six of the seven pillars. However, Australia is penalized by a low score in the foreign market access pillar (134th), reflecting the high tariffs faced abroad by Australian exporters. The country possesses excellent transport infrastructure overall, but port (40th) and railroad (32nd) infrastructures are strained by the boom in exports of various minerals, including coal and iron ore, of which the country is the world's largest exporter, resulting in bottlenecks. Border administration (22nd) is very efficient, although room for improvement remains in terms of the cost and number of documents required to import and export. The fees associated with shipping a container from Australia (US\$ 1,170) are approximately US\$ 300 more than in New Zealand and almost three times as much as in Singapore.

**Malaysia** (25th) ranks second within ASEAN, behind Singapore. It is the best-performing country in the Developing Asia region, almost 30 places ahead of



second-best China (54th). In a region afflicted by red tape, corruption and lack of infrastructure, Malaysia is an outlier. It ranks a remarkable 14th for the availability and quality of transport infrastructure. Maritime connectivity is among the world's best (5th), far behind leading China, but almost on par with Hong Kong SAR (2nd), Singapore (3rd), and Korea (4th). The measures by Malaysia's government to streamline and simplify regulations across its administration are having a positive impact on the efficiency of border administration. As a result, fees for exporting a container from Malaysia are the lowest in the world, according to the World Bank. Yet, the time and paperwork it takes to export remain significantly higher than in neighbouring Singapore, and corruption is present throughout the process.

The performance of **Korea** (30th) is uneven. The country ranks 5th on the infrastructure subindex of the ETI, owing to its outstanding level of digital readiness (6th) and world-class transport infrastructure (10th). The government is a world leader in e-government, and ICTs are ubiquitous across the entire society. This partly explains the excellent level of efficiency and transparency observed in border administration (19th). Yet Korea is penalized for low marks earned in the market access subindex (120th) and, to a lesser extent, for the quality of its operating environment (55th). Various aspects of the institutional framework, from red tape to the judiciary, as well as the access to finance (82nd), and the inward-looking nature of certain regulations, remain problematic.

At 54th, **China** is the best performing of the BRICS economies, a few notches ahead of South Africa (59th). The world's largest exporter—China accounted for some 11% of all merchandise exports in 2012, significantly more than the United States and Germany—boasts good transport infrastructure by regional standards. While transport infrastructure has served China's formidable exporting machine, other barriers certainly have been slowing it down. Clearing customs remains cumbersome in many ways, requiring significant paperwork. Consequently, China ranks 48th in border administration, thus suggesting much room for improvement. In addition, China still lags in terms of digital connectivity (82nd), although the situation is improving fast. The country's performance is further weakened by relatively high tariff rates (114th) and the complexity of its tariff schedule (57th), as well as the high tariff barriers faced by Chinese exporters (125th).

**Indonesia** ranks 58th on the Enabling Trade Index—4th in ASEAN behind Singapore, Malaysia (25th) and Thailand (57th). Indonesia's tariff regime offers relatively favourable conditions of access to its domestic market (26th) and abroad, Indonesian exporters enjoy some of the lowest tariff rates in the world (8th).

The **Philippines** ranks 64th on the ETI, and 5th within ASEAN. The country does well on the domestic market access (19th) and foreign market access (26th) pillars, but room for improvement remains with respect

to the other five pillars of the index. It ranks in the bottom half of the ETI sample in all of them. Border administration (71st) is mired by corruption and red tape, two factors also contributing to weakening the general operating environment (82nd). Like many countries in the region, the Philippines' biggest weakness is the lack of adequate transport infrastructure (96th). The shortcomings are the most severe in the airport (105th) and port (107th) infrastructure. To make things worse, the availability and quality of associated logistics services remains largely insufficient (84th).

**India** ranks 96th on the overall ETI ranking. Among the BRICS economies, it lags far behind China and South Africa and trails Brazil by a few notches, but is 9 places ahead of the Russian Federation. Access to India's domestic market is made difficult by high tariff barriers (135th). At 12.4%, average applied tariffs are among the world's highest, with a low 10% share of duty-free imports. The tariff regime is complex and characterized by a high quantity of distinct tariffs and vast tariff dispersion across tariff lines. Abroad, Indian exporters face relatively high tariffs and benefit from almost no preferences. Thanks to good maritime and air connectivity, and its extensive rail network, India ranks a satisfactory 34th on the transport infrastructure pillar. But India must invest massively to develop and upgrade its infrastructure in order to respond to the needs created by the development of the manufacturing sector in the decades to come. The sector accounts only for 14% of GDP in an economy largely dominated by low value-added services and agriculture. In addition, ICT use remains limited by international standards (104th). The Indian administration is far from leveraging ICTs to their full extent. Red tape and corruption in connection with border administration (74th) lead to inefficiencies, delays and lack of predictability. India's first position—along with several other countries—on the customs transparency index helps brighten the picture in this category.

### **Europe and Central Asia**

Rounding out the top 3, the **Netherlands** features in the top 10 of five pillars. The country boasts the best port infrastructure in the world, and the rest of its transport and ICT infrastructures are top-notch, earning the country the 3rd rank on the infrastructure subindex. The transparency and efficiency of its border administration are excellent, even though exporting to and importing from the country is costly on average, much more than in Singapore, Hong Kong SAR and most economies in East and Southeast Asia. Its overall performance on the ETI is weakened by a low mark on the market access subindex (75th).

The **United Kingdom**, leveraging its world-class border administration and infrastructure, ranks 6th in this year's report. In particular, the United Kingdom ranks 2nd on the availability and use of ICTs and 1st in terms of Internet use for business-to-consumer transactions. Transport services can rely on good

logistics competence (5th), tracing and tracking ability (5th) and timeliness of shipments in reaching destinations (7th). Customs procedures are efficient and transparent, although the cost to export and import remains high (51st and 48th, respectively). The United Kingdom's operating environment can leverage a strong protection of property rights (4th) and on a judicial system that is efficient and transparent in settling commercial disputes (1st). In line with other advanced economies, market access remains the main weak spot in the United Kingdom's ability to enable trade. Domestic market access is discouraged by the high complexity of the tariff structure, while high tariffs faced and low margin of preference in destination markets impairs British firms' opportunities to export.

**Germany** places 10th in the 2014 edition of the Enabling Trade Index. The country's strong performance is based on excellent transport infrastructure facilities (5th) across all modes of transport, efficient border administration and an operating environment for business that is based on strong protection of property rights and high levels of accountability and efficiency within the public administration. The country also excels in terms of logistics services (3rd). The sector is highly competent and excels in terms of timeliness and ease of arranging shipments as well as their affordability. Despite this very positive assessment, there is room for improvement in some selected areas. Foreign direct investment and hiring of foreign labour remain constrained by restrictive regulations. In light of the rising importance of movement of people and capital for trade performance, these factors are likely to undermine Germany's future performance if unaddressed. As with other EU economies, the country also suffers from a highly complex tariff structure, which primarily affects agricultural products.

**France** ranks 21st in this year's ranking. Like other advanced economies, it experiences tariff restrictions in accessing foreign markets as well as domestically. In particular, the country faces high tariffs in destination markets and has a very low margin of preference over competitors. High complexity of the tariff structure (110th, together with other EU countries) discourages importing foreign products into the country. France can leverage a world-class transport infrastructure (4th in terms of availability and quality of transport infrastructure) and efficient transport services (15th). Border administration is generally efficient and transparent: France ranks 1st in terms of number of documents to import and export (only two documents are required), although the cost to import and export remains high (79th and 83rd, respectively). Finally, government bureaucracy and regulation impair an overall good operating environment: France ranks 120th for ease of compliance with government regulation and ease of hiring foreign labour.

**Turkey** occupies the 46th position, a good result among large emerging markets. The environment for exporters and importers in Turkey is characterized by good transport infrastructure (26th), in particular for air transport, well-developed logistics services (36th) and easy access to domestic markets (34th). The strong performance of the country on these elements allows it to benefit from its proximity to large markets. Further developing trade in Turkey would necessitate addressing some of the challenges the country is facing with respect to access in target markets, which remains more restricted than for most other economies (80th). The country could also benefit from more use of ICTs, in particular mobile telephony and the Internet. The government could play a leading role in promoting ICTs by putting more public services online (76th). Last, and not least, physical security remains fragile and represents a cost factor for trading companies.

Ranked 47th for enabling trade across borders, **Italy** remains one of the poorest performers among advanced economies (32nd out of 34, followed by the Slovak Republic and Greece). This is in spite of Italy's role as the 10th largest trader in the world and 2nd largest manufacturing economy in Europe. A poor operating environment continues to be Italy's weak spot. Access to finance is especially problematic, with the country ranking 111th worldwide. Availability of trade finance services is poor (115th) and businesses have indicated this as the most problematic factor for exporting. In recent years, the government has failed to reform the banking and financial sector, where balance sheets are increasingly burdened by non-performing loans and some banks need fresh capital. In line with other advanced economies, Italy suffers from restricted access to foreign markets, due to high tariffs faced and a low margin of preference. In line with other EU members, the country's tariff structure is complex (110th), which increases the transaction costs of importing final products and inputs for production. The quality of Italian transport services and infrastructure is substantially in line with other advanced economies, with postal and intermodal transport services as the main competitive disadvantages. Finally, Italy lags behind other advanced economies in the availability and use of ICTs. In particular, poor use of ICTs by businesses and government and low percentage of individuals using the Internet are competitive disadvantages.

The **Russian Federation** occupies a low 105th position, thus enabling trade to a lesser degree than other BRICS economies. The country is also less export-oriented than other large emerging markets, primarily relying on energy exports. Export diversification would enable the country to put growth on a more stable footing. Some factors supportive of diversifying exports are in place. The country has solid infrastructure networks (42nd) in place and takes advantage of the availability of ICTs. At the same time, trade performance

remains limited by the high and complex domestic tariffs (127th) as well as restricted access to markets abroad (84th). The Russian Federation's recent accession to the WTO should help the country in this respect. Reforms to the operating environment could significantly improve its trade performance, in particular given the country's strong human capital base. Better protection of property rights, more efficient and transparent public administration, less restrictive regulations to hire foreign labour and to invest from abroad as well as improvements to the overall physical security would enable the country to take advantage of its remarkable potential.

### **Latin America and Caribbean**

**Chile** enters the top ten of this year's report, ranking 8th. The country has come a long way in the last years, improving its trade policy and reaching the top position in terms of market access (1st). In particular, the country enjoys very good access to destination markets (2nd) due to an average tariff faced of 3.5% (lowest rate worldwide). Access to domestic market is also facilitated by a very simple tariff structure (3rd worldwide) consisting of only two distinct tariffs, zero tariff peaks and specific tariffs, and almost no tariff dispersion. Infrastructure remains a weak spot for the country, ranking 64th in terms of availability and use of transport infrastructure. Border administration is rather efficient and transparent, and the country's operating environment benefits from good openness to foreign participation, with an efficient regulation on foreign direct investments (FDIs) (10th). However, protection of property, and in particular intellectual property rights, could be improved.

One of the best performing countries in Central America and the Caribbean, **Panama** ranks 52nd in this year's report. Poor foreign market access burdens the country's performance and constitutes the main competitive disadvantage vis-à-vis its neighbours. Infrastructure is one of Panama's strengths; it ranks 5th for quality of air transport infrastructure and 6th for quality of port infrastructure. Transport mode change is also efficient as well as border procedures. Exporting and importing requires only three documents (3rd) and the cost to export amounts to US\$ 625 per container (14th worldwide). Panama's operating environment benefits from top-level access to finance (7th), good protection of property rights (35th) and openness to foreign participation and FDIs. Availability and use of transport services and ICTs are also above regional average, although broadband connectivity remains low and the quality of government online services poor.

**Mexico** ranks 61st in this year's report, performing slightly better than the rest of Central America and the Caribbean. Market access is one of the country's competitive advantages: it ranks, respectively, 33rd and 29th in terms of domestic and foreign market access. A vast majority (83.7%) of imports enter the

Mexican market free of duty (ranked 16th). Border administration is generally in line with the rest of Central America. Only four documents are necessary to export and import (16th and 11th respectively). Transport infrastructure, particularly railroads, should be improved, as well as postal services' efficiency. Low efficiency and accountability of public institutions (128th) and poor physical security (130th) plague Mexico's operating environment. The country has one of the highest homicide rates in the world, making protection from crime and violence for businesses very costly. Businesses have also identified corruption, crime and theft as some of the most problematic factors for importing. Notwithstanding the weaknesses of public institutions, Mexico remains open to foreign participation: the country ranks 44th for business impact of regulations on FDIs and 26th in terms of openness to multilateral trade rules.

Ranked 86th in this year's *Report*, **Brazil's** performance leaves room for improvement. Market access is generally poor and below the South American average. Access to the domestic market is restricted by high tariff rates (117th) and a low share of imports free of duty (33.1%, ranked 99th). These shortcomings are only partially offset by the simplicity of the tariff structure, characterized by the lowest presence of specific tariff in the sample and few tariff peaks (25th). Infrastructure development is of utmost importance. Brazil's domestic infrastructure ranks low across all modes of transport, although the country's market size (it is the 7th largest economy and 5th most populous country in the world) allows maintaining good air and liner shipping connectivity with the rest of the world. Transport mode change is also particularly inefficient. Availability and use of ICTs are two of Brazil's competitive advantages and are significantly better than in the rest of South America. In particular, mobile phone connectivity is good, as is Internet use by businesses and government. Finally, Brazil's operating environment continues to be characterized by high levels of corruption and complicated government regulations. Physical security is also one of Brazil's weak spots (103rd), with one of the highest homicide rates in the world and high business costs of crime and violence.

At 95th position, **Argentina** occupies a rather low place in the ETI. Measures to enhance trade would allow the country to spur economic growth by enabling Argentina to participate in cross-border value chains. Argentina enjoys good market access conditions in major export markets, and importers benefit from a simple, albeit relatively high, domestic tariffs. Other advantages include high levels of ICT connectivity, which could enable Argentinean traders to connect easily. Enabling trade and the participation in cross-border supply chains in Argentina will require progress on two fronts. One is border administration, which remains burdensome and is ranked 96th overall. Export and



import procedures are costly and lengthy in international comparison and require many steps to be taken. A simplification of these administrative requirements—for example, by stronger reliance on ICTs for administrative procedures—could significantly improve the profitability of exports. More prevalent use of ICTs could equally help increase the transparency and accountability of these transactions, thereby reducing opportunities for corruption related to importing and exporting. The second area where Argentina is disadvantaged is the overall operating environment. Insufficient protection of property rights, difficult access to finance (including trade finance) and restrictive rules and regulations governing FDIs are important impediments to developing trade in the country. The increasing share of trade taking place in cross-border supply chains raises the importance of the business environment for trade performance, and Argentina will have to address some of these challenges if it wishes to further benefit from international trade.

### ***Middle East and North Africa***

The **United Arab Emirates** occupies the 16th place on this year's edition of the ETI and leads the Middle East and North Africa region. The country's success in establishing a logistics, trade and tourism hub in the region is reflected in its solid positioning on the ETI, which is buoyed by strong performance in terms of transport infrastructure, where the country is second to none. The UAE also boasts a very efficient border administration system and an operating environment that is very conducive to trade with easy accessible finance and ease of hiring foreign labour. Further enabling trade in the UAE will require further strengthening of logistics services (27th) and efforts to reduce the tariff burden faced by UAE exporters abroad. Certain aspects of public institutions would also merit additional attention; for example, judicial efficiency and impartiality and protection of property rights.

**Saudi Arabia** comes in at 48th in the ETI sample. Importers and exporters benefit from a fairly sound operating environment (34th) and from fairly good transport infrastructure (38th), in particular when it comes to the quality of air transport (24th) and seaport facilities (19th). The country also has a fairly simple tariff regime (29th) and benefits from prevalent use of new technologies for business-to-business transactions (23rd) and the provision of government services (19th). The country's performance could be improved through efforts to reform border administration in order to make the clearance process more efficient (54th) and more predictable (46th). World Bank data<sup>10</sup> indicates that although the number of procedures and time necessary to clear goods at the border remained unchanged, the costs associated with the clearance process have increased significantly over the past two years.<sup>11</sup> Increasing and diversifying its export performance will be important for Saudi Arabia in order to stabilize growth, create employment and reduce reliance

on the energy sector. One area of focus for the country should be to review the trade barriers its exporters face abroad and to look into initiating international agreements to reduce this burden.

### ***North America***

**Canada** comes in 14th in this year's ranking. The country performs rather homogeneously across all dimensions of trade facilitation, but suffers from high faced tariffs and a low margin of preference in destination markets. Exporting and importing goods across borders is also particularly expensive, with the country ranking respectively 95th and 106th in terms of cost to export and cost to import. With 89.4% of imports entering the country free of duty, Canada's domestic market is one of the most accessible among advanced economies (4th out of 34). Nonetheless, businesses have identified high tariffs and burdensome import procedures as the two most problematic factors for importing. Limited openness to multilateral trade rules and difficulties in hiring foreign labour are among the competitive disadvantages of Canada's operating environment.

Ranked 15th in this year's report, the **United States** is the world's main trader of manufactured goods, accounting for 10.49% of world trade. The country can leverage good border administration and infrastructure. Customs are generally efficient and transparent, and exporting and importing procedures require, respectively, only 6 and 5 days (1st and 2nd respectively). Costs remain high, however, especially for importing (US\$ 1,315 per container). Transport connectivity and infrastructure are two of the country's competitive advantages, mainly due to good connections with the rest of the world. Good logistics competences (7th) and tracking and tracing ability (2nd) characterize the United States' transport services. ICTs are also one of the country's competitive assets, with a high number of active mobile broadband subscriptions (8th) and extensive use of Internet for business-to-consumer transactions (3rd). The United States also ranks 1st for quality of government online services. However, market access remains one of the country's weak spots, in line with most other advanced economies. High complexity of the domestic tariff structure discourages imports while local firms face one of the highest tariff rates in destination markets (130th) and a low margin of preference. Deepening international trade policy initiatives could help to address these shortcomings.

### ***Sub-Saharan Africa***

**Mauritius** remains the best performer on the African continent at 29th position. The country is one of the success stories in terms of trade development in Africa and its strong trade performance is reflected in the results it achieves on the ETI. Access to domestic markets is almost completely free, with very low tariff rates (0.8%, on average), and Mauritius also benefits from a high margin of preference on tariffs in target

markets. Infrastructure is fairly good and the overall business environment is conducive to trade, with rules and regulations that are open to FDIs, fairly good levels of physical security, and an impartial and efficient judicial system. At the same time, room for improvement remains in terms of the availability of quality logistics services in the country. Advanced logistics services, such as tracking and tracing consignments or reliability in terms of timeliness, are not prevalent in the country. Despite the open economy, some sectors remain protected by tariff peaks and specific tariffs, which makes it difficult to navigate the tariff regime for exporters.

**South Africa's** assessment on the ETI results in a rank of 69th, and its performance on most of the indicators is consistent with this overall rank. The areas that stand out positively include the quality of infrastructure in certain modes of transport, in particular for air and sea. The country also benefits from well-protected property rights (18th) and ease of access to finance for businesses (15th), including the ability to trade finance (24th). At the same time, some challenges remain to be addressed. These include the dismal security situation (123rd), which imposes additional costs on businesses operating and trading in the country. The tariff structure for imports is highly complex (92nd) and average tariffs are fairly high in international comparison (74th). Last but not least, the efficiency of border administration could be improved as procedures to import and export goods are lengthy and costly.

**Nigeria** occupies a low 124th position, which is illustrative of a significant number of challenges faced by the country. As African economies continue to grow, demand is set to increase and African economies should be well positioned to take advantage of these new potential export opportunities. For Nigeria to take more advantage of exports for its development, the country will have to identify ways to reduce the high trade barriers exporters face in target markets. Nigeria's market is very open, yet many non-tariff barriers are hindering trade development. These include underdeveloped infrastructure across all modes of transport, insufficiently available and costly transport services and low use of ICTs. The country is also struggling with challenges related to the overall business environment. Physical security imposes significant costs on foreign and local businesses and is a major deterrent to foreign direct investment in the country. The governance framework, as far as it pertains to trade (property rights, impartiality and efficiency of the judiciary and transparency), is also in need of strengthening.

## CONCLUSION

The agreement on trade facilitation at the Bali WTO ministerial meeting created renewed momentum for enabling trade and removing many of the trade barriers assessed by the Enabling Trade Index, such as the

cumbersome border procedures, burdensome customs clearance or lack of transparency on regulations. As countries wish to seize the momentum created by the favourable environment, the Enabling Trade Index can provide a tool for identifying strengths and weaknesses and tracking progress in enabling trade.

Three types of trade barriers stand out among the measures assessed by the ETI. Two of them, measures to reform border administration and enhancing the quality and efficiency of logistics services, have received much attention recently, as they bear the promise of considerable gains at limited cost. Thirdly, although tariff barriers have, on average, diminished in importance as they have come down through consecutive rounds of trade liberalization over the past decades, the complexity of tariff regimes, in particular in advanced economies still presents an important obstacle to international trade.

Our results show that various and significant trade barriers persist, particularly in the developing world. The good news is that some of these barriers can be removed relatively quickly, at a low cost and using limited political capital. Our findings point to a number of success stories, ranging from Chile to Mauritius and Malaysia. They also highlight the weaknesses of several large emerging economies, such as Brazil, India, Russia and Nigeria, where trade is impeded by red tape, pervasive corruption, inadequate infrastructure and low levels of security, to name a few issues. The mediocre performance of these countries on the Enabling Trade Index suggests that they are failing to put in place the reforms needed to enable trade and step up to the next stage of their development.

By ranking countries according to the barriers to trade they have in place, *The Global Enabling Trade Report* provides key information on one specific set of measures that could enable countries to further benefit from trade in this new and rapidly changing global environment. The *Report* is intended to be a motivator for change and a foundation for dialogue, by providing a yardstick of the extent to which countries have in place the factors that facilitate the free flow of goods and by identifying areas where improvements are most needed.

## NOTES

- 1 See the Acknowledgments section at the end of this *Report* for a list of data partner organizations.
- 2 The contribution of Survey indicators to the overall ETI is calculated as the sum of individual weights, which depend on the placement in the Index. The contribution is calculated as the weight of the individual indicator within the component it belongs to, multiplied by the weight in the ETI of that component.
- 3 See Browne et al. (2013) for more information about the Executive Opinion Survey process and data.
- 4 Estimates based on the International Monetary Fund's World Economic Outlook (October 2013 edition) and on the World Trade Organization's *Time Series on Merchandise and Commercial Services Database* (retrieved November 8th, 2013), respectively.

- 5 For example, the general scheme of preference (GSP), GSP+, and Everything But Arms (EBA) arrangements of the European Union for selected developing countries, the Caribbean Basin Economic Recovery Act (CBERA) and Caribbean Basin Trade Partnership Act (CBTPA) of the United States.
- 6 Mineral products comprise crude oil and gas, metal ores and other minerals as well as petroleum products, liquefied gas, coal, and precious stones. The figures cited here are averages of annual shares over the period 2007-2011 and come from the International Trade Centre.
- 7 Georgia officially withdrew from the CIS on August 18, 2009, but the International Monetary Fund includes it in the CIS group for reasons of geography and similarities in economic structure.
- 8 The selection comprises the top 3 performing economies, the 19 countries member of the G20 (the 20th member is the European Union), the regional champions, and those countries where the World Economic Forum has a regional event in 2014.
- 9 According to Singapore Customs Yearly Revenue Statistics (accessed March 7, 2014) available at <http://www.customs.gov.sg/topNav/pub/Statistics.htm>.
- 10 World Bank's Doing Business historical database.
- 11 For example, the cost to export a container has increased from 765 USD in 2011 to 1055 USD in 2013.

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# Latin America and the Caribbean in South-South Trade: Trade Performance and Main Obstacles to Developing Trade

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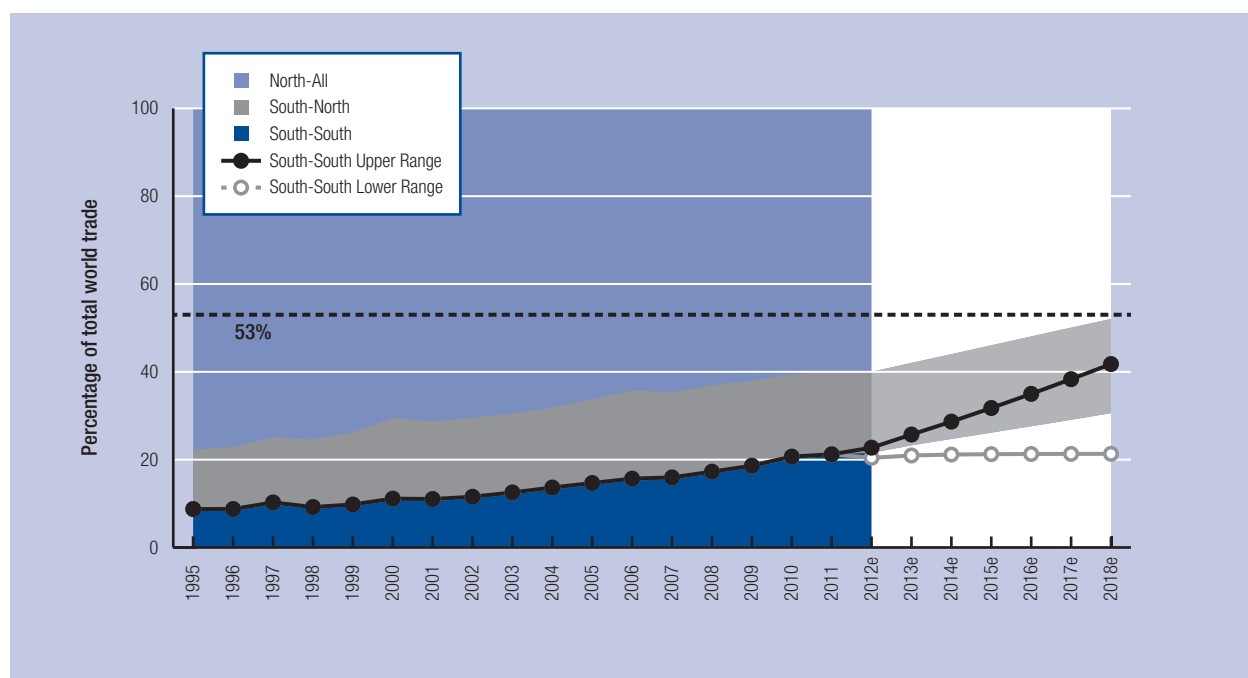
In the last three decades, the Latin America and the Caribbean (LAC) region's quest for growth and development hinged, to a great extent, on its capacity to harness the benefits of international trade. The region participated actively in multilateral trade negotiations, embarked on novel North-South trade agreements with developed countries and, more recently, witnessed a boom of South-South trade, fueled by the rise of China and other emerging economies and the related rising demand for commodities. As a result LAC trade expansion consistently exceeded GDP growth, and functioned as an effective engine of growth until the 2008-2009 global financial crisis brought this virtuous circle to an end.

The crisis is now in the past, but the future of the global economy and the world trading system has been profoundly altered by the events of the last decade. With the countries of the South still growing at a faster rate than the North,<sup>1</sup> import demand in the South has become large enough to cause a major shift in trade patterns. The South is now trading more with itself than with the North. In addition, this South-South trade is becoming more diverse and complex. Although the South still relies heavily on commodity trade, some countries have been successfully moving up the value chain and joining global and regional production networks.

The Inter-American Development Bank's (IDB) *Trade and Integration Monitor 2013* illustrates and analyzes long-term trends in the global economic and trade structure and their impact on LAC trade prospects. In 2012, while advanced economies grew at an average of only 1.2%, Developing Asia<sup>2</sup> and Sub-Saharan Africa, in contrast, posted average growth rates of 6.5% and 4.9%, respectively. In the same year, LAC grew by 3% and is expected to grow at 2.7% in 2013. As illustrated in these figures, over half of global GDP growth in 2012 occurred in the developing South.

The growth of trade flows reflects the divergence in economic performances of North and South. Exports originating in developing countries have been growing rapidly and are expected to account for over 50% of world exports within the next few years (Figure 1). In real terms, trade of advanced economies stabilized in 2011–2012 at a level below the pre-crisis peak, and began to decline in the second half of 2012 as advanced economies' growth slowed.<sup>3</sup> In contrast, trade of developing countries, particularly those in Asia, is above pre-crisis levels by a wide margin and continues to follow a positive trend. Thus, the fact that world trade has been exceeding pre-crisis levels since 2010 is solely due to the performance of developing countries. With respect to LAC, at the beginning of 2013, real imports and exports were higher than their pre-crisis peaks. However, while LAC imports have expanded at a faster pace than developing countries' trade, real exports have grown only on pace with total world trade.

Figure 1: Growth of South-South trade, 1995-2018



Source: IDB Integration and Trade Sector based on COMTRADE data and IMF WEO, April 2013 (GDP forecasts).

Note: Trade values between 2012 and 2018 are forecasts.

South-South trade has thus emerged as a main driver of LAC trade performance. The identified trends provide compelling reasons for seeking better access to developing markets in Asia as well as deepening economic integration within LAC and forging new trade ties with Africa. Exports to the South have been growing at a higher rate than exports to the North in nearly all LAC countries, and exports to partners within the region account for over half of LAC South-South trade. These exports are more diverse and more concentrated in manufacturing (nearly 60% of intra-LAC trade in 2011) than LAC exports to other regions (Figure 2). Thus, South-South trade, in particular regional trade within LAC, holds the potential to become an important avenue for export development and diversification for the countries of the region.

### ENHANCING SOUTH-SOUTH TRADE AND LAC INTEGRATION

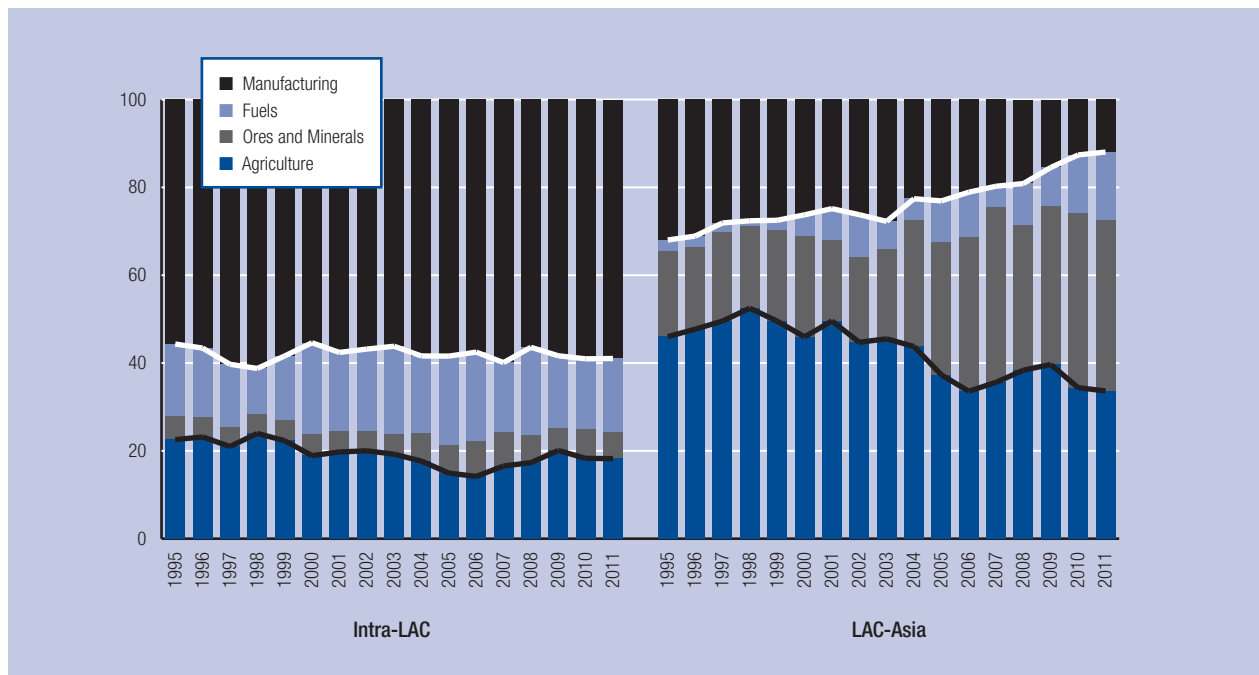
The challenge then is to promote policies that encourage companies to take advantage of the opportunities presented by these evolving trends. Southern countries face significantly higher overall export costs than do Northern countries, both in South-South and in South-North trade. The South faces higher tariffs, but these have fallen more rapidly as developing countries concluded South-South free trade agreements (Figure 3). Yet, while South-South tariffs have been falling, from over 10% on average in the 1990's to under 5% by 2010, they have been replaced by other trade restrictions that are less transparent and harder to quantify. Such restrictions

have been implemented mostly by developing countries, including countries within LAC.

Seizing the opportunities of growing South-South trade therefore requires the removal of policy barriers, which, although common to all trade, are often more prevalent in trade among developing countries. Policymakers need a full understanding of the quantitatively and qualitatively different obstacles to such trade, and need to avoid protectionist measures that limit their trade potential. Such obstacles are located both within exporting countries (e.g. high trade costs caused by inadequate infrastructure and burdensome rules and regulations), as well as among Southern countries (e.g. the imposition of tariffs and especially non-tariff measures that hurt trade interests in a non-transparent manner). Among the former, transport costs merit particular attention. Recent analysis shows that the cost of getting goods to market, both international shipment and transport within countries to the port, far exceeds the costs of most policy-related costs, such as tariffs (see Box 1).

As Southern countries take a larger role in global trade, changes in the trading system are not restricted to the emergence of new big players, but also include the reorganization of production and trade among all countries. The growing presence of transnational corporations originating and operating in the South is a key trend, leading to increased South-South flows of foreign direct investment, and the greater fragmentation of production processes across countries.

Figure 2: Sector composition of LAC south-south exports: intra-LAC vs. LAC-Asia, 1995–2011



Source: IDB Integration and Trade Sector based on COMTRADE data.

Figure 3: Effective applied tariffs, including preferences, 1995–2011



Source: IDB Integration and Trade Sector based on TRAINS and INTrade data.  
Note: Trade-weighted average of tariff faced by exports.

## Box 1: Too Far to Export

In Punta Arenas, Chile, at South America's southern tip, beer producers wishing to sell abroad must ship their product by truck to the port of San Antonio, in the country's central region, a distance of more than 1,800 miles. In Pucallpa, capital of Peru's low-income department of Ucayali in the Selva region, exporters of wood products must ship their goods to the port of Callao, in Lima, over 466 miles of often unpaved roads that wind through the Andes, sometimes at elevations higher than 13,000 feet. In Mexico, exporters of powdered milk in Chiapa de Corzo, in the southern state of Chiapas, have to ship their products to ports on the Pacific Ocean and Gulf of Mexico—on average 671 miles away—and often must cross mountain passes at elevations up to 7,400 feet. Similarly, in Brazil long and costly shipments are also part of the challenge faced by soy exporters in the municipality of Sapezal in the central-west state of Mato Grosso. Most of their products are shipped through the congested port of Santos in the southeast, 1,400 miles away.

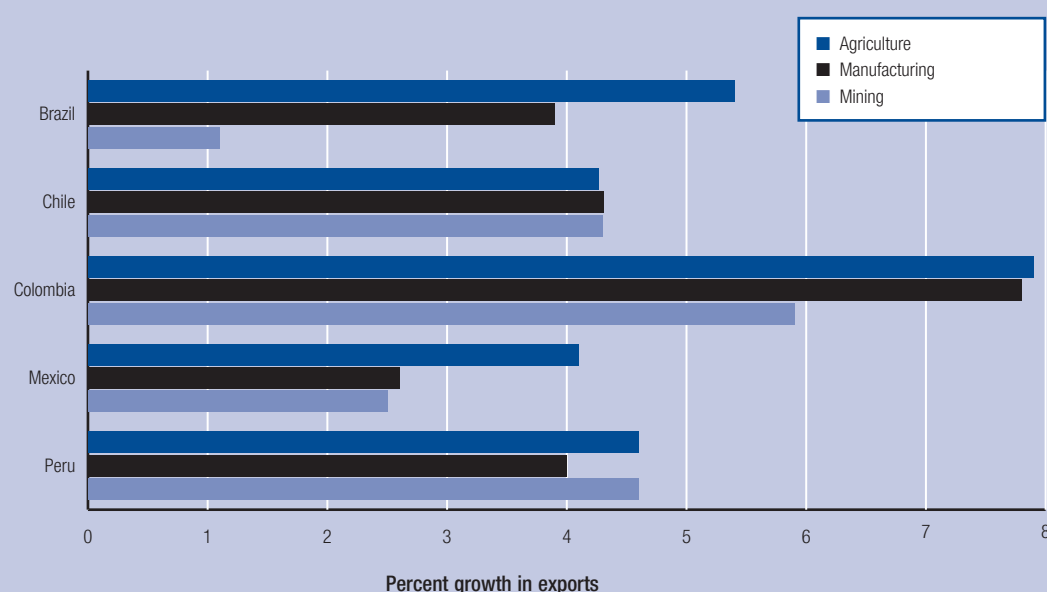
These stories might be considered extreme and anecdotal, but unfortunately they largely reflect the reality confronted by most firms located in regions far from the main urban agglomerations and ports in Latin America and the Caribbean (LAC). Firms with the resources and skills to produce goods in high demand by regional or world markets face high domestic transport costs that erode their gains, literally along the road. Or they refrain from exporting altogether.

### Why should governments care?

Any serious analysis of the trade consequences of domestic transport costs faces formidable empirical, theoretical and policy challenges. *In Too Far to Export*,<sup>1</sup> we set out to meet these challenges by building an unprecedented database of the municipal origin and domestic shipping costs of exports for five of the largest and most representative countries in the region: Brazil, Chile, Colombia, Mexico and Peru. The data leaves no doubt about the high subnational concentration of exports—with the top ten municipalities accounting for 45% of total exports in Peru to 74% in Chile. It also suggests that these high levels of concentration are inversely correlated with domestic transport costs to export.

This inverse relationship suggests that policies tailored to these costs are likely to have a significant impact on exports, but by how much? We sought to answer this question by estimating an equation that relates municipal exports at the product level with their ad valorem transport costs to the customs of exit, while controlling for the influence of factors such as comparative advantages that might also affect exports. The results, shown in Figure 1 below, confirm the inverse relationship and point to an economically and statistically significant impact in all five countries studied. Colombia emerges as the country with the most to gain from improvements in transport infrastructure and services: a 1% reduction in ad valorem transport costs can increase exports by as much as 7.9% in agriculture, 7.8% in manufacturing, and 5.9% in mining. But even Mexico, where average impact across sectors was the lowest, would see substantial gains through improved transport, particularly in agriculture, where a 1% drop in transport costs could produce a 4% increase in exports.

Figure 1: Average impact on municipal exports by a 1% reduction in domestic transport costs, by sector



Source: IDB, 2013.

(Cont'd.)



**Box 1: Too Far to Export** (*cont'd.*)**Bringing the discussion closer to actual policies**

To move this discussion closer to the world of policymaking, we used these estimates to simulate the impact on exports of straightforward measures to lower domestic transport, some of which are already being implemented by governments in the region. In Brazil and Peru, we combined government projects to expand the transport networks with ad hoc measures to improve their quality. In Mexico, we focused on the investment projects of the country's 2007-2012 road program. In Colombia and Chile, we simulated a regional cost convergence to a benchmark defined by the municipalities with the lowest transport costs.

The overwhelming message that emerges from these exercises is that policies to minimize domestic shipping costs can be particularly powerful in reshaping the sub-national distribution of exports and spreading the gains of trade more evenly. In Peru, for instance, we estimate that building new paved roads has the most impact on the Selva and Sierra departments, which are among those that export the least. These paved roads would reduce domestic shipping costs 15-40% and increase exports 10-23%.

In Brazil, implementation of the National Logistic Plan's major railway and waterways projects and an overall improvement in road quality are estimated to benefit

disproportionally the country's remote agricultural and mining regions, particularly in the north and central-west. These investments would reduce average domestic shipping costs in these areas by 30% and would boost exports by an average of 12.5%.

In Mexico, even though the 100 strategic projects of the road program do not particularly seem to target the peripheral regions, some of these region's states, particularly in the south, appear among the greatest beneficiaries.

In Colombia, a countrywide convergence in domestic transport costs to the level enjoyed by a department such as Magdalena in the north—whose costs are among the lowest 25% in the country—would have the most impact in the remote and poorer regions. Among the most to gain are municipalities in the southeast, where exports would increase on average 10-45%.

Finally, there is Chile, where a countrywide convergence in domestic transport costs to the level of Santiago—one of the lowest in the country—would produce dramatic transport cost savings in the most remote and least export-oriented regions of up to 80% and increases in exports of up to 40%.

**Notes**

<sup>1</sup> IDB, 2013.

To take just one measure of increasing fragmentation of production, the share of parts and components (P&C) in intra-LAC exports has remained relatively stable from 1995 to 2011, and higher than the share of P&C exports in LAC-Asia and LAC (excluding Mexico)-North trade (Figure 4). Thus, promoting intra-LAC trade is crucial for sustaining the region's participation in network trade. These changes open new opportunities, from increased South-South FDI flows to insertion into global value chains. But, again, in order to harness these possibilities, LAC policymakers and exporters need to fully grasp and address the constraints that hamper South-South trade.

Going forward, the region should be wary of the risks of excessive export concentration and be ready to adjust to new risks looming over the world economy. China, which has been the principal driver of South-South trade, may not only be slowing down from the high growth rates of the past decade. It may also be shifting its development strategy from the export-led model that favored trade with emerging economies, including the commodity exporters of the region, to one based more on internal consumption. While focusing on South-South trade is certainly a valuable strategic option for LAC, it should be regarded as an additional component of a more comprehensive trade strategy that actively pursues export diversification, both in

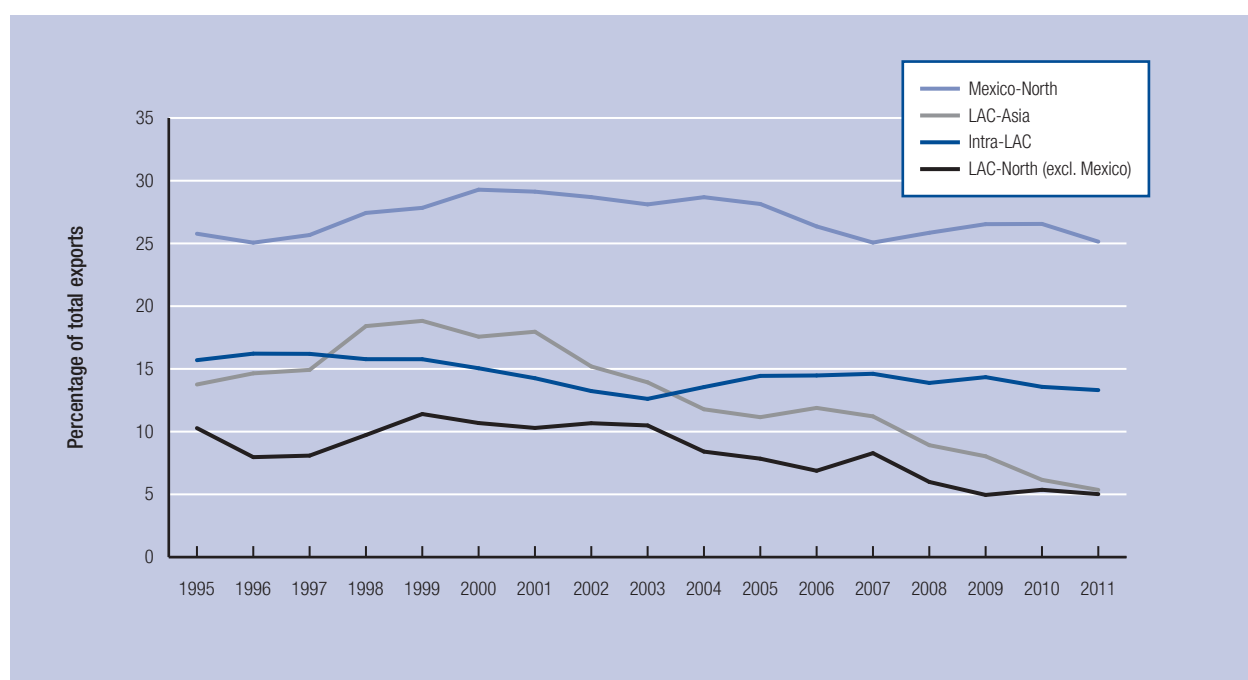
terms of products and destinations. Given the rising share of supply-chain trade in world trade, participation in globalized supply chains is an imperative and not a choice for Latin American economies. In this context, the regional integration efforts in other regions, such as the EU and ASEAN, provide interesting examples.

**MAIN OBSTACLES TO DEVELOPING TRADE IN LATIN AMERICA**

The Enabling Trade Index (ETI) presented in Chapter 1 of this report offers a tool to identify the most pressing obstacles to trade. It assesses to which extent countries have in place the attributes to enable and facilitate trade across borders. Published since 2008, the ETI has informed countries in their efforts to enable trade. It assesses 138 countries on a number of factors that are known to enable trade, such as market access, efficiency and transparency of border administration, transport infrastructure, logistics services, ICT infrastructure, as well as relevant aspects of the operating environment, including property rights and security.

Given its focus on trade facilitation, the ETI can be particularly useful to shed light on supply chain barriers to trade faced by companies in different countries. Estimates of the potential gains of improving on two of the areas captured in the index (border administration

Figure 4: Share of parts and components in LAC exports, 1995–2011



Source: IDB Integration and Trade Sector based on INTrade/DataINTAL.

and infrastructure) using gravity and computable general equilibrium (CGE) modelling show that countries in the region could gain substantially from reforms. If countries improved halfway to global best practice (Singapore), they would realize significant gains in terms of increase in exports and imports, as well as GDP (Table 1). For the LAC region without Mexico and Brazil, such reforms would result in gains around 7.5% of GDP growth.<sup>4</sup>

**Table 1: Potential gains from trade facilitation improvements in Latin American countries**

	GDP Growth, %	Export Growth, %	Import Growth, %
Mexico	4.4	11.2	26.3
Brazil	3.6	29.7	73.9
Rest of the Americas	7.5	37.9	39.1

Source: World Economic Forum, 2013.

In its 2014 edition, the ETI covers 20 countries from the Latin America and Caribbean region, which are presented in Table 2.<sup>5</sup> Overall, the ETI results show that countries in the region enable trade to very different degrees. Chile leads the way as the only Latin American economy to enter the top 10 at 8th position. Chile's strengths are to be found in its very open tariff regime (9th) and the low tariffs its exports face abroad (2nd). Yet even in Chile there is some room for improvement with respect to infrastructure and transport services, and to a lesser extent in the efficiency of border administration.

The remaining countries from the region occupy lower positions, spreading from Costa Rica at 42nd to Venezuela at 137th. The two largest economies in the region, Mexico and Brazil place 61st and 86th, respectively. In the case of Mexico, while the country benefits from fairly accessible markets at home and abroad, trade growth is constrained by high levels of crime and violence (130th) and an overall operating environment that is difficult due to red tape, a high regulatory burden and corruption. In Brazil, trade is enabled by the widespread use of ICTs and fairly widely available transport services. At the same time, domestic market access is relatively constrained (108th) and the country faces challenges with respect to transport infrastructure (102nd) as well as physical security (130th) and red tape (137th).

At the regional level, the ETI results for Latin America in comparison with the average of high-income OECD countries on the one hand and Developing Asia on the other (Figure 5) show that the region on average has achieved a high level of market access for goods to domestic and foreign markets. The LAC region's markets are more easily accessible than those in the Developing Asia region. Yet, although over the past years, many efforts have been undertaken in the region to improve domestic market access, but also to improve access to destination markets, considerable differences between countries prevail. While Brazil's (108th) and Argentina's (90th) domestic markets are among the most protected by tariffs in the ETI sample, countries

Figure 5: Latin America and the Caribbean pillar scores vs other key regions, 2014

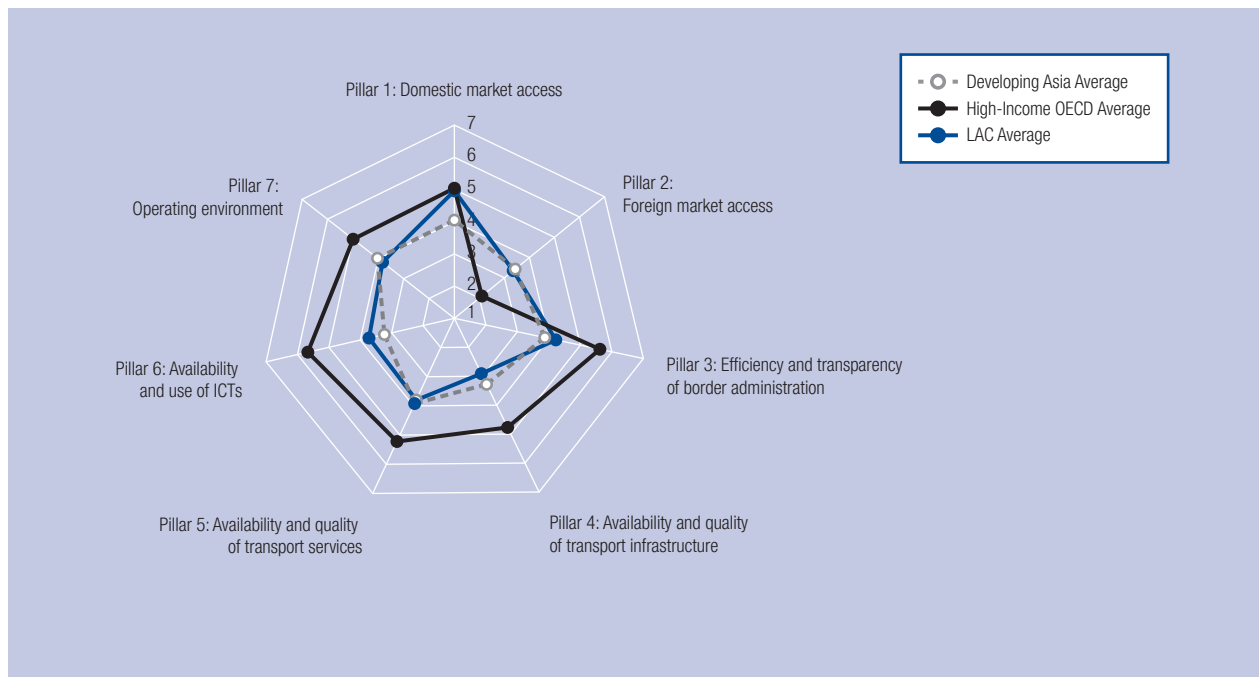
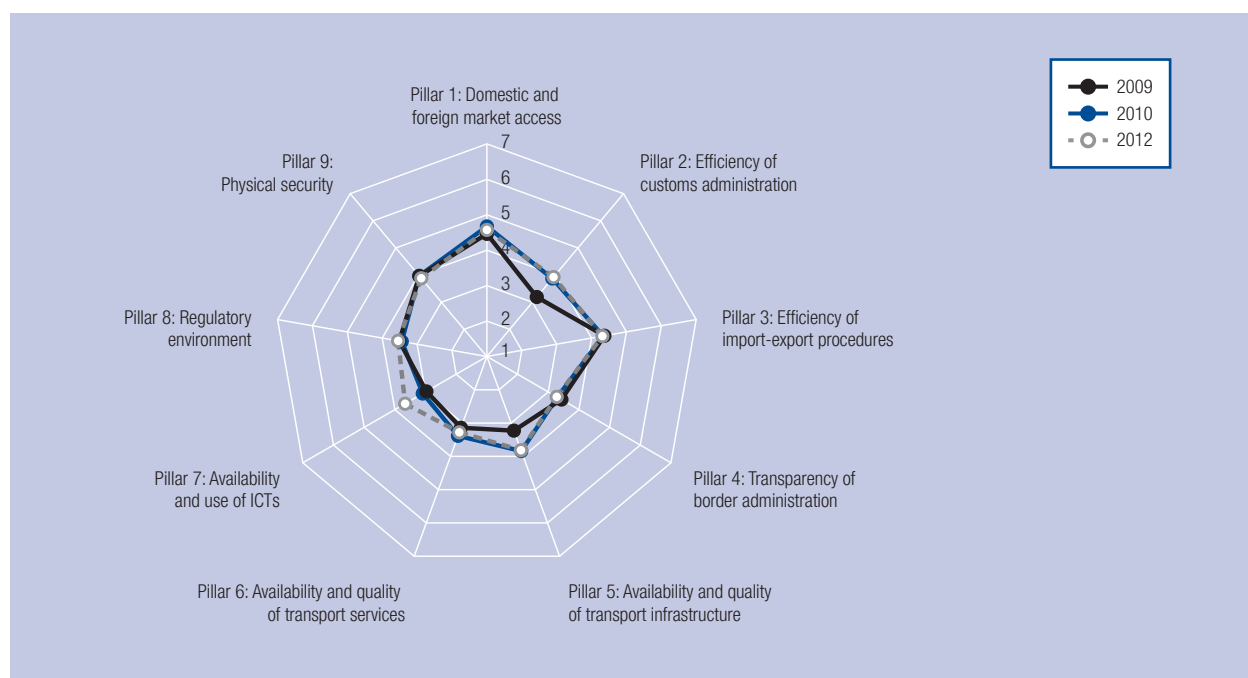


Table 2: Latin America and Caribbean economies in the Enabling Trade Index, 2014

Economy	Enabling Trade Index		Pillar 1: Index Domestic market access		Pillar 2: Foreign market access		Pillar 3: Efficiency and transparency of border administration		Pillar 4: Availability and quality of infrastructure transport		Pillar 5: Availability and quality of transport and services		Pillar 6: Availability and use of ICTs		Pillar 7: Operating environment	
	Rank	Score	Rank	Score	Rank	Score	Rank	Score	Rank	Score	Rank	Score	Rank	Score	Rank	Score
Argentina	95	3.66	90	4.41	44	3.24	96	3.73	95	2.71	73	3.96	55	4.39	124	3.38
Bolivia	87	3.72	83	4.65	15	3.90	93	3.81	110	2.50	114	3.43	94	3.15	96	3.77
Brazil	86	3.77	108	4.01	77	2.38	80	4.17	102	2.65	60	4.20	48	4.72	90	3.86
Chile	8	5.13	9	5.93	2	5.08	26	5.60	63	3.53	43	4.60	36	5.02	25	5.03
Colombia	73	4.00	36	5.08	18	3.85	68	4.44	112	2.48	88	3.74	56	4.34	112	3.55
Costa Rica	42	4.39	20	5.55	16	3.89	46	4.88	117	2.44	83	3.83	62	4.20	46	4.48
Ecuador	65	4.07	35	5.09	36	3.38	64	4.54	80	3.13	71	3.97	80	3.76	88	3.89
Dominican Republic	79	3.89	78	4.74	70	2.49	63	4.55	53	3.72	85	3.80	83	3.71	110	3.63
El Salvador	71	4.04	14	5.75	21	3.75	84	4.07	75	3.28	63	4.14	69	3.98	114	3.55
Guatemala	62	4.14	8	5.96	47	3.17	61	4.57	72	3.30	70	3.99	86	3.67	94	3.78
Guyana	104	3.55	111	3.84	40	3.33	88	3.93	118	2.39	109	3.52	108	2.77	91	3.81
Haiti	125	3.11	103	4.12	22	3.72	126	3.06	135	1.94	138	2.72	133	1.91	131	3.28
Honduras	84	3.79	17	5.66	27	3.59	82	4.09	104	2.63	118	3.35	98	3.04	120	3.46
Jamaica	80	3.87	93	4.36	45	3.20	76	4.18	46	3.86	81	3.85	91	3.40	92	3.79
Mexico	61	4.15	33	5.19	29	3.55	62	4.56	58	3.64	59	4.22	73	3.81	97	3.76
Nicaragua	68	4.05	6	5.98	30	3.50	60	4.59	108	2.56	96	3.62	111	2.66	86	3.91
Panama	52	4.28	86	4.60	78	2.37	55	4.71	31	4.37	52	4.36	57	4.29	38	4.57
Paraguay	113	3.45	37	5.06	88	2.22	120	3.25	111	2.49	108	3.53	92	3.37	93	3.78
Peru	51	4.28	13	5.83	9	4.20	51	4.74	101	2.67	77	3.88	89	3.62	80	3.97
Uruguay	60	4.21	44	4.94	41	3.30	67	4.45	107	2.57	89	3.74	50	4.63	36	4.62
Venezuela	137	2.81	120	3.48	86	2.23	133	2.71	127	2.23	121	3.32	87	3.66	138	2.59
Pacific Alliance		4.39		5.51		4.17		4.84		3.08		4.11		4.20		4.08
EU 28		4.63		4.90		1.94		5.39		4.44		5.02		5.39		4.78
ASEAN		3.98		4.37		4.02		4.09		3.30		4.05		3.44		4.05
LAC Average		3.92		4.96		3.35		4.22		2.91		3.80		3.72		3.83
High income OECD Average		4.85		5.04		2.10		5.62		4.76		5.22		5.67		4.99
Developing Asia Average		3.78		4.05		3.43		3.87		3.26		3.92		3.23		4.03

Note: Costa Rica is not included in the calculations for Pacific Alliance.

Figure 6: Latin America and the Caribbean pillar scores, 2009–2012



Source: World Economic Forum 2009, 2010 and 2012.

Note: Haiti excluded for lack of data in 2009 and 2010.

such as Chile (9th), Guatemala (8th) or Nicaragua (6th) have some of the most open tariff regimes worldwide. Despite the progress achieved on liberalizing tariffs, non-tariff barriers as well as administrative obstacles remain prevalent in countries of the region and are of greater importance than tariff barriers.

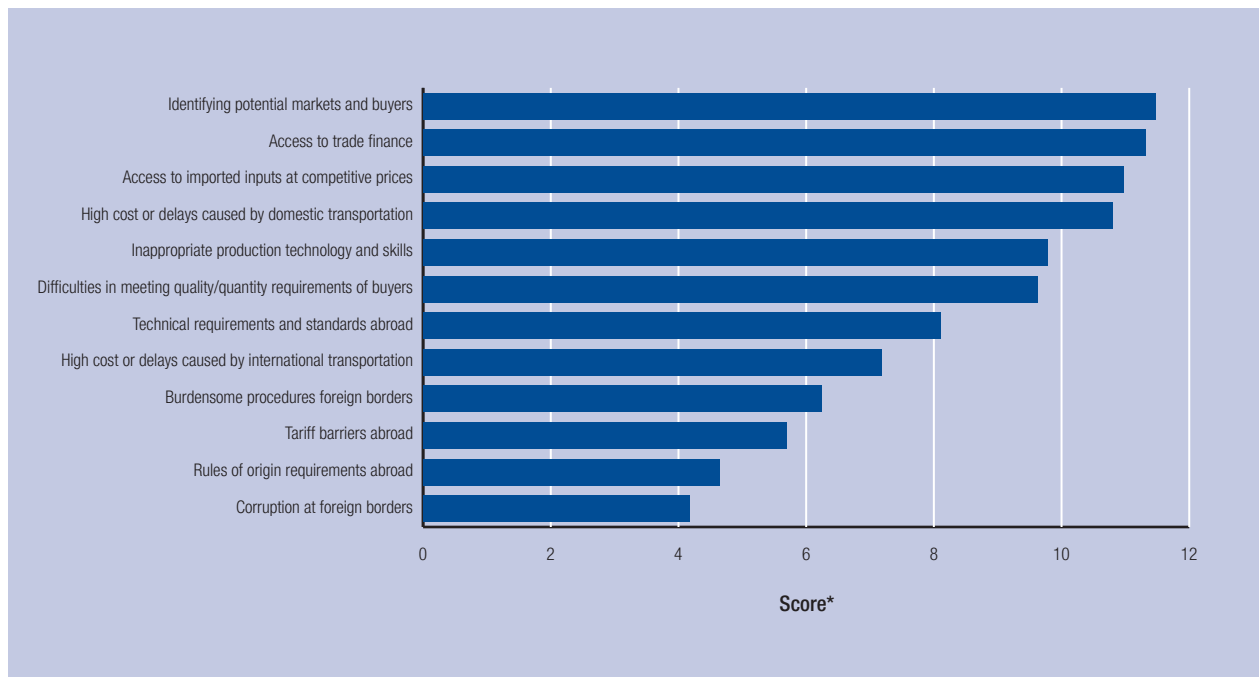
The most important challenges that will have to be addressed by the countries are transparency of border administration, where LAC economies underperform the OECD average by a significant margin, as well as related factors such as the efficiency of customs administration. Moreover, the region suffers from a lack of availability and low quality of transport services and high levels of physical insecurity, which makes transporting goods across borders and through countries difficult and costly and international investment less likely. Addressing these major issues will require major, concerted efforts across a number of domains. The good news is that an over-time comparison of the index results shows that between 2009 and 2012, the region has on average improved in two areas, transport infrastructure, which despite this improvement remains a major area of challenge and in particular in terms of efficiency of border administration (see Figure 6).<sup>6</sup> Box 2 discusses the logistics-related trade barriers in more detail.

The Enabling Trade Index uses to some extent data from a survey of business executives conducted annually by the World Economic Forum.<sup>7</sup> Among many other questions, the survey asks respondents to identify the

most problematic factors for exporting and importing in their country.

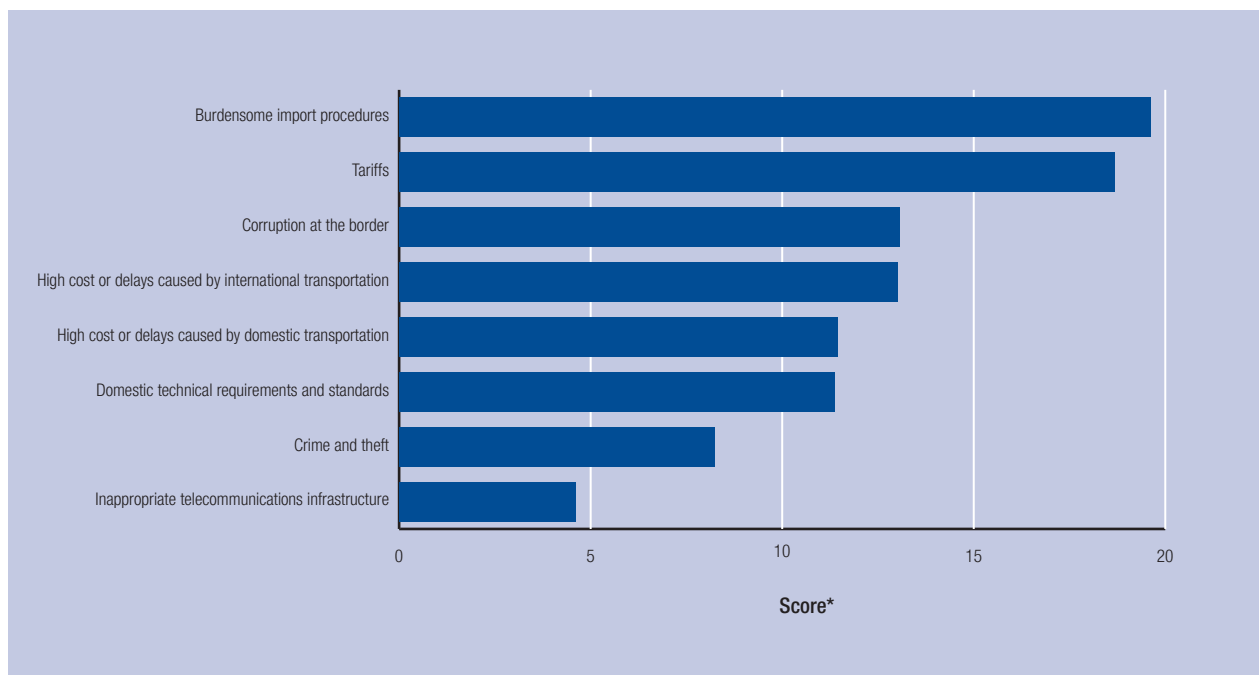
The results for the LAC region show (Figure 7) that in terms of exporting, identifying potential markets and buyers was considered as the most serious obstacle, followed by access to trade finance and access to imported inputs at competitive prices. The lack of appropriate technologies and skills is also among the top concerns of businesses in the LAC region. The importance of technology and skills as well as access to imported inputs indicates that Latin American businesses are well aware of the importance of participation in the international fragmentation of production. At the same time, burdensome procedures or corruption at foreign borders or rules of origin requirements are among the least frequently mentioned factors.

On the importing end (Figure 8), burdensome administrative procedures remain the most important obstacle, followed by tariffs and corruption at the border. Telecommunications infrastructure and crime and theft are considered the least important obstacles to trade in the region. Given the growing international fragmentation of production, there is potential for Latin American exporters to benefit from participating in cross-border supply chains of multinational corporations. In this context, it has been shown that deep regional integration that focuses on a broader array of trade-related policies can have an impact on the formation of international supply chains in a region that is more than twice as high as the impact from agreements that only cut tariffs.<sup>8</sup>

**Figure 7: Most problematic factors for exporting in Latin American and the Caribbean, 2013**

Source: World Economic Forum 2013b.

\*From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

**Figure 8: Most problematic factors for importing in Latin American and the Caribbean, 2013**

Source: World Economic Forum 2013b.

\*From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

## Box 2: Latin American Logistics: An LPI<sup>1</sup> Story

HARRY MOROZ, CECILIA BRICEÑO-GARMENDIA and ANASUYA RAJ (World Bank)

The story of logistics in Latin America and the Caribbean is nuanced and regional comparative assessments are inconclusive, based on the assessment through the World Bank's Logistics Performance Index (LPI). On a scale of 1 to 5, LAC's score on the 2014 LPI is 2.77, slightly lower than the global average of 2.9, but only 45% of the average of North America, the best-performing region.<sup>2</sup> In addition, the region is also outperformed by Europe and Central Asia, East Asia and the Pacific and the Middle East and North Africa, but scores better than South Asia and Sub-Saharan Africa (Figure 1a).

These aggregate figures mask sub-regional disparities. The countries of the Southern Cone perform best (Chile is LAC's top performer with an LPI score of 3.26) while Caribbean countries are the worst performers, driven by the extremely poor performances of Cuba, Haiti and Guyana (Cuba is LAC's worst performer with an LPI of 2.18).<sup>3</sup> These subregional differences have remained steady since the LPI's inception in 2007, with Central America slightly outperforming the Andean countries for second place. Consistent with these findings, LAC's island countries score the worst when the region's countries are categorized by geographical type, suggesting that special attention should be paid to logistics reforms in the Caribbean, where sea-locked and small economies undermine the development of the economies of scale that are important for trade and shipping (Figure 1b).

Unpacking logistics performance at the country level, the LPI reveals that most LAC countries are *partial performers* with no countries in the region classified in the top-performing *logistics friendly* category.<sup>4</sup> There are a handful of consistent

performers, with Chile, Panama, Mexico, Argentina and El Salvador, yet most of the LAC countries show middling performance when compared to leading world performer Germany. Two thirds of LAC countries achieve about 50-60% of Germany's top rating. The poor performance of the Caribbean as a region is clearly driven by the low LPI scores of Cuba, Haiti and Guyana (Figure 2).

One of the indicators used to assess the unrealized potential of international trade is the trade costs index (Anderson 2002, Novy 2009). The Trade Costs Index aims to capture supply-side inefficiencies by measuring the relation between the projected trade of a country based on its GDP and trade partners' demand, against the actual trade flows observed for that country. According to this index, LAC countries, excluding Chile, can capitalize significantly on their trade potential. By addressing supply-side inefficiencies countries could improve their trade by 150-250% (Figure 3). Using the LPI as a proxy for logistics performance, it becomes evident that in LAC there is a clear relationship between logistics and trade costs: the lower the logistics performance the highest the trade costs (Figure 3). This suggests that a place to start to increase LAC international competitiveness is by improving its logistics.

Many countries in LAC have recognized the importance of logistics as a determinant for competitiveness and have made it a strategic priority of their development agendas. Since the first LPI was published in 2007, all LAC countries have improved their LPI scores (Figure 4a), although for most countries the pace of improvement was not sufficient to result in improvement in rankings. Exceptions include Jamaica,

Figure 1a: LPI aggregate scores, by region, 2014

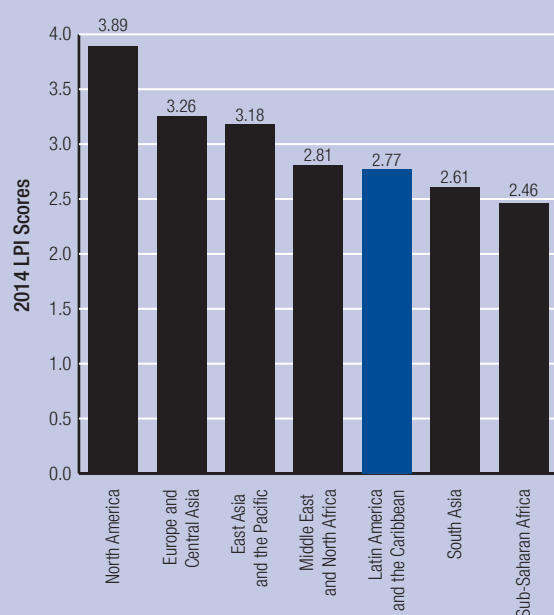
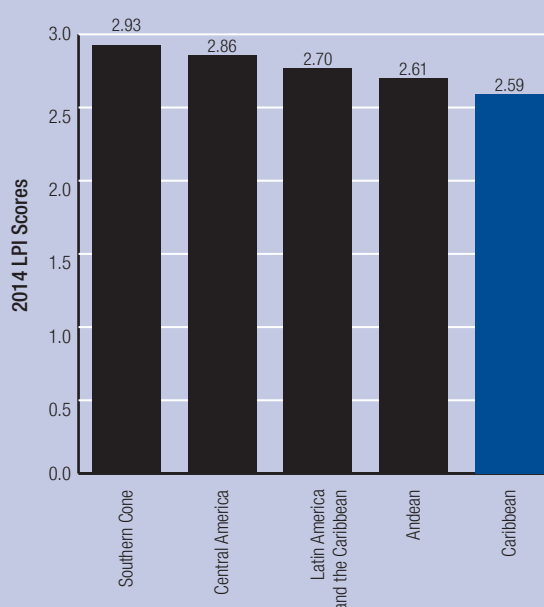


Figure 1b: LPI aggregate scores, by subregion, 2014



Source: Logistics Performance Index.

Note: Regional groups contain all countries for which data is available. Andean countries are Bolivia, Colombia, Ecuador and Peru. Caribbean countries are the Dominican Republic and Guyana. Central American countries are Costa Rica, El Salvador, Guatemala and Mexico. Southern Cone countries are Argentina, Brazil, Chile and Paraguay.

(Cont'd.)



## Box 2: Latin American Logistics: An LPI Story (cont'd.)

Figure 2: LPI scores of Latin American and the Caribbean countries, 2014

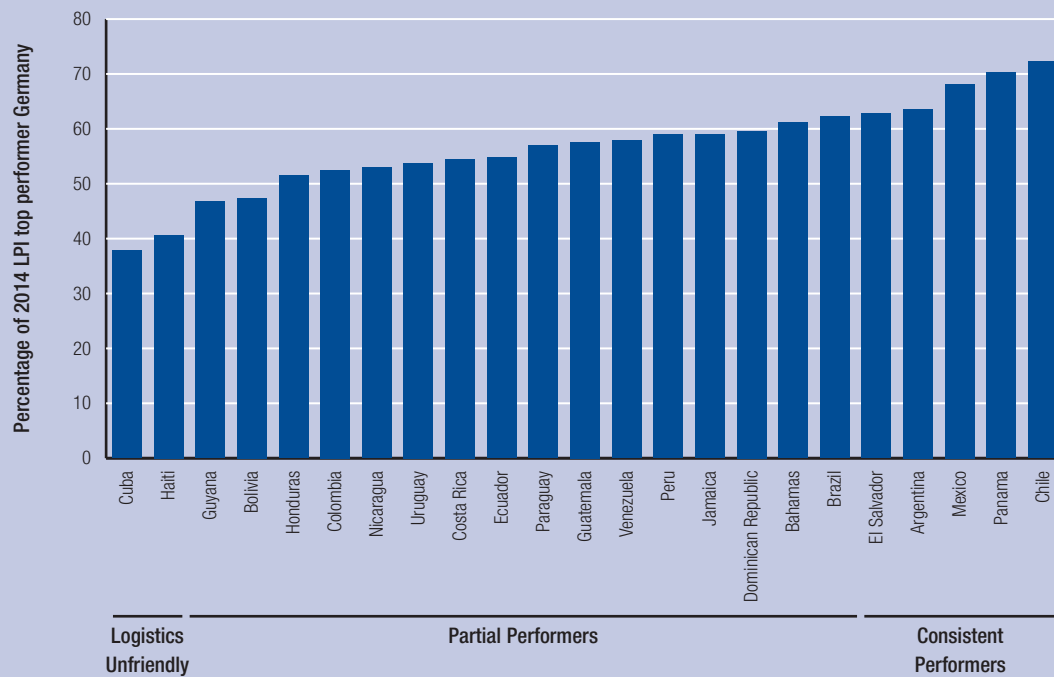
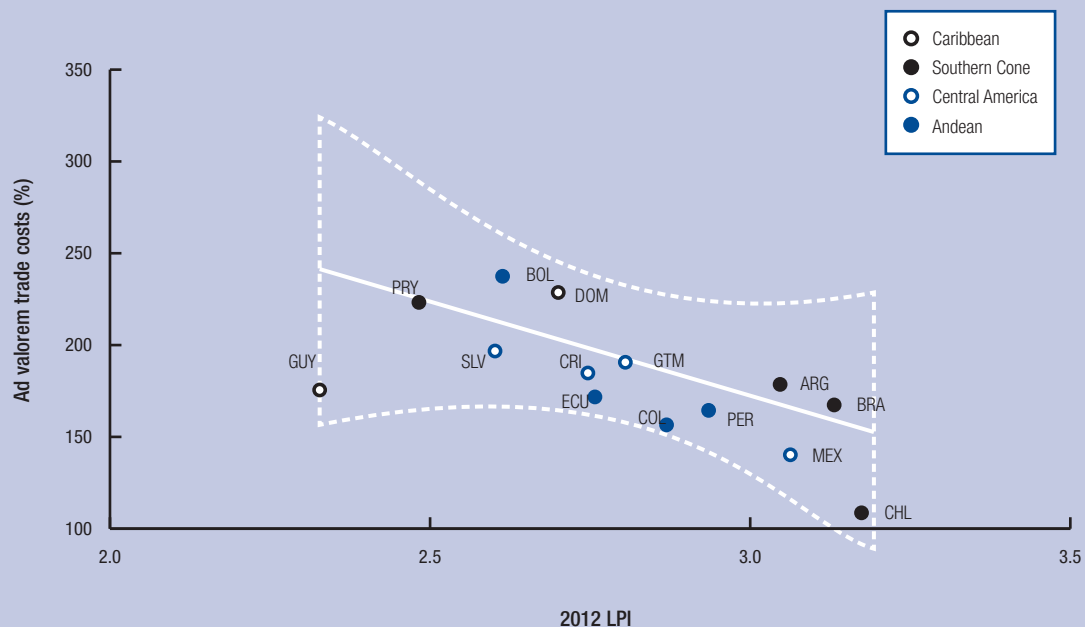


Figure 3: Trade costs and logistics performance in Latin American and the Caribbean, 2011



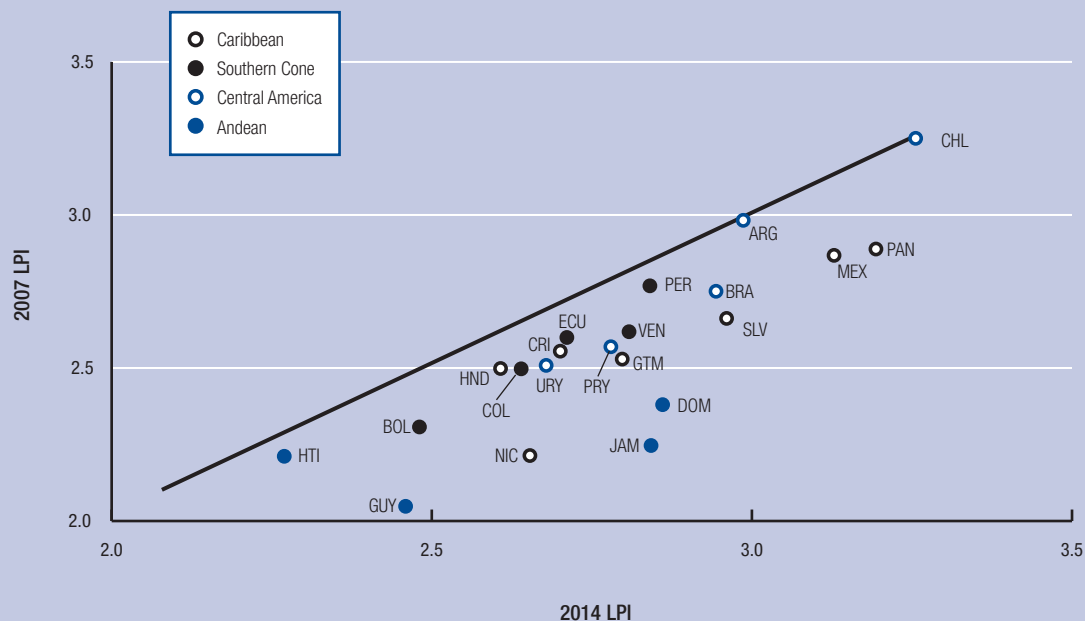
Source: Logistics Performance Index and Arvis and others, 2013.

Notes: The Bahamas, which has trade costs more than twice as high as the LAC average, is excluded from the Caribbean. Trade costs are average trade costs by country for 2011 and LPI is a country's 2012 LPI score. The white lines represent the linear fit (solid line) with 95% confidence intervals (dashed lines).

(Cont'd.)

## Box 2: Latin American Logistics: An LPI Story (cont'd.)

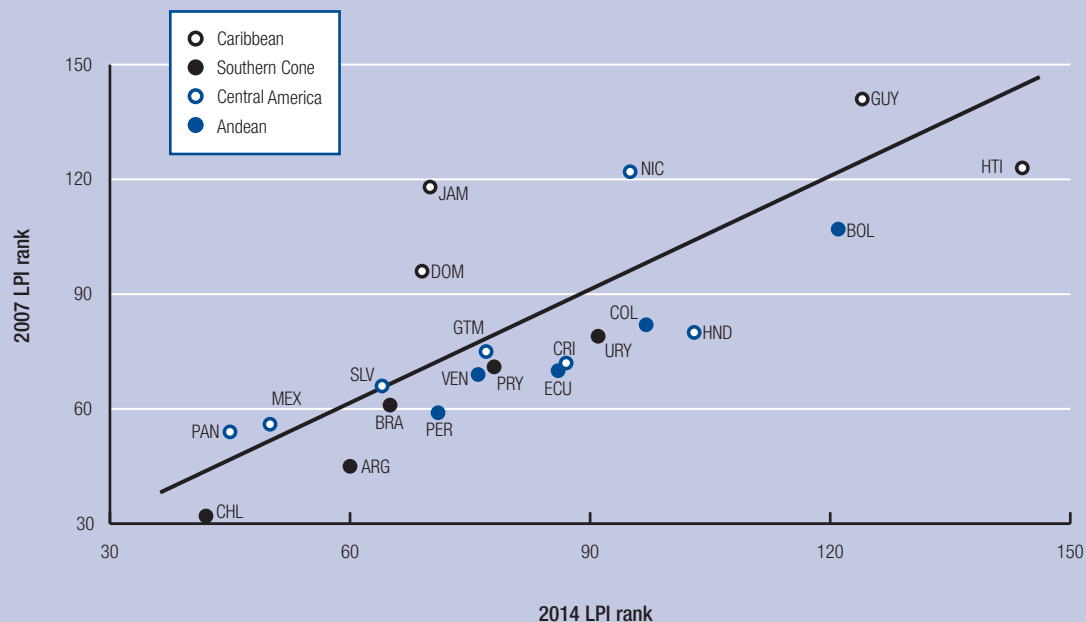
Figure 4a: LAC Logistics Performance Index over time, 2007–2014



Source: Logistics Performance Index and Arvis and others, 2013.

Notes: Placement below the 45 degree line indicates *improvement* over time.

Figure 4b: LAC Logistics Performance Ranking over time, 2007–2014



Source: Logistics Performance Index and Arvis and others, 2013.

Notes: Placement below the 45 degree line indicates *declining performance* over time.

(Cont'd.)

**Box 2: Latin American Logistics: An LPI Story (cont'd.)**

which has improved the most in the region, moving up 48 places in the world rankings to 70th position (out of 160), as well as Dominican Republic (27 positions), Nicaragua (27 positions) and Guyana (17 positions). In contrast, Haiti and Honduras both experienced declines in their rankings of more than 20 places (Figure 4b).

The key question in this respect is on which dimensions of logistics should the Latin American continent focus. While this question merits a closer look at each country individually, comparing aggregate values of each LPI component against the aggregate average LPI for LAC countries (reported at 2.77) can help identify bottlenecks. Physical infrastructure stands out as the most serious impediment to logistics performance, with a component score 8% worse than the average, followed by customs and border issues (6% worse). The overall LAC score for ability to track and trace consignments is the component that sticks out positively, with a component score 12% higher than the average.

The need to improve infrastructure is consistent with the findings of the second part of the LPI survey, which asks logistics professionals about the logistics environments in which they work. The percentage of respondents rating the quality of various infrastructure types as “high” or “very high” was the lowest or second-lowest in Latin America and the Caribbean across every mode and type. The situation is particularly dire for transport infrastructure: only 7% of respondents gave a “high” or “very high” rating to LAC road infrastructure and only 1% to rail infrastructure (World Bank, 2014).

**Notes**

- 1 The World Bank's Logistics Performance Index is a tool designed to assess the performance of a country's logistics services and infrastructure. The index, ranging from 1 for weak performers to 5 for the strongest performers, is based on a survey of nearly 1,000 logistics professionals worldwide about different components of the supply chains of their main overseas' markets. For more information, please refer to <http://lpi.worldbank.org/>.

- 2 Scores are standardized according to the formula:

$$100 \times \frac{(LPI - 1)}{LPI_{highest} - 1}$$

- 3 Cuba's position on the rankings may change with the \$1 billion project for the Port of Mariel renovation. This renovation would allow Mariel to handle Post-Panama ships. Using this project as a starting point, Cuba hopes to develop into a hub of regional trade in partnership with Brazil, the main financier of the project.
- 4 LPI classifies countries as (1) *logistics unfriendly* countries with severe logistics constraints (representing the bottom quintile of global LPI scores), (2) *partial performers* with LPI scores in the third and fourth quintile, consistent performers in the second-highest quintile, and (3) *logistics-friendly* countries in the top LPI quintile with high-performing logistics services and infrastructure.

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In this context, deep integration efforts in the region, such as the recent Pacific Alliance initiative (Colombia, Chile, Mexico, Peru and, more recently, Costa Rica; Panama acts as observer) can help countries promote regional, South-South trade thereby contributing to diversifying the trade performance of countries in both geographical and product terms. Box 3 discusses the challenges faced by the Pacific Alliance as identified by the ETI.

**CONCLUSION**

International trade is a key ingredient for growth and development in Latin America and the Caribbean. During the last three decades, the region has come a long way in reforming its trade regimes, and some of the benefits of the reforms have unmistakably materialized. Import and export expansion has consistently exceeded GDP growth, and international trade has functioned as an engine of growth.

However, in the aftermath of the global financial crisis the region is facing a new reality. On one hand,

trade growth is trailing GDP growth, which implies that in order to take advantage of international trade flows to promote development, the region needs to tackle a new generation of trade-enhancing policies. On the other hand, South-South trade has grown exponentially in relative terms, and securing market shares in the emerging economies, including within the intra-regional market, has become an increasing important component of any trade strategy.

In order to fully realize the growth potential of international trade the countries of the region are urged to take bold steps towards trade diversification, both in terms of products and destinations. The region should indeed be wary of the risks of excessive export concentration. While South-South trade with Asia has made a significant contribution to LAC's trade performance in the last decade, it has not helped to reduce the region's dependence on the exports of primary goods. Likewise, the intra-regional markets, in which supply chains are more prevalent and sophisticated, can play an important role in that regard.

### Box 3: The Role of Regional Integration in Developing Trade: Pacific Alliance

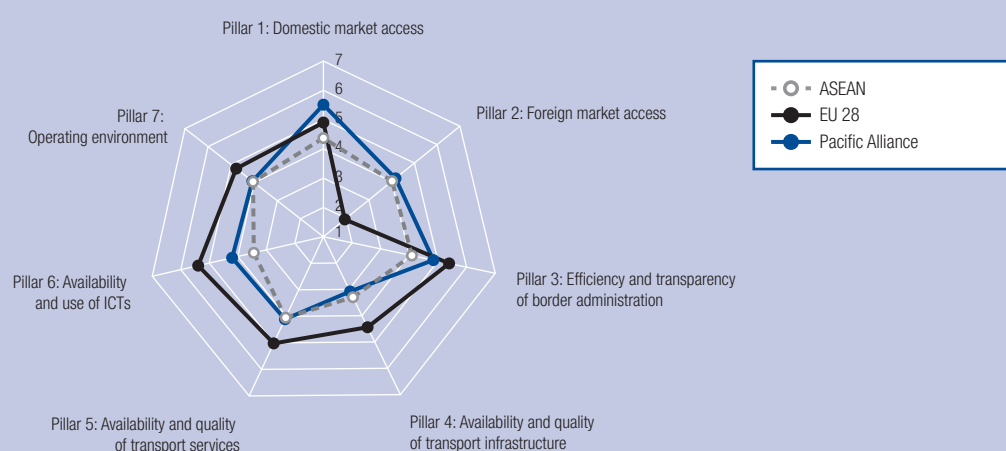
Figure 1 compares the average performance of the Pacific Alliance with that of different extra-regional reference groups: the EU 28 and ASEAN. Although the ETI cannot show how trade is enabled within the region, it gives a good indication of the main obstacles that exporters and importers are facing. It shows that, first of all, the Pacific Alliance economies, on average, benefit from a higher level of domestic and foreign market access than the other regional groupings. Countries also perform relatively well in terms of efficiency and transparency of border administration, where their institutions perform better than in ASEAN. The ETI also shows solid performance on the use of ICTs. The performance is in line with the ASEAN average on the availability and quality of transport services, and the operating environment. Finally,

major room for improvements remains with respect to the availability and quality of transport infrastructure.

The most problematic factors for exporting and importing for the Pacific Alliance show that exports are constrained by difficulties in identifying potential markets and buyers and high costs or delays caused by domestic transportation, indicating a need for further investment in transport infrastructure and the development of transport services in the region. When importing, businesses face burdensome import procedures and tariffs as well as delays caused by international transportation.

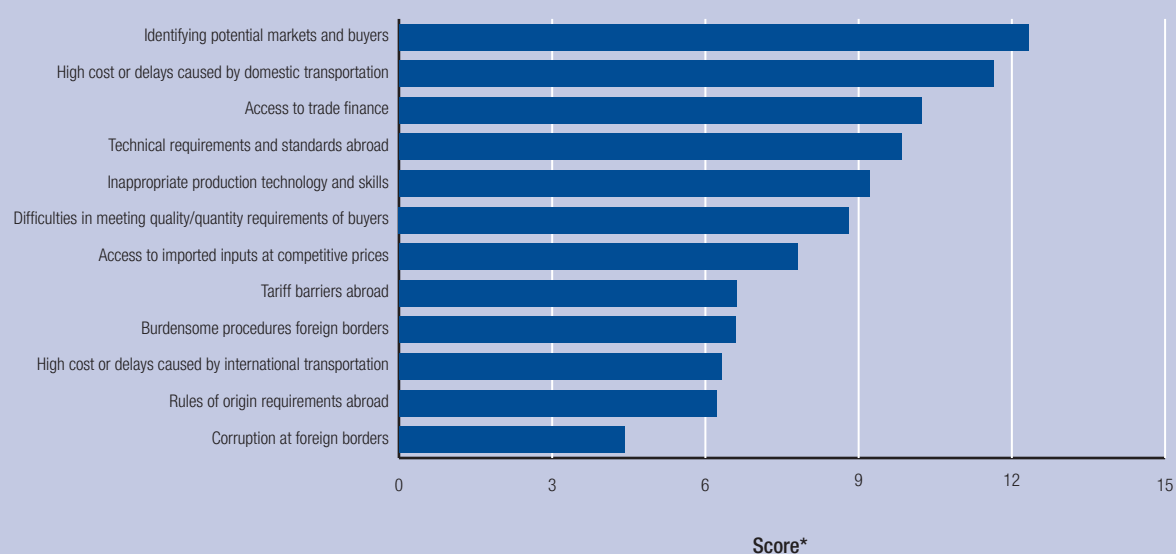
These results show that investment in infrastructure, better connectivity and more developed transport services are among the most pressing agenda points for enabling trade in the Pacific Alliance countries.

Figure 1: Comparing Pacific Alliance, EU and ASEAN pillar scores, 2014



Note: Costa Rica is not included in the calculations for Pacific Alliance.

Figure 2: Most problematic factors for exporting in the Pacific Alliance, 2013

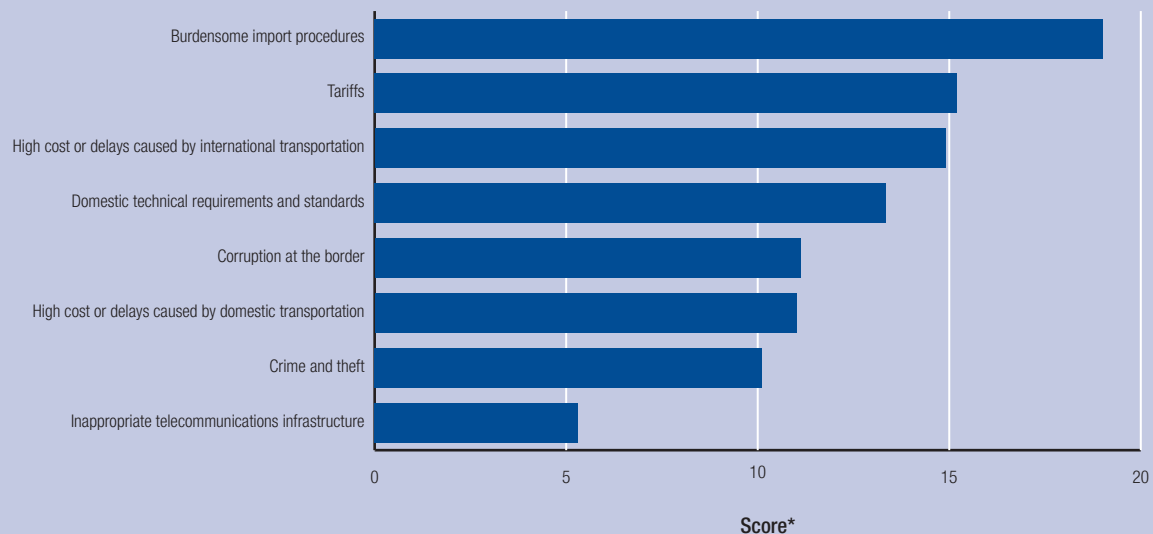


Source: World Economic Forum 2013b.

Note: Costa Rica is not included in the calculations for Pacific Alliance.

\*From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

(Cont'd.)

**Box 3: The Role of Regional Integration in Developing Trade: Pacific Alliance (cont'd.)****Figure 3: Most problematic factors for importing in the Pacific Alliance, 2013**

Source: World Economic Forum 2013b.

Note: Costa Rica is not included in the calculations for Pacific Alliance.

\*From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5.

The bars in the figure show the responses weighted according to their rankings.

For all these reasons new initiatives that target deep integration are in fact receiving a great deal of attention from international investors.

On the policy front the task at hand is daunting. Traditional forms of trade protection have, in fact, been curbed, and the new trade agenda needs to focus on behind-the-border regulations that operate as non-tariff barriers, on inefficiencies in trade operations due, for example, to underperforming customs and on infrastructure bottlenecks that raise trade costs and erode international competitiveness. Given its multi-dimensionality, the Enabling Trade Index can help countries identify high-level priorities and focus on those segments of the trade agenda that hold the potential to unleash the greatest benefits in relative short amounts of time.

## NOTES

- 1 The definitions of "South" and "North" are based on the UN Standard Country Classification. The North encompasses the "developed" countries, including Japan in Asia, Canada and the United States in North America, Australia and New Zealand in Oceania, and Europe. The South encompasses developing Asia (including Middle East), Latin America, and Africa.
- 2 Developing Asia refers to Asian countries that are defined as the South; thus, Japan is excluded.
- 3 Calculations based on Netherlands Bureau for Economic Policy Analysis (CPB) World Trade Monitor.
- 4 World Economic Forum 2013a. The gravity model was used to determine the trade flows that were in turn used as inputs into the CGE modelling exercise. Estimations were based on the ETI 2012.

- 5 The inclusion of countries is based on availability of key data entering the ETI.
- 6 The 2014 edition of the ETI was not included in this figure due to the change in methodology, which makes inter-temporal comparison impossible.
- 7 See Chapter 1 of this *Report* and Browne et al., 2013, for more details.
- 8 World Economic Forum, 2014.

## REFERENCES

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# Country/Economy Profiles



# How to Read the Country/Economy Profiles

The Country/Economy Profiles section presents a two-page profile of each of the 138 economies covered by *The Global Enabling Trade Report 2014*. Each profile summarizes an economy's performance on the various dimensions of the Enabling Trade Index (ETI) and provides additional trade performance indicators.

## PAGE 1

### 1 Key indicators

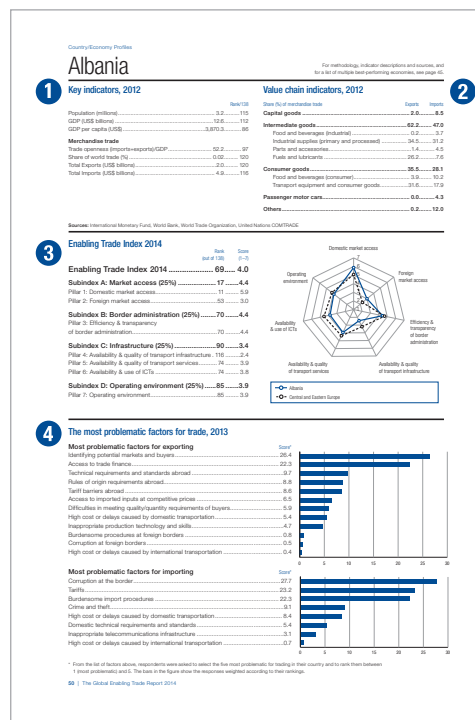
The first section (on the upper left-hand side of the page) presents a selection of key overall indicators:

- Data for population (millions), gross domestic product (GDP, current US\$ billions) and GDP per capita (current US\$) are from the International Monetary Fund (IMF)'s *World Economic Outlook Online* database (October 2013 edition).
- Trade openness (% of GDP) data is from the World Bank's *World Development Indicators* database (retrieved January 28, 2014) and corresponds to the sum of merchandise imports and exports as a percentage of the economy's GDP.
- Imports and exports share (%) in world trade total as well as total exports and imports (US\$ billions) are based on merchandise trade data from the World Trade Organization (WTO)'s *Statistical Database, Total Merchandise Trade* time series (retrieved November 8, 2013).

### 2 Value chain indicators

The upper right-hand side of the page provides an overview of an economy's presence in the global value chain. It follows the Broad Economic Categories (BEC) classification and the data is sourced from the World Bank's *World Integrated Trade Solution (WITS)* database (retrieved January 24, 2014). Data has been grouped to mirror the System of National Accounts (SNA)<sup>1</sup>:

- **Capital Goods** corresponds to BEC 41 (Capital goods except transport equipment) and 521 (Transport equipment for industrial use).
- **Intermediate Goods** is the sum of:
  - **Food and Beverages for industrial use**, which corresponds to BEC 111 (Food and beverages, primary, mainly for industry) and 121 (Food and beverages, processed, mainly for industry).
  - **Industrial supplies (primary and processed)**, which corresponds to BEC 21 (Industrial supplies not elsewhere specified, primary) and



22 (Industrial supplies not elsewhere specified, processed).

- **Parts and accessories**, which corresponds to BEC 42 (Parts and accessories of capital goods, except transport equipment) and 53 (Parts and accessories of transport equipment).
- **Fuels and lubricants**, which corresponds to BEC 31 (Fuels and lubricants, primary) and 322 (Fuels and lubricants, processed, other than motor spirit).

- **Consumer Goods** is the sum of:

- **Food and beverages for consumer use**, which corresponds to BEC 112 (Food and beverages, primary, mainly for household consumption) and 122 (Food and beverages, processed, mainly for household consumption).
- **Transport equipment and consumer goods**, which corresponds to BEC 522 (Transport equipment for non-industrial use), 61 (Consumer goods not elsewhere specified, durable), 62 (Consumer goods not elsewhere specified, semi-durable), and 63 (Consumer goods not elsewhere specified, non-durable).

- **Passenger motor cars** corresponds to BEC 51.
- **Others** includes:
  - **Motor spirit**, which corresponds to BEC 321.
  - **Goods not elsewhere classified**, which corresponds to BEC 7.

Given their vast use by both industries and households (as capital, intermediate and consumer goods), passenger motor cars and motor spirit have been listed separately.

### 3 Enabling Trade Index 2014

The mid-section summarizes the economy's performance on the main components of the ETI 2014. The two columns show, respectively, its rank among the sample of 138 economies and its score on a 1-to-7 scale, where 7 corresponds to the best possible outcome.

The blue line on the radar chart plots the economy's score on each of the seven pillars and compares it to the average scores of up to two relevant groups of economies. The black dashed comparator line plots the average score of the economy's region or group, as defined by the IMF: Advanced Economies; Central America and Caribbean; Central and Eastern Europe; Commonwealth of Independent States; Developing Asia, Middle-East, North Africa and Pakistan; South America; and Sub-Saharan Africa. Some profiles include a light blue dotted comparator line, which depicts the average score of Least Developed Countries (LDCs), Land-Locked Developing Countries (LLDCs), Land-Locked, and Least Developed Countries.<sup>2</sup>

### 4 The most problematic factors for trade

The charts at the bottom of the page summarize those factors seen by business executives as the most problematic for, respectively, exporting from and importing to their economy. The bars show the responses weighted according to their rankings. The information is drawn from the 2013 edition of the World Economic Forum's Executive Opinion Survey (the Survey). Respondents were asked to select the five most problematic factors from a list of twelve and eight, respectively for exporting and importing. Respondents were further asked to rank these from 1 (most problematic) to 5. A score was assigned for each answer based on the rank, from 5 points for the first-ranked factor to 1 point for the fifth-ranked. For example, if high cost or delays caused by international transportation was cited by a respondent as the most problematic factor for exporting (i.e. rank of 1), this answer would be assigned 5 points; if it was cited as the fifth most problematic factor, the answer would be assigned 1 point. For a given economy, the reported score earned by each factor corresponds to the total points earned by that factor across all responses from this economy divided by the total points earned by all factors. For Bosnia and Herzegovina, Jordan, Oman and the United Arab Emirates, the results from the 2012 edition of the Survey were used. Note that *corruption at the border* was added to the list of problematic factors for exporting in 2013.

Country/Economy Profiles

for methodology, indicator descriptions and sources, and for a list of countries and economies, see page 45.

**Albania**

**5 The Enabling Trade Index 2014 in detail**

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR (UNIT)	RANK (1-138)	SCORE (1-7)	UNIT
<b>Pillar 1: Domestic market access (1-7)</b>	16	5.9	Multiple economies (2)
1.01 Tariff rates (%)	40	5.9	Multiple economies (2)
1.02 Complexity of trade rules (1-7)	17	6.0	Multiple economies (2)
1.03 Tariff dispersion (standard deviation)	1	5.2	Multiple economies (2)
1.04 Tariff peaks (% of tariff total)	120	5.0	Multiple economies (2)
1.05 Specific tariff (% of tariff total)	1	5.0	Multiple economies (2)
1.06 Number of tariff lines	25	5.0	Multiple economies (2)
1.07 Share of duty-free imports (%)	14	5.0	Multiple economies (2)
<b>Pillar 2: Foreign market access (1-7)</b>	65	5.0	Central
2.01 Trade flows (%)	100	5.0	Other
2.02 Index of openness in destination index (1-100)	19	5.0	Multiple economies (2)
<b>Pillar 3: Efficiency and transparency of border administration (1-7)</b>	76	4.4	Singapore
3.01 Customs automation index (1-7)	66	5.0	Singapore
3.02 Efficiency of the clearance process (1-7)	66	5.0	Singapore
3.03 No. of documents to import	69	5.0	Multiple economies (2)
3.04 Cost to import (USD per container)	106	5.0	Singapore
3.05 No. of trucks to import	69	5.0	Multiple economies (2)
3.06 No. of documents to export	69	5.0	Multiple economies (2)
3.07 Cost to export (USD per container)	106	5.0	Multiple economies (2)
3.08 No. of trucks to export	69	5.0	Multiple economies (2)
3.09 Import payments in exports and imports	69	5.0	New Zealand
3.10 Time productivity of import procedures	69	5.0	Other
3.11 Customs transparency index (1-7)	51	5.0	Multiple economies (2)
<b>Pillar 4: Reliability and quality of transport infrastructure (1-7)</b>	116	3.4	United Arab Emirates
4.01 Availability of transport infrastructure	117	3.4	United States
4.02 Quality of transport infrastructure	107	3.4	Singapore
4.03 Quality of national infrastructure	107	3.4	Singapore
4.04 Road freight condition index (1-100)	100	3.4	Other
4.05 Quality of port infrastructure	100	3.4	Netherlands
4.06 Road freight (% of total)	70	3.4	Multiple economies (2)
4.07 Quality of roads	69	3.4	United Arab Emirates
<b>Pillar 5: Reliability and quality of transport services (1-7)</b>	76	3.9	Singapore
5.01 Ease and efficiency of shipping (1-7)	77	3.9	Switzerland
5.02 Logistics competence (1-7)	60	3.9	Germany
5.03 Tracking and tracing ability (1-7)	60	3.9	Germany
5.04 Reliability of shipments	60	3.9	Switzerland
5.05 Freight service efficiency	60	3.9	Japan
5.06 Efficiency of freight forwarding	60	3.9	Hong Kong SAR
<b>Pillar 6: Reliability and use of ICTs (1-7)</b>	74	3.9	Singapore
6.01 Mobile phone subscriptions/100 pop.	60	3.9	Hong Kong SAR
6.02 Individuals using Internet (%)	60	3.9	United States
6.03 Fixed broadband Internet subscriptions/100 pop.	75	3.9	Switzerland
6.04 Active mobile broadband Internet subscriptions/100 pop.	60	3.9	Singapore
6.05 ICT use for business (business transactions)	100	3.9	France
6.06 Internet use for business (business transactions)	100	3.9	United Kingdom
6.07 Government Online Service Index (1-7)	60	3.9	Multiple economies (2)
<b>Pillar 7: Spending environment (1-7)</b>	60	3.9	Hong Kong SAR
7.01 Protection of property index (1-7)	100	3.9	France
7.02 Property rights	100	3.9	France
7.03 Intellectual property protection	100	3.9	France
7.04 Efficiency and accountability of public institutions index (1-7)	60	3.9	Singapore
7.05 Judicial efficiency & impartiality in commercial disputes (1-7)	60	3.9	Multiple economies (2)
7.06 Discretion of public funds	100	3.9	New Zealand
7.07 Ease of compliance with government regulation	60	3.9	Singapore
7.08 Access to finance index (1-7)	100	3.9	Hong Kong SAR
7.09 Availability of financial services	100	3.9	Hong Kong SAR
7.10 Availability of financial services	100	3.9	Singapore
7.11 Availability of financial services	100	3.9	Other
7.12 Availability of trade finance	100	3.9	Hong Kong SAR
7.13 Openness to foreign participation index (1-7)	60	3.9	Other
7.14 Ease of doing foreign trade	60	3.9	United Arab Emirates
7.15 Business credit index (1-7)	60	3.9	Other
7.16 Optimism to multinational trade (1-100)	49	3.9	Switzerland
7.17 Index of physical security (1-7)	75	3.9	France
7.18 Reliability of postal services	60	3.9	France
7.19 Business costs of crime and violence	60	3.9	Other
7.20 Business costs of terrorism	60	3.9	Switzerland
7.21 Incidence of crime/1000 pop.	60	3.9	Hong Kong SAR
7.22 Index of terrorism incidence (1-7)	1	3.9	Multiple economies (2)

<sup>2</sup> Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

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For a more detailed explanation of the Survey methodology and data treatment, refer to Chapter 1.3 of the *The Global Competitiveness Report 2013-2014* (available at [www.weforum.org/gcr](http://www.weforum.org/gcr)).

## PAGE 2

### 5 The Enabling Trade Index 2014 in detail

This section presents an economy's performance (rank and score) on each individual indicator composing the ETI. The indicators are organized by pillar. Units or index ranges are indicated next to the indicator's name. Please refer to Appendix A of this Report for the composition and computation of the ETI and to Appendix B for detailed descriptions and sources for all indicators composing the ETI. The rankings by indicator can be found online at [www.weforum.org/getr](http://www.weforum.org/getr).

Next to the rank, a coloured square indicates whether the indicator constitutes an advantage (a blue square) or a disadvantage (a grey square) for the country. In order to identify an indicator as an advantage or disadvantage, the following rules apply:

- For the top 10 economies in the overall ETI, any indicators on which the economy is ranked 10th or higher are considered to be competitive advantages. Any indicators ranked below 10 are considered to be competitive disadvantages.
- For those economies ranked from 11th through 50th on the overall ETI, any indicators with a rank higher than the economy's overall rank are considered to be competitive advantages. Any indicators ranked equal to or lower than the economy's overall rank are competitive disadvantages.

- For economies with an overall rank on the ETI lower than 50, any indicators on which the economy ranks 50th or higher are considered to be competitive advantages. Any indicators ranked below 50 are considered competitive disadvantages.

For the sake of comparison, we report in the two right-most columns the score and name of the best performing economy for each indicator. 'Multiple economies' denotes a tie for the best score on a specific indicator. In this case, the number of economies is reported in brackets. For these indicators, we provide below the list of best-performing economies.

- **Tariff rate.** Two economies have an average tariff rate equal to zero: Hong Kong SAR and Libya.
- **Tariff dispersion.** Two economies have zero tariff dispersion: Hong Kong SAR and Libya.
- **Tariff peaks.** A total of 24 economies have no tariff peaks: Algeria, Argentina, Bangladesh, Benin, Burkina Faso, Cameroon, Chad, Chile, Côte d'Ivoire, Ethiopia, Gabon, Gambia, Ghana, Hong Kong SAR, Libya, Madagascar, Mali, Mauritania, Mozambique, Nigeria, Paraguay, Senegal, Tunisia and Zambia.
- **Specific tariffs.** A total of 54 economies have no specific tariffs: Albania, Algeria, Angola, Argentina, Benin, Bhutan, Bolivia, Brazil, Burkina Faso, Cambodia, Cameroon, Chad, Chile, Colombia, Costa Rica, Côte d'Ivoire, Dominican Republic, Ecuador, El Salvador, Ethiopia, Gabon, Gambia, Ghana, Guatemala, Guinea, Guyana, Haiti, Honduras, Hong Kong SAR, Iran, Jamaica, Lao PDR, Libya, Madagascar, Malawi, Mali, Mauritania, Mongolia, Morocco, Mozambique, Myanmar, Nicaragua, Nigeria, Panama, Paraguay, Peru, Philippines, Senegal, Tunisia, Uruguay, Venezuela, Vietnam, Yemen and Zambia.
- **Number of distinct tariffs.** Two economies have only one tariff: Hong Kong SAR and Libya.
- **Complexity of tariff index.** Two economies have obtained the maximum score of 7: Hong Kong SAR and Libya.
- **Share of duty-free imports.** Two economies have zero duties on 100 percent of their imports: Hong Kong SAR and Libya.
- **Domestic market access.** Two economies have obtained the maximum score of 7: Hong Kong SAR and Libya.
- **Number of documents to import.** Two economies require only two documents in order to import goods: France and Ireland.
- **Number of days to export.** It takes six days on average to export goods in Denmark, Estonia, Hong Kong SAR, Singapore and the United States.
- **Number of documents to export.** Two economies require only two documents in order to export goods: France and Ireland.
- **Customs transparency index.** A total of 35 economies have obtained the maximum possible score in terms of transparency of customs: Australia; Austria; Belgium; Brazil; Canada; Chile; Colombia; Costa Rica; Czech Republic; Denmark; Ecuador; Estonia; Germany; Guatemala; Hungary; India; Japan; Jordan; Korea, Rep.; Kyrgyz Republic; Luxembourg; Malta; Morocco; Netherlands; New Zealand; Nigeria; Poland; Slovenia; South Africa; Sweden; Switzerland; Taiwan (China); Turkey; United Kingdom; and the United States.
- **Paved roads.** A total of 18 economies have 100% of their road network paved: Austria, Czech Republic, Denmark, France, Germany, Hong Kong SAR, Ireland, Israel, Italy, Jordan, Luxembourg, Singapore, Slovenia, Spain, Switzerland, United Arab Emirates, United Kingdom and the United States.
- **Government online service index.** Three economies have obtained the best possible score in the government online service index: Korea, Rep.; Singapore; and the United States.
- **Judicial efficiency and impartiality in commercial disputes.** A total of seven economies have the most efficient and impartial judicial system to address commercial disputes: Australia, Cyprus, Denmark, Germany, Hong Kong SAR, Netherlands and the United Kingdom.
- **Terrorism Incidence Index.** A total of 48 economies have obtained the Index score of 7: Albania; Armenia; Azerbaijan; Benin; Botswana; Burkina Faso; Cambodia; Costa Rica; Croatia; Dominican Republic; El Salvador; Finland; Gabon; Gambia; Ghana; Guinea; Guyana; Haiti; Honduras; Hong Kong SAR; Hungary; Jamaica; Japan; Korea, Rep.; Latvia; Lesotho; Lithuania; Luxembourg; Malawi; Malta; Mauritius; Mongolia; Montenegro; Namibia; New Zealand; Nicaragua; Oman; Panama; Poland; Qatar; Romania; Singapore; Slovak Republic; Slovenia; Taiwan (China); Uruguay; Vietnam; and Zambia.

## NOTES

- 1 United Nations, Department of Economic and Social Affairs, Statistics Division, 2002. "Classification by Broad Economic Categories". New York, NY: United Nations. Available at [http://unstats.un.org/unsd/publication/SeriesM/SeriesM\\_53rev4e.pdf](http://unstats.un.org/unsd/publication/SeriesM/SeriesM_53rev4e.pdf).
- 2 See IMF's *World Economic Outlook* database (October 2013 edition), available at <http://www.imf.org/weo>. In accordance with the IMF's classification, Georgia has been included in the Commonwealth of Independent States even though the country officially withdrew from the organization in 2009. Latin America and the Caribbean has been disaggregated into South America and Central America and Caribbean, so as to allow for a more granular level of analysis.





# Index of Countries/Economies

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Cameroon	92	Kuwait	184	Serbia	276
Canada	94	Kyrgyz Republic	186	Singapore	278
Chad	96	Lao PDR	188	Slovak Republic	280
Chile	98	Latvia	190	Slovenia	282
China	100	Lebanon	192	South Africa	284
Colombia	102	Lesotho	194	Spain	286
Costa Rica	104	Liberia	196	Sri Lanka	288
Côte d'Ivoire	106	Libya	198	Sweden	290
Croatia	108	Lithuania	200	Switzerland	292
Cyprus	110	Luxembourg	202	Taiwan, China	294
Czech Republic	112	Macedonia, FYR	204	Tanzania	296
Denmark	114	Madagascar	206	Thailand	298
Dominican Republic	116	Malawi	208	Tunisia	300
Ecuador	118	Malaysia	210	Turkey	302
Egypt	120	Mali	212	Uganda	304
El Salvador	122	Malta	214	Ukraine	306
Estonia	124	Mauritania	216	United Arab Emirates	308
Ethiopia	126	Mauritius	218	United Kingdom	310
Finland	128	Mexico	220	United States	312
France	130	Moldova	222	Uruguay	314
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# Albania

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	3.2.....	115
GDP (US\$ billions) .....	12.6.....	112
GDP per capita (US\$) .....	3,870.3.....	86
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	52.2.....	97
Share of world trade (%) .....	0.02.....	120
Total Exports (US\$ billions) .....	2.0.....	120
Total Imports (US\$ billions) .....	4.9.....	116

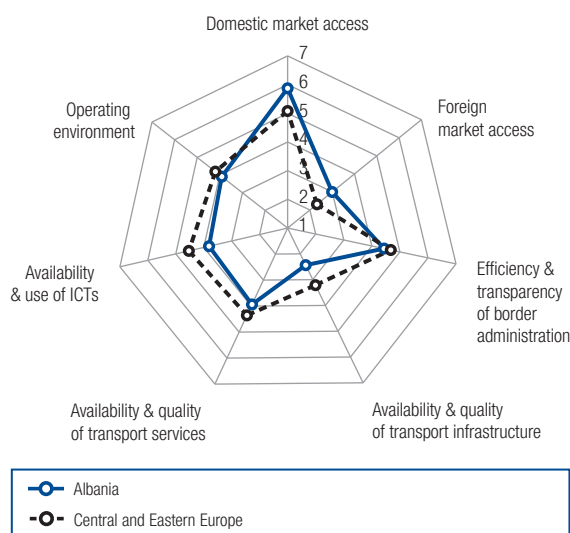
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>2.0.....</b>	<b>8.5</b>
<b>Intermediate goods</b> .....	<b>62.2.....</b>	<b>47.0</b>
Food and beverages (industrial) .....	0.2.....	3.7
Industrial supplies (primary and processed) .....	34.5.....	31.2
Parts and accessories .....	1.4.....	4.5
Fuels and lubricants .....	26.2.....	7.6
<b>Consumer goods</b> .....	<b>35.5.....</b>	<b>28.1</b>
Food and beverages (consumer) .....	3.9.....	10.2
Transport equipment and consumer goods .....	31.6.....	17.9
<b>Passenger motor cars</b> .....	<b>0.0.....</b>	<b>4.3</b>
<b>Others</b> .....	<b>0.2.....</b>	<b>12.0</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>69.....</b>	<b>4.0</b>
<b>Subindex A: Market access (25%)</b> .....	<b>17.....</b>	<b>4.4</b>
Pillar 1: Domestic market access .....	11.....	5.9
Pillar 2: Foreign market access .....	53.....	3.0
<b>Subindex B: Border administration (25%)</b> .....	<b>70.....</b>	<b>4.4</b>
Pillar 3: Efficiency & transparency of border administration .....	70.....	4.4
<b>Subindex C: Infrastructure (25%)</b> .....	<b>90.....</b>	<b>3.4</b>
Pillar 4: Availability & quality of transport infrastructure .....	116.....	2.4
Pillar 5: Availability & quality of transport services .....	74.....	3.9
Pillar 6: Availability & use of ICTs .....	74.....	3.8
<b>Subindex D: Operating environment (25%)</b> .....	<b>85.....</b>	<b>3.9</b>
Pillar 7: Operating environment .....	85.....	3.9



## The most problematic factors for trade, 2013

### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	26.4
Access to trade finance .....	22.3
Technical requirements and standards abroad .....	9.7
Rules of origin requirements abroad .....	8.8
Tariff barriers abroad .....	8.6
Access to imported inputs at competitive prices .....	6.5
Difficulties in meeting quality/quantity requirements of buyers .....	5.9
High cost or delays caused by domestic transportation .....	5.4
Inappropriate production technology and skills .....	4.7
Burdensome procedures at foreign borders .....	0.8
Corruption at foreign borders .....	0.5
High cost or delays caused by international transportation .....	0.4

### Most problematic factors for importing

	Score*
Corruption at the border .....	27.7
Tariffs .....	23.2
Burdensome import procedures .....	22.3
Crime and theft .....	9.1
High cost or delays caused by domestic transportation .....	8.4
Domestic technical requirements and standards .....	5.4
Inappropriate telecommunications infrastructure .....	3.1
High cost or delays caused by international transportation .....	0.7

\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS		RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>		<b>11</b>	<b>5.9</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01	Tariff rate (%)	40	2.8	Multiple economies (2)	0.0
1.02	Complexity of tariffs index (1–7)	77	5.6	Multiple economies (2)	7.0
	Tariff dispersion (standard deviation)	12	5.2	Multiple economies (2)	0.0
	Tariff peaks (% of tariff lines)	133	12.0	Multiple economies (24)	0.0
	Specific tariffs (% of tariff lines)	1	0.0	Multiple economies (54)	0.0
	Number of distinct tariffs	25	6	Multiple economies (2)	1
1.03	Share of duty-free imports (%)	14	85.9	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>		<b>53</b>	<b>3.0</b>	<b>Cambodia</b>	<b>5.3</b>
2.01	Tariffs faced (%)	123	5.8	Chile	3.5
2.02	Index of margin of preference in destination mkt (0–100)	19	56.9	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>		<b>70</b>	<b>4.4</b>	<b>Singapore</b>	<b>6.3</b>
3.01	Customs services index (0–1)	38	0.69	Singapore	0.97
3.02	Efficiency of the clearance process (1–5)	96	2.4	Norway	4.2
3.03	No. of days to import	74	18	Singapore	4
3.04	No. of documents to import	82	8	Multiple economies (2)	2
3.05	Cost to import (US\$ per container)	18	730	Singapore	440
3.06	No. of days to export	81	19	Multiple economies (5)	6
3.07	No. of documents to export	85	7	Multiple economies (2)	2
3.08	Cost to export (US\$ per container)	24	745	Malaysia	450
3.09	Irregular payments in exports and imports*	85	3.2	New Zealand	6.6
3.10	Time predictability of import procedures*	91	3.5	Finland	6.0
3.11	Customs transparency index (0–1)	56	0.83	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>		<b>116</b>	<b>2.4</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01	Available int'l airline seat km/week, millions	111	24.2	United States	11,481.7
4.02	Quality of air transport infrastructure*	72	4.3	Singapore	6.8
4.03	Quality of railroad infrastructure*	107	1.2	Japan	6.7
4.04	Liner Shipping Connectivity Index (0–157.1)	101	4.4	China	157.5
4.05	Quality of port infrastructure*	100	3.5	Netherlands	6.8
4.06	Paved roads (% of total)	79	39.0	Multiple economies (18)	100.0
4.07	Quality of roads*	68	3.9	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>		<b>74</b>	<b>3.9</b>	<b>Singapore</b>	<b>5.7</b>
5.01	Ease and affordability of shipment (1–5)	77	2.8	Luxembourg	3.8
5.02	Logistics competence (1–5)	90	2.6	Norway	4.2
5.03	Tracking and tracing ability (1–5)	96	2.6	Germany	4.2
5.04	Timeliness of shipments in reaching destination (1–5)	46	3.6	Luxembourg	4.7
5.05	Postal services efficiency*	62	4.6	Japan	6.8
5.06	Efficiency of transport mode change*	99	3.5	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>		<b>74</b>	<b>3.8</b>	<b>Sweden</b>	<b>6.5</b>
6.01	Mobile phone subscriptions/100 pop.	66	110.7	Hong Kong SAR	229.2
6.02	Individuals using Internet (%)	55	54.7	Iceland	96.2
6.03	Fixed broadband Internet subscriptions/100 pop.	73	5.1	Switzerland	39.9
6.04	Active mobile broadband Internet subscriptions/100 pop.	68	18.8	Singapore	124.5
6.05	ICT use for business-to-business transactions*	126	3.8	Finland	6.2
6.06	Internet use for business-to-consumer transactions*	123	3.4	United Kingdom	6.3
6.07	Government Online Service Index (0–1)	86	0.42	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>		<b>85</b>	<b>3.9</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01	Protection of property index (1–7)	122	2.9	Finland	6.3
	Property rights*	128	2.8	Finland	6.4
	Intellectual property protection*	106	2.9	Finland	6.2
7.02	Efficiency and accountability of public institutions index (1–7)	65	3.6	Singapore	6.0
	Judicial efficiency & impartiality in commercial disputes (0–4)	55	2.3	Multiple economies (7)	4.0
	Diversion of public funds*	102	2.5	New Zealand	6.5
	Ease of compliance with government regulation*	29	3.9	Singapore	5.4
7.03	Access to finance index (1–7)	124	2.8	Hong Kong SAR	5.7
	Affordability of financial services*	118	3.4	Hong Kong SAR	6.1
	Availability of financial services*	120	3.5	Switzerland	6.4
	Ease of access to loans*	126	1.9	Qatar	4.9
	Availability of trade finance*	132	2.6	Hong Kong SAR	5.8
7.04	Openness to foreign participation index (1–7)	28	4.8	Ireland	5.5
	Ease of hiring foreign labour*	5	5.2	United Arab Emirates	5.6
	Business impact of rules on FDI*	75	4.5	Ireland	6.7
	Openness to multilateral trade rules (0–100)	48	69.9	Slovenia	92.2
7.05	Index of physical security (1–7)	73	5.4	Qatar	6.8
	Reliability of police services*	92	3.7	Finland	6.7
	Business costs of crime and violence*	86	4.3	Qatar	6.8
	Business costs of terrorism*	83	5.2	Slovenia	6.7
	Homicide cases/100,000 pop.	79	4.4	Hong Kong SAR	0.2
	Index of terrorism incidence (1–7)	1	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Algeria

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions).....	37.5.....33
GDP (US\$ billions).....	209.3.....48
GDP per capita (US\$).....	5,582.8.....76
<b>Merchandise trade</b>	
Trade openness (imports+exports)/GDP.....	58.1.....87
Share of world trade (%).....	0.32.....53
Total Exports (US\$ billions).....	71.9.....49
Total Imports (US\$ billions).....	47.5.....53

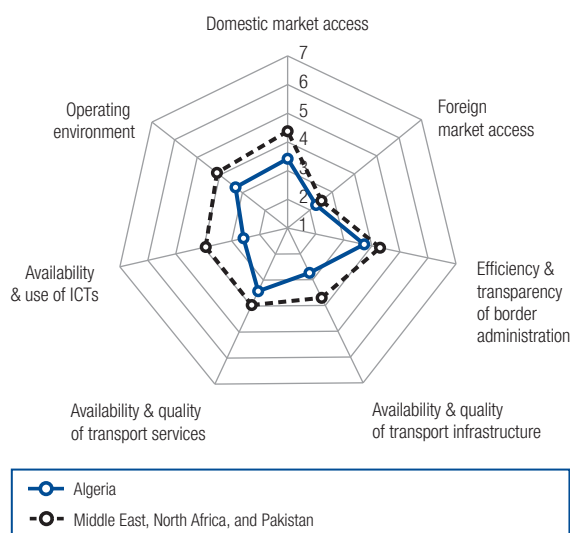
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>0.0</b> .....	<b>19.1</b>
<b>Intermediate goods</b> .....	<b>85.8</b> .....	<b>48.8</b>
Food and beverages (industrial).....	0.0.....	9.8
Industrial supplies (primary and processed).....	2.4.....	30.1
Parts and accessories.....	0.0.....	8.7
Fuels and lubricants.....	83.3.....	0.3
<b>Consumer goods</b> .....	<b>0.4</b> .....	<b>15.5</b>
Food and beverages (consumer).....	0.4.....	5.9
Transport equipment and consumer goods.....	0.0.....	9.6
<b>Passenger motor cars</b> .....	<b>0.0</b> .....	<b>7.8</b>
<b>Others</b> .....	<b>13.8</b> .....	<b>8.8</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

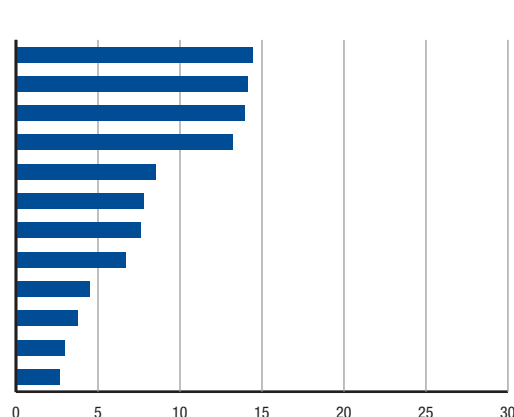
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>120</b> .....	<b>3.2</b>
<b>Subindex A: Market access (25%)</b> .....	<b>128</b> .....	<b>2.8</b>
Pillar 1: Domestic market access.....	123.....	3.4
Pillar 2: Foreign market access.....	82.....	2.3
<b>Subindex B: Border administration (25%)</b> .....	<b>98</b> .....	<b>3.7</b>
Pillar 3: Efficiency & transparency of border administration.....	98.....	3.7
<b>Subindex C: Infrastructure (25%)</b> .....	<b>112</b> .....	<b>2.9</b>
Pillar 4: Availability & quality of transport infrastructure.....	92.....	2.7
Pillar 5: Availability & quality of transport services.....	115.....	3.4
Pillar 6: Availability & use of ICTs.....	115.....	2.6
<b>Subindex D: Operating environment (25%)</b> .....	<b>130</b> .....	<b>3.3</b>
Pillar 7: Operating environment.....	130.....	3.3



## The most problematic factors for trade, 2013

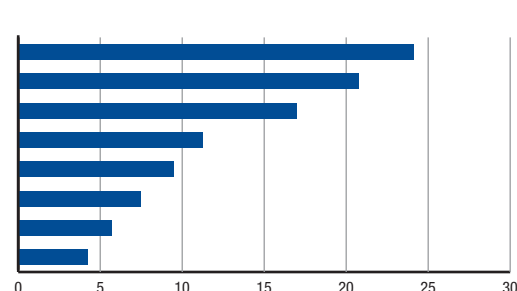
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers.....	14.4
Inappropriate production technology and skills.....	14.1
Difficulties in meeting quality/quantity requirements of buyers.....	14.0
Access to trade finance.....	13.2
Burdensome procedures at foreign borders.....	8.5
Access to imported inputs at competitive prices.....	7.8
High cost or delays caused by domestic transportation.....	7.6
Technical requirements and standards abroad.....	6.7
High cost or delays caused by international transportation.....	4.5
Tariff barriers abroad.....	3.7
Corruption at foreign borders.....	2.9
Rules of origin requirements abroad.....	2.6



### Most problematic factors for importing

	Score*
Burdensome import procedures.....	24.1
Tariffs.....	20.8
Corruption at the border.....	17.0
High cost or delays caused by international transportation.....	11.3
High cost or delays caused by domestic transportation.....	9.5
Inappropriate telecommunications infrastructure.....	7.5
Domestic technical requirements and standards.....	5.7
Crime and theft.....	4.2



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS		RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>		<b>123</b>	<b>3.4</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01	Tariff rate (%)	130	14.5	Multiple economies (2)	0.0
1.02	Complexity of tariffs index (1–7)	32	6.6	Multiple economies (2)	7.0
	Tariff dispersion (standard deviation)	96	10.1	Multiple economies (2)	0.0
	Tariff peaks (% of tariff lines)	1	0.0	Multiple economies (24)	0.0
	Specific tariffs (% of tariff lines)	1	0.0	Multiple economies (54)	0.0
	Number of distinct tariffs	5	4	Multiple economies (2)	1
1.03	Share of duty-free imports (%)	108	24.5	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>		<b>82</b>	<b>2.3</b>	<b>Cambodia</b>	<b>5.3</b>
2.01	Tariffs faced (%)	113	5.6	Chile	3.5
2.02	Index of margin of preference in destination mkt (0–100)	64	28.5	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>		<b>98</b>	<b>3.7</b>	<b>Singapore</b>	<b>6.3</b>
3.01	Customs services index (0–1)	38	0.69	Singapore	0.97
3.02	Efficiency of the clearance process (1–5)	65	2.7	Norway	4.2
3.03	No. of days to import	101	27	Singapore	4
3.04	No. of documents to import	101	9	Multiple economies (2)	2
3.05	Cost to import (US\$ per container)	68	1,330	Singapore	440
3.06	No. of days to export	71	17	Multiple economies (5)	6
3.07	No. of documents to export	108	8	Multiple economies (2)	2
3.08	Cost to export (US\$ per container)	81	1,270	Malaysia	450
3.09	Irregular payments in exports and imports*	133	2.0	New Zealand	6.6
3.10	Time predictability of import procedures*	119	3.0	Finland	6.0
3.11	Customs transparency index (0–1)	n/a	n/a	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>		<b>92</b>	<b>2.7</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01	Available int'l airline seat km/week, millions	68	159.3	United States	11,481.7
4.02	Quality of air transport infrastructure*	124	3.0	Singapore	6.8
4.03	Quality of railroad infrastructure*	75	2.3	Japan	6.7
4.04	Liner Shipping Connectivity Index (0–157.1)	88	6.9	China	157.5
4.05	Quality of port infrastructure*	123	2.7	Netherlands	6.8
4.06	Paved roads (% of total)	47	77.1	Multiple economies (18)	100.0
4.07	Quality of roads*	91	3.3	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>		<b>115</b>	<b>3.4</b>	<b>Singapore</b>	<b>5.7</b>
5.01	Ease and affordability of shipment (1–5)	113	2.5	Luxembourg	3.8
5.02	Logistics competence (1–5)	102	2.5	Norway	4.2
5.03	Tracking and tracing ability (1–5)	106	2.5	Germany	4.2
5.04	Timeliness of shipments in reaching destination (1–5)	94	3.0	Luxembourg	4.7
5.05	Postal services efficiency*	93	3.8	Japan	6.8
5.06	Efficiency of transport mode change*	128	2.8	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>		<b>115</b>	<b>2.6</b>	<b>Sweden</b>	<b>6.5</b>
6.01	Mobile phone subscriptions/100 pop.	89	97.9	Hong Kong SAR	229.2
6.02	Individuals using Internet (%)	105	15.2	Iceland	96.2
6.03	Fixed broadband Internet subscriptions/100 pop.	83	2.9	Switzerland	39.9
6.04	Active mobile broadband Internet subscriptions/100 pop.	127	0.0	Singapore	124.5
6.05	ICT use for business-to-business transactions*	137	3.0	Finland	6.2
6.06	Internet use for business-to-consumer transactions*	135	2.7	United Kingdom	6.3
6.07	Government Online Service Index (0–1)	120	0.25	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>		<b>130</b>	<b>3.3</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01	Protection of property index (1–7)	126	2.7	Finland	6.3
	Property rights*	119	3.2	Finland	6.4
	Intellectual property protection*	135	2.2	Finland	6.2
7.02	Efficiency and accountability of public institutions index (1–7)	120	2.8	Singapore	6.0
	Judicial efficiency & impartiality in commercial disputes (0–4)	77	1.8	Multiple economies (7)	4.0
	Diversion of public funds*	121	2.3	New Zealand	6.5
	Ease of compliance with government regulation*	128	2.5	Singapore	5.4
7.03	Access to finance index (1–7)	126	2.7	Hong Kong SAR	5.7
	Affordability of financial services*	134	2.7	Hong Kong SAR	6.1
	Availability of financial services*	132	3.0	Switzerland	6.4
	Ease of access to loans*	82	2.7	Qatar	4.9
	Availability of trade finance*	131	2.6	Hong Kong SAR	5.8
7.04	Openness to foreign participation index (1–7)	120	3.5	Ireland	5.5
	Ease of hiring foreign labour*	117	3.4	United Arab Emirates	5.6
	Business impact of rules on FDI*	124	3.3	Ireland	6.7
	Openness to multilateral trade rules (0–100)	85	59.8	Slovenia	92.2
7.05	Index of physical security (1–7)	99	4.7	Qatar	6.8
	Reliability of police services*	89	3.7	Finland	6.7
	Business costs of crime and violence*	95	4.1	Qatar	6.8
	Business costs of terrorism*	128	3.7	Slovenia	6.7
	Homicide cases/100,000 pop.	10	0.8	Hong Kong SAR	0.2
	Index of terrorism incidence (1–7)	127	5.2	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Angola

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

Rank/138

Population (millions) .....	20.2 .....	52
GDP (US\$ billions) .....	115.2 .....	60
GDP per capita (US\$) .....	5,699.7 .....	75

### Merchandise trade

Trade openness (imports+exports)/GDP .....	84.9 .....	45
Share of world trade (%) .....	0.26 .....	57
Total Exports (US\$ billions) .....	74.0 .....	47
Total Imports (US\$ billions) .....	24.0 .....	69

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

Rank  
(out of 138)      Score  
(1–7)

**Enabling Trade Index 2014** ..... **136** ..... **2.8**

**Subindex A: Market access (25%)** ..... **107** ..... **3.3**

Pillar 1: Domestic market access..... 116 ..... 3.6

Pillar 2: Foreign market access.....55 .....2.9

**Subindex B: Border administration (25%)** ..... **131** ..... **2.8**

Pillar 3: Efficiency & transparency  
of border administration..... 131 .....2.8

**Subindex C: Infrastructure (25%)** ..... **134** ..... **2.3**

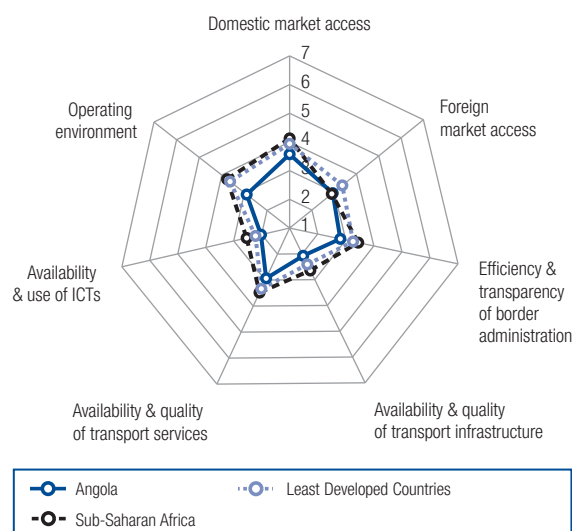
Pillar 4: Availability & quality of transport infrastructure. 134 .....2.1

Pillar 5: Availability & quality of transport services ..... 134 .....2.9

Pillar 6: Availability & use of ICTs ..... 129 .....2.0

**Subindex D: Operating environment (25%)** ..... **135** ..... **2.9**

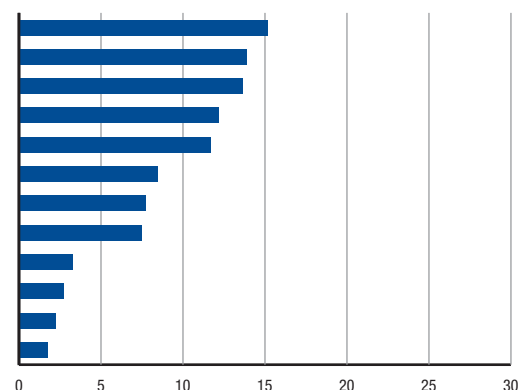
Pillar 7: Operating environment..... 135 .....2.9



## The most problematic factors for trade, 2013

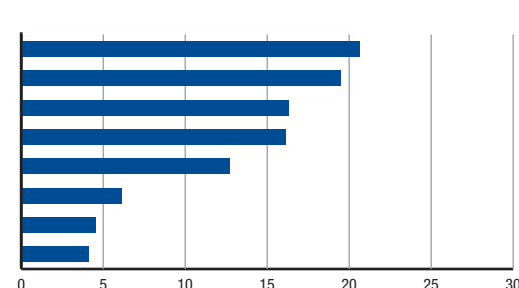
### Most problematic factors for exporting

	Score*
Inappropriate production technology and skills.....	15.1
High cost or delays caused by domestic transportation .....	13.9
Corruption at foreign borders .....	13.6
Access to trade finance.....	12.2
Difficulties in meeting quality/quantity requirements of buyers.....	11.7
Burdensome procedures at foreign borders .....	8.4
High cost or delays caused by international transportation .....	7.7
Access to imported inputs at competitive prices .....	7.4
Identifying potential markets and buyers .....	3.2
Rules of origin requirements abroad.....	2.7
Technical requirements and standards abroad .....	2.2
Tariff barriers abroad .....	1.7



### Most problematic factors for importing

	Score*
Corruption at the border.....	20.6
Burdensome import procedures .....	19.5
High cost or delays caused by domestic transportation .....	16.3
Tariffs.....	16.1
High cost or delays caused by international transportation .....	12.7
Crime and theft.....	6.1
Domestic technical requirements and standards .....	4.5
Inappropriate telecommunications infrastructure .....	4.1



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.



For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>116</b>	<b>3.6</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	98	9.3	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	42	6.4	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	23	6.7	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	64	2.7	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	1	0.0	Multiple economies (54)	0.0
Number of distinct tariffs	25	6	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	137	0.0	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>55</b>	<b>2.9</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	29	5.1	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	63	28.7	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>131</b>	<b>2.8</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	107	0.27	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	106	2.4	Norway	4.2
3.03 No. of days to import	127	43	Singapore	4
3.04 No. of documents to import	101	9	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	120	2,700	Singapore	440
3.06 No. of days to export	128	40	Multiple economies (5)	6
3.07 No. of documents to export	130	10	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	111	1,860	Malaysia	450
3.09 Irregular payments in exports and imports*	127	2.2	New Zealand	6.6
3.10 Time predictability of import procedures*	130	2.5	Finland	6.0
3.11 Customs transparency index (0–1)	100	0.57	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>134</b>	<b>2.1</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	77	103.3	United States	11,481.7
4.02 Quality of air transport infrastructure*	110	3.4	Singapore	6.8
4.03 Quality of railroad infrastructure*	99	1.7	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	71	13.8	China	157.5
4.05 Quality of port infrastructure*	116	2.9	Netherlands	6.8
4.06 Paved roads (% of total)	125	10.4	Multiple economies (18)	100.0
4.07 Quality of roads*	130	2.4	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>134</b>	<b>2.9</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	84	2.8	Luxembourg	3.8
5.02 Logistics competence (1–5)	123	2.3	Norway	4.2
5.03 Tracking and tracing ability (1–5)	100	2.6	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	96	3.0	Luxembourg	4.7
5.05 Postal services efficiency*	133	1.7	Japan	6.8
5.06 Efficiency of transport mode change*	138	1.8	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>129</b>	<b>2.0</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	129	47.1	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	101	16.9	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	116	0.2	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	111	1.5	Singapore	124.5
6.05 ICT use for business-to-business transactions*	135	3.2	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	131	3.0	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	103	0.33	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>135</b>	<b>2.9</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	132	2.6	Finland	6.3
Property rights*	130	2.8	Finland	6.4
Intellectual property protection*	127	2.4	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	117	2.8	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	77	1.8	Multiple economies (7)	4.0
Diversion of public funds*	127	2.2	New Zealand	6.5
Ease of compliance with government regulation*	119	2.8	Singapore	5.4
7.03 Access to finance index (1–7)	135	2.4	Hong Kong SAR	5.7
Affordability of financial services*	128	3.1	Hong Kong SAR	6.1
Availability of financial services*	138	2.4	Switzerland	6.4
Ease of access to loans*	130	1.7	Qatar	4.9
Availability of trade finance*	136	2.4	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	138	2.5	Ireland	5.5
Ease of hiring foreign labour*	127	3.1	United Arab Emirates	5.6
Business impact of rules on FDI*	135	2.5	Ireland	6.7
Openness to multilateral trade rules (0–100)	132	32.0	Slovenia	92.2
7.05 Index of physical security (1–7)	116	4.2	Qatar	6.8
Reliability of police services*	117	3.0	Finland	6.7
Business costs of crime and violence*	116	3.4	Qatar	6.8
Business costs of terrorism*	105	4.7	Slovenia	6.7
Homicide cases/100,000 pop.	121	19.0	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	85	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Argentina

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions).....	41.0.....31
GDP (US\$ billions).....	475.2.....26
GDP per capita (US\$).....	11,582.5.....53
<b>Merchandise trade</b>	
Trade openness (imports+exports)/GDP.....	31.5.....134
Share of world trade (%).....	0.40.....45
Total Exports (US\$ billions).....	80.9.....45
Total Imports (US\$ billions).....	68.5.....45

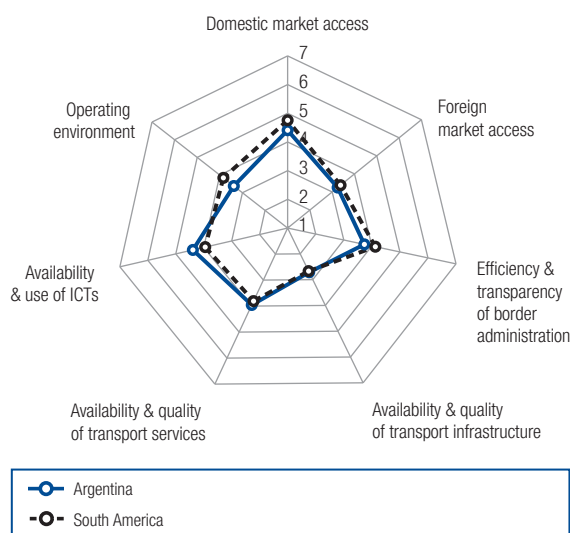
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>8.1</b> .....	<b>17.3</b>
<b>Intermediate goods</b> .....	<b>69.0</b> .....	<b>57.8</b>
Food and beverages (industrial).....	17.8.....	0.6
Industrial supplies (primary and processed).....	42.9.....	29.6
Parts and accessories.....	3.7.....	20.6
Fuels and lubricants.....	4.6.....	7.1
<b>Consumer goods</b> .....	<b>16.2</b> .....	<b>10.8</b>
Food and beverages (consumer).....	13.3.....	1.6
Transport equipment and consumer goods.....	2.9.....	9.2
<b>Passenger motor cars</b> .....	<b>5.0</b> .....	<b>7.9</b>
<b>Others</b> .....	<b>1.7</b> .....	<b>6.1</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>95</b> .....	<b>3.7</b>
<b>Subindex A: Market access (25%)</b> .....	<b>55</b> .....	<b>3.8</b>
Pillar 1: Domestic market access.....	90.....	4.4
Pillar 2: Foreign market access.....	44.....	3.2
<b>Subindex B: Border administration (25%)</b> .....	<b>96</b> .....	<b>3.7</b>
Pillar 3: Efficiency & transparency of border administration.....	96.....	3.7
<b>Subindex C: Infrastructure (25%)</b> .....	<b>76</b> .....	<b>3.7</b>
Pillar 4: Availability & quality of transport infrastructure.....	95.....	2.7
Pillar 5: Availability & quality of transport services.....	73.....	4.0
Pillar 6: Availability & use of ICTs.....	55.....	4.4
<b>Subindex D: Operating environment (25%)</b> .....	<b>124</b> .....	<b>3.4</b>
Pillar 7: Operating environment.....	124.....	3.4



## The most problematic factors for trade, 2013

### Most problematic factors for exporting

	Score*
Access to imported inputs at competitive prices.....	20.8
Access to trade finance.....	19.2
High cost or delays caused by domestic transportation.....	12.0
Corruption at foreign borders.....	8.8
Inappropriate production technology and skills.....	8.7
Burdensome procedures at foreign borders.....	8.2
Identifying potential markets and buyers.....	5.7
Difficulties in meeting quality/quantity requirements of buyers.....	5.0
High cost or delays caused by international transportation.....	4.7
Tariff barriers abroad.....	3.1
Technical requirements and standards abroad.....	2.4
Rules of origin requirements abroad.....	1.4

### Most problematic factors for importing

	Score*
Tariffs.....	30.6
Burdensome import procedures.....	22.4
Domestic technical requirements and standards.....	15.6
Corruption at the border.....	12.9
High cost or delays caused by international transportation.....	9.1
High cost or delays caused by domestic transportation.....	4.8
Crime and theft.....	2.8
Inappropriate telecommunications infrastructure.....	1.7

\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Argentina

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>90</b>	<b>4.4</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	105	10.5	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	21	6.6	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	53	8.3	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	1	0.0	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	1	0.0	Multiple economies (54)	0.0
Number of distinct tariffs	49	17	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	90	46.4	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>44</b>	<b>3.2</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	42	5.3	Chile	3.5
2.02 Index of margin of preference in destination mkts (0–100)	41	44.9	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>96</b>	<b>3.7</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	69	0.56	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	84	2.5	Norway	4.2
3.03 No. of days to import	106	30	Singapore	4
3.04 No. of documents to import	82	8	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	112	2,260	Singapore	440
3.06 No. of days to export	41	12	Multiple economies (5)	6
3.07 No. of documents to export	65	6	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	105	1,650	Malaysia	450
3.09 Irregular payments in exports and imports*	124	2.3	New Zealand	6.6
3.10 Time predictability of import procedures*	134	1.9	Finland	6.0
3.11 Customs transparency index (0–1)	59	0.80	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>95</b>	<b>2.7</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	32	576.9	United States	11,481.7
4.02 Quality of air transport infrastructure*	103	3.6	Singapore	6.8
4.03 Quality of railroad infrastructure*	98	1.7	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	40	33.5	China	157.5
4.05 Quality of port infrastructure*	91	3.7	Netherlands	6.8
4.06 Paved roads (% of total)	86	30.0	Multiple economies (18)	100.0
4.07 Quality of roads*	95	3.1	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>73</b>	<b>4.0</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	65	3.0	Luxembourg	3.8
5.02 Logistics competence (1–5)	62	2.9	Norway	4.2
5.03 Tracking and tracing ability (1–5)	53	3.2	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	58	3.5	Luxembourg	4.7
5.05 Postal services efficiency*	85	4.1	Japan	6.8
5.06 Efficiency of transport mode change*	122	2.9	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>55</b>	<b>4.4</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	19	151.9	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	51	55.8	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	52	10.9	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	77	12.4	Singapore	124.5
6.05 ICT use for business-to-business transactions*	100	4.4	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	67	4.6	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	59	0.53	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>124</b>	<b>3.4</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	135	2.4	Finland	6.3
Property rights*	135	2.5	Finland	6.4
Intellectual property protection*	129	2.3	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	111	3.0	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	44	2.5	Multiple economies (7)	4.0
Diversion of public funds*	135	1.8	New Zealand	6.5
Ease of compliance with government regulation*	131	2.3	Singapore	5.4
7.03 Access to finance index (1–7)	133	2.6	Hong Kong SAR	5.7
Affordability of financial services*	133	2.9	Hong Kong SAR	6.1
Availability of financial services*	127	3.1	Switzerland	6.4
Ease of access to loans*	133	1.7	Qatar	4.9
Availability of trade finance*	129	2.6	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	112	3.7	Ireland	5.5
Ease of hiring foreign labour*	54	4.2	United Arab Emirates	5.6
Business impact of rules on FDI*	137	2.0	Ireland	6.7
Openness to multilateral trade rules (0–100)	46	71.3	Slovenia	92.2
7.05 Index of physical security (1–7)	78	5.3	Qatar	6.8
Reliability of police services*	129	2.8	Finland	6.7
Business costs of crime and violence*	109	3.6	Qatar	6.8
Business costs of terrorism*	23	6.2	Slovenia	6.7
Homicide cases/100,000 pop.	85	5.5	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	87	6.9	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Armenia

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	3.3.....	114
GDP (US\$ billions) .....	9.9.....	119
GDP per capita (US\$) .....	3,020.6.....	94
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	57.5.....	89
Share of world trade (%) .....	0.02.....	122
Total Exports (US\$ billions) .....	1.4.....	125
Total Imports (US\$ billions) .....	4.3.....	119

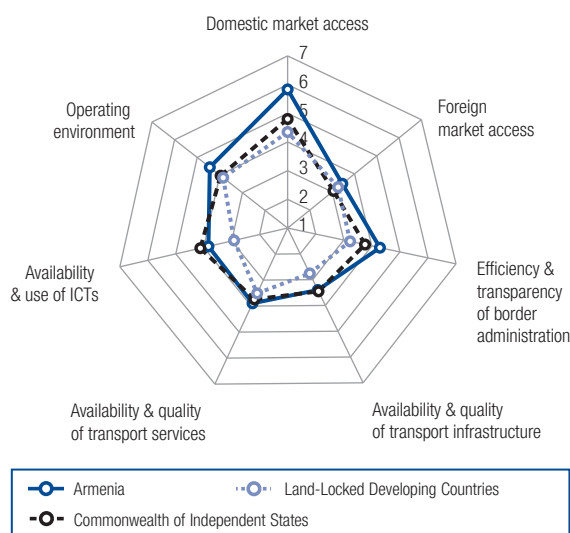
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>1.1</b> .....	<b>13.7</b>
<b>Intermediate goods</b> .....	<b>71.6</b> .....	<b>52.0</b>
Food and beverages (industrial) .....	0.4.....	6.2
Industrial supplies (primary and processed) .....	63.1.....	28.3
Parts and accessories .....	0.5.....	4.5
Fuels and lubricants .....	7.5.....	12.9
<b>Consumer goods</b> .....	<b>27.3</b> .....	<b>24.0</b>
Food and beverages (consumer) .....	20.9.....	9.6
Transport equipment and consumer goods .....	6.5.....	14.5
<b>Passenger motor cars</b> .....	<b>0.0</b> .....	<b>1.5</b>
<b>Others</b> .....	<b>0.0</b> .....	<b>8.9</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

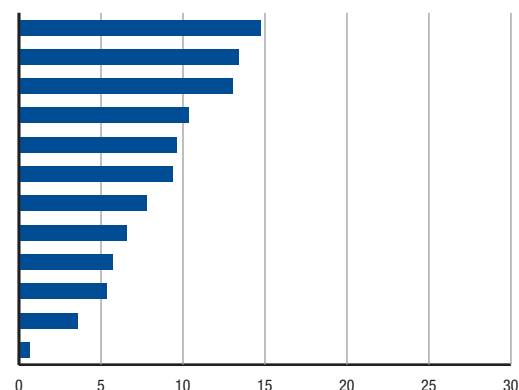
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>53</b> .....	<b>4.3</b>
<b>Subindex A: Market access (25%)</b> .....	<b>9</b> .....	<b>4.6</b>
Pillar 1: Domestic market access .....	12.....	5.8
Pillar 2: Foreign market access .....	34.....	3.5
<b>Subindex B: Border administration (25%)</b> .....	<b>73</b> .....	<b>4.3</b>
Pillar 3: Efficiency & transparency of border administration .....	73.....	4.3
<b>Subindex C: Infrastructure (25%)</b> .....	<b>73</b> .....	<b>3.7</b>
Pillar 4: Availability & quality of transport infrastructure .....	69.....	3.4
Pillar 5: Availability & quality of transport services .....	76.....	3.9
Pillar 6: Availability & use of ICTs .....	72.....	3.8
<b>Subindex D: Operating environment (25%)</b> .....	<b>47</b> .....	<b>4.4</b>
Pillar 7: Operating environment .....	47.....	4.4



## The most problematic factors for trade, 2013

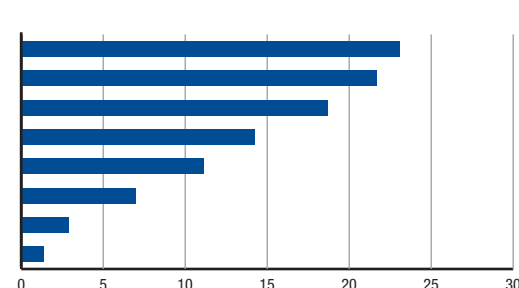
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	14.7
High cost or delays caused by international transportation .....	13.4
Access to imported inputs at competitive prices .....	13.0
Technical requirements and standards abroad .....	10.3
Inappropriate production technology and skills .....	9.6
Access to trade finance .....	9.4
Burdensome procedures at foreign borders .....	7.8
Difficulties in meeting quality/quantity requirements of buyers .....	6.6
Corruption at foreign borders .....	5.7
High cost or delays caused by domestic transportation .....	5.4
Rules of origin requirements abroad .....	3.5
Tariff barriers abroad .....	0.6



### Most problematic factors for importing

	Score*
Corruption at the border .....	23.1
Tariffs .....	21.7
Burdensome import procedures .....	18.7
High cost or delays caused by domestic transportation .....	14.2
High cost or delays caused by international transportation .....	11.1
Domestic technical requirements and standards .....	7.0
Inappropriate telecommunications infrastructure .....	2.9
Crime and theft .....	1.4



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Armenia

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS		RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>		<b>12</b>	<b>5.8</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01	Tariff rate (%)	39	2.8	Multiple economies (2)	0.0
1.02	Complexity of tariffs index (1–7)	40	6.5	Multiple economies (2)	7.0
	Tariff dispersion (standard deviation)	10	4.8	Multiple economies (2)	0.0
	Tariff peaks (% of tariff lines)	37	0.4	Multiple economies (24)	0.0
	Specific tariffs (% of tariff lines)	83	1.6	Multiple economies (54)	0.0
	Number of distinct tariffs	82	166	Multiple economies (2)	1
1.03	Share of duty-free imports (%)	34	69.0	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>		<b>34</b>	<b>3.5</b>	<b>Cambodia</b>	<b>5.3</b>
2.01	Tariffs faced (%)	62	5.4	Chile	3.5
2.02	Index of margin of preference in destination mkt (0–100)	17	57.8	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>		<b>73</b>	<b>4.3</b>	<b>Singapore</b>	<b>6.3</b>
3.01	Customs services index (0–1)	63	0.59	Singapore	0.97
3.02	Efficiency of the clearance process (1–5)	75	2.6	Norway	4.2
3.03	No. of days to import	74	18	Singapore	4
3.04	No. of documents to import	82	8	Multiple economies (2)	2
3.05	Cost to import (US\$ per container)	109	2,175	Singapore	440
3.06	No. of days to export	63	16	Multiple economies (5)	6
3.07	No. of documents to export	40	5	Multiple economies (2)	2
3.08	Cost to export (US\$ per container)	112	1,885	Malaysia	450
3.09	Irregular payments in exports and imports*	91	3.0	New Zealand	6.6
3.10	Time predictability of import procedures*	81	3.7	Finland	6.0
3.11	Customs transparency index (0–1)	39	0.90	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>		<b>69</b>	<b>3.4</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01	Available int'l airline seat km/week, millions	99	43.4	United States	11,481.7
4.02	Quality of air transport infrastructure*	61	4.5	Singapore	6.8
4.03	Quality of railroad infrastructure*	64	2.6	Japan	6.7
4.04	Liner Shipping Connectivity Index (0–157.1)	n/a	n/a	China	157.5
4.05	Quality of port infrastructure*	113	3.0	Netherlands	6.8
4.06	Paved roads (% of total)	25	93.6	Multiple economies (18)	100.0
4.07	Quality of roads*	74	3.7	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>		<b>76</b>	<b>3.9</b>	<b>Singapore</b>	<b>5.7</b>
5.01	Ease and affordability of shipment (1–5)	90	2.8	Luxembourg	3.8
5.02	Logistics competence (1–5)	78	2.8	Norway	4.2
5.03	Tracking and tracing ability (1–5)	109	2.5	Germany	4.2
5.04	Timeliness of shipments in reaching destination (1–5)	98	3.0	Luxembourg	4.7
5.05	Postal services efficiency*	55	4.9	Japan	6.8
5.06	Efficiency of transport mode change*	68	4.0	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>		<b>72</b>	<b>3.8</b>	<b>Sweden</b>	<b>6.5</b>
6.01	Mobile phone subscriptions/100 pop.	61	111.9	Hong Kong SAR	229.2
6.02	Individuals using Internet (%)	79	39.2	Iceland	96.2
6.03	Fixed broadband Internet subscriptions/100 pop.	70	6.7	Switzerland	39.9
6.04	Active mobile broadband Internet subscriptions/100 pop.	54	28.9	Singapore	124.5
6.05	ICT use for business-to-business transactions*	47	5.2	Finland	6.2
6.06	Internet use for business-to-consumer transactions*	76	4.4	United Kingdom	6.3
6.07	Government Online Service Index (0–1)	105	0.33	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>		<b>47</b>	<b>4.4</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01	Protection of property index (1–7)	56	4.1	Finland	6.3
	Property rights*	51	4.6	Finland	6.4
	Intellectual property protection*	70	3.6	Finland	6.2
7.02	Efficiency and accountability of public institutions index (1–7)	83	3.4	Singapore	6.0
	Judicial efficiency & impartiality in commercial disputes (0–4)	100	1.5	Multiple economies (7)	4.0
	Diversion of public funds*	76	3.1	New Zealand	6.5
	Ease of compliance with government regulation*	30	3.9	Singapore	5.4
7.03	Access to finance index (1–7)	60	3.9	Hong Kong SAR	5.7
	Affordability of financial services*	48	4.4	Hong Kong SAR	6.1
	Availability of financial services*	60	4.6	Switzerland	6.4
	Ease of access to loans*	84	2.6	Qatar	4.9
	Availability of trade finance*	60	3.9	Hong Kong SAR	5.8
7.04	Openness to foreign participation index (1–7)	22	4.9	Ireland	5.5
	Ease of hiring foreign labour*	6	5.1	United Arab Emirates	5.6
	Business impact of rules on FDI*	87	4.3	Ireland	6.7
	Openness to multilateral trade rules (0–100)	35	75.4	Slovenia	92.2
7.05	Index of physical security (1–7)	39	6.0	Qatar	6.8
	Reliability of police services*	70	4.0	Finland	6.7
	Business costs of crime and violence*	19	5.7	Qatar	6.8
	Business costs of terrorism*	36	6.1	Slovenia	6.7
	Homicide cases/100,000 pop.	39	1.4	Hong Kong SAR	0.2
	Index of terrorism incidence (1–7)	1	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Australia

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

		Rank/138
Population (millions) .....	22.9	46
GDP (US\$ billions) .....	1,541.7	12
GDP per capita (US\$) .....	67,304.5	5
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	34.1	131
Share of world trade (%) .....	1.40	21
Total Exports (US\$ billions) .....	256.7	21
Total Imports (US\$ billions) .....	260.9	19

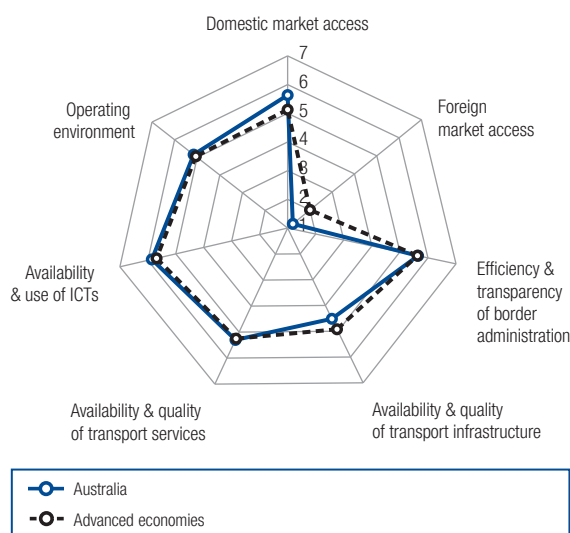
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>2.8</b>	<b>23.4</b>
<b>Intermediate goods</b> .....	<b>85.2</b>	<b>40.8</b>
Food and beverages (industrial) .....	5.0	0.5
Industrial supplies (primary and processed) .....	49.1	19.6
Parts and accessories .....	2.9	10.4
Fuels and lubricants .....	28.2	10.3
<b>Consumer goods</b> .....	<b>9.9</b>	<b>21.2</b>
Food and beverages (consumer) .....	6.7	4.2
Transport equipment and consumer goods .....	3.2	17.0
<b>Passenger motor cars</b> .....	<b>0.7</b>	<b>7.2</b>
<b>Others</b> .....	<b>1.4</b>	<b>7.5</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

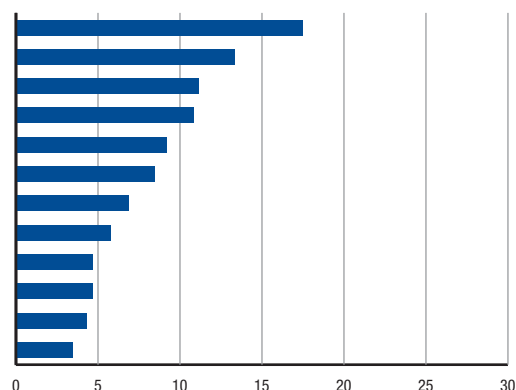
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>23</b>	<b>4.9</b>
<b>Subindex A: Market access (25%)</b> .....	<b>74</b>	<b>3.4</b>
Pillar 1: Domestic market access .....	18	5.6
Pillar 2: Foreign market access .....	134	1.2
<b>Subindex B: Border administration (25%)</b> .....	<b>22</b>	<b>5.6</b>
Pillar 3: Efficiency & transparency of border administration .....	22	5.6
<b>Subindex C: Infrastructure (25%)</b> .....	<b>20</b>	<b>5.2</b>
Pillar 4: Availability & quality of transport infrastructure .....	24	4.5
Pillar 5: Availability & quality of transport services .....	20	5.3
Pillar 6: Availability & use of ICTs .....	15	5.9
<b>Subindex D: Operating environment (25%)</b> .....	<b>19</b>	<b>5.2</b>
Pillar 7: Operating environment .....	19	5.2



## The most problematic factors for trade, 2013

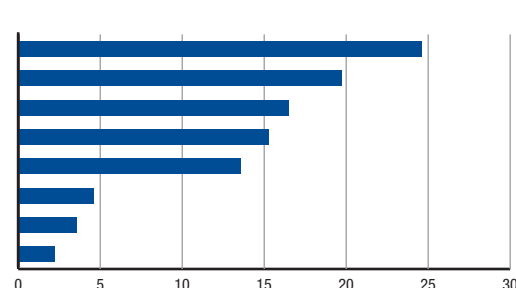
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	17.4
High cost or delays caused by international transportation .....	13.3
Access to imported inputs at competitive prices .....	11.2
Tariff barriers abroad .....	10.8
Burdensome procedures at foreign borders .....	9.2
Rules of origin requirements abroad .....	8.5
Access to trade finance .....	6.8
High cost or delays caused by domestic transportation .....	5.8
Technical requirements and standards abroad .....	4.7
Difficulties in meeting quality/quantity requirements of buyers .....	4.7
Inappropriate production technology and skills .....	4.3
Corruption at foreign borders .....	3.4



### Most problematic factors for importing

	Score*
Burdensome import procedures .....	24.6
High cost or delays caused by international transportation .....	19.7
Tariffs .....	16.5
Domestic technical requirements and standards .....	15.3
High cost or delays caused by domestic transportation .....	13.6
Inappropriate telecommunications infrastructure .....	4.6
Corruption at the border .....	3.6
Crime and theft .....	2.2



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.



For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Australia

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>18</b>	<b>5.6</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	37	2.5	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	43	6.4	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	7	3.0	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	70	4.0	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	71	0.3	Multiple economies (54)	0.0
Number of distinct tariffs	58	21	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	76	58.2	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>134</b>	<b>1.2</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	127	5.8	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	136	1.0	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>22</b>	<b>5.6</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	11	0.86	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	9	3.9	Norway	4.2
3.03 No. of days to import	16	8	Singapore	4
3.04 No. of documents to import	57	7	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	56	1,170	Singapore	440
3.06 No. of days to export	17	9	Multiple economies (5)	6
3.07 No. of documents to export	40	5	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	68	1,150	Malaysia	450
3.09 Irregular payments in exports and imports*	24	5.4	New Zealand	6.6
3.10 Time predictability of import procedures*	39	4.5	Finland	6.0
3.11 Customs transparency index (0–1)	1	1.00	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>24</b>	<b>4.5</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	9	2,619.0	United States	11,481.7
4.02 Quality of air transport infrastructure*	29	5.6	Singapore	6.8
4.03 Quality of railroad infrastructure*	32	4.1	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	45	29.9	China	157.5
4.05 Quality of port infrastructure*	40	5.0	Netherlands	6.8
4.06 Paved roads (% of total)	74	43.5	Multiple economies (18)	100.0
4.07 Quality of roads*	37	4.9	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>20</b>	<b>5.3</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	18	3.5	Luxembourg	3.8
5.02 Logistics competence (1–5)	17	3.7	Norway	4.2
5.03 Tracking and tracing ability (1–5)	16	3.8	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	26	4.0	Luxembourg	4.7
5.05 Postal services efficiency*	16	6.1	Japan	6.8
5.06 Efficiency of transport mode change*	28	5.1	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>15</b>	<b>5.9</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	79	105.6	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	18	82.4	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	25	24.3	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	7	95.7	Singapore	124.5
6.05 ICT use for business-to-business transactions*	27	5.6	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	12	5.8	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	9	0.86	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>19</b>	<b>5.2</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	23	5.3	Finland	6.3
Property rights*	29	5.2	Finland	6.4
Intellectual property protection*	20	5.3	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	19	5.0	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	1	4.0	Multiple economies (7)	4.0
Diversion of public funds*	20	5.2	New Zealand	6.5
Ease of compliance with government regulation*	118	2.8	Singapore	5.4
7.03 Access to finance index (1–7)	27	4.7	Hong Kong SAR	5.7
Affordability of financial services*	35	4.9	Hong Kong SAR	6.1
Availability of financial services*	21	5.6	Switzerland	6.4
Ease of access to loans*	26	3.5	Qatar	4.9
Availability of trade finance*	22	4.8	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	46	4.6	Ireland	5.5
Ease of hiring foreign labour*	125	3.2	United Arab Emirates	5.6
Business impact of rules on FDI*	39	4.9	Ireland	6.7
Openness to multilateral trade rules (0–100)	19	80.5	Slovenia	92.2
7.05 Index of physical security (1–7)	20	6.2	Qatar	6.8
Reliability of police services*	16	6.0	Finland	6.7
Business costs of crime and violence*	36	5.4	Qatar	6.8
Business costs of terrorism*	42	5.9	Slovenia	6.7
Homicide cases/100,000 pop.	31	1.1	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	49	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



# Austria

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	8.5.....	82
GDP (US\$ billions) .....	394.9.....	28
GDP per capita (US\$) .....	46,642.9.....	13
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	86.2.....	40
Share of world trade (%) .....	0.93.....	29
Total Exports (US\$ billions) .....	166.4.....	29
Total Imports (US\$ billions) .....	178.4.....	28

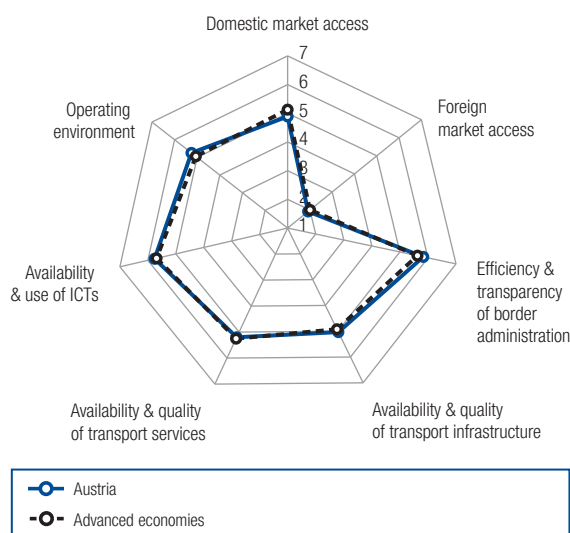
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>19.2.....</b>	<b>13.2</b>
<b>Intermediate goods</b> .....	<b>56.9.....</b>	<b>56.0</b>
Food and beverages (industrial) .....	0.7.....	1.0
Industrial supplies (primary and processed) .....	35.5.....	31.8
Parts and accessories .....	18.6.....	14.4
Fuels and lubricants .....	2.1.....	8.7
<b>Consumer goods</b> .....	<b>19.2.....</b>	<b>21.3</b>
Food and beverages (consumer) .....	6.0.....	5.3
Transport equipment and consumer goods .....	13.2.....	16.1
<b>Passenger motor cars</b> .....	<b>3.2.....</b>	<b>5.1</b>
<b>Others</b> .....	<b>1.6.....</b>	<b>4.4</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>18.....</b>	<b>5.0</b>
<b>Subindex A: Market access (25%)</b> .....	<b>75.....</b>	<b>3.4</b>
Pillar 1: Domestic market access .....	46.....	4.9
Pillar 2: Foreign market access .....	97.....	1.9
<b>Subindex B: Border administration (25%)</b> .....	<b>10.....</b>	<b>5.8</b>
Pillar 3: Efficiency & transparency of border administration .....	10.....	5.8
<b>Subindex C: Infrastructure (25%)</b> .....	<b>19.....</b>	<b>5.3</b>
Pillar 4: Availability & quality of transport infrastructure ...	18.....	5.0
Pillar 5: Availability & quality of transport services .....	23.....	5.2
Pillar 6: Availability & use of ICTs .....	18.....	5.8
<b>Subindex D: Operating environment (25%)</b> .....	<b>14.....</b>	<b>5.3</b>
Pillar 7: Operating environment .....	14.....	5.3



## The most problematic factors for trade, 2013

### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	18.8
Technical requirements and standards abroad .....	10.7
Tariff barriers abroad .....	10.7
Access to trade finance .....	9.7
Rules of origin requirements abroad .....	9.4
Burdensome procedures at foreign borders .....	9.4
Access to imported inputs at competitive prices .....	9.4
High cost or delays caused by international transportation .....	7.0
Corruption at foreign borders .....	5.7
High cost or delays caused by domestic transportation .....	3.8
Difficulties in meeting quality/quantity requirements of buyers .....	3.5
Inappropriate production technology and skills .....	2.1

### Most problematic factors for importing

	Score*
Domestic technical requirements and standards .....	24.2
Tariffs .....	23.9
High cost or delays caused by international transportation .....	19.2
Burdensome import procedures .....	13.4
High cost or delays caused by domestic transportation .....	9.9
Inappropriate telecommunications infrastructure .....	3.6
Crime and theft .....	3.5
Corruption at the border .....	2.2

\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS		RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>		<b>46</b>	<b>4.9</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01	Tariff rate (%)	5	0.8	Multiple economies (2)	0.0
1.02	Complexity of tariffs index (1–7)	110	3.1	Multiple economies (2)	7.0
	Tariff dispersion (standard deviation)	55	8.4	Multiple economies (2)	0.0
	Tariff peaks (% of tariff lines)	104	10.6	Multiple economies (24)	0.0
	Specific tariffs (% of tariff lines)	107	11.0	Multiple economies (54)	0.0
	Number of distinct tariffs	109	1,755	Multiple economies (2)	1
1.03	Share of duty-free imports (%)	42	65.4	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>		<b>97</b>	<b>1.9</b>	<b>Cambodia</b>	<b>5.3</b>
2.01	Tariffs faced (%)	73	5.5	Chile	3.5
2.02	Index of margin of preference in destination mkts (0–100)	96	9.1	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>		<b>10</b>	<b>5.8</b>	<b>Singapore</b>	<b>6.3</b>
3.01	Customs services index (0–1)	3	0.92	Singapore	0.97
3.02	Efficiency of the clearance process (1–5)	23	3.5	Norway	4.2
3.03	No. of days to import	16	8	Singapore	4
3.04	No. of documents to import	11	4	Multiple economies (2)	2
3.05	Cost to import (US\$ per container)	55	1,155	Singapore	440
3.06	No. of days to export	17	9	Multiple economies (5)	6
3.07	No. of documents to export	3	3	Multiple economies (2)	2
3.08	Cost to export (US\$ per container)	61	1,090	Malaysia	450
3.09	Irregular payments in exports and imports*	32	5.1	New Zealand	6.6
3.10	Time predictability of import procedures*	16	5.2	Finland	6.0
3.11	Customs transparency index (0–1)	1	1.00	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>		<b>18</b>	<b>5.0</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01	Available int'l airline seat km/week, millions	41	410.6	United States	11,481.7
4.02	Quality of air transport infrastructure*	37	5.4	Singapore	6.8
4.03	Quality of railroad infrastructure*	11	5.2	Japan	6.7
4.04	Liner Shipping Connectivity Index (0–157.1)	n/a	n/a	China	157.5
4.05	Quality of port infrastructure*	44	4.7	Netherlands	6.8
4.06	Paved roads (% of total)	1	100.0	Multiple economies (18)	100.0
4.07	Quality of roads*	6	6.2	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>		<b>23</b>	<b>5.2</b>	<b>Singapore</b>	<b>5.7</b>
5.01	Ease and affordability of shipment (1–5)	40	3.3	Luxembourg	3.8
5.02	Logistics competence (1–5)	26	3.6	Norway	4.2
5.03	Tracking and tracing ability (1–5)	10	3.9	Germany	4.2
5.04	Timeliness of shipments in reaching destination (1–5)	23	4.0	Luxembourg	4.7
5.05	Postal services efficiency*	23	5.9	Japan	6.8
5.06	Efficiency of transport mode change*	26	5.1	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>		<b>18</b>	<b>5.8</b>	<b>Sweden</b>	<b>6.5</b>
6.01	Mobile phone subscriptions/100 pop.	11	160.5	Hong Kong SAR	229.2
6.02	Individuals using Internet (%)	21	81.0	Iceland	96.2
6.03	Fixed broadband Internet subscriptions/100 pop.	23	25.0	Switzerland	39.9
6.04	Active mobile broadband Internet subscriptions/100 pop.	22	56.1	Singapore	124.5
6.05	ICT use for business-to-business transactions*	9	5.9	Finland	6.2
6.06	Internet use for business-to-consumer transactions*	17	5.6	United Kingdom	6.3
6.07	Government Online Service Index (0–1)	26	0.75	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>		<b>14</b>	<b>5.3</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01	Protection of property index (1–7)	15	5.7	Finland	6.3
	Property rights*	12	5.9	Finland	6.4
	Intellectual property protection*	16	5.5	Finland	6.2
7.02	Efficiency and accountability of public institutions index (1–7)	22	4.8	Singapore	6.0
	Judicial efficiency & impartiality in commercial disputes (0–4)	8	3.8	Multiple economies (7)	4.0
	Diversion of public funds*	35	4.5	New Zealand	6.5
	Ease of compliance with government regulation*	80	3.4	Singapore	5.4
7.03	Access to finance index (1–7)	25	4.7	Hong Kong SAR	5.7
	Affordability of financial services*	20	5.3	Hong Kong SAR	6.1
	Availability of financial services*	16	5.7	Switzerland	6.4
	Ease of access to loans*	51	3.0	Qatar	4.9
	Availability of trade finance*	20	4.8	Hong Kong SAR	5.8
7.04	Openness to foreign participation index (1–7)	47	4.6	Ireland	5.5
	Ease of hiring foreign labour*	101	3.7	United Arab Emirates	5.6
	Business impact of rules on FDI*	56	4.7	Ireland	6.7
	Openness to multilateral trade rules (0–100)	29	77.2	Slovenia	92.2
7.05	Index of physical security (1–7)	8	6.5	Qatar	6.8
	Reliability of police services*	20	5.9	Finland	6.7
	Business costs of crime and violence*	9	6.0	Qatar	6.8
	Business costs of terrorism*	6	6.6	Slovenia	6.7
	Homicide cases/100,000 pop.	18	0.8	Hong Kong SAR	0.2
	Index of terrorism incidence (1–7)	49	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Azerbaijan

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	9.2.....	79
GDP (US\$ billions) .....	68.8.....	66
GDP per capita (US\$) .....	7,450.2.....	65
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	62.9.....	76
Share of world trade (%) .....	0.12.....	70
Total Exports (US\$ billions) .....	32.6.....	61
Total Imports (US\$ billions) .....	10.4.....	92

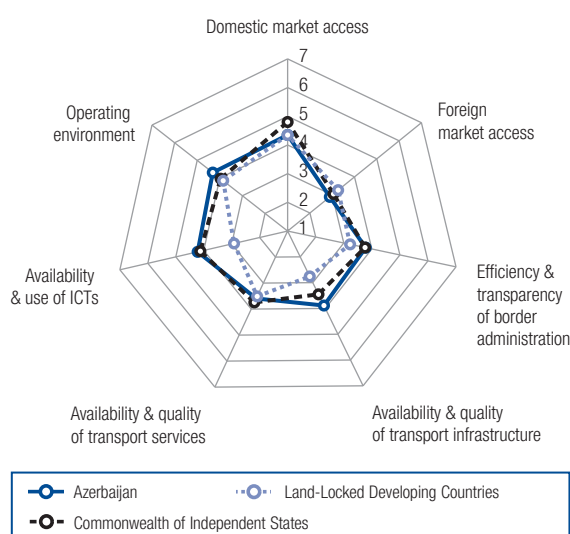
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>0.3</b> .....	<b>26.3</b>
<b>Intermediate goods</b> .....	<b>91.1</b> .....	<b>52.0</b>
Food and beverages (industrial) .....	0.5.....	5.9
Industrial supplies (primary and processed) .....	2.6.....	33.3
Parts and accessories .....	0.1.....	12.6
Fuels and lubricants .....	87.9.....	0.1
<b>Consumer goods</b> .....	<b>3.0</b> .....	<b>15.1</b>
Food and beverages (consumer) .....	2.6.....	4.1
Transport equipment and consumer goods .....	0.4.....	11.0
<b>Passenger motor cars</b> .....	<b>0.0</b> .....	<b>5.7</b>
<b>Others</b> .....	<b>5.6</b> .....	<b>0.8</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

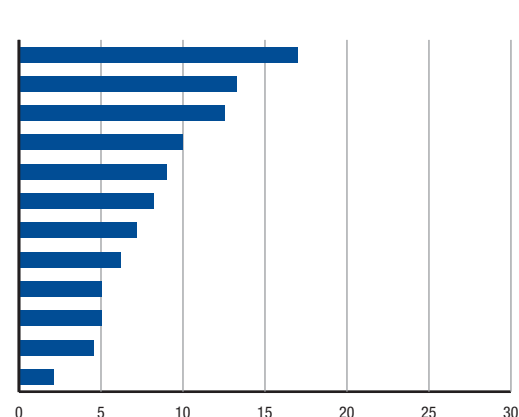
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>77</b> .....	<b>3.9</b>
<b>Subindex A: Market access (25%)</b> .....	<b>66</b> .....	<b>3.6</b>
Pillar 1: Domestic market access .....	95.....	4.3
Pillar 2: Foreign market access .....	56.....	2.9
<b>Subindex B: Border administration (25%)</b> .....	<b>94</b> .....	<b>3.8</b>
Pillar 3: Efficiency & transparency of border administration .....	94.....	3.8
<b>Subindex C: Infrastructure (25%)</b> .....	<b>62</b> .....	<b>3.9</b>
Pillar 4: Availability & quality of transport infrastructure .....	45.....	3.9
Pillar 5: Availability & quality of transport services .....	101.....	3.6
Pillar 6: Availability & use of ICTs .....	61.....	4.2
<b>Subindex D: Operating environment (25%)</b> .....	<b>58</b> .....	<b>4.3</b>
Pillar 7: Operating environment .....	58.....	4.3



## The most problematic factors for trade, 2013

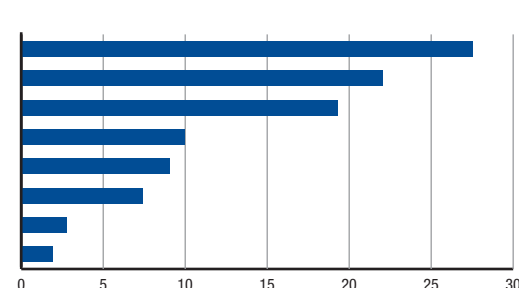
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	17.0
Access to trade finance .....	13.2
Access to imported inputs at competitive prices .....	12.5
Technical requirements and standards abroad .....	10.0
Inappropriate production technology and skills .....	9.0
High cost or delays caused by domestic transportation .....	8.2
Difficulties in meeting quality/quantity requirements of buyers .....	7.1
High cost or delays caused by international transportation .....	6.2
Tariff barriers abroad .....	5.0
Corruption at foreign borders .....	5.0
Burdensome procedures at foreign borders .....	4.6
Rules of origin requirements abroad .....	2.1



### Most problematic factors for importing

	Score*
Burdensome import procedures .....	27.5
Corruption at the border .....	22.1
Tariffs .....	19.3
Domestic technical requirements and standards .....	9.9
High cost or delays caused by international transportation .....	9.0
High cost or delays caused by domestic transportation .....	7.4
Inappropriate telecommunications infrastructure .....	2.7
Crime and theft .....	1.9



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Azerbaijan

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS		RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>		<b>95</b>	<b>4.3</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01	Tariff rate (%)	84	7.5	Multiple economies (2)	0.0
1.02	Complexity of tariffs index (1–7)	64	6.2	Multiple economies (2)	7.0
	Tariff dispersion (standard deviation)	50	8.1	Multiple economies (2)	0.0
	Tariff peaks (% of tariff lines)	46	0.8	Multiple economies (24)	0.0
	Specific tariffs (% of tariff lines)	87	2.2	Multiple economies (54)	0.0
	Number of distinct tariffs	85	229	Multiple economies (2)	1
1.03	Share of duty-free imports (%)	101	31.0	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>		<b>56</b>	<b>2.9</b>	<b>Cambodia</b>	<b>5.3</b>
2.01	Tariffs faced (%)	61	5.4	Chile	3.5
2.02	Index of margin of preference in destination mkts (0–100)	51	39.1	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>		<b>94</b>	<b>3.8</b>	<b>Singapore</b>	<b>6.3</b>
3.01	Customs services index (0–1)	31	0.71	Singapore	0.97
3.02	Efficiency of the clearance process (1–5)	81	2.6	Norway	4.2
3.03	No. of days to import	94	25	Singapore	4
3.04	No. of documents to import	126	11	Multiple economies (2)	2
3.05	Cost to import (US\$ per container)	127	3,560	Singapore	440
3.06	No. of days to export	115	28	Multiple economies (5)	6
3.07	No. of documents to export	121	9	Multiple economies (2)	2
3.08	Cost to export (US\$ per container)	134	3,540	Malaysia	450
3.09	Irregular payments in exports and imports*	92	3.0	New Zealand	6.6
3.10	Time predictability of import procedures*	96	3.5	Finland	6.0
3.11	Customs transparency index (0–1)	39	0.90	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>		<b>45</b>	<b>3.9</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01	Available int'l airline seat km/week, millions	82	88.1	United States	11,481.7
4.02	Quality of air transport infrastructure*	46	5.1	Singapore	6.8
4.03	Quality of railroad infrastructure*	35	3.9	Japan	6.7
4.04	Liner Shipping Connectivity Index (0–157.1)	n/a	n/a	China	157.5
4.05	Quality of port infrastructure*	55	4.5	Netherlands	6.8
4.06	Paved roads (% of total)	67	50.6	Multiple economies (18)	100.0
4.07	Quality of roads*	67	4.0	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>		<b>101</b>	<b>3.6</b>	<b>Singapore</b>	<b>5.7</b>
5.01	Ease and affordability of shipment (1–5)	110	2.6	Luxembourg	3.8
5.02	Logistics competence (1–5)	134	2.1	Norway	4.2
5.03	Tracking and tracing ability (1–5)	133	2.1	Germany	4.2
5.04	Timeliness of shipments in reaching destination (1–5)	131	2.6	Luxembourg	4.7
5.05	Postal services efficiency*	53	4.9	Japan	6.8
5.06	Efficiency of transport mode change*	43	4.5	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>		<b>61</b>	<b>4.2</b>	<b>Sweden</b>	<b>6.5</b>
6.01	Mobile phone subscriptions/100 pop.	69	108.8	Hong Kong SAR	229.2
6.02	Individuals using Internet (%)	56	54.2	Iceland	96.2
6.03	Fixed broadband Internet subscriptions/100 pop.	44	14.1	Switzerland	39.9
6.04	Active mobile broadband Internet subscriptions/100 pop.	53	30.6	Singapore	124.5
6.05	ICT use for business-to-business transactions*	46	5.2	Finland	6.2
6.06	Internet use for business-to-consumer transactions*	50	4.9	United Kingdom	6.3
6.07	Government Online Service Index (0–1)	95	0.37	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>		<b>58</b>	<b>4.3</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01	Protection of property index (1–7)	72	3.8	Finland	6.3
	Property rights*	75	4.0	Finland	6.4
	Intellectual property protection*	64	3.7	Finland	6.2
7.02	Efficiency and accountability of public institutions index (1–7)	87	3.4	Singapore	6.0
	Judicial efficiency & impartiality in commercial disputes (0–4)	106	1.3	Multiple economies (7)	4.0
	Diversion of public funds*	75	3.1	New Zealand	6.5
	Ease of compliance with government regulation*	19	4.2	Singapore	5.4
7.03	Access to finance index (1–7)	79	3.6	Hong Kong SAR	5.7
	Affordability of financial services*	69	4.1	Hong Kong SAR	6.1
	Availability of financial services*	102	3.8	Switzerland	6.4
	Ease of access to loans*	52	3.0	Qatar	4.9
	Availability of trade finance*	87	3.6	Hong Kong SAR	5.8
7.04	Openness to foreign participation index (1–7)	34	4.7	Ireland	5.5
	Ease of hiring foreign labour*	30	4.5	United Arab Emirates	5.6
	Business impact of rules on FDI*	64	4.6	Ireland	6.7
	Openness to multilateral trade rules (0–100)	33	75.7	Slovenia	92.2
7.05	Index of physical security (1–7)	38	6.0	Qatar	6.8
	Reliability of police services*	60	4.3	Finland	6.7
	Business costs of crime and violence*	20	5.7	Qatar	6.8
	Business costs of terrorism*	48	5.8	Slovenia	6.7
	Homicide cases/100,000 pop.	54	2.2	Hong Kong SAR	0.2
	Index of terrorism incidence (1–7)	1	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Bahrain

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions) .....	1.2..... 131
GDP (US\$ billions) .....	27.1..... 90
GDP per capita (US\$) .....	23,554.8..... 31
<b>Merchandise trade</b>	
Trade openness (imports+exports)/GDP, 2010 .....	118.7..... 19
Share of world trade (%) .....	0.09..... 74
Total Exports (US\$ billions) .....	19.8..... 70
Total Imports (US\$ billions) .....	13.9..... 84

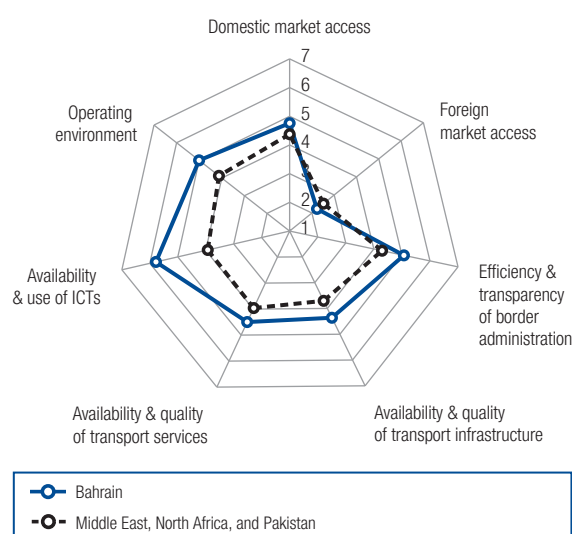
## Value chain indicators, 2011

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>0.7</b> .....	<b>9.0</b>
<b>Intermediate goods</b> .....	<b>24.7</b> .....	<b>72.5</b>
Food and beverages (industrial) .....	0.0.....	1.1
Industrial supplies (primary and processed) .....	24.6.....	23.7
Parts and accessories .....	0.0.....	5.3
Fuels and lubricants .....	0.0.....	42.4
<b>Consumer goods</b> .....	<b>3.0</b> .....	<b>13.4</b>
Food and beverages (consumer) .....	1.7.....	6.2
Transport equipment and consumer goods .....	1.3.....	7.1
<b>Passenger motor cars</b> .....	<b>0.0</b> .....	<b>4.9</b>
<b>Others</b> .....	<b>71.7</b> .....	<b>0.3</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

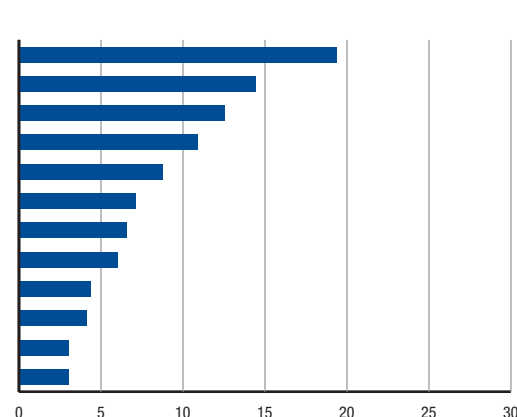
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>33</b> .....	<b>4.6</b>
<b>Subindex A: Market access (25%)</b> .....	<b>72</b> .....	<b>3.5</b>
Pillar 1: Domestic market access .....	77.....	4.8
Pillar 2: Foreign market access .....	87.....	2.2
<b>Subindex B: Border administration (25%)</b> .....	<b>41</b> .....	<b>5.1</b>
Pillar 3: Efficiency & transparency of border administration .....	41.....	5.1
<b>Subindex C: Infrastructure (25%)</b> .....	<b>29</b> .....	<b>4.9</b>
Pillar 4: Availability & quality of transport infrastructure .....	32.....	4.4
Pillar 5: Availability & quality of transport services .....	46.....	4.5
Pillar 6: Availability & use of ICTs .....	17.....	5.8
<b>Subindex D: Operating environment (25%)</b> .....	<b>28</b> .....	<b>5.0</b>
Pillar 7: Operating environment .....	28.....	5.0



## The most problematic factors for trade, 2013

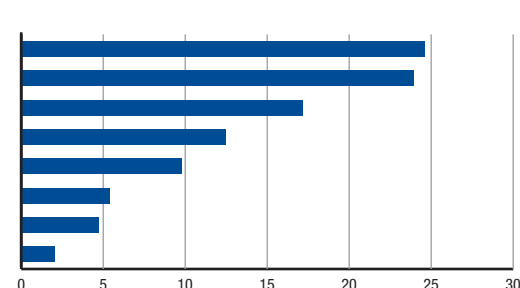
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	19.3
Burdensome procedures at foreign borders .....	14.4
High cost or delays caused by international transportation .....	12.5
Access to imported inputs at competitive prices .....	10.9
Tariff barriers abroad .....	8.7
Access to trade finance .....	7.1
Inappropriate production technology and skills .....	6.5
Technical requirements and standards abroad .....	6.0
High cost or delays caused by domestic transportation .....	4.4
Rules of origin requirements abroad .....	4.1
Difficulties in meeting quality/quantity requirements of buyers .....	3.0
Corruption at foreign borders .....	3.0



### Most problematic factors for importing

	Score*
High cost or delays caused by international transportation .....	24.6
Burdensome import procedures .....	23.9
Domestic technical requirements and standards .....	17.2
Tariffs .....	12.5
High cost or delays caused by domestic transportation .....	9.8
Corruption at the border .....	5.4
Inappropriate telecommunications infrastructure .....	4.7
Crime and theft .....	2.0



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS		RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>		<b>77</b>	<b>4.8</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01	Tariff rate (%)	58	4.4	Multiple economies (2)	0.0
1.02	Complexity of tariffs index (1–7)	60	6.2	Multiple economies (2)	7.0
	Tariff dispersion (standard deviation)	126	16.2	Multiple economies (2)	0.0
	Tariff peaks (% of tariff lines)	30	0.3	Multiple economies (24)	0.0
	Specific tariffs (% of tariff lines)	64	0.3	Multiple economies (54)	0.0
	Number of distinct tariffs	59	22	Multiple economies (2)	1
1.03	Share of duty-free imports (%)	102	30.3	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>		<b>87</b>	<b>2.2</b>	<b>Cambodia</b>	<b>5.3</b>
2.01	Tariffs faced (%)	101	5.5	Chile	3.5
2.02	Index of margin of preference in destination mkt (0–100)	79	20.0	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>		<b>41</b>	<b>5.1</b>	<b>Singapore</b>	<b>6.3</b>
3.01	Customs services index (0–1)	48	0.65	Singapore	0.97
3.02	Efficiency of the clearance process (1–5)	30	3.3	Norway	4.2
3.03	No. of days to import	54	15	Singapore	4
3.04	No. of documents to import	82	8	Multiple economies (2)	2
3.05	Cost to import (US\$ per container)	43	995	Singapore	440
3.06	No. of days to export	35	11	Multiple economies (5)	6
3.07	No. of documents to export	85	7	Multiple economies (2)	2
3.08	Cost to export (US\$ per container)	45	955	Malaysia	450
3.09	Irregular payments in exports and imports*	27	5.2	New Zealand	6.6
3.10	Time predictability of import procedures*	32	4.7	Finland	6.0
3.11	Customs transparency index (0–1)	56	0.83	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>		<b>32</b>	<b>4.4</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01	Available int'l airline seat km/week, millions	63	174.8	United States	11,481.7
4.02	Quality of air transport infrastructure*	24	5.6	Singapore	6.8
4.03	Quality of railroad infrastructure*	n/a	n/a	Japan	6.7
4.04	Liner Shipping Connectivity Index (0–157.1)	65	17.9	China	157.5
4.05	Quality of port infrastructure*	11	5.8	Netherlands	6.8
4.06	Paved roads (% of total)	40	82.1	Multiple economies (18)	100.0
4.07	Quality of roads*	24	5.4	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>		<b>46</b>	<b>4.5</b>	<b>Singapore</b>	<b>5.7</b>
5.01	Ease and affordability of shipment (1–5)	58	3.0	Luxembourg	3.8
5.02	Logistics competence (1–5)	51	3.0	Norway	4.2
5.03	Tracking and tracing ability (1–5)	42	3.3	Germany	4.2
5.04	Timeliness of shipments in reaching destination (1–5)	115	2.8	Luxembourg	4.7
5.05	Postal services efficiency*	39	5.4	Japan	6.8
5.06	Efficiency of transport mode change*	19	5.4	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>		<b>17</b>	<b>5.8</b>	<b>Sweden</b>	<b>6.5</b>
6.01	Mobile phone subscriptions/100 pop.	10	161.2	Hong Kong SAR	229.2
6.02	Individuals using Internet (%)	10	88.0	Iceland	96.2
6.03	Fixed broadband Internet subscriptions/100 pop.	46	13.2	Switzerland	39.9
6.04	Active mobile broadband Internet subscriptions/100 pop.	11	82.0	Singapore	124.5
6.05	ICT use for business-to-business transactions*	38	5.4	Finland	6.2
6.06	Internet use for business-to-consumer transactions*	84	4.2	United Kingdom	6.3
6.07	Government Online Service Index (0–1)	9	0.86	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>		<b>28</b>	<b>5.0</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01	Protection of property index (1–7)	28	5.1	Finland	6.3
	Property rights*	22	5.5	Finland	6.4
	Intellectual property protection*	31	4.8	Finland	6.2
7.02	Efficiency and accountability of public institutions index (1–7)	39	4.2	Singapore	6.0
	Judicial efficiency & impartiality in commercial disputes (0–4)	77	1.8	Multiple economies (7)	4.0
	Diversion of public funds*	30	4.5	New Zealand	6.5
	Ease of compliance with government regulation*	9	4.4	Singapore	5.4
7.03	Access to finance index (1–7)	10	5.2	Hong Kong SAR	5.7
	Affordability of financial services*	9	5.6	Hong Kong SAR	6.1
	Availability of financial services*	19	5.7	Switzerland	6.4
	Ease of access to loans*	7	4.4	Qatar	4.9
	Availability of trade finance*	13	5.0	Hong Kong SAR	5.8
7.04	Openness to foreign participation index (1–7)	9	5.0	Ireland	5.5
	Ease of hiring foreign labour*	21	4.6	United Arab Emirates	5.6
	Business impact of rules on FDI*	6	5.7	Ireland	6.7
	Openness to multilateral trade rules (0–100)	48	69.9	Slovenia	92.2
7.05	Index of physical security (1–7)	65	5.5	Qatar	6.8
	Reliability of police services*	37	5.0	Finland	6.7
	Business costs of crime and violence*	80	4.5	Qatar	6.8
	Business costs of terrorism*	115	4.4	Slovenia	6.7
	Homicide cases/100,000 pop.	4	0.5	Hong Kong SAR	0.2
	Index of terrorism incidence (1–7)	110	6.7	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



# Bangladesh

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

Rank/138

Population (millions) .....	154.3 .....	8
GDP (US\$ billions) .....	123.0 .....	59
GDP per capita (US\$) .....	797.2 .....	121

### Merchandise trade

Trade openness (imports+exports)/GDP .....	51.2 .....	98
Share of world trade (%) .....	0.16 .....	67
Total Exports (US\$ billions) .....	25.1 .....	66
Total Imports (US\$ billions) .....	34.1 .....	60

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

Rank  
(out of 138)      Score  
(1–7)

**Enabling Trade Index 2014** ..... 115 ..... 3.4

**Subindex A: Market access (25%)** ..... 57 ..... 3.8

Pillar 1: Domestic market access..... 126 ..... 3.4

Pillar 2: Foreign market access..... 7 ..... 4.2

**Subindex B: Border administration (25%)** ..... 123 ..... 3.2

Pillar 3: Efficiency & transparency  
of border administration..... 123 ..... 3.2

**Subindex C: Infrastructure (25%)** ..... 119 ..... 2.8

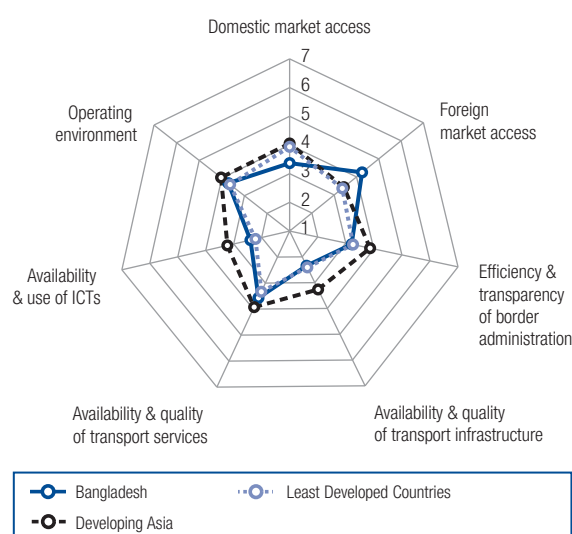
Pillar 4: Availability & quality of transport infrastructure. 120 ..... 2.3

Pillar 5: Availability & quality of transport services..... 103 ..... 3.6

Pillar 6: Availability & use of ICTs ..... 118 ..... 2.4

**Subindex D: Operating environment (25%)** ..... 99 ..... 3.7

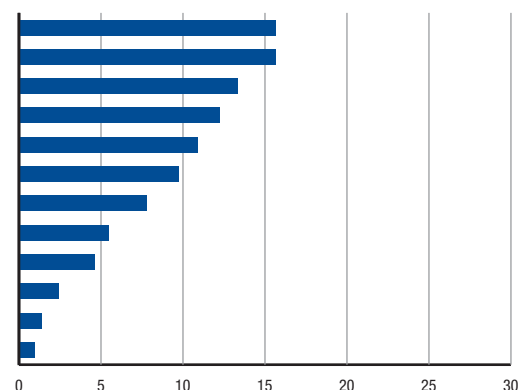
Pillar 7: Operating environment..... 99 ..... 3.7



## The most problematic factors for trade, 2013

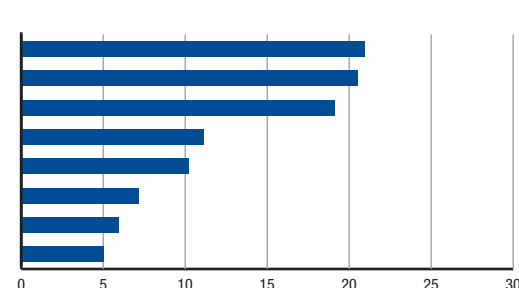
### Most problematic factors for exporting

Inappropriate production technology and skills.....	15.6	Score*
Access to trade finance.....	15.6	
Identifying potential markets and buyers.....	13.3	
High cost or delays caused by domestic transportation.....	12.2	
Access to imported inputs at competitive prices.....	10.9	
Difficulties in meeting quality/quantity requirements of buyers.....	9.7	
Technical requirements and standards abroad.....	7.8	
High cost or delays caused by international transportation.....	5.5	
Tariff barriers abroad.....	4.6	
Burdensome procedures at foreign borders.....	2.4	
Rules of origin requirements abroad.....	1.3	
Corruption at foreign borders.....	1.0	



### Most problematic factors for importing

Tariffs.....	21.0	Score*
Burdensome import procedures.....	20.5	
Corruption at the border.....	19.1	
High cost or delays caused by domestic transportation.....	11.1	
High cost or delays caused by international transportation.....	10.2	
Domestic technical requirements and standards.....	7.1	
Crime and theft.....	6.0	
Inappropriate telecommunications infrastructure.....	5.0	



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.



For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Bangladesh

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b> .....	<b>126</b> .....	<b>3.4</b>	<b>Multiple economies (2)</b> .....	<b>7.0</b>
1.01 Tariff rate (%).....	126.....	13.7	Multiple economies (2).....	0.0
1.02 Complexity of tariffs index (1–7).....	33.....	6.5	Multiple economies (2).....	7.0
Tariff dispersion (standard deviation).....	88.....	9.1	Multiple economies (2).....	0.0
Tariff peaks (% of tariff lines).....	1.....	0.0	Multiple economies (24).....	0.0
Specific tariffs (% of tariff lines).....	72.....	0.4	Multiple economies (54).....	0.0
Number of distinct tariffs.....	68.....	30	Multiple economies (2).....	1
1.03 Share of duty-free imports (%).....	117.....	17.1	Multiple economies (2).....	100.0
<b>Pillar 2: Foreign market access (1–7)</b> .....	<b>7</b> .....	<b>4.2</b>	<b>Cambodia</b> .....	<b>5.3</b>
2.01 Tariffs faced (%).....	13.....	4.8	Chile.....	3.5
2.02 Index of margin of preference in destination mkt (0–100).....	15.....	60.5	Mauritius.....	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b> .....	<b>123</b> .....	<b>3.2</b>	<b>Singapore</b> .....	<b>6.3</b>
3.01 Customs services index (0–1).....	102.....	0.35	Singapore.....	0.97
3.02 Efficiency of the clearance process (1–5).....	125.....	2.1	Norway.....	4.2
3.03 No. of days to import.....	118.....	35	Singapore.....	4
3.04 No. of documents to import.....	82.....	8	Multiple economies (2).....	2
3.05 Cost to import (US\$ per container).....	80.....	1,470	Singapore.....	440
3.06 No. of days to export.....	105.....	25	Multiple economies (5).....	6
3.07 No. of documents to export.....	65.....	6	Multiple economies (2).....	2
3.08 Cost to export (US\$ per container).....	58.....	1,075	Malaysia.....	450
3.09 Irregular payments in exports and imports*.....	132.....	2.0	New Zealand.....	6.6
3.10 Time predictability of import procedures*.....	116.....	3.1	Finland.....	6.0
3.11 Customs transparency index (0–1).....	107.....	0.38	Multiple economies (35).....	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b> .....	<b>120</b> .....	<b>2.3</b>	<b>United Arab Emirates</b> .....	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions.....	58.....	198.8	United States.....	11,481.7
4.02 Quality of air transport infrastructure*.....	117.....	3.2	Singapore.....	6.8
4.03 Quality of railroad infrastructure*.....	71.....	2.4	Japan.....	6.7
4.04 Liner Shipping Connectivity Index (0–157.1).....	85.....	8.0	China.....	157.5
4.05 Quality of port infrastructure*.....	95.....	3.5	Netherlands.....	6.8
4.06 Paved roads (% of total).....	129.....	9.5	Multiple economies (18).....	100.0
4.07 Quality of roads*.....	109.....	2.8	United Arab Emirates.....	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b> .....	<b>103</b> .....	<b>3.6</b>	<b>Singapore</b> .....	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5).....	80.....	2.8	Luxembourg.....	3.8
5.02 Logistics competence (1–5).....	93.....	2.6	Norway.....	4.2
5.03 Tracking and tracing ability (1–5).....	115.....	2.5	Germany.....	4.2
5.04 Timeliness of shipments in reaching destination (1–5).....	77.....	3.2	Luxembourg.....	4.7
5.05 Postal services efficiency*.....	106.....	3.5	Japan.....	6.8
5.06 Efficiency of transport mode change*.....	108.....	3.3	Hong Kong SAR.....	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b> .....	<b>118</b> .....	<b>2.4</b>	<b>Sweden</b> .....	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.....	120.....	62.8	Hong Kong SAR.....	229.2
6.02 Individuals using Internet (%).....	119.....	6.3	Iceland.....	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.....	110.....	0.4	Switzerland.....	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.....	120.....	0.2	Singapore.....	124.5
6.05 ICT use for business-to-business transactions*.....	122.....	4.0	Finland.....	6.2
6.06 Internet use for business-to-consumer transactions*.....	117.....	3.5	United Kingdom.....	6.3
6.07 Government Online Service Index (0–1).....	83.....	0.44	Multiple economies (3).....	1.00
<b>Pillar 7: Operating environment (1–7)</b> .....	<b>99</b> .....	<b>3.7</b>	<b>Hong Kong SAR</b> .....	<b>5.8</b>
7.01 Protection of property index (1–7).....	118.....	3.0	Finland.....	6.3
Property rights*.....	113.....	3.4	Finland.....	6.4
Intellectual property protection*.....	120.....	2.6	Finland.....	6.2
7.02 Efficiency and accountability of public institutions index (1–7).....	94.....	3.3	Singapore.....	6.0
Judicial efficiency & impartiality in commercial disputes (0–4).....	63.....	2.0	Multiple economies (7).....	4.0
Diversion of public funds*.....	98.....	2.7	New Zealand.....	6.5
Ease of compliance with government regulation*.....	89.....	3.2	Singapore.....	5.4
7.03 Access to finance index (1–7).....	96.....	3.4	Hong Kong SAR.....	5.7
Affordability of financial services*.....	102.....	3.7	Hong Kong SAR.....	6.1
Availability of financial services*.....	95.....	3.9	Switzerland.....	6.4
Ease of access to loans*.....	106.....	2.3	Qatar.....	4.9
Availability of trade finance*.....	79.....	3.7	Hong Kong SAR.....	5.8
7.04 Openness to foreign participation index (1–7).....	101.....	4.0	Ireland.....	5.5
Ease of hiring foreign labour*.....	112.....	3.4	United Arab Emirates.....	5.6
Business impact of rules on FDI*.....	42.....	4.9	Ireland.....	6.7
Openness to multilateral trade rules (0–100).....	104.....	54.4	Slovenia.....	92.2
7.05 Index of physical security (1–7).....	90.....	4.9	Qatar.....	6.8
Reliability of police services*.....	131.....	2.6	Finland.....	6.7
Business costs of crime and violence*.....	102.....	3.9	Qatar.....	6.8
Business costs of terrorism*.....	108.....	4.6	Slovenia.....	6.7
Homicide cases/100,000 pop.....	61.....	2.7	Hong Kong SAR.....	0.2
Index of terrorism incidence (1–7).....	116.....	6.4	Multiple economies (48).....	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Belgium

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	11.1.....	66
GDP (US\$ billions) .....	483.9.....	25
GDP per capita (US\$) .....	43,615.2.....	18
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	182.2.....	3
Share of world trade (%) .....	2.39.....	12
Total Exports (US\$ billions) .....	446.5.....	13
Total Imports (US\$ billions) .....	437.2.....	13

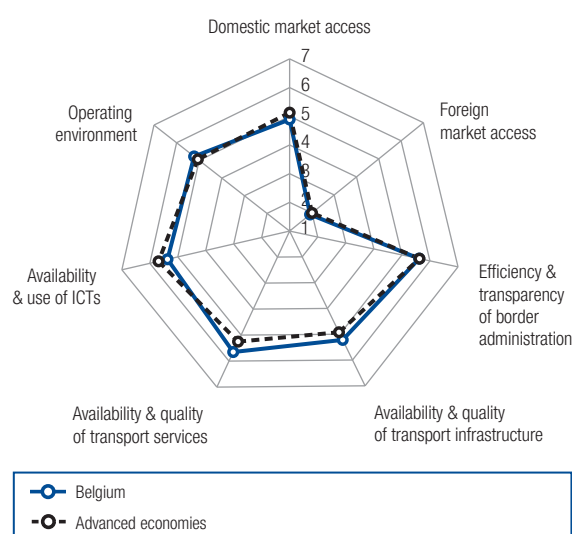
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>8.4</b> .....	<b>8.9</b>
<b>Intermediate goods</b> .....	<b>53.9</b> .....	<b>59.6</b>
Food and beverages (industrial) .....	1.2.....	2.3
Industrial supplies (primary and processed) .....	42.2.....	37.2
Parts and accessories .....	7.5.....	9.0
Fuels and lubricants .....	3.0.....	11.2
<b>Consumer goods</b> .....	<b>22.9</b> .....	<b>19.2</b>
Food and beverages (consumer) .....	7.1.....	5.2
Transport equipment and consumer goods .....	15.9.....	13.9
<b>Passenger motor cars</b> .....	<b>6.3</b> .....	<b>5.9</b>
<b>Others</b> .....	<b>8.5</b> .....	<b>6.4</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

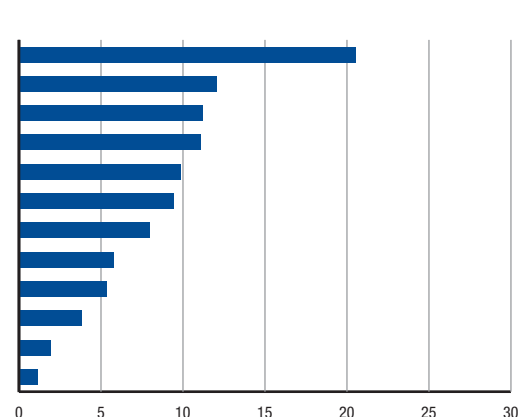
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>20</b> .....	<b>4.9</b>
<b>Subindex A: Market access (25%)</b> .....	<b>75</b> .....	<b>3.4</b>
Pillar 1: Domestic market access .....	46.....	4.9
Pillar 2: Foreign market access .....	97.....	1.9
<b>Subindex B: Border administration (25%)</b> .....	<b>23</b> .....	<b>5.6</b>
Pillar 3: Efficiency & transparency of border administration .....	23.....	5.6
<b>Subindex C: Infrastructure (25%)</b> .....	<b>18</b> .....	<b>5.4</b>
Pillar 4: Availability & quality of transport infrastructure ...	15.....	5.2
Pillar 5: Availability & quality of transport services .....	6.....	5.7
Pillar 6: Availability & use of ICTs .....	26.....	5.4
<b>Subindex D: Operating environment (25%)</b> .....	<b>16</b> .....	<b>5.2</b>
Pillar 7: Operating environment .....	16.....	5.2



## The most problematic factors for trade, 2013

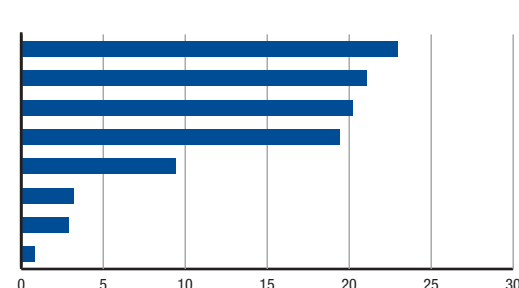
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	20.5
Tariff barriers abroad .....	12.0
Access to imported inputs at competitive prices .....	11.2
Burdensome procedures at foreign borders .....	11.1
Technical requirements and standards abroad .....	9.8
Rules of origin requirements abroad .....	9.4
Access to trade finance .....	7.9
High cost or delays caused by international transportation .....	5.7
Corruption at foreign borders .....	5.3
Difficulties in meeting quality/quantity requirements of buyers .....	3.8
High cost or delays caused by domestic transportation .....	1.9
Inappropriate production technology and skills .....	1.1



### Most problematic factors for importing

	Score*
Domestic technical requirements and standards .....	22.9
Burdensome import procedures .....	21.1
High cost or delays caused by international transportation .....	20.2
Tariffs .....	19.4
High cost or delays caused by domestic transportation .....	9.4
Inappropriate telecommunications infrastructure .....	3.2
Crime and theft .....	2.9
Corruption at the border .....	0.8



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Belgium

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS		RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>		<b>46</b>	<b>4.9</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01	Tariff rate (%)	5	0.8	Multiple economies (2)	0.0
1.02	Complexity of tariffs index (1–7)	110	3.1	Multiple economies (2)	7.0
	Tariff dispersion (standard deviation)	55	8.4	Multiple economies (2)	0.0
	Tariff peaks (% of tariff lines)	104	10.6	Multiple economies (24)	0.0
	Specific tariffs (% of tariff lines)	107	11.0	Multiple economies (54)	0.0
	Number of distinct tariffs	109	1,755	Multiple economies (2)	1
1.03	Share of duty-free imports (%)	42	65.4	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>		<b>97</b>	<b>1.9</b>	<b>Cambodia</b>	<b>5.3</b>
2.01	Tariffs faced (%)	73	5.5	Chile	3.5
2.02	Index of margin of preference in destination mkts (0–100)	96	9.1	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>		<b>23</b>	<b>5.6</b>	<b>Singapore</b>	<b>6.3</b>
3.01	Customs services index (0–1)	56	0.63	Singapore	0.97
3.02	Efficiency of the clearance process (1–5)	11	3.8	Norway	4.2
3.03	No. of days to import	16	8	Singapore	4
3.04	No. of documents to import	11	4	Multiple economies (2)	2
3.05	Cost to import (US\$ per container)	75	1,400	Singapore	440
3.06	No. of days to export	17	9	Multiple economies (5)	6
3.07	No. of documents to export	16	4	Multiple economies (2)	2
3.08	Cost to export (US\$ per container)	79	1,240	Malaysia	450
3.09	Irregular payments in exports and imports*	22	5.5	New Zealand	6.6
3.10	Time predictability of import procedures*	17	5.2	Finland	6.0
3.11	Customs transparency index (0–1)	1	1.00	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>		<b>15</b>	<b>5.2</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01	Available int'l airline seat km/week, millions	34	556.9	United States	11,481.7
4.02	Quality of air transport infrastructure*	15	6.0	Singapore	6.8
4.03	Quality of railroad infrastructure*	14	5.0	Japan	6.7
4.04	Liner Shipping Connectivity Index (0–157.1)	10	82.2	China	157.5
4.05	Quality of port infrastructure*	7	6.3	Netherlands	6.8
4.06	Paved roads (% of total)	46	78.2	Multiple economies (18)	100.0
4.07	Quality of roads*	26	5.4	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>		<b>6</b>	<b>5.7</b>	<b>Singapore</b>	<b>5.7</b>
5.01	Ease and affordability of shipment (1–5)	2	3.8	Luxembourg	3.8
5.02	Logistics competence (1–5)	4	4.1	Norway	4.2
5.03	Tracking and tracing ability (1–5)	4	4.1	Germany	4.2
5.04	Timeliness of shipments in reaching destination (1–5)	2	4.4	Luxembourg	4.7
5.05	Postal services efficiency*	24	5.9	Japan	6.8
5.06	Efficiency of transport mode change*	18	5.4	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>		<b>26</b>	<b>5.4</b>	<b>Sweden</b>	<b>6.5</b>
6.01	Mobile phone subscriptions/100 pop.	64	111.3	Hong Kong SAR	229.2
6.02	Individuals using Internet (%)	19	82.0	Iceland	96.2
6.03	Fixed broadband Internet subscriptions/100 pop.	10	33.3	Switzerland	39.9
6.04	Active mobile broadband Internet subscriptions/100 pop.	49	32.9	Singapore	124.5
6.05	ICT use for business-to-business transactions*	26	5.6	Finland	6.2
6.06	Internet use for business-to-consumer transactions*	34	5.1	United Kingdom	6.3
6.07	Government Online Service Index (0–1)	39	0.65	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>		<b>16</b>	<b>5.2</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01	Protection of property index (1–7)	22	5.3	Finland	6.3
	Property rights*	24	5.4	Finland	6.4
	Intellectual property protection*	21	5.2	Finland	6.2
7.02	Efficiency and accountability of public institutions index (1–7)	21	4.8	Singapore	6.0
	Judicial efficiency & impartiality in commercial disputes (0–4)	8	3.8	Multiple economies (7)	4.0
	Diversion of public funds*	19	5.2	New Zealand	6.5
	Ease of compliance with government regulation*	124	2.6	Singapore	5.4
7.03	Access to finance index (1–7)	21	4.8	Hong Kong SAR	5.7
	Affordability of financial services*	18	5.3	Hong Kong SAR	6.1
	Availability of financial services*	15	5.8	Switzerland	6.4
	Ease of access to loans*	27	3.5	Qatar	4.9
	Availability of trade finance*	27	4.6	Hong Kong SAR	5.8
7.04	Openness to foreign participation index (1–7)	17	4.9	Ireland	5.5
	Ease of hiring foreign labour*	70	4.1	United Arab Emirates	5.6
	Business impact of rules on FDI*	27	5.1	Ireland	6.7
	Openness to multilateral trade rules (0–100)	14	81.5	Slovenia	92.2
7.05	Index of physical security (1–7)	19	6.3	Qatar	6.8
	Reliability of police services*	26	5.6	Finland	6.7
	Business costs of crime and violence*	26	5.5	Qatar	6.8
	Business costs of terrorism*	32	6.1	Slovenia	6.7
	Homicide cases/100,000 pop.	50	1.8	Hong Kong SAR	0.2
	Index of terrorism incidence (1–7)	64	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

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For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions) .....	10.1..... 76
GDP (US\$ billions) .....	7.6..... 125
GDP per capita (US\$) .....	752.7..... 124

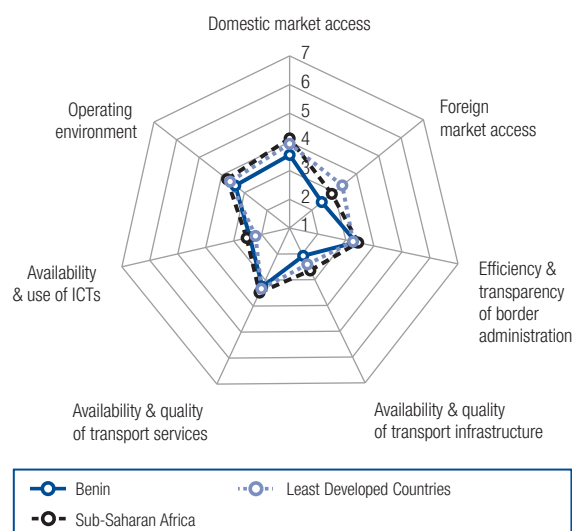
### Merchandise trade

Trade openness (imports+exports)/GDP .....	47.6..... 105
Share of world trade (%) .....	0.01..... 130
Total Exports (US\$ billions) .....	1.4..... 126
Total Imports (US\$ billions) .....	2.2..... 133

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014 .....</b>	<b>127.....</b>	<b>3.1</b>
<b>Subindex A: Market access (25%) .....</b>	<b>124.....</b>	<b>3.0</b>
Pillar 1: Domestic market access.....	117.....	3.5
Pillar 2: Foreign market access.....	74.....	2.4
<b>Subindex B: Border administration (25%) .....</b>	<b>112.....</b>	<b>3.4</b>
Pillar 3: Efficiency & transparency of border administration.....	112.....	3.4
<b>Subindex C: Infrastructure (25%) .....</b>	<b>126.....</b>	<b>2.6</b>
Pillar 4: Availability & quality of transport infrastructure.....	133.....	2.1
Pillar 5: Availability & quality of transport services.....	122.....	3.3
Pillar 6: Availability & use of ICTs .....	117.....	2.4
<b>Subindex D: Operating environment (25%) ....</b>	<b>123.....</b>	<b>3.4</b>
Pillar 7: Operating environment.....	123.....	3.4



## The most problematic factors for trade, 2013

### Most problematic factors for exporting

	Score*
Access to trade finance .....	16.6
Difficulties in meeting quality/quantity requirements of buyers.....	16.0
Identifying potential markets and buyers .....	14.8
Inappropriate production technology and skills.....	11.0
Access to imported inputs at competitive prices .....	9.5
Technical requirements and standards abroad .....	7.4
Burdensome procedures at foreign borders .....	7.0
High cost or delays caused by international transportation .....	5.4
High cost or delays caused by domestic transportation .....	3.9
Tariff barriers abroad .....	3.4
Corruption at foreign borders .....	2.7
Rules of origin requirements abroad.....	2.4

### Most problematic factors for importing

	Score*
Burdensome import procedures .....	25.4
Tariffs.....	23.6
Corruption at the border.....	18.5
High cost or delays caused by international transportation .....	11.3
High cost or delays caused by domestic transportation .....	8.0
Crime and theft.....	4.9
Domestic technical requirements and standards .....	4.2
Inappropriate telecommunications infrastructure .....	4.1

\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>117</b>	<b>3.5</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	108	10.8	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	6	6.7	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	26	6.8	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	1	0.0	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	1	0.0	Multiple economies (54)	0.0
Number of distinct tariffs	5	4	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	129	4.4	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>74</b>	<b>2.4</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	38	5.3	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	82	17.8	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>112</b>	<b>3.4</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	109	0.26	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	72	2.6	Norway	4.2
3.03 No. of days to import	101	27	Singapore	4
3.04 No. of documents to import	57	7	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	86	1,520	Singapore	440
3.06 No. of days to export	110	26	Multiple economies (5)	6
3.07 No. of documents to export	65	6	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	53	1,030	Malaysia	450
3.09 Irregular payments in exports and imports*	131	2.1	New Zealand	6.6
3.10 Time predictability of import procedures*	106	3.3	Finland	6.0
3.11 Customs transparency index (0–1)	106	0.40	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>133</b>	<b>2.1</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	119	20.2	United States	11,481.7
4.02 Quality of air transport infrastructure*	125	3.0	Singapore	6.8
4.03 Quality of railroad infrastructure*	105	1.4	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	69	14.3	China	157.5
4.05 Quality of port infrastructure*	87	3.7	Netherlands	6.8
4.06 Paved roads (% of total)	129	9.5	Multiple economies (18)	100.0
4.07 Quality of roads*	112	2.8	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>122</b>	<b>3.3</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	96	2.7	Luxembourg	3.8
5.02 Logistics competence (1–5)	118	2.4	Norway	4.2
5.03 Tracking and tracing ability (1–5)	116	2.5	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	112	2.9	Luxembourg	4.7
5.05 Postal services efficiency*	104	3.5	Japan	6.8
5.06 Efficiency of transport mode change*	132	2.5	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>117</b>	<b>2.4</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	104	83.7	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	127	3.8	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	125	0.1	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	127	0.0	Singapore	124.5
6.05 ICT use for business-to-business transactions*	121	4.0	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	107	3.7	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	125	0.20	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>123</b>	<b>3.4</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	98	3.3	Finland	6.3
Property rights*	109	3.4	Finland	6.4
Intellectual property protection*	94	3.1	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	136	2.3	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	124	0.5	Multiple economies (7)	4.0
Diversion of public funds*	109	2.4	New Zealand	6.5
Ease of compliance with government regulation*	114	2.8	Singapore	5.4
7.03 Access to finance index (1–7)	122	2.9	Hong Kong SAR	5.7
Affordability of financial services*	123	3.2	Hong Kong SAR	6.1
Availability of financial services*	125	3.3	Switzerland	6.4
Ease of access to loans*	108	2.2	Qatar	4.9
Availability of trade finance*	121	2.7	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	117	3.6	Ireland	5.5
Ease of hiring foreign labour*	80	4.0	United Arab Emirates	5.6
Business impact of rules on FDI*	128	3.2	Ireland	6.7
Openness to multilateral trade rules (0–100)	102	54.8	Slovenia	92.2
7.05 Index of physical security (1–7)	89	4.9	Qatar	6.8
Reliability of police services*	56	4.4	Finland	6.7
Business costs of crime and violence*	91	4.2	Qatar	6.8
Business costs of terrorism*	94	5.0	Slovenia	6.7
Homicide cases/100,000 pop.	113	15.1	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	1	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Bhutan

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

		Rank/138
Population (millions) .....	0.7 .....	134
GDP (US\$ billions) .....	2.2 .....	136
GDP per capita (US\$) .....	2,913.9 .....	96
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	90.5 .....	35
Share of world trade (%) .....	0.00 .....	135
Total Exports (US\$ billions) .....	0.6 .....	133
Total Imports (US\$ billions) .....	1.1 .....	135

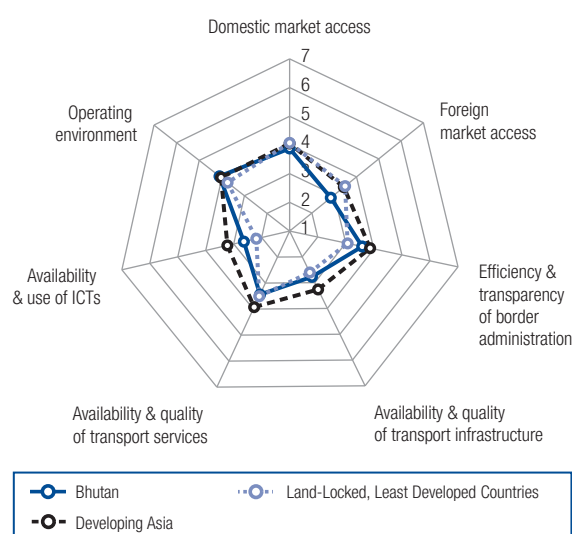
## Value chain indicators, 2011

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>0.0</b> .....	<b>21.2</b>
<b>Intermediate goods</b> .....	<b>76.2</b> .....	<b>48.9</b>
Food and beverages (industrial) .....	0.8 .....	2.8
Industrial supplies (primary and processed) .....	73.9 .....	32.3
Parts and accessories .....	0.0 .....	8.5
Fuels and lubricants .....	1.5 .....	5.2
<b>Consumer goods</b> .....	<b>23.8</b> .....	<b>11.7</b>
Food and beverages (consumer) .....	7.7 .....	7.4
Transport equipment and consumer goods .....	16.1 .....	4.4
<b>Passenger motor cars</b> .....	<b>0.0</b> .....	<b>6.6</b>
<b>Others</b> .....	<b>0.0</b> .....	<b>11.6</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

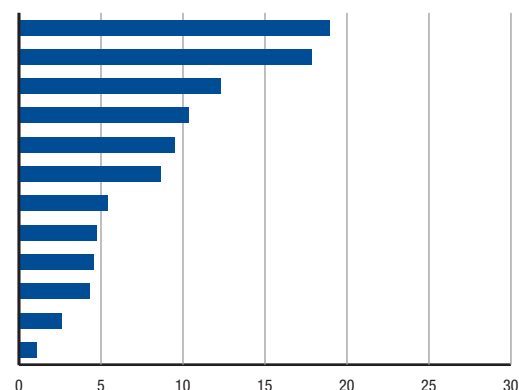
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>107</b> .....	<b>3.5</b>
<b>Subindex A: Market access (25%)</b> .....	<b>102</b> .....	<b>3.4</b>
Pillar 1: Domestic market access .....	109 .....	3.9
Pillar 2: Foreign market access .....	57 .....	2.8
<b>Subindex B: Border administration (25%)</b> .....	<b>102</b> .....	<b>3.6</b>
Pillar 3: Efficiency & transparency of border administration .....	102 .....	3.6
<b>Subindex C: Infrastructure (25%)</b> .....	<b>109</b> .....	<b>3.0</b>
Pillar 4: Availability & quality of transport infrastructure .....	90 .....	2.8
Pillar 5: Availability & quality of transport services .....	112 .....	3.4
Pillar 6: Availability & use of ICTs .....	112 .....	2.6
<b>Subindex D: Operating environment (25%)</b> .....	<b>72</b> .....	<b>4.1</b>
Pillar 7: Operating environment .....	72 .....	4.1



## The most problematic factors for trade, 2013

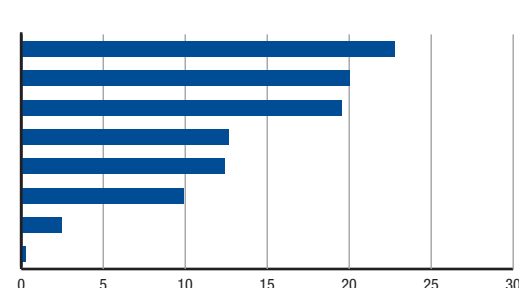
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	18.9
Difficulties in meeting quality/quantity requirements of buyers .....	17.8
Access to imported inputs at competitive prices .....	12.3
Inappropriate production technology and skills .....	10.3
Access to trade finance .....	9.5
High cost or delays caused by domestic transportation .....	8.6
Technical requirements and standards abroad .....	5.4
Corruption at foreign borders .....	4.7
Burdensome procedures at foreign borders .....	4.5
High cost or delays caused by international transportation .....	4.3
Tariff barriers abroad .....	2.6
Rules of origin requirements abroad .....	1.1



### Most problematic factors for importing

	Score*
Burdensome import procedures .....	22.8
Tariffs .....	20.0
High cost or delays caused by international transportation .....	19.6
Corruption at the border .....	12.6
High cost or delays caused by domestic transportation .....	12.4
Domestic technical requirements and standards .....	9.9
Inappropriate telecommunications infrastructure .....	2.5
Crime and theft .....	0.2



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.



For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Bhutan

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>109</b>	<b>3.9</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	137	22.7	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	52	6.3	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	118	13.7	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	45	0.8	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	1	0.0	Multiple economies (54)	0.0
Number of distinct tariffs	32	8	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	81	55.2	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>57</b>	<b>2.8</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	137	13.3	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	12	61.5	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>102</b>	<b>3.6</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	80	0.50	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	125	2.1	Norway	4.2
3.03 No. of days to import	123	38	Singapore	4
3.04 No. of documents to import	134	12	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	115	2,330	Singapore	440
3.06 No. of days to export	127	38	Multiple economies (5)	6
3.07 No. of documents to export	121	9	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	120	2,230	Malaysia	450
3.09 Irregular payments in exports and imports*	51	4.1	New Zealand	6.6
3.10 Time predictability of import procedures*	80	3.7	Finland	6.0
3.11 Customs transparency index (0–1)	59	0.80	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>90</b>	<b>2.8</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	137	2.2	United States	11,481.7
4.02 Quality of air transport infrastructure*	107	3.5	Singapore	6.8
4.03 Quality of railroad infrastructure*	n/a	n/a	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	n/a	n/a	China	157.5
4.05 Quality of port infrastructure*	136	2.2	Netherlands	6.8
4.06 Paved roads (% of total)	76	40.4	Multiple economies (18)	100.0
4.07 Quality of roads*	52	4.3	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>112</b>	<b>3.4</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	123	2.4	Luxembourg	3.8
5.02 Logistics competence (1–5)	110	2.5	Norway	4.2
5.03 Tracking and tracing ability (1–5)	127	2.3	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	138	2.3	Luxembourg	4.7
5.05 Postal services efficiency*	48	5.0	Japan	6.8
5.06 Efficiency of transport mode change*	94	3.5	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>112</b>	<b>2.6</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	111	75.6	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	93	25.4	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	86	2.3	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	106	2.5	Singapore	124.5
6.05 ICT use for business-to-business transactions*	125	3.8	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	133	3.0	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	99	0.35	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>72</b>	<b>4.1</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	50	4.2	Finland	6.3
Property rights*	59	4.3	Finland	6.4
Intellectual property protection*	41	4.1	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	42	4.0	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	n/a	n/a	Multiple economies (7)	4.0
Diversion of public funds*	34	4.5	New Zealand	6.5
Ease of compliance with government regulation*	60	3.5	Singapore	5.4
7.03 Access to finance index (1–7)	87	3.5	Hong Kong SAR	5.7
Affordability of financial services*	86	3.9	Hong Kong SAR	6.1
Availability of financial services*	108	3.8	Switzerland	6.4
Ease of access to loans*	89	2.5	Qatar	4.9
Availability of trade finance*	53	4.0	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	134	2.8	Ireland	5.5
Ease of hiring foreign labour*	128	3.1	United Arab Emirates	5.6
Business impact of rules on FDI*	79	4.4	Ireland	6.7
Openness to multilateral trade rules (0–100)	135	19.1	Slovenia	92.2
7.05 Index of physical security (1–7)	41	5.9	Qatar	6.8
Reliability of police services*	39	4.9	Finland	6.7
Business costs of crime and violence*	41	5.2	Qatar	6.8
Business costs of terrorism*	66	5.4	Slovenia	6.7
Homicide cases/100,000 pop.	26	1.0	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	64	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



# Bolivia

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	10.8.....	68
GDP (US\$ billions) .....	27.2.....	89
GDP per capita (US\$) .....	2,514.3.....	99
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	70.3.....	63
Share of world trade (%) .....	0.05.....	89
Total Exports (US\$ billions) .....	11.1.....	81
Total Imports (US\$ billions) .....	8.3.....	97

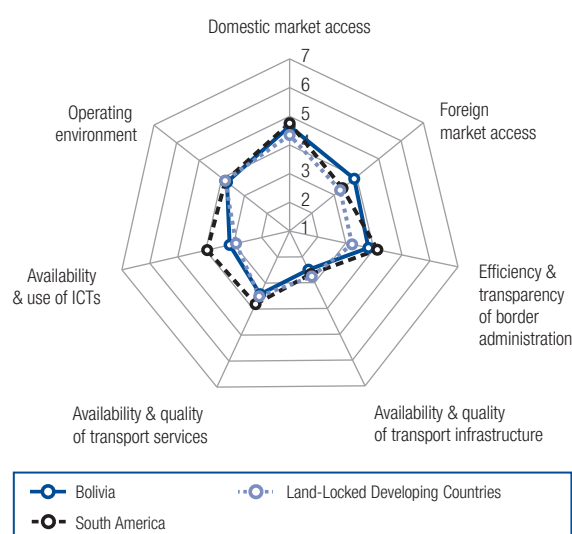
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>0.1</b> .....	<b>22.6</b>
<b>Intermediate goods</b> .....	<b>95.8</b> .....	<b>42.8</b>
Food and beverages (industrial) .....	5.1.....	2.3
Industrial supplies (primary and processed) .....	40.6.....	30.6
Parts and accessories .....	0.3.....	9.0
Fuels and lubricants .....	49.8.....	0.9
<b>Consumer goods</b> .....	<b>3.7</b> .....	<b>16.3</b>
Food and beverages (consumer) .....	2.6.....	4.6
Transport equipment and consumer goods .....	1.1.....	11.7
<b>Passenger motor cars</b> .....	<b>0.0</b> .....	<b>4.1</b>
<b>Others</b> .....	<b>0.3</b> .....	<b>14.1</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

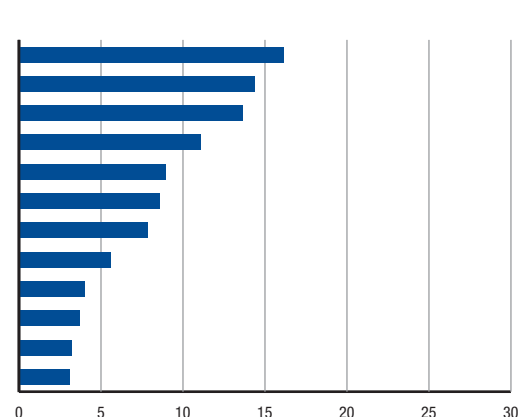
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>87</b> .....	<b>3.7</b>
<b>Subindex A: Market access (25%)</b> .....	<b>26</b> .....	<b>4.3</b>
Pillar 1: Domestic market access .....	83.....	4.7
Pillar 2: Foreign market access .....	15.....	3.9
<b>Subindex B: Border administration (25%)</b> .....	<b>93</b> .....	<b>3.8</b>
Pillar 3: Efficiency & transparency of border administration .....	93.....	3.8
<b>Subindex C: Infrastructure (25%)</b> .....	<b>105</b> .....	<b>3.0</b>
Pillar 4: Availability & quality of transport infrastructure .....	110.....	2.5
Pillar 5: Availability & quality of transport services .....	114.....	3.4
Pillar 6: Availability & use of ICTs .....	94.....	3.1
<b>Subindex D: Operating environment (25%)</b> .....	<b>96</b> .....	<b>3.8</b>
Pillar 7: Operating environment .....	96.....	3.8



## The most problematic factors for trade, 2013

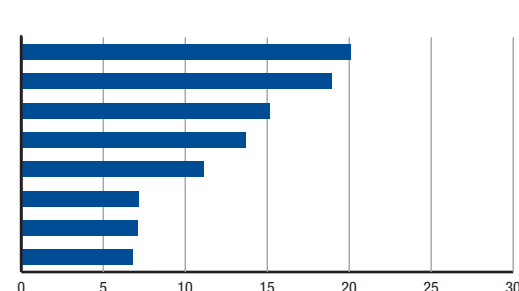
### Most problematic factors for exporting

	Score*
Access to trade finance .....	16.1
Identifying potential markets and buyers .....	14.3
Access to imported inputs at competitive prices .....	13.6
High cost or delays caused by domestic transportation .....	11.0
Inappropriate production technology and skills .....	9.0
High cost or delays caused by international transportation .....	8.6
Difficulties in meeting quality/quantity requirements of buyers .....	7.9
Technical requirements and standards abroad .....	5.6
Tariff barriers abroad .....	4.0
Burdensome procedures at foreign borders .....	3.7
Corruption at foreign borders .....	3.2
Rules of origin requirements abroad .....	3.1



### Most problematic factors for importing

	Score*
Corruption at the border .....	20.1
Tariffs .....	18.9
Burdensome import procedures .....	15.1
High cost or delays caused by international transportation .....	13.7
High cost or delays caused by domestic transportation .....	11.2
Inappropriate telecommunications infrastructure .....	7.2
Domestic technical requirements and standards .....	7.1
Crime and theft .....	6.8



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS		RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>		<b>83</b>	<b>4.7</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01	Tariff rate (%)	95	8.8	Multiple economies (2)	0.0
1.02	Complexity of tariffs index (1–7)	66	6.1	Multiple economies (2)	7.0
	Tariff dispersion (standard deviation)	85	9.0	Multiple economies (2)	0.0
	Tariff peaks (% of tariff lines)	71	4.9	Multiple economies (24)	0.0
	Specific tariffs (% of tariff lines)	1	0.0	Multiple economies (54)	0.0
	Number of distinct tariffs	32	8	Multiple economies (2)	1
1.03	Share of duty-free imports (%)	78	55.8	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>		<b>15</b>	<b>3.9</b>	<b>Cambodia</b>	<b>5.3</b>
2.01	Tariffs faced (%)	22	4.9	Chile	3.5
2.02	Index of margin of preference in destination mkts (0–100)	23	53.4	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>		<b>93</b>	<b>3.8</b>	<b>Singapore</b>	<b>6.3</b>
3.01	Customs services index (0–1)	103	0.34	Singapore	0.97
3.02	Efficiency of the clearance process (1–5)	100	2.4	Norway	4.2
3.03	No. of days to import	91	24	Singapore	4
3.04	No. of documents to import	43	6	Multiple economies (2)	2
3.05	Cost to import (US\$ per container)	99	1,745	Singapore	440
3.06	No. of days to export	90	21	Multiple economies (5)	6
3.07	No. of documents to export	85	7	Multiple economies (2)	2
3.08	Cost to export (US\$ per container)	93	1,440	Malaysia	450
3.09	Irregular payments in exports and imports*	129	2.1	New Zealand	6.6
3.10	Time predictability of import procedures*	79	3.7	Finland	6.0
3.11	Customs transparency index (0–1)	59	0.80	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>		<b>110</b>	<b>2.5</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01	Available int'l airline seat km/week, millions	96	45.1	United States	11,481.7
4.02	Quality of air transport infrastructure*	109	3.5	Singapore	6.8
4.03	Quality of railroad infrastructure*	58	2.8	Japan	6.7
4.04	Liner Shipping Connectivity Index (0–157.1)	n/a	n/a	China	157.5
4.05	Quality of port infrastructure*	133	2.5	Netherlands	6.8
4.06	Paved roads (% of total)	132	8.5	Multiple economies (18)	100.0
4.07	Quality of roads*	84	3.4	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>		<b>114</b>	<b>3.4</b>	<b>Singapore</b>	<b>5.7</b>
5.01	Ease and affordability of shipment (1–5)	127	2.3	Luxembourg	3.8
5.02	Logistics competence (1–5)	86	2.7	Norway	4.2
5.03	Tracking and tracing ability (1–5)	91	2.7	Germany	4.2
5.04	Timeliness of shipments in reaching destination (1–5)	130	2.6	Luxembourg	4.7
5.05	Postal services efficiency*	107	3.5	Japan	6.8
5.06	Efficiency of transport mode change*	86	3.7	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>		<b>94</b>	<b>3.1</b>	<b>Sweden</b>	<b>6.5</b>
6.01	Mobile phone subscriptions/100 pop.	99	90.4	Hong Kong SAR	229.2
6.02	Individuals using Internet (%)	84	34.2	Iceland	96.2
6.03	Fixed broadband Internet subscriptions/100 pop.	100	1.1	Switzerland	39.9
6.04	Active mobile broadband Internet subscriptions/100 pop.	90	6.6	Singapore	124.5
6.05	ICT use for business-to-business transactions*	128	3.7	Finland	6.2
6.06	Internet use for business-to-consumer transactions*	104	3.9	United Kingdom	6.3
6.07	Government Online Service Index (0–1)	90	0.41	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>		<b>96</b>	<b>3.8</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01	Protection of property index (1–7)	105	3.2	Finland	6.3
	Property rights*	120	3.2	Finland	6.4
	Intellectual property protection*	91	3.2	Finland	6.2
7.02	Efficiency and accountability of public institutions index (1–7)	54	3.7	Singapore	6.0
	Judicial efficiency & impartiality in commercial disputes (0–4)	55	2.3	Multiple economies (7)	4.0
	Diversion of public funds*	66	3.2	New Zealand	6.5
	Ease of compliance with government regulation*	52	3.6	Singapore	5.4
7.03	Access to finance index (1–7)	72	3.8	Hong Kong SAR	5.7
	Affordability of financial services*	87	3.8	Hong Kong SAR	6.1
	Availability of financial services*	110	3.7	Switzerland	6.4
	Ease of access to loans*	18	3.8	Qatar	4.9
	Availability of trade finance*	81	3.7	Hong Kong SAR	5.8
7.04	Openness to foreign participation index (1–7)	126	3.3	Ireland	5.5
	Ease of hiring foreign labour*	99	3.7	United Arab Emirates	5.6
	Business impact of rules on FDI*	115	3.5	Ireland	6.7
	Openness to multilateral trade rules (0–100)	124	41.2	Slovenia	92.2
7.05	Index of physical security (1–7)	92	4.9	Qatar	6.8
	Reliability of police services*	108	3.2	Finland	6.7
	Business costs of crime and violence*	105	3.8	Qatar	6.8
	Business costs of terrorism*	120	4.1	Slovenia	6.7
	Homicide cases/100,000 pop.	91	7.7	Hong Kong SAR	0.2
	Index of terrorism incidence (1–7)	64	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Bosnia and Herzegovina

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions) .....	3.9..... 108
GDP (US\$ billions) .....	17.3..... 102
GDP per capita (US\$) .....	4,461.2..... 82
<b>Merchandise trade</b>	
Trade openness (imports+exports)/GDP .....	89.1..... 37
Share of world trade (%) .....	0.04..... 98
Total Exports (US\$ billions) .....	5.2..... 99
Total Imports (US\$ billions) .....	10.0..... 94

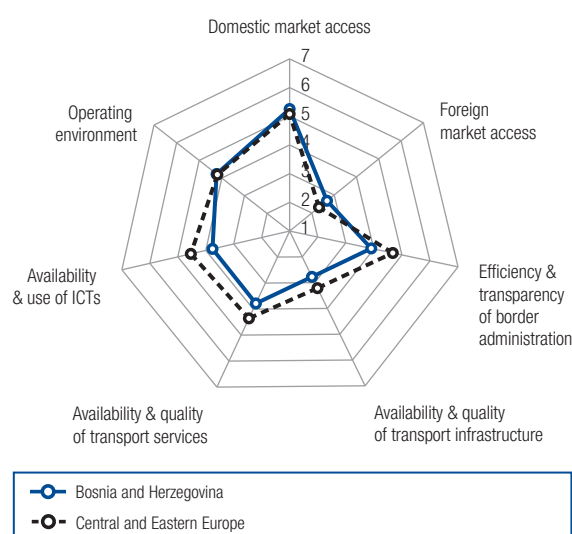
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>2.8</b> .....	<b>9.1</b>
<b>Intermediate goods</b> .....	<b>68.5</b> .....	<b>55.4</b>
Food and beverages (industrial) .....	0.9.....	4.7
Industrial supplies (primary and processed) .....	53.5.....	31.2
Parts and accessories .....	9.1.....	6.1
Fuels and lubricants .....	5.0.....	13.4
<b>Consumer goods</b> .....	<b>24.9</b> .....	<b>25.4</b>
Food and beverages (consumer) .....	5.4.....	10.4
Transport equipment and consumer goods .....	19.5.....	15.0
<b>Passenger motor cars</b> .....	<b>0.0</b> .....	<b>3.3</b>
<b>Others</b> .....	<b>3.8</b> .....	<b>6.8</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

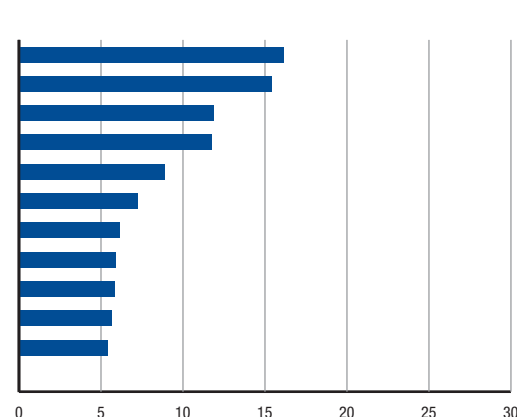
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>78</b> .....	<b>3.9</b>
<b>Subindex A: Market access (25%)</b> .....	<b>45</b> .....	<b>4.0</b>
Pillar 1: Domestic market access .....	30.....	5.3
Pillar 2: Foreign market access .....	62.....	2.7
<b>Subindex B: Border administration (25%)</b> .....	<b>90</b> .....	<b>3.9</b>
Pillar 3: Efficiency & transparency of border administration .....	90.....	3.9
<b>Subindex C: Infrastructure (25%)</b> .....	<b>88</b> .....	<b>3.4</b>
Pillar 4: Availability & quality of transport infrastructure .....	89.....	2.8
Pillar 5: Availability & quality of transport services .....	87.....	3.8
Pillar 6: Availability & use of ICTs .....	79.....	3.8
<b>Subindex D: Operating environment (25%)</b> .....	<b>64</b> .....	<b>4.2</b>
Pillar 7: Operating environment .....	64.....	4.2



## The most problematic factors for trade, 2013

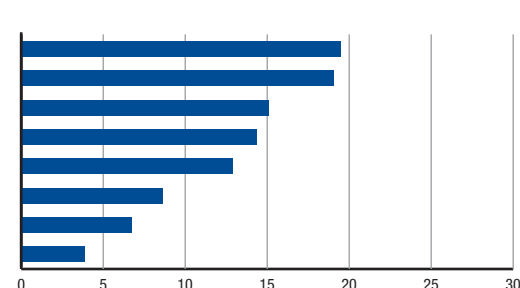
### Most problematic factors for exporting

	Score*
Technical requirements and standards abroad .....	16.1
Rules of origin requirements abroad .....	15.4
Difficulties in meeting quality/quantity requirements of buyers .....	11.9
Burdensome procedures at foreign borders .....	11.7
Identifying potential markets and buyers .....	8.9
Inappropriate production technology and skills .....	7.2
Access to trade finance .....	6.1
Access to imported inputs at competitive prices .....	5.9
High cost or delays caused by domestic transportation .....	5.8
Tariff barriers abroad .....	5.6
High cost or delays caused by international transportation .....	5.4



### Most problematic factors for importing

	Score*
Tariffs .....	19.5
Burdensome import procedures .....	19.1
High cost or delays caused by international transportation .....	15.1
High cost or delays caused by domestic transportation .....	14.3
Domestic technical requirements and standards .....	12.9
Inappropriate telecommunications infrastructure .....	8.6
Corruption at the border .....	6.7
Crime and theft .....	3.9



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Bosnia and Herzegovina

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b> .....	<b>30</b> .....	<b>5.3</b>	<b>Multiple economies (2)</b> .....	<b>7.0</b>
1.01 Tariff rate (%).....	66	5.0	Multiple economies (2) .....	0.0
1.02 Complexity of tariffs index (1–7).....	99	4.6	Multiple economies (2) .....	7.0
Tariff dispersion (standard deviation) .....	40	7.4	Multiple economies (2) .....	0.0
Tariff peaks (% of tariff lines) .....	82	6.7	Multiple economies (24) .....	0.0
Specific tariffs (% of tariff lines) .....	105	7.8	Multiple economies (54) .....	0.0
Number of distinct tariffs.....	105	798	Multiple economies (2) .....	1
1.03 Share of duty-free imports (%).....	15	85.3	Multiple economies (2) .....	100.0
<b>Pillar 2: Foreign market access (1–7)</b> .....	<b>62</b> .....	<b>2.7</b>	<b>Cambodia</b> .....	<b>5.3</b>
2.01 Tariffs faced (%).....	131	5.9	Chile.....	3.5
2.02 Index of margin of preference in destination mkts (0–100) .....	22	53.5	Mauritius .....	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b> .....	<b>90</b> .....	<b>3.9</b>	<b>Singapore</b> .....	<b>6.3</b>
3.01 Customs services index (0–1) .....	89	0.43	Singapore.....	0.97
3.02 Efficiency of the clearance process (1–5).....	99	2.4	Norway .....	4.2
3.03 No. of days to import .....	42	13	Singapore.....	4
3.04 No. of documents to import .....	82	8	Multiple economies (2) .....	2
3.05 Cost to import (US\$ per container).....	59	1,200	Singapore.....	440
3.06 No. of days to export.....	63	16	Multiple economies (5) .....	6
3.07 No. of documents to export .....	108	8	Multiple economies (2) .....	2
3.08 Cost to export (US\$ per container).....	80	1,260	Malaysia.....	450
3.09 Irregular payments in exports and imports*.....	49	4.2	New Zealand.....	6.6
3.10 Time predictability of import procedures*.....	n/a	n/a	Finland .....	6.0
3.11 Customs transparency index (0–1) .....	107	0.38	Multiple economies (35) .....	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b> .....	<b>89</b> .....	<b>2.8</b>	<b>United Arab Emirates</b> .....	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions .....	132	7.6	United States .....	11,481.7
4.02 Quality of air transport infrastructure*.....	138	2.0	Singapore.....	6.8
4.03 Quality of railroad infrastructure* .....	53	3.0	Japan .....	6.7
4.04 Liner Shipping Connectivity Index (0–157.1) .....	n/a	n/a	China .....	157.5
4.05 Quality of port infrastructure* .....	137	1.8	Netherlands.....	6.8
4.06 Paved roads (% of total).....	27	92.1	Multiple economies (18) .....	100.0
4.07 Quality of roads* .....	96	3.1	United Arab Emirates .....	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b> .....	<b>87</b> .....	<b>3.8</b>	<b>Singapore</b> .....	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5).....	87	2.8	Luxembourg.....	3.8
5.02 Logistics competence (1–5).....	80	2.7	Norway .....	4.2
5.03 Tracking and tracing ability (1–5).....	104	2.6	Germany .....	4.2
5.04 Timeliness of shipments in reaching destination (1–5).....	62	3.4	Luxembourg.....	4.7
5.05 Postal services efficiency* .....	n/a	n/a	Japan.....	6.8
5.06 Efficiency of transport mode change* .....	87	3.7	Hong Kong SAR .....	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b> .....	<b>79</b> .....	<b>3.8</b>	<b>Sweden</b> .....	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop. ....	100	87.6	Hong Kong SAR .....	229.2
6.02 Individuals using Internet (%) .....	39	65.4	Iceland .....	96.2
6.03 Fixed broadband Internet subscriptions/100 pop. ....	54	10.6	Switzerland .....	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop. ....	79	10.6	Singapore.....	124.5
6.05 ICT use for business-to-business transactions* .....	95	4.5	Finland .....	6.2
6.06 Internet use for business-to-consumer transactions*.....	85	4.2	United Kingdom.....	6.3
6.07 Government Online Service Index (0–1) .....	94	0.37	Multiple economies (3) .....	1.00
<b>Pillar 7: Operating environment (1–7)</b> .....	<b>64</b> .....	<b>4.2</b>	<b>Hong Kong SAR</b> .....	<b>5.8</b>
7.01 Protection of property index (1–7).....	111	3.1	Finland .....	6.3
Property rights* .....	97	3.7	Finland .....	6.4
Intellectual property protection* .....	125	2.5	Finland .....	6.2
7.02 Efficiency and accountability of public institutions index (1–7).....	40	4.1	Singapore.....	6.0
Judicial efficiency & impartiality in commercial disputes (0–4).....	44	2.5	Multiple economies (7) .....	4.0
Diversion of public funds* .....	43	3.9	New Zealand.....	6.5
Ease of compliance with government regulation*.....	56	3.6	Singapore.....	5.4
7.03 Access to finance index (1–7) .....	108	3.2	Hong Kong SAR .....	5.7
Affordability of financial services* .....	98	3.7	Hong Kong SAR .....	6.1
Availability of financial services* .....	104	3.8	Switzerland .....	6.4
Ease of access to loans* .....	116	2.0	Qatar .....	4.9
Availability of trade finance* .....	102	3.3	Hong Kong SAR .....	5.8
7.04 Openness to foreign participation index (1–7) .....	61	4.4	Ireland .....	5.5
Ease of hiring foreign labour* .....	87	3.9	United Arab Emirates .....	5.6
Business impact of rules on FDI* .....	85	4.3	Ireland .....	6.7
Openness to multilateral trade rules (0–100).....	40	72.6	Slovenia .....	92.2
7.05 Index of physical security (1–7).....	10	6.4	Qatar.....	6.8
Reliability of police services* .....	29	5.4	Finland .....	6.7
Business costs of crime and violence* .....	7	6.2	Qatar .....	6.8
Business costs of terrorism* .....	8	6.5	Slovenia .....	6.7
Homicide cases/100,000 pop. ....	37	1.3	Hong Kong SAR .....	0.2
Index of terrorism incidence (1–7) .....	82	7.0	Multiple economies (48) .....	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Botswana

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

Rank/138

Population (millions) .....	2.1 .....	122
GDP (US\$ billions) .....	14.4 .....	105
GDP per capita (US\$) .....	7,020.1 .....	67

### Merchandise trade

Trade openness (imports+exports)/GDP .....	97.1 .....	31
Share of world trade (%) .....	0.04 .....	99
Total Exports (US\$ billions) .....	6.0 .....	95
Total Imports (US\$ billions) .....	8.0 .....	99

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

Rank  
(out of 138)      Score  
(1–7)

**Enabling Trade Index 2014** ..... **88** ..... **3.7**

**Subindex A: Market access (25%)** ..... **63** ..... **3.7**

Pillar 1: Domestic market access.....24 .....5.4

Pillar 2: Foreign market access.....124 .....1.9

**Subindex B: Border administration (25%)** ..... **107** ..... **3.5**

Pillar 3: Efficiency & transparency  
of border administration.....107 ..... 3.5

**Subindex C: Infrastructure (25%)** ..... **86** ..... **3.5**

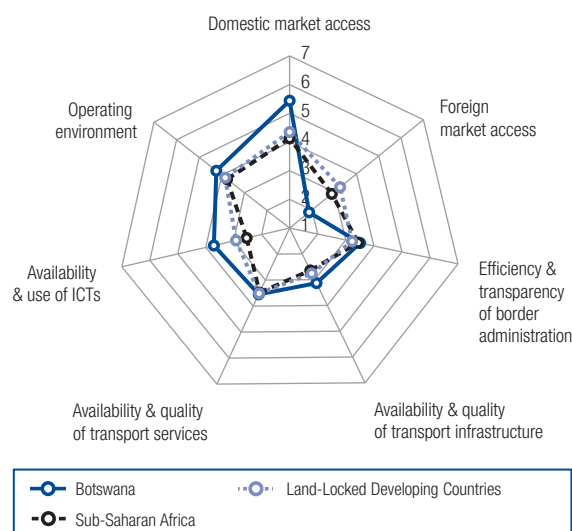
Pillar 4: Availability & quality of transport infrastructure...79 .....3.1

Pillar 5: Availability & quality of transport services.....106 ..... 3.5

Pillar 6: Availability & use of ICTs .....84 .....3.7

**Subindex D: Operating environment (25%)** ..... **62** ..... **4.2**

Pillar 7: Operating environment.....62 ..... 4.2

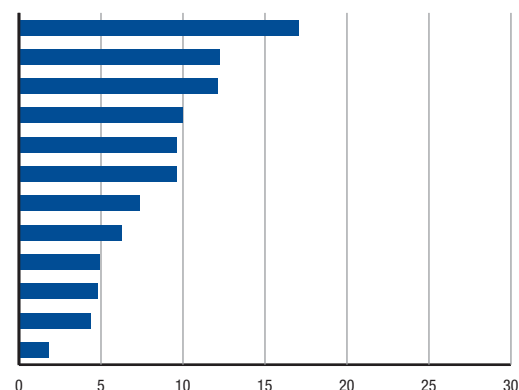


## The most problematic factors for trade, 2013

### Most problematic factors for exporting

Score\*

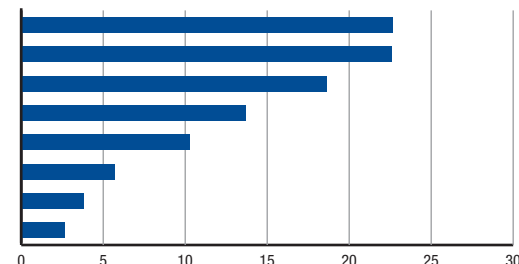
Identifying potential markets and buyers .....	17.0
Inappropriate production technology and skills.....	12.2
Access to imported inputs at competitive prices .....	12.1
Access to trade finance.....	10.0
Technical requirements and standards abroad .....	9.6
Difficulties in meeting quality/quantity requirements of buyers.....	9.6
Burdensome procedures at foreign borders .....	7.3
High cost or delays caused by international transportation .....	6.2
Rules of origin requirements abroad.....	4.9
High cost or delays caused by domestic transportation .....	4.8
Tariff barriers abroad .....	4.3
Corruption at foreign borders .....	1.8



### Most problematic factors for importing

Score\*

Burdensome import procedures .....	22.7
High cost or delays caused by international transportation .....	22.6
Tariffs.....	18.6
High cost or delays caused by domestic transportation .....	13.7
Domestic technical requirements and standards .....	10.3
Inappropriate telecommunications infrastructure .....	5.7
Corruption at the border.....	3.8
Crime and theft.....	2.6



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Botswana

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>24</b>	<b>5.4</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	73	5.9	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	89	4.9	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	100	11.5	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	95	9.7	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	90	3.8	Multiple economies (54)	0.0
Number of distinct tariffs	90	309	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	5	95.7	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>124</b>	<b>1.9</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	108	5.6	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	91	11.7	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>107</b>	<b>3.5</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	n/a	n/a	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	104	2.4	Norway	4.2
3.03 No. of days to import	118	35	Singapore	4
3.04 No. of documents to import	43	6	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	129	3,610	Singapore	440
3.06 No. of days to export	114	27	Multiple economies (5)	6
3.07 No. of documents to export	65	6	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	131	3,045	Malaysia	450
3.09 Irregular payments in exports and imports*	45	4.4	New Zealand	6.6
3.10 Time predictability of import procedures*	62	3.9	Finland	6.0
3.11 Customs transparency index (0–1)	n/a	n/a	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>79</b>	<b>3.1</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	135	4.8	United States	11,481.7
4.02 Quality of air transport infrastructure*	89	4.0	Singapore	6.8
4.03 Quality of railroad infrastructure*	56	2.9	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	n/a	n/a	China	157.5
4.05 Quality of port infrastructure*	93	3.6	Netherlands	6.8
4.06 Paved roads (% of total)	85	32.6	Multiple economies (18)	100.0
4.07 Quality of roads*	54	4.3	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>106</b>	<b>3.5</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	122	2.4	Luxembourg	3.8
5.02 Logistics competence (1–5)	100	2.6	Norway	4.2
5.03 Tracking and tracing ability (1–5)	120	2.4	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	101	2.9	Luxembourg	4.7
5.05 Postal services efficiency*	76	4.4	Japan	6.8
5.06 Efficiency of transport mode change*	101	3.4	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>84</b>	<b>3.7</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	17	153.8	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	112	11.5	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	101	0.9	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	14	74.8	Singapore	124.5
6.05 ICT use for business-to-business transactions*	112	4.2	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	115	3.5	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	98	0.36	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>62</b>	<b>4.2</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	40	4.5	Finland	6.3
Property rights*	39	4.9	Finland	6.4
Intellectual property protection*	43	4.1	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	55	3.7	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	106	1.3	Multiple economies (7)	4.0
Diversion of public funds*	28	4.5	New Zealand	6.5
Ease of compliance with government regulation*	35	3.8	Singapore	5.4
7.03 Access to finance index (1–7)	56	3.9	Hong Kong SAR	5.7
Affordability of financial services*	66	4.1	Hong Kong SAR	6.1
Availability of financial services*	73	4.4	Switzerland	6.4
Ease of access to loans*	41	3.2	Qatar	4.9
Availability of trade finance*	61	3.9	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	111	3.7	Ireland	5.5
Ease of hiring foreign labour*	126	3.1	United Arab Emirates	5.6
Business impact of rules on FDI*	83	4.4	Ireland	6.7
Openness to multilateral trade rules (0–100)	99	55.4	Slovenia	92.2
7.05 Index of physical security (1–7)	77	5.3	Qatar	6.8
Reliability of police services*	54	4.4	Finland	6.7
Business costs of crime and violence*	66	4.7	Qatar	6.8
Business costs of terrorism*	20	6.3	Slovenia	6.7
Homicide cases/100,000 pop.	111	14.5	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	1	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



# Brazil

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions) .....	198.4..... 5
GDP (US\$ billions) .....	2,253.1..... 7
GDP per capita (US\$) .....	11,358.5..... 54

### Merchandise trade

Trade openness (imports+exports)/GDP .....	21.1..... 138
Share of world trade (%) .....	1.29..... 23
Total Exports (US\$ billions) .....	242.6..... 22
Total Imports (US\$ billions) .....	233.4..... 22

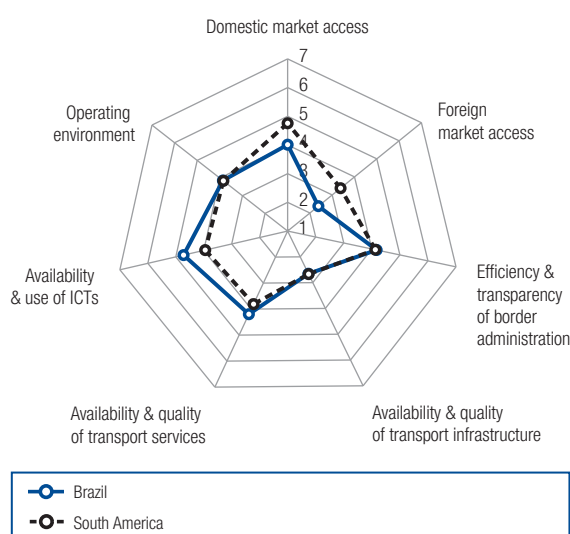
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>8.8</b> .....	<b>16.4</b>
<b>Intermediate goods</b> .....	<b>74.3</b> .....	<b>61.9</b>
Food and beverages (industrial) .....	15.6.....	1.8
Industrial supplies (primary and processed) .....	43.4.....	30.3
Parts and accessories .....	6.6.....	19.4
Fuels and lubricants .....	8.8.....	10.4
<b>Consumer goods</b> .....	<b>13.0</b> .....	<b>10.0</b>
Food and beverages (consumer) .....	10.3.....	2.6
Transport equipment and consumer goods .....	2.6.....	7.4
<b>Passenger motor cars</b> .....	<b>1.6</b> .....	<b>4.3</b>
<b>Others</b> .....	<b>2.3</b> .....	<b>7.4</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

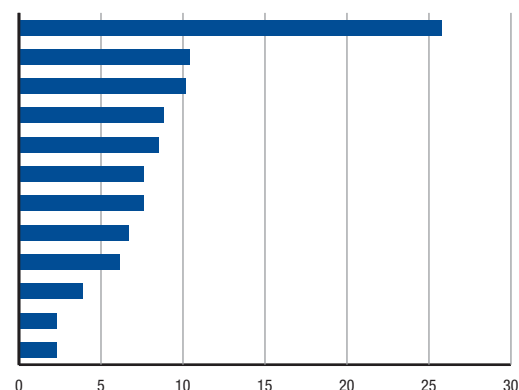
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>86</b> .....	<b>3.8</b>
<b>Subindex A: Market access (25%)</b> .....	<b>110</b> .....	<b>3.2</b>
Pillar 1: Domestic market access .....	108.....	4.0
Pillar 2: Foreign market access .....	77.....	2.4
<b>Subindex B: Border administration (25%)</b> .....	<b>80</b> .....	<b>4.2</b>
Pillar 3: Efficiency & transparency of border administration .....	80.....	4.2
<b>Subindex C: Infrastructure (25%)</b> .....	<b>66</b> .....	<b>3.9</b>
Pillar 4: Availability & quality of transport infrastructure .....	102.....	2.7
Pillar 5: Availability & quality of transport services .....	60.....	4.2
Pillar 6: Availability & use of ICTs .....	48.....	4.7
<b>Subindex D: Operating environment (25%)</b> .....	<b>90</b> .....	<b>3.9</b>
Pillar 7: Operating environment .....	90.....	3.9



## The most problematic factors for trade, 2013

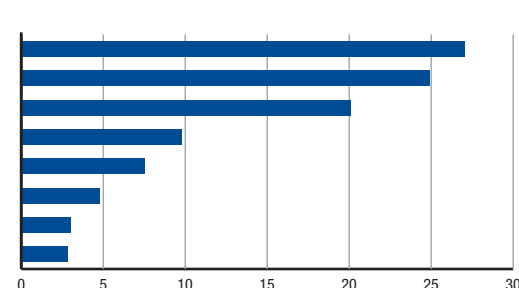
### Most problematic factors for exporting

	Score*
High cost or delays caused by domestic transportation .....	25.7
Access to imported inputs at competitive prices .....	10.4
Inappropriate production technology and skills .....	10.1
Access to trade finance .....	8.8
Burdensome procedures at foreign borders .....	8.5
Tariff barriers abroad .....	7.6
High cost or delays caused by international transportation .....	7.6
Difficulties in meeting quality/quantity requirements of buyers .....	6.7
Identifying potential markets and buyers .....	6.1
Technical requirements and standards abroad .....	3.8
Rules of origin requirements abroad .....	2.3
Corruption at foreign borders .....	2.3



### Most problematic factors for importing

	Score*
Tariffs .....	27.0
Burdensome import procedures .....	24.9
High cost or delays caused by domestic transportation .....	20.1
High cost or delays caused by international transportation .....	9.8
Domestic technical requirements and standards .....	7.6
Corruption at the border .....	4.8
Inappropriate telecommunications infrastructure .....	3.0
Crime and theft .....	2.9



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.



For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>108</b>	<b>4.0</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	117	11.4	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	23	6.6	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	82	8.5	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	25	0.0	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	1	0.0	Multiple economies (54)	0.0
Number of distinct tariffs	52	19	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	99	33.1	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>77</b>	<b>2.4</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	51	5.3	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	81	18.2	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>80</b>	<b>4.2</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	90	0.43	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	90	2.5	Norway	4.2
3.03 No. of days to import	64	17	Singapore	4
3.04 No. of documents to import	82	8	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	113	2,275	Singapore	440
3.06 No. of days to export	48	13	Multiple economies (5)	6
3.07 No. of documents to export	65	6	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	119	2,215	Malaysia	450
3.09 Irregular payments in exports and imports*	61	3.9	New Zealand	6.6
3.10 Time predictability of import procedures*	125	2.9	Finland	6.0
3.11 Customs transparency index (0–1)	1	1.00	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>102</b>	<b>2.7</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	20	1,490.0	United States	11,481.7
4.02 Quality of air transport infrastructure*	115	3.3	Singapore	6.8
4.03 Quality of railroad infrastructure*	95	1.8	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	39	36.9	China	157.5
4.05 Quality of port infrastructure*	122	2.7	Netherlands	6.8
4.06 Paved roads (% of total)	119	13.5	Multiple economies (18)	100.0
4.07 Quality of roads*	111	2.8	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>60</b>	<b>4.2</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	81	2.8	Luxembourg	3.8
5.02 Logistics competence (1–5)	50	3.1	Norway	4.2
5.03 Tracking and tracing ability (1–5)	61	3.0	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	64	3.4	Luxembourg	4.7
5.05 Postal services efficiency*	32	5.7	Japan	6.8
5.06 Efficiency of transport mode change*	116	3.1	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>48</b>	<b>4.7</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	41	125.0	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	61	49.8	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	61	9.2	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	48	33.2	Singapore	124.5
6.05 ICT use for business-to-business transactions*	53	5.1	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	30	5.2	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	32	0.67	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>90</b>	<b>3.9</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	57	4.1	Finland	6.3
Property rights*	49	4.6	Finland	6.4
Intellectual property protection*	75	3.5	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	122	2.7	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	63	2.0	Multiple economies (7)	4.0
Diversion of public funds*	123	2.3	New Zealand	6.5
Ease of compliance with government regulation*	137	2.0	Singapore	5.4
7.03 Access to finance index (1–7)	44	4.1	Hong Kong SAR	5.7
Affordability of financial services*	46	4.5	Hong Kong SAR	6.1
Availability of financial services*	29	5.3	Switzerland	6.4
Ease of access to loans*	61	2.9	Qatar	4.9
Availability of trade finance*	69	3.8	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	110	3.8	Ireland	5.5
Ease of hiring foreign labour*	114	3.4	United Arab Emirates	5.6
Business impact of rules on FDI*	90	4.3	Ireland	6.7
Openness to multilateral trade rules (0–100)	100	55.2	Slovenia	92.2
7.05 Index of physical security (1–7)	103	4.6	Qatar	6.8
Reliability of police services*	59	4.3	Finland	6.7
Business costs of crime and violence*	115	3.4	Qatar	6.8
Business costs of terrorism*	21	6.3	Slovenia	6.7
Homicide cases/100,000 pop.	123	21.8	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	63	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Bulgaria

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions) .....	7.3..... 86
GDP (US\$ billions) .....	51.0..... 72
GDP per capita (US\$) .....	7,006.2..... 68
<b>Merchandise trade</b>	
Trade openness (imports+exports)/GDP .....	116.5..... 20
Share of world trade (%) .....	0.16..... 66
Total Exports (US\$ billions) .....	26.7..... 65
Total Imports (US\$ billions) .....	32.7..... 61

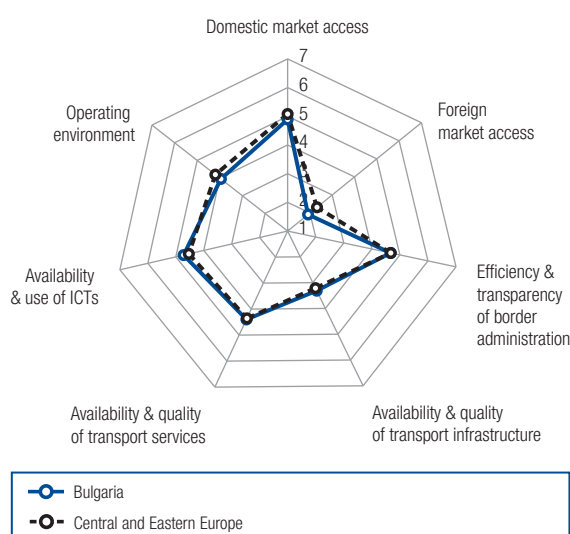
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>7.3</b> .....	<b>11.4</b>
<b>Intermediate goods</b> .....	<b>55.5</b> .....	<b>65.7</b>
Food and beverages (industrial) .....	6.8.....	1.6
Industrial supplies (primary and processed) .....	38.9.....	34.0
Parts and accessories .....	7.6.....	9.5
Fuels and lubricants .....	2.2.....	20.6
<b>Consumer goods</b> .....	<b>22.3</b> .....	<b>16.2</b>
Food and beverages (consumer) .....	5.0.....	6.0
Transport equipment and consumer goods .....	17.3.....	10.2
<b>Passenger motor cars</b> .....	<b>0.6</b> .....	<b>1.9</b>
<b>Others</b> .....	<b>14.4</b> .....	<b>4.7</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

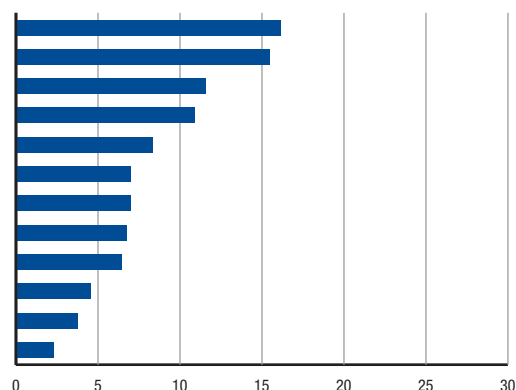
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>70</b> .....	<b>4.0</b>
<b>Subindex A: Market access (25%)</b> .....	<b>75</b> .....	<b>3.4</b>
Pillar 1: Domestic market access .....	46.....	4.9
Pillar 2: Foreign market access .....	97.....	1.9
<b>Subindex B: Border administration (25%)</b> .....	<b>57</b> .....	<b>4.7</b>
Pillar 3: Efficiency & transparency of border administration .....	57.....	4.7
<b>Subindex C: Infrastructure (25%)</b> .....	<b>55</b> .....	<b>4.1</b>
Pillar 4: Availability & quality of transport infrastructure .....	71.....	3.3
Pillar 5: Availability & quality of transport services .....	51.....	4.4
Pillar 6: Availability & use of ICTs .....	49.....	4.7
<b>Subindex D: Operating environment (25%)</b> .....	<b>83</b> .....	<b>4.0</b>
Pillar 7: Operating environment .....	83.....	4.0



## The most problematic factors for trade, 2013

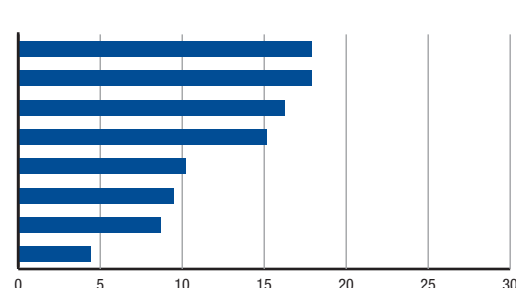
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	16.1
Access to trade finance .....	15.4
Difficulties in meeting quality/quantity requirements of buyers .....	11.5
Technical requirements and standards abroad .....	10.9
Inappropriate production technology and skills .....	8.3
Corruption at foreign borders .....	7.0
Access to imported inputs at competitive prices .....	7.0
Burdensome procedures at foreign borders .....	6.7
High cost or delays caused by domestic transportation .....	6.4
High cost or delays caused by international transportation .....	4.6
Rules of origin requirements abroad .....	3.8
Tariff barriers abroad .....	2.3



### Most problematic factors for importing

	Score*
Tariffs .....	17.9
Burdensome import procedures .....	17.9
Corruption at the border .....	16.3
High cost or delays caused by international transportation .....	15.2
Domestic technical requirements and standards .....	10.2
High cost or delays caused by domestic transportation .....	9.5
Crime and theft .....	8.7
Inappropriate telecommunications infrastructure .....	4.4



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Bulgaria

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b> .....	<b>46</b> .....	<b>4.9</b>	<b>Multiple economies (2)</b> .....	<b>7.0</b>
1.01 Tariff rate (%).....	5	0.8	Multiple economies (2).....	0.0
1.02 Complexity of tariffs index (1–7).....	110	3.1	Multiple economies (2).....	7.0
Tariff dispersion (standard deviation).....	55	8.4	Multiple economies (2).....	0.0
Tariff peaks (% of tariff lines).....	104	10.6	Multiple economies (24).....	0.0
Specific tariffs (% of tariff lines).....	107	11.0	Multiple economies (54).....	0.0
Number of distinct tariffs.....	109	1,755	Multiple economies (2).....	1
1.03 Share of duty-free imports (%).....	42	65.4	Multiple economies (2).....	100.0
<b>Pillar 2: Foreign market access (1–7)</b> .....	<b>97</b> .....	<b>1.9</b>	<b>Cambodia</b> .....	<b>5.3</b>
2.01 Tariffs faced (%).....	73	5.5	Chile.....	3.5
2.02 Index of margin of preference in destination mkts (0–100).....	96	9.1	Mauritius.....	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b> .....	<b>57</b> .....	<b>4.7</b>	<b>Singapore</b> .....	<b>6.3</b>
3.01 Customs services index (0–1).....	60	0.62	Singapore.....	0.97
3.02 Efficiency of the clearance process (1–5).....	62	2.8	Norway.....	4.2
3.03 No. of days to import.....	64	17	Singapore.....	4
3.04 No. of documents to import.....	27	5	Multiple economies (2).....	2
3.05 Cost to import (US\$ per container).....	71	1,365	Singapore.....	440
3.06 No. of days to export.....	85	20	Multiple economies (5).....	6
3.07 No. of documents to export.....	16	4	Multiple economies (2).....	2
3.08 Cost to export (US\$ per container).....	87	1,375	Malaysia.....	450
3.09 Irregular payments in exports and imports*.....	54	3.9	New Zealand.....	6.6
3.10 Time predictability of import procedures*.....	50	4.3	Finland.....	6.0
3.11 Customs transparency index (0–1).....	72	0.79	Multiple economies (35).....	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b> .....	<b>71</b> .....	<b>3.3</b>	<b>United Arab Emirates</b> .....	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions.....	78	101.8	United States.....	11,481.7
4.02 Quality of air transport infrastructure*.....	78	4.2	Singapore.....	6.8
4.03 Quality of railroad infrastructure*.....	52	3.1	Japan.....	6.7
4.04 Liner Shipping Connectivity Index (0–157.1).....	92	5.9	China.....	157.5
4.05 Quality of port infrastructure*.....	78	3.9	Netherlands.....	6.8
4.06 Paved roads (% of total).....	20	98.6	Multiple economies (18).....	100.0
4.07 Quality of roads*.....	103	2.9	United Arab Emirates.....	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b> .....	<b>51</b> .....	<b>4.4</b>	<b>Singapore</b> .....	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5).....	37	3.3	Luxembourg.....	3.8
5.02 Logistics competence (1–5).....	54	3.0	Norway.....	4.2
5.03 Tracking and tracing ability (1–5).....	76	2.9	Germany.....	4.2
5.04 Timeliness of shipments in reaching destination (1–5).....	24	4.0	Luxembourg.....	4.7
5.05 Postal services efficiency*.....	71	4.5	Japan.....	6.8
5.06 Efficiency of transport mode change*.....	62	4.1	Hong Kong SAR.....	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b> .....	<b>49</b> .....	<b>4.7</b>	<b>Sweden</b> .....	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop. ....	21	148.1	Hong Kong SAR.....	229.2
6.02 Individuals using Internet (%).....	52	55.1	Iceland.....	96.2
6.03 Fixed broadband Internet subscriptions/100 pop. ....	37	17.9	Switzerland.....	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop. ....	32	48.2	Singapore.....	124.5
6.05 ICT use for business-to-business transactions*.....	74	4.8	Finland.....	6.2
6.06 Internet use for business-to-consumer transactions*.....	63	4.7	United Kingdom.....	6.3
6.07 Government Online Service Index (0–1).....	70	0.49	Multiple economies (3).....	1.00
<b>Pillar 7: Operating environment (1–7)</b> .....	<b>83</b> .....	<b>4.0</b>	<b>Hong Kong SAR</b> .....	<b>5.8</b>
7.01 Protection of property index (1–7).....	99	3.3	Finland.....	6.3
Property rights*.....	102	3.5	Finland.....	6.4
Intellectual property protection*.....	97	3.0	Finland.....	6.2
7.02 Efficiency and accountability of public institutions index (1–7).....	97	3.3	Singapore.....	6.0
Judicial efficiency & impartiality in commercial disputes (0–4).....	63	2.0	Multiple economies (7).....	4.0
Diversion of public funds*.....	97	2.7	New Zealand.....	6.5
Ease of compliance with government regulation*.....	96	3.1	Singapore.....	5.4
7.03 Access to finance index (1–7).....	86	3.6	Hong Kong SAR.....	5.7
Affordability of financial services*.....	115	3.5	Hong Kong SAR.....	6.1
Availability of financial services*.....	101	3.8	Switzerland.....	6.4
Ease of access to loans*.....	37	3.3	Qatar.....	4.9
Availability of trade finance*.....	80	3.7	Hong Kong SAR.....	5.8
7.04 Openness to foreign participation index (1–7).....	57	4.4	Ireland.....	5.5
Ease of hiring foreign labour*.....	79	4.0	United Arab Emirates.....	5.6
Business impact of rules on FDI*.....	108	3.7	Ireland.....	6.7
Openness to multilateral trade rules (0–100).....	12	82.0	Slovenia.....	92.2
7.05 Index of physical security (1–7).....	81	5.2	Qatar.....	6.8
Reliability of police services*.....	104	3.4	Finland.....	6.7
Business costs of crime and violence*.....	101	3.9	Qatar.....	6.8
Business costs of terrorism*.....	97	4.9	Slovenia.....	6.7
Homicide cases/100,000 pop. ....	46	1.7	Hong Kong SAR.....	0.2
Index of terrorism incidence (1–7).....	101	6.9	Multiple economies (48).....	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Burkina Faso

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions) .....	17.4..... 54
GDP (US\$ billions) .....	11.0..... 114
GDP per capita (US\$) .....	635.8..... 127
<b>Merchandise trade</b>	
Trade openness (imports+exports)/GDP .....	52.7..... 95
Share of world trade (%) .....	0.01..... 123
Total Exports (US\$ billions) .....	2.2..... 117
Total Imports (US\$ billions) .....	3.2..... 123

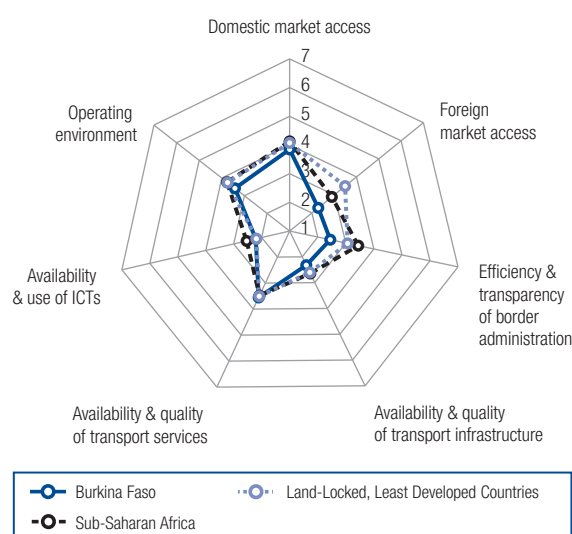
## Value chain indicators, 2011

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>0.3</b> .....	<b>11.1</b>
<b>Intermediate goods</b> .....	<b>95.7</b> .....	<b>40.3</b>
Food and beverages (industrial) .....	3.1.....	4.6
Industrial supplies (primary and processed) .....	92.3.....	27.0
Parts and accessories .....	0.3.....	7.3
Fuels and lubricants .....	0.0.....	1.3
<b>Consumer goods</b> .....	<b>3.9</b> .....	<b>23.9</b>
Food and beverages (consumer) .....	3.4.....	9.8
Transport equipment and consumer goods .....	0.5.....	14.1
<b>Passenger motor cars</b> .....	<b>0.0</b> .....	<b>2.4</b>
<b>Others</b> .....	<b>0.0</b> .....	<b>22.4</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>133</b> .....	<b>2.9</b>
<b>Subindex A: Market access (25%)</b> .....	<b>118</b> .....	<b>3.1</b>
Pillar 1: Domestic market access .....	110.....	3.8
Pillar 2: Foreign market access .....	81.....	2.3
<b>Subindex B: Border administration (25%)</b> .....	<b>135</b> .....	<b>2.4</b>
Pillar 3: Efficiency & transparency of border administration .....	135.....	2.4
<b>Subindex C: Infrastructure (25%)</b> .....	<b>122</b> .....	<b>2.7</b>
Pillar 4: Availability & quality of transport infrastructure .....	123.....	2.3
Pillar 5: Availability & quality of transport services .....	105.....	3.6
Pillar 6: Availability & use of ICTs .....	125.....	2.2
<b>Subindex D: Operating environment (25%)</b> .....	<b>122</b> .....	<b>3.4</b>
Pillar 7: Operating environment .....	122.....	3.4



## The most problematic factors for trade, 2013

### Most problematic factors for exporting

	Score*
Access to trade finance .....	19.6
Identifying potential markets and buyers .....	14.0
Difficulties in meeting quality/quantity requirements of buyers .....	12.0
Inappropriate production technology and skills .....	10.1
High cost or delays caused by domestic transportation .....	8.4
Access to imported inputs at competitive prices .....	8.1
High cost or delays caused by international transportation .....	7.5
Burdensome procedures at foreign borders .....	7.0
Technical requirements and standards abroad .....	5.4
Rules of origin requirements abroad .....	3.4
Corruption at foreign borders .....	3.2
Tariff barriers abroad .....	1.3

### Most problematic factors for importing

	Score*
Burdensome import procedures .....	21.9
High cost or delays caused by international transportation .....	19.9
Tariffs .....	19.6
Corruption at the border .....	16.0
High cost or delays caused by domestic transportation .....	10.6
Inappropriate telecommunications infrastructure .....	6.3
Domestic technical requirements and standards .....	3.3
Crime and theft .....	2.5

\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Burkina Faso

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>110</b>	<b>3.8</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	110	10.8	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	6	6.7	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	26	6.8	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	1	0.0	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	1	0.0	Multiple economies (54)	0.0
Number of distinct tariffs	5	4	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	115	19.3	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>81</b>	<b>2.3</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	48	5.3	Chile	3.5
2.02 Index of margin of preference in destination mkts (0–100)	88	14.8	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>135</b>	<b>2.4</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	108	0.26	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	86	2.5	Norway	4.2
3.03 No. of days to import	131	49	Singapore	4
3.04 No. of documents to import	101	9	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	133	4,430	Singapore	440
3.06 No. of days to export	129	41	Multiple economies (5)	6
3.07 No. of documents to export	130	10	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	125	2,455	Malaysia	450
3.09 Irregular payments in exports and imports*	121	2.4	New Zealand	6.6
3.10 Time predictability of import procedures*	88	3.5	Finland	6.0
3.11 Customs transparency index (0–1)	109	0.20	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>123</b>	<b>2.3</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	121	17.8	United States	11,481.7
4.02 Quality of air transport infrastructure*	121	3.1	Singapore	6.8
4.03 Quality of railroad infrastructure*	92	1.8	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	n/a	n/a	China	157.5
4.05 Quality of port infrastructure*	97	3.5	Netherlands	6.8
4.06 Paved roads (% of total)	137	4.2	Multiple economies (18)	100.0
4.07 Quality of roads*	122	2.6	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>105</b>	<b>3.6</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	102	2.6	Luxembourg	3.8
5.02 Logistics competence (1–5)	94	2.6	Norway	4.2
5.03 Tracking and tracing ability (1–5)	111	2.5	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	74	3.2	Luxembourg	4.7
5.05 Postal services efficiency*	97	3.8	Japan	6.8
5.06 Efficiency of transport mode change*	115	3.1	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>125</b>	<b>2.2</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	121	60.6	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	129	3.7	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	121	0.1	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	127	0.0	Singapore	124.5
6.05 ICT use for business-to-business transactions*	110	4.3	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	121	3.4	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	117	0.29	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>122</b>	<b>3.4</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	87	3.5	Finland	6.3
Property rights*	98	3.7	Finland	6.4
Intellectual property protection*	82	3.4	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	137	2.3	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	127	0.0	Multiple economies (7)	4.0
Diversion of public funds*	129	2.1	New Zealand	6.5
Ease of compliance with government regulation*	42	3.7	Singapore	5.4
7.03 Access to finance index (1–7)	131	2.6	Hong Kong SAR	5.7
Affordability of financial services*	132	3.0	Hong Kong SAR	6.1
Availability of financial services*	126	3.2	Switzerland	6.4
Ease of access to loans*	134	1.6	Qatar	4.9
Availability of trade finance*	123	2.6	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	80	4.2	Ireland	5.5
Ease of hiring foreign labour*	44	4.3	United Arab Emirates	5.6
Business impact of rules on FDI*	59	4.6	Ireland	6.7
Openness to multilateral trade rules (0–100)	105	54.2	Slovenia	92.2
7.05 Index of physical security (1–7)	107	4.5	Qatar	6.8
Reliability of police services*	69	4.1	Finland	6.7
Business costs of crime and violence*	100	3.9	Qatar	6.8
Business costs of terrorism*	116	4.4	Slovenia	6.7
Homicide cases/100,000 pop.	119	18.0	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	1	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Burundi

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	8.8.....	80
GDP (US\$ billions) .....	2.5.....	134
GDP per capita (US\$) .....	281.8.....	137
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	36.8.....	128
Share of world trade (%) .....	0.00.....	137
Total Exports (US\$ billions) .....	0.1.....	137
Total Imports (US\$ billions) .....	0.8.....	137

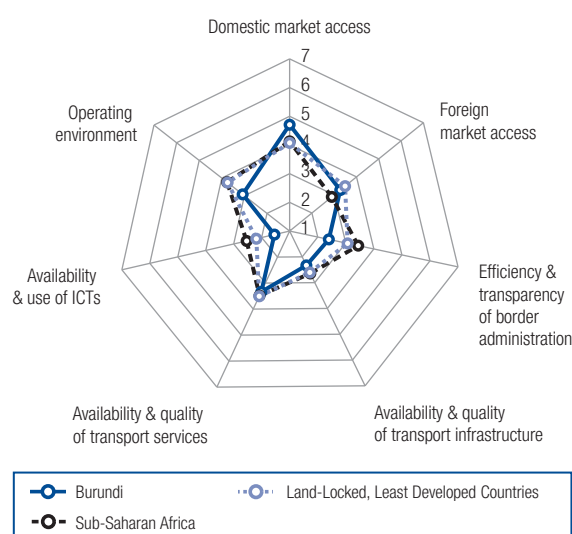
## Value chain indicators, 2010

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>0.9.....</b>	<b>18.3</b>
<b>Intermediate goods</b> .....	<b>81.7.....</b>	<b>52.0</b>
Food and beverages (industrial) .....	60.0.....	7.7
Industrial supplies (primary and processed) .....	21.0.....	35.9
Parts and accessories .....	0.7.....	8.3
Fuels and lubricants .....	0.0.....	0.1
<b>Consumer goods</b> .....	<b>14.8.....</b>	<b>22.9</b>
Food and beverages (consumer) .....	11.4.....	5.2
Transport equipment and consumer goods .....	3.4.....	17.7
<b>Passenger motor cars</b> .....	<b>0.5.....</b>	<b>5.0</b>
<b>Others</b> .....	<b>2.1.....</b>	<b>1.7</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>132.....</b>	<b>3.0</b>
<b>Subindex A: Market access (25%)</b> .....	<b>44.....</b>	<b>4.0</b>
Pillar 1: Domestic market access .....	81.....	4.7
Pillar 2: Foreign market access .....	43.....	3.3
<b>Subindex B: Border administration (25%)</b> .....	<b>136.....</b>	<b>2.4</b>
Pillar 3: Efficiency & transparency of border administration .....	136.....	2.4
<b>Subindex C: Infrastructure (25%)</b> .....	<b>133.....</b>	<b>2.4</b>
Pillar 4: Availability & quality of transport infrastructure .....	122.....	2.3
Pillar 5: Availability & quality of transport services .....	119.....	3.3
Pillar 6: Availability & use of ICTs .....	137.....	1.5
<b>Subindex D: Operating environment (25%)</b> .....	<b>133.....</b>	<b>3.1</b>
Pillar 7: Operating environment .....	133.....	3.1



## The most problematic factors for trade, 2013

### Most problematic factors for exporting

	Score*
Access to trade finance .....	21.6
Identifying potential markets and buyers .....	14.5
Inappropriate production technology and skills .....	14.2
Difficulties in meeting quality/quantity requirements of buyers .....	9.8
High cost or delays caused by international transportation .....	8.2
Access to imported inputs at competitive prices .....	6.6
Technical requirements and standards abroad .....	6.0
Tariff barriers abroad .....	5.8
Burdensome procedures at foreign borders .....	4.8
High cost or delays caused by domestic transportation .....	3.6
Rules of origin requirements abroad .....	3.3
Corruption at foreign borders .....	1.6

### Most problematic factors for importing

	Score*
Corruption at the border .....	22.5
Tariffs .....	22.0
Burdensome import procedures .....	19.4
High cost or delays caused by international transportation .....	11.0
High cost or delays caused by domestic transportation .....	10.1
Inappropriate telecommunications infrastructure .....	7.2
Domestic technical requirements and standards .....	6.0
Crime and theft .....	1.9

\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.



For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b> .....	<b>81</b> .....	<b>4.7</b>	<b>Multiple economies (2)</b> .....	<b>7.0</b>
1.01 Tariff rate (%).....	93	8.7	Multiple economies (2).....	0.0
1.02 Complexity of tariffs index (1–7).....	47	6.4	Multiple economies (2).....	7.0
Tariff dispersion (standard deviation).....	106	11.7	Multiple economies (2).....	0.0
Tariff peaks (% of tariff lines).....	47	0.8	Multiple economies (24).....	0.0
Specific tariffs (% of tariff lines).....	60	0.2	Multiple economies (54).....	0.0
Number of distinct tariffs.....	52	19	Multiple economies (2).....	1
1.03 Share of duty-free imports (%).....	84	53.5	Multiple economies (2).....	100.0
<b>Pillar 2: Foreign market access (1–7)</b> .....	<b>43</b> .....	<b>3.3</b>	<b>Cambodia</b> .....	<b>5.3</b>
2.01 Tariffs faced (%).....	34	5.2	Chile.....	3.5
2.02 Index of margin of preference in destination mkts (0–100).....	45	43.1	Mauritius.....	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b> .....	<b>136</b> .....	<b>2.4</b>	<b>Singapore</b> .....	<b>6.3</b>
3.01 Customs services index (0–1).....	97	0.38	Singapore.....	0.97
3.02 Efficiency of the clearance process (1–5).....	77	2.6	Norway.....	4.2
3.03 No. of days to import.....	130	46	Singapore.....	4
3.04 No. of documents to import.....	115	10	Multiple economies (2).....	2
3.05 Cost to import (US\$ per container).....	132	4,420	Singapore.....	440
3.06 No. of days to export.....	122	32	Multiple economies (5).....	6
3.07 No. of documents to export.....	121	9	Multiple economies (2).....	2
3.08 Cost to export (US\$ per container).....	130	2,905	Malaysia.....	450
3.09 Irregular payments in exports and imports*.....	126	2.2	New Zealand.....	6.6
3.10 Time predictability of import procedures*.....	126	2.8	Finland.....	6.0
3.11 Customs transparency index (0–1).....	112	0.10	Multiple economies (35).....	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b> .....	<b>122</b> .....	<b>2.3</b>	<b>United Arab Emirates</b> .....	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions.....	136	2.6	United States.....	11,481.7
4.02 Quality of air transport infrastructure*.....	133	2.7	Singapore.....	6.8
4.03 Quality of railroad infrastructure*.....	n/a	n/a	Japan.....	6.7
4.04 Liner Shipping Connectivity Index (0–157.1).....	n/a	n/a	China.....	157.5
4.05 Quality of port infrastructure*.....	121	2.8	Netherlands.....	6.8
4.06 Paved roads (% of total).....	124	10.4	Multiple economies (18).....	100.0
4.07 Quality of roads*.....	99	3.0	United Arab Emirates.....	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b> .....	<b>119</b> .....	<b>3.3</b>	<b>Singapore</b> .....	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5).....	108	2.6	Luxembourg.....	3.8
5.02 Logistics competence (1–5).....	106	2.5	Norway.....	4.2
5.03 Tracking and tracing ability (1–5).....	108	2.5	Germany.....	4.2
5.04 Timeliness of shipments in reaching destination (1–5).....	120	2.8	Luxembourg.....	4.7
5.05 Postal services efficiency*.....	96	3.8	Japan.....	6.8
5.06 Efficiency of transport mode change*.....	130	2.7	Hong Kong SAR.....	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b> .....	<b>137</b> .....	<b>1.5</b>	<b>Sweden</b> .....	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop. ....	136	22.8	Hong Kong SAR.....	229.2
6.02 Individuals using Internet (%).....	136	1.2	Iceland.....	96.2
6.03 Fixed broadband Internet subscriptions/100 pop. ....	136	0.0	Switzerland.....	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop. ....	126	0.0	Singapore.....	124.5
6.05 ICT use for business-to-business transactions*.....	136	3.0	Finland.....	6.2
6.06 Internet use for business-to-consumer transactions*.....	137	2.6	United Kingdom.....	6.3
6.07 Government Online Service Index (0–1).....	130	0.15	Multiple economies (3).....	1.00
<b>Pillar 7: Operating environment (1–7)</b> .....	<b>133</b> .....	<b>3.1</b>	<b>Hong Kong SAR</b> .....	<b>5.8</b>
7.01 Protection of property index (1–7).....	134	2.5	Finland.....	6.3
Property rights*.....	131	2.7	Finland.....	6.4
Intellectual property protection*.....	132	2.3	Finland.....	6.2
7.02 Efficiency and accountability of public institutions index (1–7).....	114	2.9	Singapore.....	6.0
Judicial efficiency & impartiality in commercial disputes (0–4).....	77	1.8	Multiple economies (7).....	4.0
Diversion of public funds*.....	125	2.2	New Zealand.....	6.5
Ease of compliance with government regulation*.....	108	2.9	Singapore.....	5.4
7.03 Access to finance index (1–7).....	137	2.3	Hong Kong SAR.....	5.7
Affordability of financial services*.....	137	2.6	Hong Kong SAR.....	6.1
Availability of financial services*.....	136	2.5	Switzerland.....	6.4
Ease of access to loans*.....	131	1.7	Qatar.....	4.9
Availability of trade finance*.....	133	2.5	Hong Kong SAR.....	5.8
7.04 Openness to foreign participation index (1–7).....	132	3.0	Ireland.....	5.5
Ease of hiring foreign labour*.....	122	3.3	United Arab Emirates.....	5.6
Business impact of rules on FDI*.....	127	3.2	Ireland.....	6.7
Openness to multilateral trade rules (0–100).....	127	38.8	Slovenia.....	92.2
7.05 Index of physical security (1–7).....	102	4.7	Qatar.....	6.8
Reliability of police services*.....	137	2.1	Finland.....	6.7
Business costs of crime and violence*.....	106	3.8	Qatar.....	6.8
Business costs of terrorism*.....	113	4.4	Slovenia.....	6.7
Homicide cases/100,000 pop. ....	76	4.1	Hong Kong SAR.....	0.2
Index of terrorism incidence (1–7).....	122	6.2	Multiple economies (48).....	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



# Cambodia

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions).....	15.3..... 59
GDP (US\$ billions).....	14.1..... 107
GDP per capita (US\$).....	925.5..... 119
<b>Merchandise trade</b>	
Trade openness (imports+exports)/GDP.....	136.5..... 14
Share of world trade (%).....	0.05..... 90
Total Exports (US\$ billions).....	8.2..... 90
Total Imports (US\$ billions).....	11.0..... 91

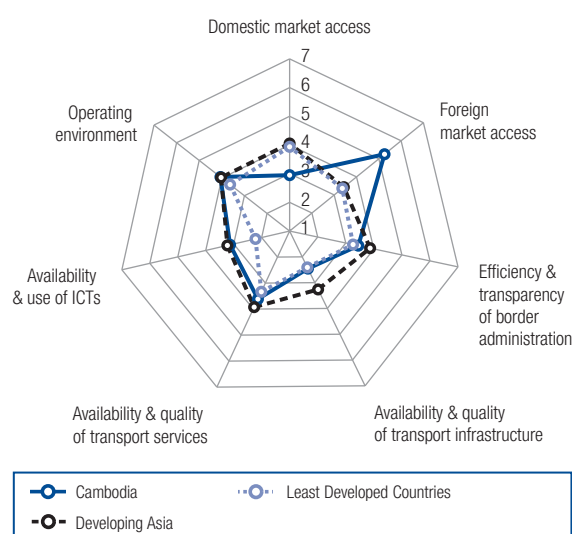
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>0.5</b> .....	<b>11.3</b>
<b>Intermediate goods</b> .....	<b>34.0</b> .....	<b>59.4</b>
Food and beverages (industrial).....	0.3.....	1.0
Industrial supplies (primary and processed).....	33.5.....	54.9
Parts and accessories.....	0.2.....	2.5
Fuels and lubricants.....	0.0.....	0.9
<b>Consumer goods</b> .....	<b>65.3</b> .....	<b>13.3</b>
Food and beverages (consumer).....	1.9.....	2.1
Transport equipment and consumer goods.....	63.4.....	11.2
<b>Passenger motor cars</b> .....	<b>0.2</b> .....	<b>2.9</b>
<b>Others</b> .....	<b>0.0</b> .....	<b>13.1</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

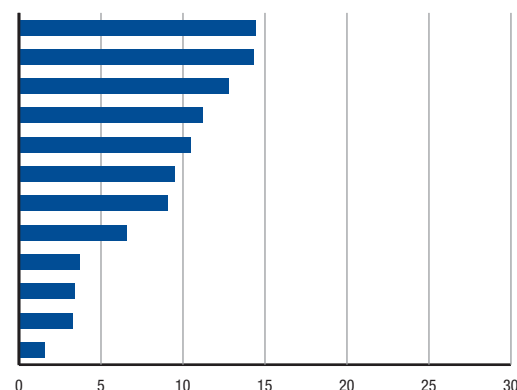
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>93</b> .....	<b>3.7</b>
<b>Subindex A: Market access (25%)</b> .....	<b>36</b> .....	<b>4.1</b>
Pillar 1: Domestic market access.....	133.....	2.9
Pillar 2: Foreign market access.....	1.....	5.3
<b>Subindex B: Border administration (25%)</b> .....	<b>108</b> .....	<b>3.4</b>
Pillar 3: Efficiency & transparency of border administration.....	108.....	3.4
<b>Subindex C: Infrastructure (25%)</b> .....	<b>101</b> .....	<b>3.1</b>
Pillar 4: Availability & quality of transport infrastructure.....	113.....	2.5
Pillar 5: Availability & quality of transport services.....	97.....	3.6
Pillar 6: Availability & use of ICTs.....	95.....	3.1
<b>Subindex D: Operating environment (25%)</b> .....	<b>74</b> .....	<b>4.1</b>
Pillar 7: Operating environment.....	74.....	4.1



## The most problematic factors for trade, 2013

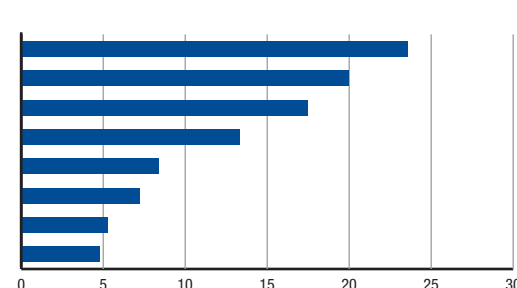
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers.....	14.4
Difficulties in meeting quality/quantity requirements of buyers.....	14.3
Inappropriate production technology and skills.....	12.7
High cost or delays caused by domestic transportation.....	11.2
Technical requirements and standards abroad.....	10.4
Access to trade finance.....	9.5
Access to imported inputs at competitive prices.....	9.0
Corruption at foreign borders.....	6.5
Burdensome procedures at foreign borders.....	3.7
Rules of origin requirements abroad.....	3.4
High cost or delays caused by international transportation.....	3.3
Tariff barriers abroad.....	1.6



### Most problematic factors for importing

	Score*
Corruption at the border.....	23.6
Burdensome import procedures.....	19.9
Tariffs.....	17.5
High cost or delays caused by domestic transportation.....	13.3
High cost or delays caused by international transportation.....	8.4
Inappropriate telecommunications infrastructure.....	7.2
Crime and theft.....	5.3
Domestic technical requirements and standards.....	4.8



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

# Cambodia

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS		RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>		<b>133</b>	<b>2.9</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01	Tariff rate (%)	125	13.0	Multiple economies (2)	0.0
1.02	Complexity of tariffs index (1–7)	76	5.6	Multiple economies (2)	7.0
	Tariff dispersion (standard deviation)	87	9.1	Multiple economies (2)	0.0
	Tariff peaks (% of tariff lines)	98	9.9	Multiple economies (24)	0.0
	Specific tariffs (% of tariff lines)	1	0.0	Multiple economies (54)	0.0
	Number of distinct tariffs	5	4	Multiple economies (2)	1
1.03	Share of duty-free imports (%)	124	7.3	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>		<b>1</b>	<b>5.3</b>	<b>Cambodia</b>	<b>5.3</b>
2.01	Tariffs faced (%)	2	3.7	Chile	3.5
2.02	Index of margin of preference in destination mkt (0–100)	28	50.5	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>		<b>108</b>	<b>3.4</b>	<b>Singapore</b>	<b>6.3</b>
3.01	Customs services index (0–1)	66	0.58	Singapore	0.97
3.02	Efficiency of the clearance process (1–5)	70	2.7	Norway	4.2
3.03	No. of days to import	91	24	Singapore	4
3.04	No. of documents to import	101	9	Multiple economies (2)	2
3.05	Cost to import (US\$ per container)	33	930	Singapore	440
3.06	No. of days to export	96	22	Multiple economies (5)	6
3.07	No. of documents to export	108	8	Multiple economies (2)	2
3.08	Cost to export (US\$ per container)	31	795	Malaysia	450
3.09	Irregular payments in exports and imports*	119	2.4	New Zealand	6.6
3.10	Time predictability of import procedures*	82	3.7	Finland	6.0
3.11	Customs transparency index (0–1)	113	0.07	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>		<b>113</b>	<b>2.5</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01	Available int'l airline seat km/week, millions	85	73.9	United States	11,481.7
4.02	Quality of air transport infrastructure*	85	4.1	Singapore	6.8
4.03	Quality of railroad infrastructure*	83	2.0	Japan	6.7
4.04	Liner Shipping Connectivity Index (0–157.1)	97	5.3	China	157.5
4.05	Quality of port infrastructure*	74	4.0	Netherlands	6.8
4.06	Paved roads (% of total)	135	6.3	Multiple economies (18)	100.0
4.07	Quality of roads*	72	3.7	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>		<b>97</b>	<b>3.6</b>	<b>Singapore</b>	<b>5.7</b>
5.01	Ease and affordability of shipment (1–5)	78	2.8	Luxembourg	3.8
5.02	Logistics competence (1–5)	87	2.7	Norway	4.2
5.03	Tracking and tracing ability (1–5)	71	2.9	Germany	4.2
5.04	Timeliness of shipments in reaching destination (1–5)	122	2.8	Luxembourg	4.7
5.05	Postal services efficiency*	111	3.3	Japan	6.8
5.06	Efficiency of transport mode change*	89	3.6	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>		<b>95</b>	<b>3.1</b>	<b>Sweden</b>	<b>6.5</b>
6.01	Mobile phone subscriptions/100 pop.	34	128.5	Hong Kong SAR	229.2
6.02	Individuals using Internet (%)	122	4.9	Iceland	96.2
6.03	Fixed broadband Internet subscriptions/100 pop.	113	0.2	Switzerland	39.9
6.04	Active mobile broadband Internet subscriptions/100 pop.	89	6.7	Singapore	124.5
6.05	ICT use for business-to-business transactions*	78	4.7	Finland	6.2
6.06	Internet use for business-to-consumer transactions*	103	3.9	United Kingdom	6.3
6.07	Government Online Service Index (0–1)	126	0.19	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>		<b>74</b>	<b>4.1</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01	Protection of property index (1–7)	94	3.4	Finland	6.3
	Property rights*	100	3.6	Finland	6.4
	Intellectual property protection*	92	3.2	Finland	6.2
7.02	Efficiency and accountability of public institutions index (1–7)	102	3.2	Singapore	6.0
	Judicial efficiency & impartiality in commercial disputes (0–4)	106	1.3	Multiple economies (7)	4.0
	Diversion of public funds*	74	3.1	New Zealand	6.5
	Ease of compliance with government regulation*	65	3.5	Singapore	5.4
7.03	Access to finance index (1–7)	64	3.9	Hong Kong SAR	5.7
	Affordability of financial services*	67	4.1	Hong Kong SAR	6.1
	Availability of financial services*	76	4.3	Switzerland	6.4
	Ease of access to loans*	53	3.0	Qatar	4.9
	Availability of trade finance*	51	4.0	Hong Kong SAR	5.8
7.04	Openness to foreign participation index (1–7)	56	4.4	Ireland	5.5
	Ease of hiring foreign labour*	14	4.8	United Arab Emirates	5.6
	Business impact of rules on FDI*	30	5.0	Ireland	6.7
	Openness to multilateral trade rules (0–100)	108	53.0	Slovenia	92.2
7.05	Index of physical security (1–7)	74	5.4	Qatar	6.8
	Reliability of police services*	106	3.3	Finland	6.7
	Business costs of crime and violence*	77	4.5	Qatar	6.8
	Business costs of terrorism*	78	5.3	Slovenia	6.7
	Homicide cases/100,000 pop.	70	3.4	Hong Kong SAR	0.2
	Index of terrorism incidence (1–7)	1	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Cameroon

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions).....	21.5..... 49
GDP (US\$ billions).....	25.3..... 92
GDP per capita (US\$).....	1,181.3..... 113

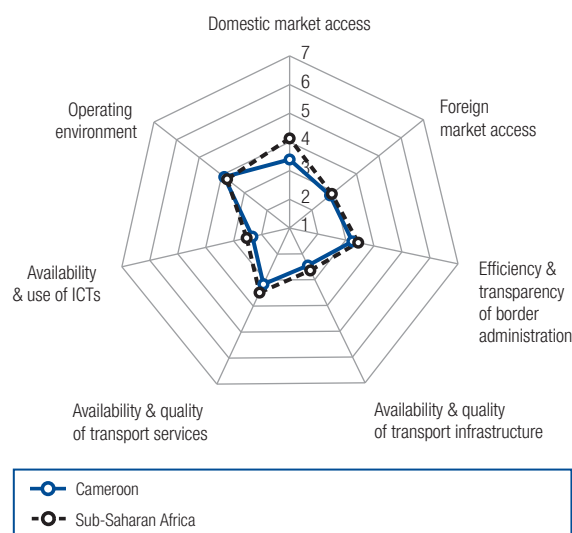
### Merchandise trade

Trade openness (imports+exports)/GDP.....	46.4..... 110
Share of world trade (%).....	0.03..... 101
Total Exports (US\$ billions).....	4.5..... 101
Total Imports (US\$ billions).....	7.3..... 101

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014 .....</b>	<b>119.....</b>	<b>3.2</b>
<b>Subindex A: Market access (25%) .....</b>	<b>117 .....</b>	<b>3.1</b>
Pillar 1: Domestic market access.....	125 .....	3.4
Pillar 2: Foreign market access.....	58 .....	2.8
<b>Subindex B: Border administration (25%) .....</b>	<b>121 .....</b>	<b>3.2</b>
Pillar 3: Efficiency & transparency of border administration.....	121 .....	3.2
<b>Subindex C: Infrastructure (25%) .....</b>	<b>125 .....</b>	<b>2.6</b>
Pillar 4: Availability & quality of transport infrastructure .....	114 .....	2.5
Pillar 5: Availability & quality of transport services .....	125 .....	3.2
Pillar 6: Availability & use of ICTs .....	121 .....	2.3
<b>Subindex D: Operating environment (25%) .....</b>	<b>87 .....</b>	<b>3.9</b>
Pillar 7: Operating environment.....	87 .....	3.9



## The most problematic factors for trade, 2013

### Most problematic factors for exporting

	Score*
Access to trade finance.....	15.9
Inappropriate production technology and skills.....	10.6
Difficulties in meeting quality/quantity requirements of buyers.....	10.0
Identifying potential markets and buyers.....	9.8
Technical requirements and standards abroad .....	8.6
High cost or delays caused by international transportation .....	8.2
Burdensome procedures at foreign borders .....	7.7
High cost or delays caused by domestic transportation .....	7.5
Access to imported inputs at competitive prices .....	7.2
Corruption at foreign borders .....	5.6
Tariff barriers abroad .....	5.5
Rules of origin requirements abroad.....	3.6

### Most problematic factors for importing

	Score*
Burdensome import procedures .....	23.3
Corruption at the border.....	22.4
Tariffs.....	18.3
High cost or delays caused by international transportation .....	10.8
High cost or delays caused by domestic transportation .....	7.9
Crime and theft.....	7.6
Inappropriate telecommunications infrastructure .....	6.2
Domestic technical requirements and standards .....	3.6

\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Cameroon

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>125</b>	<b>3.4</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	128	14.3	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	28	6.6	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	93	9.6	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	1	0.0	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	1	0.0	Multiple economies (54)	0.0
Number of distinct tariffs	19	5	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	110	21.5	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>58</b>	<b>2.8</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	104	5.5	Chile	3.5
2.02 Index of margin of preference in destination mkts (0–100)	47	42.2	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>121</b>	<b>3.2</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	91	0.42	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	137	1.9	Norway	4.2
3.03 No. of days to import	94	25	Singapore	4
3.04 No. of documents to import	126	11	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	108	2,167	Singapore	440
3.06 No. of days to export	101	23	Multiple economies (5)	6
3.07 No. of documents to export	136	11	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	89	1,379	Malaysia	450
3.09 Irregular payments in exports and imports*	114	2.6	New Zealand	6.6
3.10 Time predictability of import procedures*	83	3.6	Finland	6.0
3.11 Customs transparency index (0–1)	102	0.50	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>114</b>	<b>2.5</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	94	47.5	United States	11,481.7
4.02 Quality of air transport infrastructure*	104	3.5	Singapore	6.8
4.03 Quality of railroad infrastructure*	70	2.5	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	77	10.9	China	157.5
4.05 Quality of port infrastructure*	92	3.7	Netherlands	6.8
4.06 Paved roads (% of total)	106	17.0	Multiple economies (18)	100.0
4.07 Quality of roads*	107	2.8	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>125</b>	<b>3.2</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	134	2.2	Luxembourg	3.8
5.02 Logistics competence (1–5)	104	2.5	Norway	4.2
5.03 Tracking and tracing ability (1–5)	107	2.5	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	116	2.8	Luxembourg	4.7
5.05 Postal services efficiency*	122	2.9	Japan	6.8
5.06 Efficiency of transport mode change*	120	3.0	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>121</b>	<b>2.3</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	122	60.4	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	120	5.7	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	106	0.6	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	124	0.0	Singapore	124.5
6.05 ICT use for business-to-business transactions*	66	4.8	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	100	4.0	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	112	0.30	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>87</b>	<b>3.9</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	90	3.5	Finland	6.3
Property rights*	84	3.8	Finland	6.4
Intellectual property protection*	93	3.2	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	126	2.7	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	113	1.0	Multiple economies (7)	4.0
Diversion of public funds*	130	2.0	New Zealand	6.5
Ease of compliance with government regulation*	71	3.4	Singapore	5.4
7.03 Access to finance index (1–7)	95	3.4	Hong Kong SAR	5.7
Affordability of financial services*	100	3.7	Hong Kong SAR	6.1
Availability of financial services*	97	3.9	Switzerland	6.4
Ease of access to loans*	95	2.4	Qatar	4.9
Availability of trade finance*	83	3.6	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	59	4.4	Ireland	5.5
Ease of hiring foreign labour*	7	5.0	United Arab Emirates	5.6
Business impact of rules on FDI*	38	4.9	Ireland	6.7
Openness to multilateral trade rules (0–100)	111	50.0	Slovenia	92.2
7.05 Index of physical security (1–7)	66	5.5	Qatar	6.8
Reliability of police services*	63	4.3	Finland	6.7
Business costs of crime and violence*	85	4.3	Qatar	6.8
Business costs of terrorism*	90	5.0	Slovenia	6.7
Homicide cases/100,000 pop.	58	2.3	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	92	6.9	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Canada

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	34.8.....	35
GDP (US\$ billions) .....	1,821.4.....	11
GDP per capita (US\$) .....	52,299.8.....	8
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	51.0.....	99
Share of world trade (%) .....	2.51.....	11
Total Exports (US\$ billions) .....	454.8.....	12
Total Imports (US\$ billions) .....	474.9.....	12

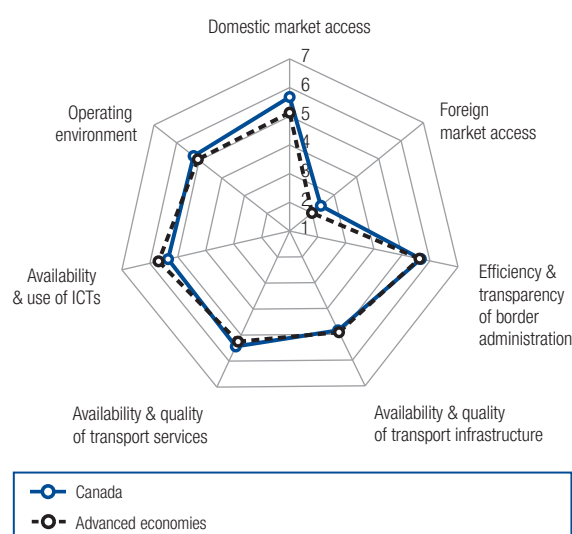
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>6.9</b> .....	<b>19.5</b>
<b>Intermediate goods</b> .....	<b>68.0</b> .....	<b>51.1</b>
Food and beverages (industrial) .....	4.6.....	0.9
Industrial supplies (primary and processed) .....	31.8.....	25.3
Parts and accessories .....	9.3.....	17.1
Fuels and lubricants .....	22.4.....	7.8
<b>Consumer goods</b> .....	<b>9.0</b> .....	<b>20.2</b>
Food and beverages (consumer) .....	5.0.....	5.9
Transport equipment and consumer goods .....	4.0.....	14.2
<b>Passenger motor cars</b> .....	<b>11.1</b> .....	<b>5.7</b>
<b>Others</b> .....	<b>5.1</b> .....	<b>3.6</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

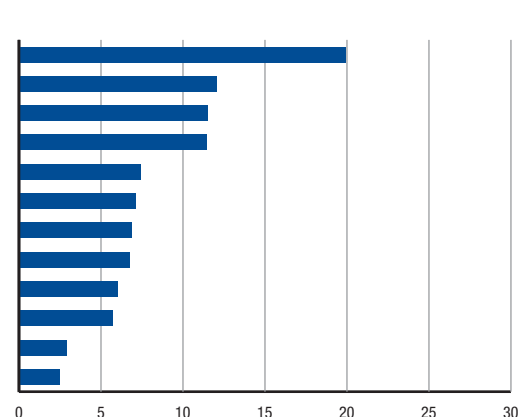
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>14</b> .....	<b>5.0</b>
<b>Subindex A: Market access (25%)</b> .....	<b>41</b> .....	<b>4.0</b>
Pillar 1: Domestic market access .....	16.....	5.7
Pillar 2: Foreign market access .....	76.....	2.4
<b>Subindex B: Border administration (25%)</b> .....	<b>20</b> .....	<b>5.7</b>
Pillar 3: Efficiency & transparency of border administration .....	20.....	5.7
<b>Subindex C: Infrastructure (25%)</b> .....	<b>22</b> .....	<b>5.2</b>
Pillar 4: Availability & quality of transport infrastructure ...	19.....	4.9
Pillar 5: Availability & quality of transport services .....	13.....	5.4
Pillar 6: Availability & use of ICTs .....	28.....	5.3
<b>Subindex D: Operating environment (25%)</b> .....	<b>15</b> .....	<b>5.2</b>
Pillar 7: Operating environment .....	15.....	5.2



## The most problematic factors for trade, 2013

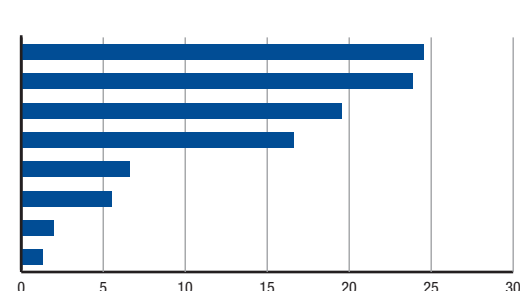
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	19.9
Burdensome procedures at foreign borders .....	12.1
Tariff barriers abroad .....	11.4
Access to trade finance .....	11.5
Rules of origin requirements abroad .....	7.4
Technical requirements and standards abroad .....	7.1
High cost or delays caused by international transportation .....	6.9
Access to imported inputs at competitive prices .....	6.7
Corruption at foreign borders .....	6.0
Inappropriate production technology and skills .....	5.7
High cost or delays caused by domestic transportation .....	2.9
Difficulties in meeting quality/quantity requirements of buyers .....	2.5



### Most problematic factors for importing

	Score*
Tariffs .....	24.6
Burdensome import procedures .....	23.9
Domestic technical requirements and standards .....	19.6
High cost or delays caused by international transportation .....	16.6
High cost or delays caused by domestic transportation .....	6.6
Inappropriate telecommunications infrastructure .....	5.5
Crime and theft .....	2.0
Corruption at the border .....	1.3



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>16</b>	<b>5.7</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	38	2.7	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	97	4.7	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	127	20.3	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	85	7.7	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	95	3.9	Multiple economies (54)	0.0
Number of distinct tariffs	94	329	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	11	89.4	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>76</b>	<b>2.4</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	72	5.5	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	69	25.2	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>20</b>	<b>5.7</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	9	0.90	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	20	3.6	Norway	4.2
3.03 No. of days to import	28	10	Singapore	4
3.04 No. of documents to import	3	3	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	95	1,680	Singapore	440
3.06 No. of days to export	9	8	Multiple economies (5)	6
3.07 No. of documents to export	3	3	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	106	1,680	Malaysia	450
3.09 Irregular payments in exports and imports*	18	5.5	New Zealand	6.6
3.10 Time predictability of import procedures*	48	4.3	Finland	6.0
3.11 Customs transparency index (0–1)	1	1.00	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>19</b>	<b>4.9</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	13	2,156.4	United States	11,481.7
4.02 Quality of air transport infrastructure*	18	5.9	Singapore	6.8
4.03 Quality of railroad infrastructure*	15	5.0	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	34	38.4	China	157.5
4.05 Quality of port infrastructure*	19	5.5	Netherlands	6.8
4.06 Paved roads (% of total)	78	39.9	Multiple economies (18)	100.0
4.07 Quality of roads*	19	5.6	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>13</b>	<b>5.4</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	23	3.5	Luxembourg	3.8
5.02 Logistics competence (1–5)	10	3.9	Norway	4.2
5.03 Tracking and tracing ability (1–5)	8	4.0	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	11	4.2	Luxembourg	4.7
5.05 Postal services efficiency*	29	5.8	Japan	6.8
5.06 Efficiency of transport mode change*	15	5.5	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>28</b>	<b>5.3</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	109	80.1	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	12	86.8	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	11	32.5	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	39	41.0	Singapore	124.5
6.05 ICT use for business-to-business transactions*	31	5.5	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	21	5.5	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	6	0.89	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>15</b>	<b>5.2</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	10	5.8	Finland	6.3
Property rights*	6	6.0	Finland	6.4
Intellectual property protection*	12	5.6	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	13	5.2	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	8	3.8	Multiple economies (7)	4.0
Diversion of public funds*	18	5.3	New Zealand	6.5
Ease of compliance with government regulation*	47	3.7	Singapore	5.4
7.03 Access to finance index (1–7)	18	4.9	Hong Kong SAR	5.7
Affordability of financial services*	11	5.6	Hong Kong SAR	6.1
Availability of financial services*	9	6.1	Switzerland	6.4
Ease of access to loans*	24	3.6	Qatar	4.9
Availability of trade finance*	28	4.5	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	79	4.2	Ireland	5.5
Ease of hiring foreign labour*	85	3.9	United Arab Emirates	5.6
Business impact of rules on FDI*	55	4.7	Ireland	6.7
Openness to multilateral trade rules (0–100)	88	59.3	Slovenia	92.2
7.05 Index of physical security (1–7)	28	6.1	Qatar	6.8
Reliability of police services*	14	6.0	Finland	6.7
Business costs of crime and violence*	39	5.3	Qatar	6.8
Business costs of terrorism*	79	5.2	Slovenia	6.7
Homicide cases/100,000 pop.	42	1.5	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	78	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



# Chad

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions) .....	10.7 ..... 70
GDP (US\$ billions) .....	12.9 ..... 111
GDP per capita (US\$) .....	1,201.1 ..... 112

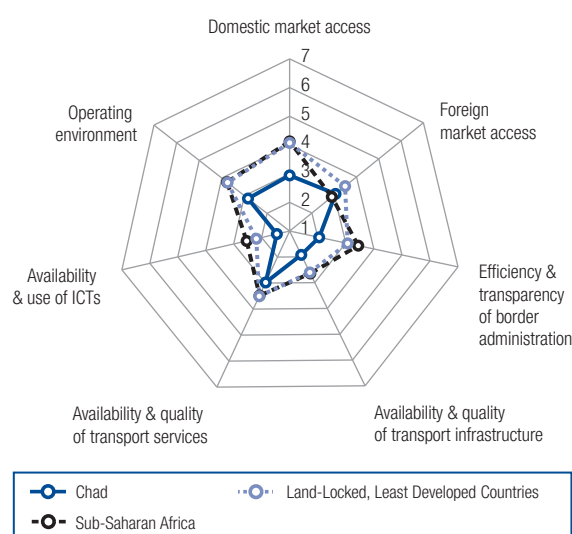
### Merchandise trade

Trade openness (imports+exports)/GDP .....	59.0 ..... 82
Share of world trade (%) .....	0.02 ..... 118
Total Exports (US\$ billions) .....	4.4 ..... 102
Total Imports (US\$ billions) .....	2.8 ..... 126

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

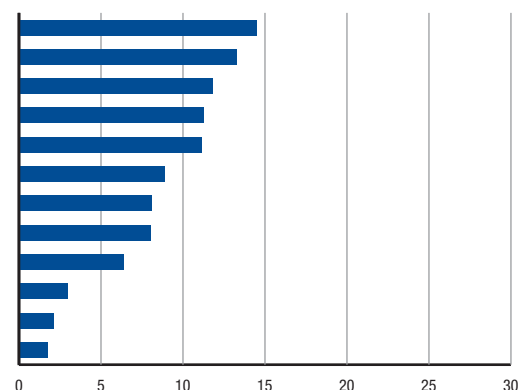
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014 .....</b>	<b>138 .....</b>	<b>2.5</b>
<b>Subindex A: Market access (25%) .....</b>	<b>123 .....</b>	<b>3.0</b>
Pillar 1: Domestic market access .....	134 .....	2.9
Pillar 2: Foreign market access .....	51 .....	3.1
<b>Subindex B: Border administration (25%) .....</b>	<b>138 .....</b>	<b>2.1</b>
Pillar 3: Efficiency & transparency of border administration .....	138 .....	2.1
<b>Subindex C: Infrastructure (25%) .....</b>	<b>138 .....</b>	<b>2.1</b>
Pillar 4: Availability & quality of transport infrastructure .....	136 .....	1.9
Pillar 5: Availability & quality of transport services .....	130 .....	3.0
Pillar 6: Availability & use of ICTs .....	138 .....	1.5
<b>Subindex D: Operating environment (25%) ....</b>	<b>137 .....</b>	<b>2.8</b>
Pillar 7: Operating environment .....	137 .....	2.8



## The most problematic factors for trade, 2013

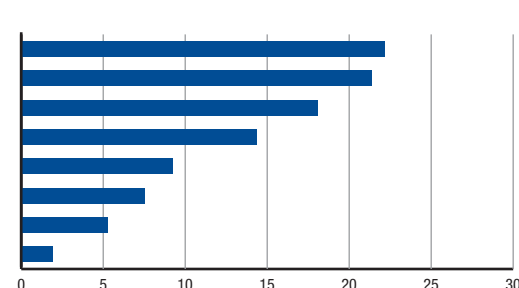
### Most problematic factors for exporting

	Score*
Access to trade finance .....	14.5
Burdensome procedures at foreign borders .....	13.2
High cost or delays caused by domestic transportation .....	11.8
Corruption at foreign borders .....	11.2
High cost or delays caused by international transportation .....	11.1
Difficulties in meeting quality/quantity requirements of buyers .....	8.9
Inappropriate production technology and skills .....	8.1
Identifying potential markets and buyers .....	8.0
Tariff barriers abroad .....	6.4
Access to imported inputs at competitive prices .....	3.0
Rules of origin requirements abroad .....	2.1
Technical requirements and standards abroad .....	1.7



### Most problematic factors for importing

	Score*
Tariffs .....	22.2
Corruption at the border .....	21.4
Burdensome import procedures .....	18.1
High cost or delays caused by international transportation .....	14.4
High cost or delays caused by domestic transportation .....	9.3
Inappropriate telecommunications infrastructure .....	7.5
Crime and theft .....	5.3
Domestic technical requirements and standards .....	1.9



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.



For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS		RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>		<b>134</b>	<b>2.9</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01	Tariff rate (%)	131	14.6	Multiple economies (2)	0.0
1.02	Complexity of tariffs index (1–7)	27	6.6	Multiple economies (2)	7.0
	Tariff dispersion (standard deviation)	92	9.5	Multiple economies (2)	0.0
	Tariff peaks (% of tariff lines)	1	0.0	Multiple economies (24)	0.0
	Specific tariffs (% of tariff lines)	1	0.0	Multiple economies (54)	0.0
	Number of distinct tariffs	19	5	Multiple economies (2)	1
1.03	Share of duty-free imports (%)	135	0.9	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>		<b>51</b>	<b>3.1</b>	<b>Cambodia</b>	<b>5.3</b>
2.01	Tariffs faced (%)	33	5.2	Chile	3.5
2.02	Index of margin of preference in destination mkt (0–100)	56	35.1	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>		<b>138</b>	<b>2.1</b>	<b>Singapore</b>	<b>6.3</b>
3.01	Customs services index (0–1)	n/a	n/a	Singapore	0.97
3.02	Efficiency of the clearance process (1–5)	92	2.5	Norway	4.2
3.03	No. of days to import	138	98	Singapore	4
3.04	No. of documents to import	126	11	Multiple economies (2)	2
3.05	Cost to import (US\$ per container)	138	9,025	Singapore	440
3.06	No. of days to export	137	73	Multiple economies (5)	6
3.07	No. of documents to export	108	8	Multiple economies (2)	2
3.08	Cost to export (US\$ per container)	138	6,615	Malaysia	450
3.09	Irregular payments in exports and imports*	137	1.8	New Zealand	6.6
3.10	Time predictability of import procedures*	132	2.3	Finland	6.0
3.11	Customs transparency index (0–1)	n/a	n/a	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>		<b>136</b>	<b>1.9</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01	Available int'l airline seat km/week, millions	131	7.7	United States	11,481.7
4.02	Quality of air transport infrastructure*	137	2.1	Singapore	6.8
4.03	Quality of railroad infrastructure*	n/a	n/a	Japan	6.7
4.04	Liner Shipping Connectivity Index (0–157.1)	n/a	n/a	China	157.5
4.05	Quality of port infrastructure*	134	2.5	Netherlands	6.8
4.06	Paved roads (% of total)	138	0.8	Multiple economies (18)	100.0
4.07	Quality of roads*	126	2.5	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>		<b>130</b>	<b>3.0</b>	<b>Singapore</b>	<b>5.7</b>
5.01	Ease and affordability of shipment (1–5)	128	2.3	Luxembourg	3.8
5.02	Logistics competence (1–5)	120	2.3	Norway	4.2
5.03	Tracking and tracing ability (1–5)	88	2.7	Germany	4.2
5.04	Timeliness of shipments in reaching destination (1–5)	97	3.0	Luxembourg	4.7
5.05	Postal services efficiency*	131	2.2	Japan	6.8
5.06	Efficiency of transport mode change*	134	2.1	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>		<b>138</b>	<b>1.5</b>	<b>Sweden</b>	<b>6.5</b>
6.01	Mobile phone subscriptions/100 pop.	134	35.4	Hong Kong SAR	229.2
6.02	Individuals using Internet (%)	132	2.1	Iceland	96.2
6.03	Fixed broadband Internet subscriptions/100 pop.	115	0.2	Switzerland	39.9
6.04	Active mobile broadband Internet subscriptions/100 pop.	127	0.0	Singapore	124.5
6.05	ICT use for business-to-business transactions*	138	2.9	Finland	6.2
6.06	Internet use for business-to-consumer transactions*	138	2.5	United Kingdom	6.3
6.07	Government Online Service Index (0–1)	132	0.10	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>		<b>137</b>	<b>2.8</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01	Protection of property index (1–7)	136	2.3	Finland	6.3
	Property rights*	136	2.4	Finland	6.4
	Intellectual property protection*	134	2.2	Finland	6.2
7.02	Efficiency and accountability of public institutions index (1–7)	133	2.4	Singapore	6.0
	Judicial efficiency & impartiality in commercial disputes (0–4)	113	1.0	Multiple economies (7)	4.0
	Diversion of public funds*	136	1.8	New Zealand	6.5
	Ease of compliance with government regulation*	99	3.0	Singapore	5.4
7.03	Access to finance index (1–7)	138	2.3	Hong Kong SAR	5.7
	Affordability of financial services*	135	2.7	Hong Kong SAR	6.1
	Availability of financial services*	135	2.6	Switzerland	6.4
	Ease of access to loans*	122	1.9	Qatar	4.9
	Availability of trade finance*	138	2.0	Hong Kong SAR	5.8
7.04	Openness to foreign participation index (1–7)	127	3.2	Ireland	5.5
	Ease of hiring foreign labour*	86	3.9	United Arab Emirates	5.6
	Business impact of rules on FDI*	120	3.4	Ireland	6.7
	Openness to multilateral trade rules (0–100)	128	36.9	Slovenia	92.2
7.05	Index of physical security (1–7)	126	3.9	Qatar	6.8
	Reliability of police services*	134	2.3	Finland	6.7
	Business costs of crime and violence*	124	3.1	Qatar	6.8
	Business costs of terrorism*	129	3.6	Slovenia	6.7
	Homicide cases/100,000 pop.	115	15.8	Hong Kong SAR	0.2
	Index of terrorism incidence (1–7)	49	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Chile

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	17.4.....	53
GDP (US\$ billions) .....	268.2.....	38
GDP per capita (US\$) .....	15,410.1.....	41
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	58.9.....	83
Share of world trade (%) .....	0.43.....	42
Total Exports (US\$ billions) .....	78.3.....	46
Total Imports (US\$ billions) .....	79.5.....	38

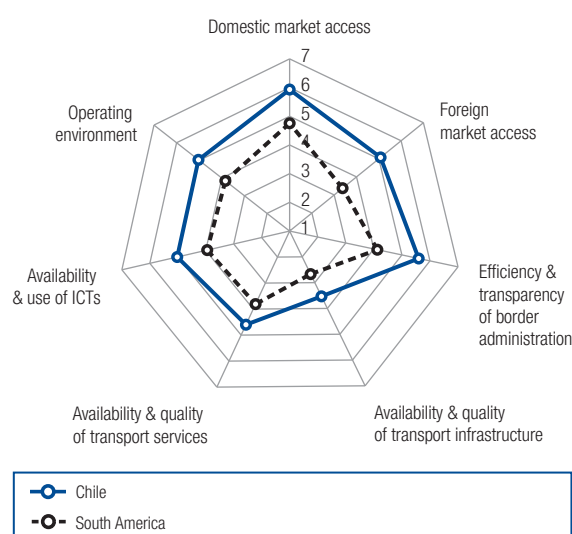
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>1.3.....</b>	<b>23.4</b>
<b>Intermediate goods</b> .....	<b>78.6.....</b>	<b>43.6</b>
Food and beverages (industrial) .....	0.8.....	1.4
Industrial supplies (primary and processed) .....	76.3.....	21.2
Parts and accessories .....	1.4.....	9.0
Fuels and lubricants .....	0.0.....	12.0
<b>Consumer goods</b> .....	<b>18.6.....</b>	<b>17.8</b>
Food and beverages (consumer) .....	16.6.....	4.2
Transport equipment and consumer goods .....	2.0.....	13.5
<b>Passenger motor cars</b> .....	<b>0.5.....</b>	<b>4.7</b>
<b>Others</b> .....	<b>0.9.....</b>	<b>10.5</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

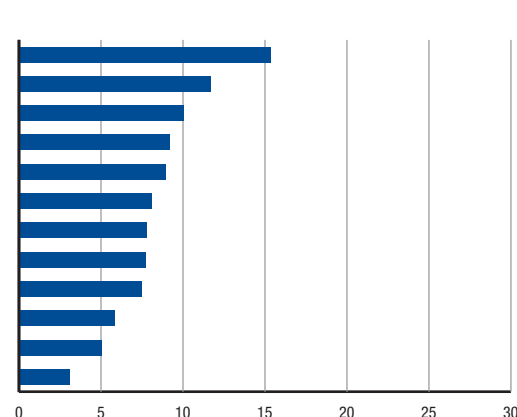
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>8.....</b>	<b>5.1</b>
<b>Subindex A: Market access (25%)</b> .....	<b>1.....</b>	<b>5.5</b>
Pillar 1: Domestic market access .....	9.....	5.9
Pillar 2: Foreign market access .....	2.....	5.1
<b>Subindex B: Border administration (25%)</b> .....	<b>26.....</b>	<b>5.6</b>
Pillar 3: Efficiency & transparency of border administration .....	26.....	5.6
<b>Subindex C: Infrastructure (25%)</b> .....	<b>44.....</b>	<b>4.4</b>
Pillar 4: Availability & quality of transport infrastructure .....	64.....	3.5
Pillar 5: Availability & quality of transport services .....	43.....	4.6
Pillar 6: Availability & use of ICTs .....	36.....	5.0
<b>Subindex D: Operating environment (25%)</b> .....	<b>25.....</b>	<b>5.0</b>
Pillar 7: Operating environment .....	25.....	5.0



## The most problematic factors for trade, 2013

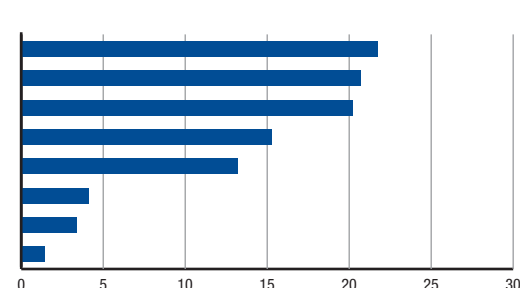
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	15.3
Inappropriate production technology and skills .....	11.7
Technical requirements and standards abroad .....	10.0
High cost or delays caused by international transportation .....	9.1
Difficulties in meeting quality/quantity requirements of buyers .....	8.9
Access to imported inputs at competitive prices .....	8.1
Rules of origin requirements abroad .....	7.8
Access to trade finance .....	7.7
Tariff barriers abroad .....	7.5
High cost or delays caused by domestic transportation .....	5.8
Burdensome procedures at foreign borders .....	5.0
Corruption at foreign borders .....	3.0



### Most problematic factors for importing

	Score*
High cost or delays caused by domestic transportation .....	21.7
Burdensome import procedures .....	20.7
Domestic technical requirements and standards .....	20.2
High cost or delays caused by international transportation .....	15.2
Tariffs .....	13.2
Inappropriate telecommunications infrastructure .....	4.1
Crime and theft .....	3.4
Corruption at the border .....	1.4



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>9</b>	<b>5.9</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	64	4.6	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	3	7.0	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	3	0.3	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	1	0.0	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	1	0.0	Multiple economies (54)	0.0
Number of distinct tariffs	3	2	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	25	77.8	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>2</b>	<b>5.1</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	1	3.5	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	54	35.9	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>26</b>	<b>5.6</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	13	0.82	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	39	3.2	Norway	4.2
3.03 No. of days to import	41	12	Singapore	4
3.04 No. of documents to import	27	5	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	33	930	Singapore	440
3.06 No. of days to export	59	15	Multiple economies (5)	6
3.07 No. of documents to export	40	5	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	46	980	Malaysia	450
3.09 Irregular payments in exports and imports*	16	5.7	New Zealand	6.6
3.10 Time predictability of import procedures*	24	5.0	Finland	6.0
3.11 Customs transparency index (0–1)	1	1.00	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>64</b>	<b>3.5</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	47	355.0	United States	11,481.7
4.02 Quality of air transport infrastructure*	44	5.2	Singapore	6.8
4.03 Quality of railroad infrastructure*	61	2.7	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	41	33.0	China	157.5
4.05 Quality of port infrastructure*	30	5.2	Netherlands	6.8
4.06 Paved roads (% of total)	94	23.3	Multiple economies (18)	100.0
4.07 Quality of roads*	27	5.4	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>43</b>	<b>4.6</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	53	3.1	Luxembourg	3.8
5.02 Logistics competence (1–5)	44	3.2	Norway	4.2
5.03 Tracking and tracing ability (1–5)	40	3.3	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	44	3.6	Luxembourg	4.7
5.05 Postal services efficiency*	40	5.3	Japan	6.8
5.06 Efficiency of transport mode change*	42	4.5	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>36</b>	<b>5.0</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	27	138.2	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	44	61.4	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	49	12.4	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	57	27.9	Singapore	124.5
6.05 ICT use for business-to-business transactions*	35	5.5	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	35	5.1	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	24	0.75	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>25</b>	<b>5.0</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	42	4.5	Finland	6.3
Property rights*	34	5.1	Finland	6.4
Intellectual property protection*	55	3.8	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	18	5.0	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	20	3.3	Multiple economies (7)	4.0
Diversion of public funds*	22	5.1	New Zealand	6.5
Ease of compliance with government regulation*	23	4.1	Singapore	5.4
7.03 Access to finance index (1–7)	23	4.8	Hong Kong SAR	5.7
Affordability of financial services*	29	5.0	Hong Kong SAR	6.1
Availability of financial services*	20	5.6	Switzerland	6.4
Ease of access to loans*	20	3.6	Qatar	4.9
Availability of trade finance*	23	4.8	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	27	4.8	Ireland	5.5
Ease of hiring foreign labour*	39	4.4	United Arab Emirates	5.6
Business impact of rules on FDI*	10	5.5	Ireland	6.7
Openness to multilateral trade rules (0–100)	55	68.2	Slovenia	92.2
7.05 Index of physical security (1–7)	30	6.1	Qatar	6.8
Reliability of police services*	7	6.2	Finland	6.7
Business costs of crime and violence*	65	4.7	Qatar	6.8
Business costs of terrorism*	62	5.6	Slovenia	6.7
Homicide cases/100,000 pop.	75	3.7	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	96	6.9	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# China

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	1,354.0.....	1
GDP (US\$ billions) .....	8,221.0.....	2
GDP per capita (US\$) .....	6,071.5.....	71
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	47.0.....	108
Share of world trade (%) .....	10.45.....	2
Total Exports (US\$ billions) .....	2,048.7.....	1
Total Imports (US\$ billions) .....	1,818.4.....	2

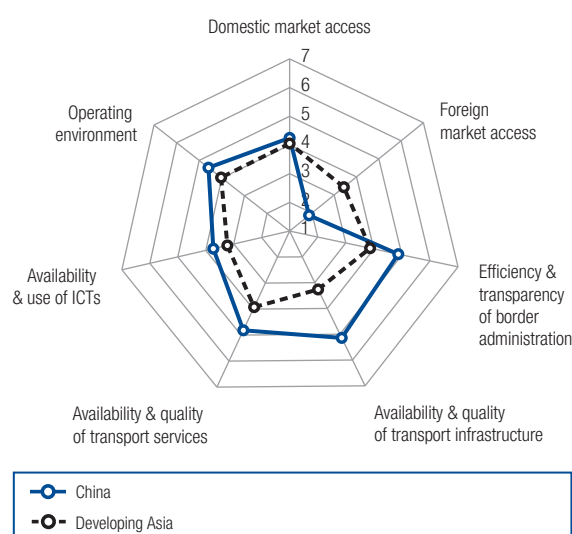
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>29.9.....</b>	<b>13.9</b>
<b>Intermediate goods</b> .....	<b>39.9.....</b>	<b>77.0</b>
Food and beverages (industrial) .....	0.2.....	3.5
Industrial supplies (primary and processed) .....	22.2.....	35.4
Parts and accessories .....	17.1.....	21.2
Fuels and lubricants .....	0.4.....	16.9
<b>Consumer goods</b> .....	<b>28.8.....</b>	<b>4.2</b>
Food and beverages (consumer) .....	2.3.....	1.6
Transport equipment and consumer goods .....	26.5.....	2.6
<b>Passenger motor cars</b> .....	<b>0.2.....</b>	<b>2.8</b>
<b>Others</b> .....	<b>1.1.....</b>	<b>2.1</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>54.....</b>	<b>4.3</b>
<b>Subindex A: Market access (25%)</b> .....	<b>119.....</b>	<b>3.1</b>
Pillar 1: Domestic market access .....	98.....	4.2
Pillar 2: Foreign market access .....	125.....	1.9
<b>Subindex B: Border administration (25%)</b> .....	<b>48.....</b>	<b>4.9</b>
Pillar 3: Efficiency & transparency of border administration .....	48.....	4.9
<b>Subindex C: Infrastructure (25%)</b> .....	<b>36.....</b>	<b>4.6</b>
Pillar 4: Availability & quality of transport infrastructure ...	16.....	5.1
Pillar 5: Availability & quality of transport services .....	31.....	4.8
Pillar 6: Availability & use of ICTs .....	82.....	3.7
<b>Subindex D: Operating environment (25%)</b> .....	<b>37.....</b>	<b>4.6</b>
Pillar 7: Operating environment .....	37.....	4.6



## The most problematic factors for trade, 2013

### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	14.0
Technical requirements and standards abroad .....	11.6
Access to imported inputs at competitive prices .....	11.1
Access to trade finance .....	10.1
Tariff barriers abroad .....	9.5
Inappropriate production technology and skills .....	8.8
High cost or delays caused by international transportation .....	7.8
Burdensome procedures at foreign borders .....	7.5
Difficulties in meeting quality/quantity requirements of buyers .....	6.8
High cost or delays caused by domestic transportation .....	5.1
Rules of origin requirements abroad .....	5.0
Corruption at foreign borders .....	2.8

### Most problematic factors for importing

	Score*
Tariffs .....	21.7
Burdensome import procedures .....	18.3
High cost or delays caused by international transportation .....	13.9
High cost or delays caused by domestic transportation .....	13.8
Domestic technical requirements and standards .....	11.3
Corruption at the border .....	9.6
Inappropriate telecommunications infrastructure .....	7.2
Crime and theft .....	4.3

\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS		RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>		<b>98</b>	<b>4.2</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01	Tariff rate (%)	114	11.1	Multiple economies (2)	0.0
1.02	Complexity of tariffs index (1–7)	57	6.3	Multiple economies (2)	7.0
	Tariff dispersion (standard deviation)	45	7.7	Multiple economies (2)	0.0
	Tariff peaks (% of tariff lines)	60	2.3	Multiple economies (24)	0.0
	Specific tariffs (% of tariff lines)	75	0.7	Multiple economies (54)	0.0
	Number of distinct tariffs	78	106	Multiple economies (2)	1
1.03	Share of duty-free imports (%)	89	48.1	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>		<b>125</b>	<b>1.9</b>	<b>Cambodia</b>	<b>5.3</b>
2.01	Tariffs faced (%)	58	5.4	Chile	3.5
2.02	Index of margin of preference in destination mkt (0–100)	132	3.5	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>		<b>48</b>	<b>4.9</b>	<b>Singapore</b>	<b>6.3</b>
3.01	Customs services index (0–1)	53	0.64	Singapore	0.97
3.02	Efficiency of the clearance process (1–5)	38	3.2	Norway	4.2
3.03	No. of days to import	91	24	Singapore	4
3.04	No. of documents to import	27	5	Multiple economies (2)	2
3.05	Cost to import (US\$ per container)	6	615	Singapore	440
3.06	No. of days to export	90	21	Multiple economies (5)	6
3.07	No. of documents to export	108	8	Multiple economies (2)	2
3.08	Cost to export (US\$ per container)	12	620	Malaysia	450
3.09	Irregular payments in exports and imports*	55	3.9	New Zealand	6.6
3.10	Time predictability of import procedures*	41	4.5	Finland	6.0
3.11	Customs transparency index (0–1)	39	0.90	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>		<b>16</b>	<b>5.1</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01	Available int'l airline seat km/week, millions	6	3,452.7	United States	11,481.7
4.02	Quality of air transport infrastructure*	60	4.5	Singapore	6.8
4.03	Quality of railroad infrastructure*	19	4.7	Japan	6.7
4.04	Liner Shipping Connectivity Index (0–157.1)	1	157.5	China	157.5
4.05	Quality of port infrastructure*	54	4.5	Netherlands	6.8
4.06	Paved roads (% of total)	65	53.5	Multiple economies (18)	100.0
4.07	Quality of roads*	50	4.5	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>		<b>31</b>	<b>4.8</b>	<b>Singapore</b>	<b>5.7</b>
5.01	Ease and affordability of shipment (1–5)	22	3.5	Luxembourg	3.8
5.02	Logistics competence (1–5)	35	3.5	Norway	4.2
5.03	Tracking and tracing ability (1–5)	29	3.5	Germany	4.2
5.04	Timeliness of shipments in reaching destination (1–5)	36	3.9	Luxembourg	4.7
5.05	Postal services efficiency*	57	4.8	Japan	6.8
5.06	Efficiency of transport mode change*	40	4.6	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>		<b>82</b>	<b>3.7</b>	<b>Sweden</b>	<b>6.5</b>
6.01	Mobile phone subscriptions/100 pop.	108	80.8	Hong Kong SAR	229.2
6.02	Individuals using Internet (%)	73	42.3	Iceland	96.2
6.03	Fixed broadband Internet subscriptions/100 pop.	48	12.7	Switzerland	39.9
6.04	Active mobile broadband Internet subscriptions/100 pop.	72	16.9	Singapore	124.5
6.05	ICT use for business-to-business transactions*	64	4.9	Finland	6.2
6.06	Internet use for business-to-consumer transactions*	40	5.1	United Kingdom	6.3
6.07	Government Online Service Index (0–1)	59	0.53	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>		<b>37</b>	<b>4.6</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01	Protection of property index (1–7)	46	4.3	Finland	6.3
	Property rights*	48	4.6	Finland	6.4
	Intellectual property protection*	48	3.9	Finland	6.2
7.02	Efficiency and accountability of public institutions index (1–7)	49	3.8	Singapore	6.0
	Judicial efficiency & impartiality in commercial disputes (0–4)	100	1.5	Multiple economies (7)	4.0
	Diversion of public funds*	41	3.9	New Zealand	6.5
	Ease of compliance with government regulation*	14	4.3	Singapore	5.4
7.03	Access to finance index (1–7)	42	4.1	Hong Kong SAR	5.7
	Affordability of financial services*	49	4.4	Hong Kong SAR	6.1
	Availability of financial services*	66	4.5	Switzerland	6.4
	Ease of access to loans*	30	3.4	Qatar	4.9
	Availability of trade finance*	37	4.3	Hong Kong SAR	5.8
7.04	Openness to foreign participation index (1–7)	5	5.1	Ireland	5.5
	Ease of hiring foreign labour*	20	4.6	United Arab Emirates	5.6
	Business impact of rules on FDI*	43	4.8	Ireland	6.7
	Openness to multilateral trade rules (0–100)	5	85.8	Slovenia	92.2
7.05	Index of physical security (1–7)	63	5.6	Qatar	6.8
	Reliability of police services*	55	4.4	Finland	6.7
	Business costs of crime and violence*	61	4.8	Qatar	6.8
	Business costs of terrorism*	89	5.0	Slovenia	6.7
	Homicide cases/100,000 pop.	27	1.0	Hong Kong SAR	0.2
	Index of terrorism incidence (1–7)	114	6.5	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Colombia

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

		Rank/138
Population (millions) .....	46.6 .....	26
GDP (US\$ billions) .....	369.0 .....	32
GDP per capita (US\$) .....	7,919.2 .....	63
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	32.3 .....	133
Share of world trade (%) .....	0.32 .....	52
Total Exports (US\$ billions) .....	60.3 .....	53
Total Imports (US\$ billions) .....	59.1 .....	50

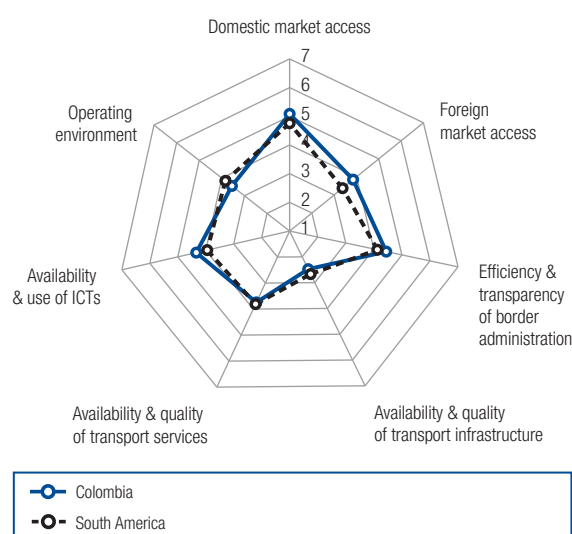
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>1.0</b> .....	<b>24.4</b>
<b>Intermediate goods</b> .....	<b>79.6</b> .....	<b>45.5</b>
Food and beverages (industrial) .....	4.2 .....	3.1
Industrial supplies (primary and processed) .....	16.4 .....	33.1
Parts and accessories .....	1.0 .....	9.1
Fuels and lubricants .....	58.0 .....	0.1
<b>Consumer goods</b> .....	<b>11.2</b> .....	<b>16.0</b>
Food and beverages (consumer) .....	4.1 .....	3.8
Transport equipment and consumer goods .....	7.1 .....	12.1
<b>Passenger motor cars</b> .....	<b>0.5</b> .....	<b>4.0</b>
<b>Others</b> .....	<b>7.8</b> .....	<b>10.1</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>73</b> .....	<b>4.0</b>
<b>Subindex A: Market access (25%)</b> .....	<b>16</b> .....	<b>4.5</b>
Pillar 1: Domestic market access .....	36 .....	5.1
Pillar 2: Foreign market access .....	18 .....	3.8
<b>Subindex B: Border administration (25%)</b> .....	<b>68</b> .....	<b>4.4</b>
Pillar 3: Efficiency & transparency of border administration .....	68 .....	4.4
<b>Subindex C: Infrastructure (25%)</b> .....	<b>84</b> .....	<b>3.5</b>
Pillar 4: Availability & quality of transport infrastructure .....	112 .....	2.5
Pillar 5: Availability & quality of transport services .....	88 .....	3.7
Pillar 6: Availability & use of ICTs .....	56 .....	4.3
<b>Subindex D: Operating environment (25%)</b> .....	<b>112</b> .....	<b>3.6</b>
Pillar 7: Operating environment .....	112 .....	3.6



## The most problematic factors for trade, 2013

### Most problematic factors for exporting

	Score*
High cost or delays caused by domestic transportation .....	17.6
Difficulties in meeting quality/quantity requirements of buyers .....	10.6
Identifying potential markets and buyers .....	10.6
Inappropriate production technology and skills .....	9.2
Technical requirements and standards abroad .....	8.9
Access to trade finance .....	8.9
Access to imported inputs at competitive prices .....	8.6
Burdensome procedures at foreign borders .....	6.3
High cost or delays caused by international transportation .....	5.5
Tariff barriers abroad .....	5.0
Corruption at foreign borders .....	4.5
Rules of origin requirements abroad .....	4.4

### Most problematic factors for importing

	Score*
High cost or delays caused by international transportation .....	19.5
Burdensome import procedures .....	18.1
Tariffs .....	16.9
Domestic technical requirements and standards .....	12.4
Corruption at the border .....	11.0
High cost or delays caused by domestic transportation .....	8.8
Crime and theft .....	8.4
Inappropriate telecommunications infrastructure .....	5.0

\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.



For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS		RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>		<b>36</b>	<b>5.1</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01	Tariff rate (%)	79	6.6	Multiple economies (2)	0.0
1.02	Complexity of tariffs index (1–7)	36	6.5	Multiple economies (2)	7.0
	Tariff dispersion (standard deviation)	52	8.2	Multiple economies (2)	0.0
	Tariff peaks (% of tariff lines)	56	1.2	Multiple economies (24)	0.0
	Specific tariffs (% of tariff lines)	1	0.0	Multiple economies (54)	0.0
	Number of distinct tariffs	43	13	Multiple economies (2)	1
1.03	Share of duty-free imports (%)	77	56.0	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>		<b>18</b>	<b>3.8</b>	<b>Cambodia</b>	<b>5.3</b>
2.01	Tariffs faced (%)	15	4.9	Chile	3.5
2.02	Index of margin of preference in destination mkt (0–100)	36	48.4	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>		<b>68</b>	<b>4.4</b>	<b>Singapore</b>	<b>6.3</b>
3.01	Customs services index (0–1)	76	0.51	Singapore	0.97
3.02	Efficiency of the clearance process (1–5)	79	2.6	Norway	4.2
3.03	No. of days to import	42	13	Singapore	4
3.04	No. of documents to import	43	6	Multiple economies (2)	2
3.05	Cost to import (US\$ per container)	118	2,470	Singapore	440
3.06	No. of days to export	56	14	Multiple economies (5)	6
3.07	No. of documents to export	16	4	Multiple economies (2)	2
3.08	Cost to export (US\$ per container)	123	2,355	Malaysia	450
3.09	Irregular payments in exports and imports*	78	3.4	New Zealand	6.6
3.10	Time predictability of import procedures*	68	3.9	Finland	6.0
3.11	Customs transparency index (0–1)	1	1.00	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>		<b>112</b>	<b>2.5</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01	Available int'l airline seat km/week, millions	50	326.1	United States	11,481.7
4.02	Quality of air transport infrastructure*	90	4.0	Singapore	6.8
4.03	Quality of railroad infrastructure*	103	1.5	Japan	6.7
4.04	Liner Shipping Connectivity Index (0–157.1)	38	37.5	China	157.5
4.05	Quality of port infrastructure*	101	3.5	Netherlands	6.8
4.06	Paved roads (% of total)	114	14.4	Multiple economies (18)	100.0
4.07	Quality of roads*	121	2.6	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>		<b>88</b>	<b>3.7</b>	<b>Singapore</b>	<b>5.7</b>
5.01	Ease and affordability of shipment (1–5)	92	2.7	Luxembourg	3.8
5.02	Logistics competence (1–5)	91	2.6	Norway	4.2
5.03	Tracking and tracing ability (1–5)	105	2.5	Germany	4.2
5.04	Timeliness of shipments in reaching destination (1–5)	109	2.9	Luxembourg	4.7
5.05	Postal services efficiency*	50	5.0	Japan	6.8
5.06	Efficiency of transport mode change*	104	3.3	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>		<b>56</b>	<b>4.3</b>	<b>Sweden</b>	<b>6.5</b>
6.01	Mobile phone subscriptions/100 pop.	81	102.9	Hong Kong SAR	229.2
6.02	Individuals using Internet (%)	62	49.0	Iceland	96.2
6.03	Fixed broadband Internet subscriptions/100 pop.	65	8.2	Switzerland	39.9
6.04	Active mobile broadband Internet subscriptions/100 pop.	96	4.9	Singapore	124.5
6.05	ICT use for business-to-business transactions*	60	4.9	Finland	6.2
6.06	Internet use for business-to-consumer transactions*	55	4.8	United Kingdom	6.3
6.07	Government Online Service Index (0–1)	16	0.84	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>		<b>112</b>	<b>3.6</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01	Protection of property index (1–7)	88	3.5	Finland	6.3
	Property rights*	85	3.8	Finland	6.4
	Intellectual property protection*	88	3.2	Finland	6.2
7.02	Efficiency and accountability of public institutions index (1–7)	69	3.6	Singapore	6.0
	Judicial efficiency & impartiality in commercial disputes (0–4)	22	3.0	Multiple economies (7)	4.0
	Diversion of public funds*	119	2.3	New Zealand	6.5
	Ease of compliance with government regulation*	105	2.9	Singapore	5.4
7.03	Access to finance index (1–7)	67	3.8	Hong Kong SAR	5.7
	Affordability of financial services*	94	3.8	Hong Kong SAR	6.1
	Availability of financial services*	50	4.9	Switzerland	6.4
	Ease of access to loans*	67	2.8	Qatar	4.9
	Availability of trade finance*	67	3.8	Hong Kong SAR	5.8
7.04	Openness to foreign participation index (1–7)	68	4.3	Ireland	5.5
	Ease of hiring foreign labour*	73	4.1	United Arab Emirates	5.6
	Business impact of rules on FDI*	69	4.5	Ireland	6.7
	Openness to multilateral trade rules (0–100)	72	63.5	Slovenia	92.2
7.05	Index of physical security (1–7)	138	2.5	Qatar	6.8
	Reliability of police services*	67	4.2	Finland	6.7
	Business costs of crime and violence*	131	2.7	Qatar	6.8
	Business costs of terrorism*	137	2.7	Slovenia	6.7
	Homicide cases/100,000 pop.	130	33.2	Hong Kong SAR	0.2
	Index of terrorism incidence (1–7)	131	2.2	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



# Costa Rica

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions) .....	4.7..... 101
GDP (US\$ billions) .....	45.1..... 77
GDP per capita (US\$) .....	9,665.0..... 60
<b>Merchandise trade</b>	
Trade openness (imports+exports)/GDP .....	64.2..... 71
Share of world trade (%) .....	0.08..... 79
Total Exports (US\$ billions) .....	11.5..... 79
Total Imports (US\$ billions) .....	17.6..... 80

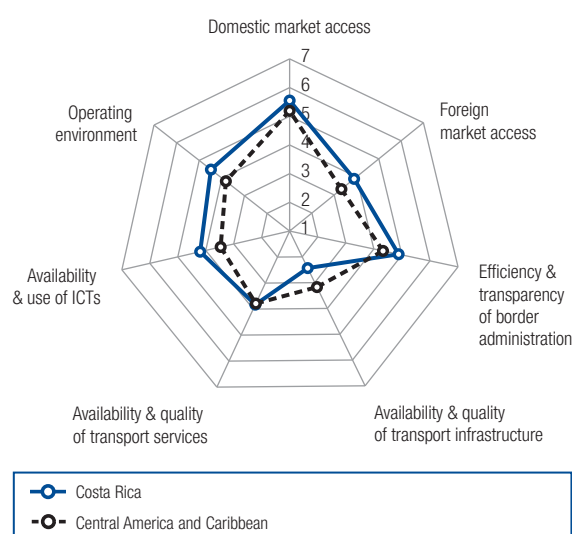
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>10.8</b> .....	<b>14.5</b>
<b>Intermediate goods</b> .....	<b>51.6</b> .....	<b>51.0</b>
Food and beverages (industrial) .....	6.2.....	2.2
Industrial supplies (primary and processed) .....	21.3.....	29.3
Parts and accessories .....	24.0.....	18.9
Fuels and lubricants .....	0.0.....	0.6
<b>Consumer goods</b> .....	<b>37.5</b> .....	<b>19.3</b>
Food and beverages (consumer) .....	25.5.....	6.2
Transport equipment and consumer goods .....	12.0.....	13.1
<b>Passenger motor cars</b> .....	<b>0.0</b> .....	<b>3.3</b>
<b>Others</b> .....	<b>0.0</b> .....	<b>11.9</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

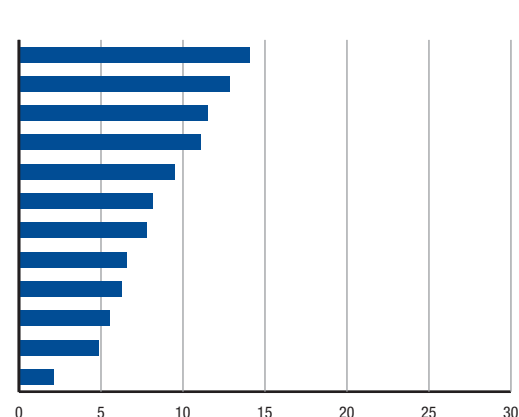
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>42</b> .....	<b>4.4</b>
<b>Subindex A: Market access (25%)</b> .....	<b>8</b> .....	<b>4.7</b>
Pillar 1: Domestic market access .....	20.....	5.5
Pillar 2: Foreign market access .....	16.....	3.9
<b>Subindex B: Border administration (25%)</b> .....	<b>46</b> .....	<b>4.9</b>
Pillar 3: Efficiency & transparency of border administration .....	46.....	4.9
<b>Subindex C: Infrastructure (25%)</b> .....	<b>85</b> .....	<b>3.5</b>
Pillar 4: Availability & quality of transport infrastructure .....	117.....	2.4
Pillar 5: Availability & quality of transport services .....	83.....	3.8
Pillar 6: Availability & use of ICTs .....	62.....	4.2
<b>Subindex D: Operating environment (25%)</b> .....	<b>46</b> .....	<b>4.5</b>
Pillar 7: Operating environment .....	46.....	4.5



## The most problematic factors for trade, 2013

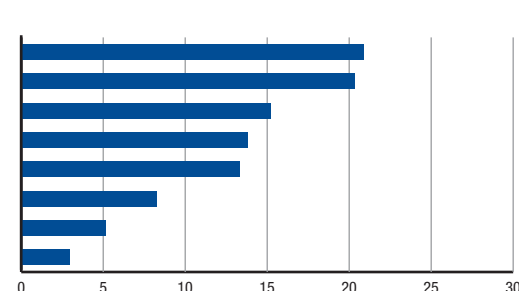
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	14.0
Access to trade finance .....	12.8
High cost or delays caused by domestic transportation .....	11.5
Access to imported inputs at competitive prices .....	11.0
High cost or delays caused by international transportation .....	9.5
Difficulties in meeting quality/quantity requirements of buyers .....	8.1
Technical requirements and standards abroad .....	7.8
Tariff barriers abroad .....	6.6
Inappropriate production technology and skills .....	6.2
Burdensome procedures at foreign borders .....	5.5
Rules of origin requirements abroad .....	4.8
Corruption at foreign borders .....	2.1



### Most problematic factors for importing

	Score*
Burdensome import procedures .....	20.9
Tariffs .....	20.4
Domestic technical requirements and standards .....	15.2
High cost or delays caused by domestic transportation .....	13.8
High cost or delays caused by international transportation .....	13.3
Corruption at the border .....	8.3
Inappropriate telecommunications infrastructure .....	5.1
Crime and theft .....	3.0



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Costa Rica

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>20</b>	<b>5.5</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	48	3.9	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	50	6.4	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	41	7.4	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	67	3.0	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	1	0.0	Multiple economies (54)	0.0
Number of distinct tariffs	49	17	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	72	64.0	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>16</b>	<b>3.9</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	12	4.7	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	46	42.5	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>46</b>	<b>4.9</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	38	0.69	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	102	2.4	Norway	4.2
3.03 No. of days to import	47	14	Singapore	4
3.04 No. of documents to import	27	5	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	49	1,070	Singapore	440
3.06 No. of days to export	48	13	Multiple economies (5)	6
3.07 No. of documents to export	40	5	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	52	1,015	Malaysia	450
3.09 Irregular payments in exports and imports*	59	3.9	New Zealand	6.6
3.10 Time predictability of import procedures*	63	3.9	Finland	6.0
3.11 Customs transparency index (0–1)	1	1.00	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>117</b>	<b>2.4</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	72	135.2	United States	11,481.7
4.02 Quality of air transport infrastructure*	52	4.8	Singapore	6.8
4.03 Quality of railroad infrastructure*	97	1.7	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	70	14.0	China	157.5
4.05 Quality of port infrastructure*	119	2.9	Netherlands	6.8
4.06 Paved roads (% of total)	89	26.0	Multiple economies (18)	100.0
4.07 Quality of roads*	116	2.7	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>83</b>	<b>3.8</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	103	2.6	Luxembourg	3.8
5.02 Logistics competence (1–5)	69	2.9	Norway	4.2
5.03 Tracking and tracing ability (1–5)	81	2.8	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	95	3.0	Luxembourg	4.7
5.05 Postal services efficiency*	73	4.4	Japan	6.8
5.06 Efficiency of transport mode change*	95	3.5	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>62</b>	<b>4.2</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	60	111.9	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	64	47.5	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	60	9.3	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	67	20.3	Singapore	124.5
6.05 ICT use for business-to-business transactions*	42	5.3	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	46	4.9	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	67	0.50	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>46</b>	<b>4.5</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	51	4.2	Finland	6.3
Property rights*	50	4.6	Finland	6.4
Intellectual property protection*	54	3.8	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	33	4.4	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	13	3.5	Multiple economies (7)	4.0
Diversion of public funds*	50	3.7	New Zealand	6.5
Ease of compliance with government regulation*	86	3.3	Singapore	5.4
7.03 Access to finance index (1–7)	73	3.8	Hong Kong SAR	5.7
Affordability of financial services*	58	4.2	Hong Kong SAR	6.1
Availability of financial services*	69	4.4	Switzerland	6.4
Ease of access to loans*	100	2.4	Qatar	4.9
Availability of trade finance*	56	4.0	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	48	4.6	Ireland	5.5
Ease of hiring foreign labour*	68	4.1	United Arab Emirates	5.6
Business impact of rules on FDI*	25	5.1	Ireland	6.7
Openness to multilateral trade rules (0–100)	62	65.9	Slovenia	92.2
7.05 Index of physical security (1–7)	70	5.5	Qatar	6.8
Reliability of police services*	41	4.9	Finland	6.7
Business costs of crime and violence*	99	3.9	Qatar	6.8
Business costs of terrorism*	34	6.1	Slovenia	6.7
Homicide cases/100,000 pop.	101	10.0	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	1	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Côte d'Ivoire

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

		Rank/138
Population (millions) .....	23.4 .....	44
GDP (US\$ billions) .....	24.7 .....	93
GDP per capita (US\$) .....	1,057.3 .....	117
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	89.7 .....	36
Share of world trade (%) .....	0.06 .....	86
Total Exports (US\$ billions) .....	12.4 .....	77
Total Imports (US\$ billions) .....	9.8 .....	95

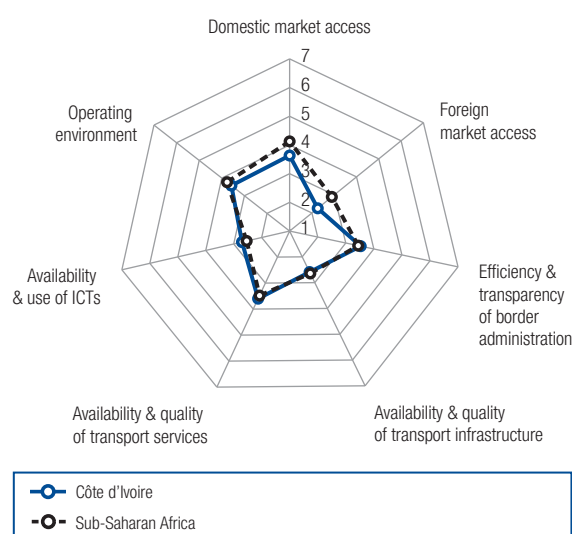
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>1.2</b> .....	<b>14.4</b>
<b>Intermediate goods</b> .....	<b>70.8</b> .....	<b>60.3</b>
Food and beverages (industrial) .....	35.1 .....	2.9
Industrial supplies (primary and processed) .....	23.1 .....	22.0
Parts and accessories .....	1.0 .....	6.0
Fuels and lubricants .....	11.6 .....	29.4
<b>Consumer goods</b> .....	<b>11.6</b> .....	<b>21.3</b>
Food and beverages (consumer) .....	7.7 .....	14.6
Transport equipment and consumer goods .....	3.9 .....	6.7
<b>Passenger motor cars</b> .....	<b>0.0</b> .....	<b>2.4</b>
<b>Others</b> .....	<b>16.3</b> .....	<b>1.6</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

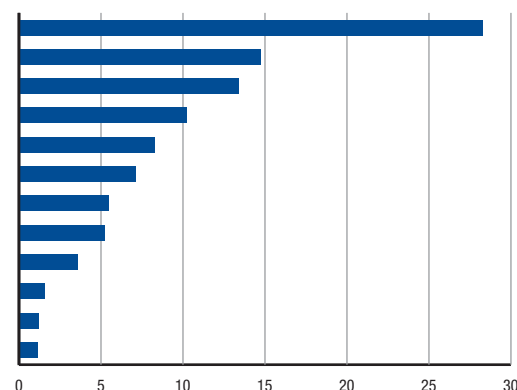
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>117</b> .....	<b>3.3</b>
<b>Subindex A: Market access (25%)</b> .....	<b>125</b> .....	<b>2.9</b>
Pillar 1: Domestic market access .....	115 .....	3.6
Pillar 2: Foreign market access .....	83 .....	2.3
<b>Subindex B: Border administration (25%)</b> .....	<b>106</b> .....	<b>3.5</b>
Pillar 3: Efficiency & transparency of border administration .....	106 .....	3.5
<b>Subindex C: Infrastructure (25%)</b> .....	<b>108</b> .....	<b>3.0</b>
Pillar 4: Availability & quality of transport infrastructure .....	106 .....	2.6
Pillar 5: Availability & quality of transport services .....	98 .....	3.6
Pillar 6: Availability & use of ICTs .....	110 .....	2.7
<b>Subindex D: Operating environment (25%)</b> .....	<b>111</b> .....	<b>3.6</b>
Pillar 7: Operating environment .....	111 .....	3.6



## The most problematic factors for trade, 2013

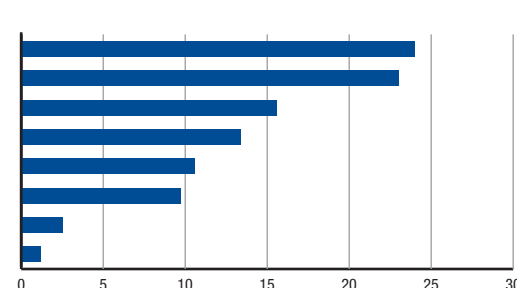
### Most problematic factors for exporting

	Score*
Access to trade finance .....	28.3
Identifying potential markets and buyers .....	14.7
Access to imported inputs at competitive prices .....	13.4
High cost or delays caused by international transportation .....	10.2
High cost or delays caused by domestic transportation .....	8.3
Burdensome procedures at foreign borders .....	7.1
Difficulties in meeting quality/quantity requirements of buyers .....	5.4
Inappropriate production technology and skills .....	5.2
Corruption at foreign borders .....	3.6
Technical requirements and standards abroad .....	1.5
Rules of origin requirements abroad .....	1.2
Tariff barriers abroad .....	1.1



### Most problematic factors for importing

	Score*
Tariffs .....	24.0
Burdensome import procedures .....	23.0
High cost or delays caused by international transportation .....	15.6
Corruption at the border .....	13.4
High cost or delays caused by domestic transportation .....	10.6
Crime and theft .....	9.7
Inappropriate telecommunications infrastructure .....	2.5
Domestic technical requirements and standards .....	1.2



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Côte d'Ivoire

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b> .....	<b>115</b> .....	<b>3.6</b>	<b>Multiple economies (2)</b> .....	<b>7.0</b>
1.01 Tariff rate (%).....	112.....	10.8	Multiple economies (2).....	0.0
1.02 Complexity of tariffs index (1–7).....	6.....	6.7	Multiple economies (2).....	7.0
Tariff dispersion (standard deviation).....	26.....	6.8	Multiple economies (2).....	0.0
Tariff peaks (% of tariff lines).....	1.....	0.0	Multiple economies (24).....	0.0
Specific tariffs (% of tariff lines).....	1.....	0.0	Multiple economies (54).....	0.0
Number of distinct tariffs.....	5.....	4	Multiple economies (2).....	1
1.03 Share of duty-free imports (%).....	123.....	8.7	Multiple economies (2).....	100.0
<b>Pillar 2: Foreign market access (1–7)</b> .....	<b>83</b> .....	<b>2.3</b>	<b>Cambodia</b> .....	<b>5.3</b>
2.01 Tariffs faced (%).....	135.....	6.0	Chile.....	3.5
2.02 Index of margin of preference in destination mkt (0–100).....	48.....	41.0	Mauritius.....	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b> .....	<b>106</b> .....	<b>3.5</b>	<b>Singapore</b> .....	<b>6.3</b>
3.01 Customs services index (0–1).....	76.....	0.51	Singapore.....	0.97
3.02 Efficiency of the clearance process (1–5).....	110.....	2.3	Norway.....	4.2
3.03 No. of days to import.....	117.....	34	Singapore.....	4
3.04 No. of documents to import.....	115.....	10	Multiple economies (2).....	2
3.05 Cost to import (US\$ per container).....	121.....	2,710	Singapore.....	440
3.06 No. of days to export.....	105.....	25	Multiple economies (5).....	6
3.07 No. of documents to export.....	121.....	9	Multiple economies (2).....	2
3.08 Cost to export (US\$ per container).....	115.....	1,990	Malaysia.....	450
3.09 Irregular payments in exports and imports*.....	90.....	3.0	New Zealand.....	6.6
3.10 Time predictability of import procedures*.....	101.....	3.4	Finland.....	6.0
3.11 Customs transparency index (0–1).....	83.....	0.70	Multiple economies (35).....	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b> .....	<b>106</b> .....	<b>2.6</b>	<b>United Arab Emirates</b> .....	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions.....	97.....	44.2	United States.....	11,481.7
4.02 Quality of air transport infrastructure*.....	86.....	4.1	Singapore.....	6.8
4.03 Quality of railroad infrastructure*.....	77.....	2.1	Japan.....	6.7
4.04 Liner Shipping Connectivity Index (0–157.1).....	66.....	17.6	China.....	157.5
4.05 Quality of port infrastructure*.....	49.....	4.5	Netherlands.....	6.8
4.06 Paved roads (% of total).....	133.....	7.9	Multiple economies (18).....	100.0
4.07 Quality of roads*.....	93.....	3.2	United Arab Emirates.....	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b> .....	<b>98</b> .....	<b>3.6</b>	<b>Singapore</b> .....	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5).....	74.....	2.9	Luxembourg.....	3.8
5.02 Logistics competence (1–5).....	95.....	2.6	Norway.....	4.2
5.03 Tracking and tracing ability (1–5).....	67.....	3.0	Germany.....	4.2
5.04 Timeliness of shipments in reaching destination (1–5).....	67.....	3.3	Luxembourg.....	4.7
5.05 Postal services efficiency*.....	126.....	2.6	Japan.....	6.8
5.06 Efficiency of transport mode change*.....	109.....	3.3	Hong Kong SAR.....	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b> .....	<b>110</b> .....	<b>2.7</b>	<b>Sweden</b> .....	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop. ....	98.....	91.2	Hong Kong SAR.....	229.2
6.02 Individuals using Internet (%).....	130.....	2.4	Iceland.....	96.2
6.03 Fixed broadband Internet subscriptions/100 pop. ....	124.....	0.1	Switzerland.....	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop. ....	127.....	0.0	Singapore.....	124.5
6.05 ICT use for business-to-business transactions*.....	113.....	4.2	Finland.....	6.2
6.06 Internet use for business-to-consumer transactions*.....	112.....	3.6	United Kingdom.....	6.3
6.07 Government Online Service Index (0–1).....	103.....	0.33	Multiple economies (3).....	1.00
<b>Pillar 7: Operating environment (1–7)</b> .....	<b>111</b> .....	<b>3.6</b>	<b>Hong Kong SAR</b> .....	<b>5.8</b>
7.01 Protection of property index (1–7).....	112.....	3.1	Finland.....	6.3
Property rights*.....	110.....	3.4	Finland.....	6.4
Intellectual property protection*.....	114.....	2.7	Finland.....	6.2
7.02 Efficiency and accountability of public institutions index (1–7).....	67.....	3.6	Singapore.....	6.0
Judicial efficiency & impartiality in commercial disputes (0–4).....	55.....	2.3	Multiple economies (7).....	4.0
Diversion of public funds*.....	99.....	2.6	New Zealand.....	6.5
Ease of compliance with government regulation*.....	40.....	3.8	Singapore.....	5.4
7.03 Access to finance index (1–7).....	115.....	3.1	Hong Kong SAR.....	5.7
Affordability of financial services*.....	119.....	3.3	Hong Kong SAR.....	6.1
Availability of financial services*.....	116.....	3.6	Switzerland.....	6.4
Ease of access to loans*.....	96.....	2.4	Qatar.....	4.9
Availability of trade finance*.....	116.....	2.9	Hong Kong SAR.....	5.8
7.04 Openness to foreign participation index (1–7).....	71.....	4.3	Ireland.....	5.5
Ease of hiring foreign labour*.....	16.....	4.7	United Arab Emirates.....	5.6
Business impact of rules on FDI*.....	34.....	5.0	Ireland.....	6.7
Openness to multilateral trade rules (0–100).....	115.....	48.6	Slovenia.....	92.2
7.05 Index of physical security (1–7).....	127.....	3.9	Qatar.....	6.8
Reliability of police services*.....	105.....	3.3	Finland.....	6.7
Business costs of crime and violence*.....	121.....	3.2	Qatar.....	6.8
Business costs of terrorism*.....	85.....	5.1	Slovenia.....	6.7
Homicide cases/100,000 pop. ....	136.....	56.9	Hong Kong SAR.....	0.2
Index of terrorism incidence (1–7).....	111.....	6.6	Multiple economies (48).....	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Croatia

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	4.4.....	105
GDP (US\$ billions) .....	56.5.....	70
GDP per capita (US\$) .....	12,829.5.....	47
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	58.7.....	85
Share of world trade (%) .....	0.09.....	75
Total Exports (US\$ billions) .....	12.3.....	78
Total Imports (US\$ billions) .....	20.8.....	73

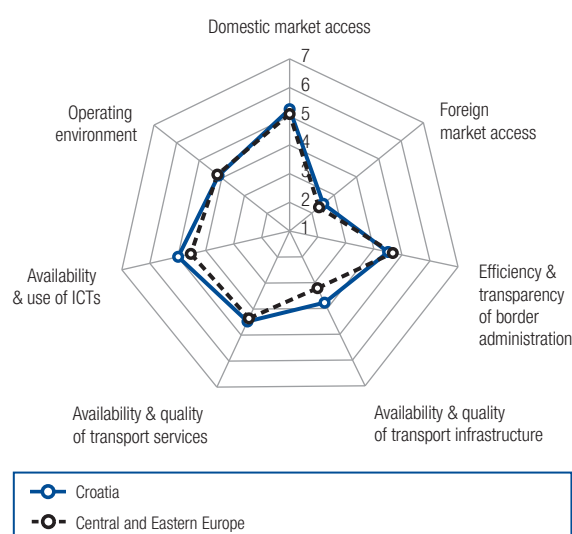
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>15.3.....</b>	<b>12.0</b>
<b>Intermediate goods</b> .....	<b>47.5.....</b>	<b>53.8</b>
Food and beverages (industrial) .....	2.5.....	2.3
Industrial supplies (primary and processed) .....	32.1.....	28.4
Parts and accessories .....	9.9.....	7.0
Fuels and lubricants .....	3.1.....	16.2
<b>Consumer goods</b> .....	<b>25.8.....</b>	<b>25.0</b>
Food and beverages (consumer) .....	8.6.....	7.6
Transport equipment and consumer goods .....	17.2.....	17.3
<b>Passenger motor cars</b> .....	<b>0.0.....</b>	<b>2.4</b>
<b>Others</b> .....	<b>11.3.....</b>	<b>6.9</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

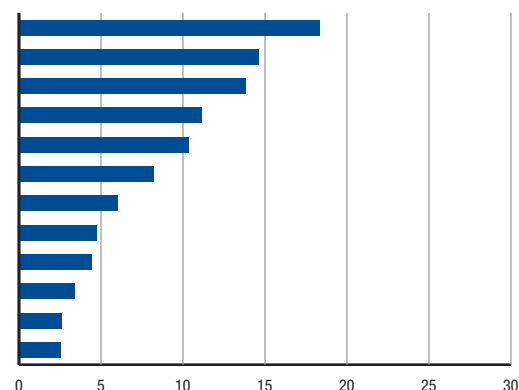
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>56.....</b>	<b>4.2</b>
<b>Subindex A: Market access (25%)</b> .....	<b>50.....</b>	<b>3.9</b>
Pillar 1: Domestic market access .....	31.....	5.2
Pillar 2: Foreign market access .....	68.....	2.5
<b>Subindex B: Border administration (25%)</b> .....	<b>65.....</b>	<b>4.5</b>
Pillar 3: Efficiency & transparency of border administration .....	65.....	4.5
<b>Subindex C: Infrastructure (25%)</b> .....	<b>42.....</b>	<b>4.4</b>
Pillar 4: Availability & quality of transport infrastructure .....	51.....	3.8
Pillar 5: Availability & quality of transport services .....	48.....	4.5
Pillar 6: Availability & use of ICTs .....	39.....	5.0
<b>Subindex D: Operating environment (25%)</b> .....	<b>69.....</b>	<b>4.1</b>
Pillar 7: Operating environment .....	69.....	4.1



## The most problematic factors for trade, 2013

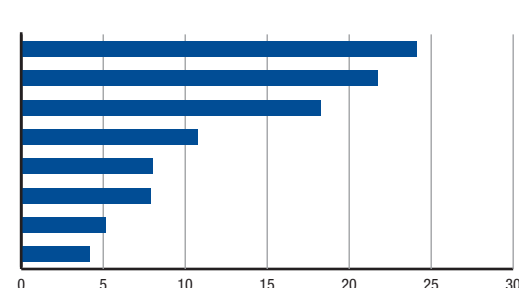
### Most problematic factors for exporting

	Score*
Inappropriate production technology and skills .....	18.3
Identifying potential markets and buyers .....	14.6
Access to trade finance .....	13.8
Difficulties in meeting quality/quantity requirements of buyers .....	11.1
Technical requirements and standards abroad .....	10.3
Access to imported inputs at competitive prices .....	8.2
Burdensome procedures at foreign borders .....	6.0
Rules of origin requirements abroad .....	4.7
High cost or delays caused by domestic transportation .....	4.4
Tariff barriers abroad .....	3.4
High cost or delays caused by international transportation .....	2.6
Corruption at foreign borders .....	2.5



### Most problematic factors for importing

	Score*
Burdensome import procedures .....	24.1
Domestic technical requirements and standards .....	21.7
Tariffs .....	18.3
High cost or delays caused by international transportation .....	10.7
High cost or delays caused by domestic transportation .....	8.0
Corruption at the border .....	7.9
Crime and theft .....	5.1
Inappropriate telecommunications infrastructure .....	4.2



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS		RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>		<b>31</b>	<b>5.2</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01	Tariff rate (%)	43	3.2	Multiple economies (2)	0.0
1.02	Complexity of tariffs index (1–7)	106	4.1	Multiple economies (2)	7.0
	Tariff dispersion (standard deviation)	19	6.2	Multiple economies (2)	0.0
	Tariff peaks (% of tariff lines)	136	14.6	Multiple economies (24)	0.0
	Specific tariffs (% of tariff lines)	102	6.5	Multiple economies (54)	0.0
	Number of distinct tariffs	103	731	Multiple economies (2)	1
1.03	Share of duty-free imports (%)	18	82.6	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>		<b>68</b>	<b>2.5</b>	<b>Cambodia</b>	<b>5.3</b>
2.01	Tariffs faced (%)	128	5.8	Chile	3.5
2.02	Index of margin of preference in destination mkts (0–100)	43	44.1	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>		<b>65</b>	<b>4.5</b>	<b>Singapore</b>	<b>6.3</b>
3.01	Customs services index (0–1)	73	0.53	Singapore	0.97
3.02	Efficiency of the clearance process (1–5)	48	2.9	Norway	4.2
3.03	No. of days to import	54	15	Singapore	4
3.04	No. of documents to import	57	7	Multiple economies (2)	2
3.05	Cost to import (US\$ per container)	57	1,185	Singapore	440
3.06	No. of days to export	79	18	Multiple economies (5)	6
3.07	No. of documents to export	85	7	Multiple economies (2)	2
3.08	Cost to export (US\$ per container)	83	1,335	Malaysia	450
3.09	Irregular payments in exports and imports*	66	3.7	New Zealand	6.6
3.10	Time predictability of import procedures*	40	4.5	Finland	6.0
3.11	Customs transparency index (0–1)	73	0.77	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>		<b>51</b>	<b>3.8</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01	Available int'l airline seat km/week, millions	84	82.2	United States	11,481.7
4.02	Quality of air transport infrastructure*	67	4.4	Singapore	6.8
4.03	Quality of railroad infrastructure*	51	3.1	Japan	6.7
4.04	Liner Shipping Connectivity Index (0–157.1)	58	20.4	China	157.5
4.05	Quality of port infrastructure*	60	4.3	Netherlands	6.8
4.06	Paved roads (% of total)	29	90.7	Multiple economies (18)	100.0
4.07	Quality of roads*	21	5.5	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>		<b>48</b>	<b>4.5</b>	<b>Singapore</b>	<b>5.7</b>
5.01	Ease and affordability of shipment (1–5)	63	3.0	Luxembourg	3.8
5.02	Logistics competence (1–5)	54	3.0	Norway	4.2
5.03	Tracking and tracing ability (1–5)	58	3.1	Germany	4.2
5.04	Timeliness of shipments in reaching destination (1–5)	65	3.4	Luxembourg	4.7
5.05	Postal services efficiency*	27	5.8	Japan	6.8
5.06	Efficiency of transport mode change*	50	4.4	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>		<b>39</b>	<b>5.0</b>	<b>Sweden</b>	<b>6.5</b>
6.01	Mobile phone subscriptions/100 pop.	57	115.4	Hong Kong SAR	229.2
6.02	Individuals using Internet (%)	43	63.0	Iceland	96.2
6.03	Fixed broadband Internet subscriptions/100 pop.	35	20.7	Switzerland	39.9
6.04	Active mobile broadband Internet subscriptions/100 pop.	25	53.2	Singapore	124.5
6.05	ICT use for business-to-business transactions*	48	5.2	Finland	6.2
6.06	Internet use for business-to-consumer transactions*	64	4.6	United Kingdom	6.3
6.07	Government Online Service Index (0–1)	40	0.64	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>		<b>69</b>	<b>4.1</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01	Protection of property index (1–7)	81	3.7	Finland	6.3
	Property rights*	89	3.8	Finland	6.4
	Intellectual property protection*	76	3.5	Finland	6.2
7.02	Efficiency and accountability of public institutions index (1–7)	92	3.3	Singapore	6.0
	Judicial efficiency & impartiality in commercial disputes (0–4)	44	2.5	Multiple economies (7)	4.0
	Diversion of public funds*	79	3.0	New Zealand	6.5
	Ease of compliance with government regulation*	133	2.3	Singapore	5.4
7.03	Access to finance index (1–7)	92	3.5	Hong Kong SAR	5.7
	Affordability of financial services*	84	3.9	Hong Kong SAR	6.1
	Availability of financial services*	80	4.2	Switzerland	6.4
	Ease of access to loans*	99	2.4	Qatar	4.9
	Availability of trade finance*	92	3.4	Hong Kong SAR	5.8
7.04	Openness to foreign participation index (1–7)	81	4.2	Ireland	5.5
	Ease of hiring foreign labour*	119	3.3	United Arab Emirates	5.6
	Business impact of rules on FDI*	130	3.0	Ireland	6.7
	Openness to multilateral trade rules (0–100)	2	89.4	Slovenia	92.2
7.05	Index of physical security (1–7)	31	6.1	Qatar	6.8
	Reliability of police services*	49	4.6	Finland	6.7
	Business costs of crime and violence*	38	5.3	Qatar	6.8
	Business costs of terrorism*	14	6.4	Slovenia	6.7
	Homicide cases/100,000 pop.	32	1.1	Hong Kong SAR	0.2
	Index of terrorism incidence (1–7)	1	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



# Cyprus

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	0.9.....	132
GDP (US\$ billions) .....	23.0.....	95
GDP per capita (US\$) .....	26,389.0.....	28
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	39.4.....	123
Share of world trade (%) .....	0.02.....	109
Total Exports (US\$ billions) .....	1.7.....	122
Total Imports (US\$ billions) .....	7.3.....	102

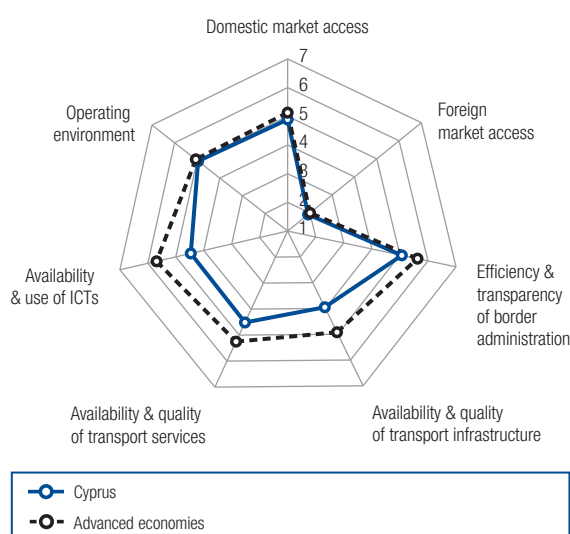
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>3.7</b> .....	<b>7.5</b>
<b>Intermediate goods</b> .....	<b>35.9</b> .....	<b>26.0</b>
Food and beverages (industrial) .....	1.5.....	1.8
Industrial supplies (primary and processed) .....	31.9.....	18.5
Parts and accessories .....	2.4.....	4.8
Fuels and lubricants .....	0.0.....	0.9
<b>Consumer goods</b> .....	<b>59.9</b> .....	<b>33.4</b>
Food and beverages (consumer) .....	29.8.....	11.4
Transport equipment and consumer goods .....	30.1.....	22.0
<b>Passenger motor cars</b> .....	<b>0.0</b> .....	<b>3.8</b>
<b>Others</b> .....	<b>0.6</b> .....	<b>29.2</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

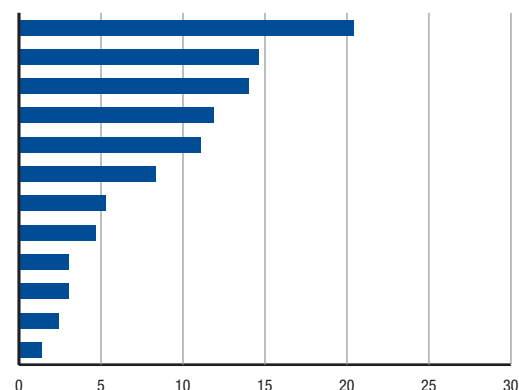
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>37</b> .....	<b>4.4</b>
<b>Subindex A: Market access (25%)</b> .....	<b>75</b> .....	<b>3.4</b>
Pillar 1: Domestic market access .....	46.....	4.9
Pillar 2: Foreign market access .....	97.....	1.9
<b>Subindex B: Border administration (25%)</b> .....	<b>42</b> .....	<b>5.1</b>
Pillar 3: Efficiency & transparency of border administration .....	42.....	5.1
<b>Subindex C: Infrastructure (25%)</b> .....	<b>48</b> .....	<b>4.3</b>
Pillar 4: Availability & quality of transport infrastructure ...	41.....	4.0
Pillar 5: Availability & quality of transport services .....	45.....	4.5
Pillar 6: Availability & use of ICTs .....	53.....	4.5
<b>Subindex D: Operating environment (25%)</b> .....	<b>29</b> .....	<b>5.0</b>
Pillar 7: Operating environment .....	29.....	5.0



## The most problematic factors for trade, 2013

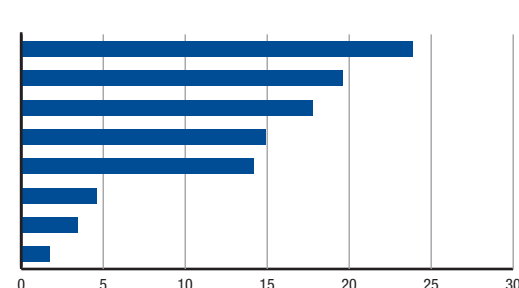
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	20.4
Access to imported inputs at competitive prices .....	14.6
Access to trade finance .....	14.0
Inappropriate production technology and skills .....	11.8
Difficulties in meeting quality/quantity requirements of buyers .....	11.1
High cost or delays caused by domestic transportation .....	8.3
High cost or delays caused by international transportation .....	5.3
Technical requirements and standards abroad .....	4.7
Rules of origin requirements abroad .....	3.0
Burdensome procedures at foreign borders .....	3.0
Tariff barriers abroad .....	2.4
Corruption at foreign borders .....	1.4



### Most problematic factors for importing

	Score*
Burdensome import procedures .....	23.9
High cost or delays caused by international transportation .....	19.6
Tariffs .....	17.7
High cost or delays caused by domestic transportation .....	14.9
Domestic technical requirements and standards .....	14.2
Corruption at the border .....	4.6
Inappropriate telecommunications infrastructure .....	3.4
Crime and theft .....	1.7



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b> .....	<b>46</b> .....	<b>4.9</b>	<b>Multiple economies (2)</b> .....	<b>7.0</b>
1.01 Tariff rate (%).....	5	0.8	Multiple economies (2).....	0.0
1.02 Complexity of tariffs index (1–7).....	110	3.1	Multiple economies (2).....	7.0
Tariff dispersion (standard deviation).....	55	8.4	Multiple economies (2).....	0.0
Tariff peaks (% of tariff lines).....	104	10.6	Multiple economies (24).....	0.0
Specific tariffs (% of tariff lines).....	107	11.0	Multiple economies (54).....	0.0
Number of distinct tariffs.....	109	1,755	Multiple economies (2).....	1
1.03 Share of duty-free imports (%).....	42	65.4	Multiple economies (2).....	100.0
<b>Pillar 2: Foreign market access (1–7)</b> .....	<b>97</b> .....	<b>1.9</b>	<b>Cambodia</b> .....	<b>5.3</b>
2.01 Tariffs faced (%).....	73	5.5	Chile.....	3.5
2.02 Index of margin of preference in destination mkts (0–100).....	96	9.1	Mauritius.....	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b> .....	<b>42</b> .....	<b>5.1</b>	<b>Singapore</b> .....	<b>6.3</b>
3.01 Customs services index (0–1).....	52	0.64	Singapore.....	0.97
3.02 Efficiency of the clearance process (1–5).....	51	2.9	Norway.....	4.2
3.03 No. of days to import.....	2	5	Singapore.....	4
3.04 No. of documents to import.....	57	7	Multiple economies (2).....	2
3.05 Cost to import (US\$ per container).....	44	1,010	Singapore.....	440
3.06 No. of days to export.....	6	7	Multiple economies (5).....	6
3.07 No. of documents to export.....	40	5	Multiple economies (2).....	2
3.08 Cost to export (US\$ per container).....	35	865	Malaysia.....	450
3.09 Irregular payments in exports and imports*.....	34	5.0	New Zealand.....	6.6
3.10 Time predictability of import procedures*.....	27	4.9	Finland.....	6.0
3.11 Customs transparency index (0–1).....	78	0.73	Multiple economies (35).....	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b> .....	<b>41</b> .....	<b>4.0</b>	<b>United Arab Emirates</b> .....	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions.....	64	173.4	United States.....	11,481.7
4.02 Quality of air transport infrastructure*.....	41	5.3	Singapore.....	6.8
4.03 Quality of railroad infrastructure*.....	n/a	n/a	Japan.....	6.7
4.04 Liner Shipping Connectivity Index (0–157.1).....	67	16.4	China.....	157.5
4.05 Quality of port infrastructure*.....	42	4.8	Netherlands.....	6.8
4.06 Paved roads (% of total).....	56	65.4	Multiple economies (18).....	100.0
4.07 Quality of roads*.....	25	5.4	United Arab Emirates.....	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b> .....	<b>45</b> .....	<b>4.5</b>	<b>Singapore</b> .....	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5).....	61	3.0	Luxembourg.....	3.8
5.02 Logistics competence (1–5).....	63	2.9	Norway.....	4.2
5.03 Tracking and tracing ability (1–5).....	64	3.0	Germany.....	4.2
5.04 Timeliness of shipments in reaching destination (1–5).....	68	3.3	Luxembourg.....	4.7
5.05 Postal services efficiency*.....	26	5.9	Japan.....	6.8
5.06 Efficiency of transport mode change*.....	36	4.9	Hong Kong SAR.....	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b> .....	<b>53</b> .....	<b>4.5</b>	<b>Sweden</b> .....	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop. ....	86	98.4	Hong Kong SAR.....	229.2
6.02 Individuals using Internet (%).....	46	61.0	Iceland.....	96.2
6.03 Fixed broadband Internet subscriptions/100 pop. ....	36	19.2	Switzerland.....	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop. ....	45	33.8	Singapore.....	124.5
6.05 ICT use for business-to-business transactions*.....	73	4.8	Finland.....	6.2
6.06 Internet use for business-to-consumer transactions*.....	52	4.9	United Kingdom.....	6.3
6.07 Government Online Service Index (0–1).....	50	0.56	Multiple economies (3).....	1.00
<b>Pillar 7: Operating environment (1–7)</b> .....	<b>29</b> .....	<b>5.0</b>	<b>Hong Kong SAR</b> .....	<b>5.8</b>
7.01 Protection of property index (1–7).....	38	4.6	Finland.....	6.3
Property rights*.....	44	4.7	Finland.....	6.4
Intellectual property protection*.....	37	4.4	Finland.....	6.2
7.02 Efficiency and accountability of public institutions index (1–7).....	12	5.2	Singapore.....	6.0
Judicial efficiency & impartiality in commercial disputes (0–4).....	1	4.0	Multiple economies (7).....	4.0
Diversion of public funds*.....	33	4.5	New Zealand.....	6.5
Ease of compliance with government regulation*.....	22	4.1	Singapore.....	5.4
7.03 Access to finance index (1–7).....	45	4.1	Hong Kong SAR.....	5.7
Affordability of financial services*.....	44	4.5	Hong Kong SAR.....	6.1
Availability of financial services*.....	43	5.0	Switzerland.....	6.4
Ease of access to loans*.....	76	2.7	Qatar.....	4.9
Availability of trade finance*.....	39	4.2	Hong Kong SAR.....	5.8
7.04 Openness to foreign participation index (1–7).....	24	4.9	Ireland.....	5.5
Ease of hiring foreign labour*.....	34	4.4	United Arab Emirates.....	5.6
Business impact of rules on FDI*.....	49	4.7	Ireland.....	6.7
Openness to multilateral trade rules (0–100).....	23	79.2	Slovenia.....	92.2
7.05 Index of physical security (1–7).....	32	6.0	Qatar.....	6.8
Reliability of police services*.....	42	4.8	Finland.....	6.7
Business costs of crime and violence*.....	28	5.5	Qatar.....	6.8
Business costs of terrorism*.....	41	6.0	Slovenia.....	6.7
Homicide cases/100,000 pop. ....	15	0.8	Hong Kong SAR.....	0.2
Index of terrorism incidence (1–7).....	49	7.0	Multiple economies (48).....	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Czech Republic

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions).....	10.5..... 72
GDP (US\$ billions).....	195.7..... 51
GDP per capita (US\$).....	18,624.3..... 38
<b>Merchandise trade</b>	
Trade openness (imports+exports)/GDP.....	151.9..... 9
Share of world trade (%).....	0.80..... 31
Total Exports (US\$ billions).....	156.6..... 31
Total Imports (US\$ billions).....	140.7..... 31

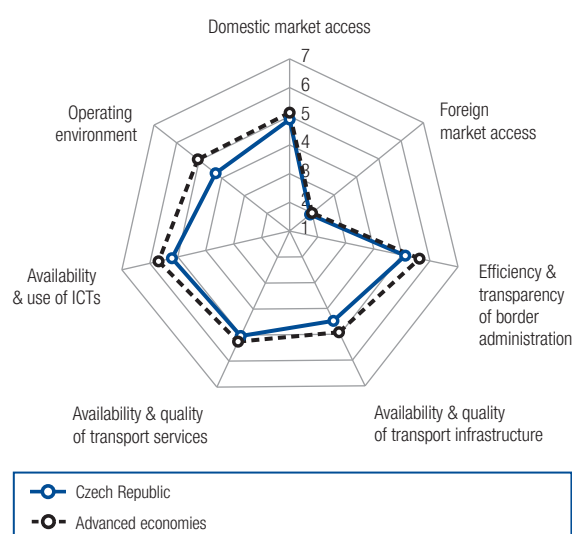
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>20.6</b> .....	<b>16.6</b>
<b>Intermediate goods</b> .....	<b>53.6</b> .....	<b>63.1</b>
Food and beverages (industrial).....	1.1.....	0.6
Industrial supplies (primary and processed).....	26.3.....	30.6
Parts and accessories.....	23.5.....	23.3
Fuels and lubricants.....	2.8.....	8.6
<b>Consumer goods</b> .....	<b>15.1</b> .....	<b>16.9</b>
Food and beverages (consumer).....	2.7.....	4.6
Transport equipment and consumer goods.....	12.4.....	12.3
<b>Passenger motor cars</b> .....	<b>9.7</b> .....	<b>1.8</b>
<b>Others</b> .....	<b>0.9</b> .....	<b>1.6</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

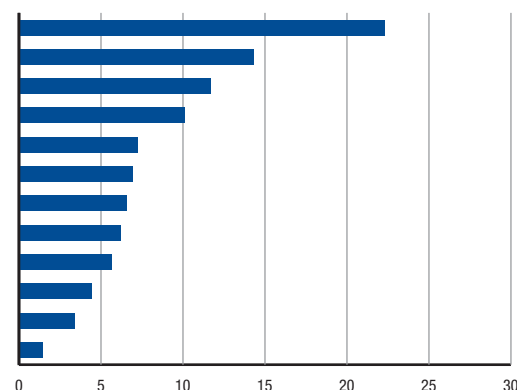
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>39</b> .....	<b>4.4</b>
<b>Subindex A: Market access (25%)</b> .....	<b>75</b> .....	<b>3.4</b>
Pillar 1: Domestic market access.....	46.....	4.9
Pillar 2: Foreign market access.....	97.....	1.9
<b>Subindex B: Border administration (25%)</b> .....	<b>37</b> .....	<b>5.1</b>
Pillar 3: Efficiency & transparency of border administration.....	37.....	5.1
<b>Subindex C: Infrastructure (25%)</b> .....	<b>28</b> .....	<b>4.9</b>
Pillar 4: Availability & quality of transport infrastructure.....	25.....	4.5
Pillar 5: Availability & quality of transport services.....	29.....	5.0
Pillar 6: Availability & use of ICTs.....	31.....	5.2
<b>Subindex D: Operating environment (25%)</b> .....	<b>60</b> .....	<b>4.3</b>
Pillar 7: Operating environment.....	60.....	4.3



## The most problematic factors for trade, 2013

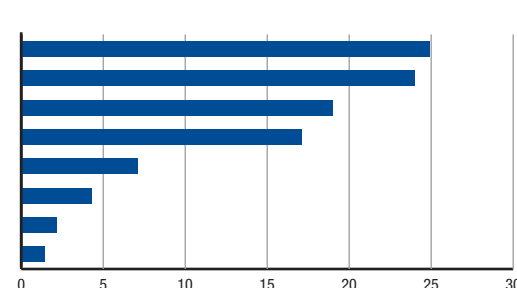
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers.....	22.3
Access to trade finance.....	14.3
Access to imported inputs at competitive prices.....	11.7
Technical requirements and standards abroad.....	10.1
Rules of origin requirements abroad.....	7.2
Difficulties in meeting quality/quantity requirements of buyers.....	6.9
High cost or delays caused by international transportation.....	6.5
Inappropriate production technology and skills.....	6.2
Tariff barriers abroad.....	5.7
Burdensome procedures at foreign borders.....	4.4
High cost or delays caused by domestic transportation.....	3.4
Corruption at foreign borders.....	1.4



### Most problematic factors for importing

	Score*
Burdensome import procedures.....	24.9
High cost or delays caused by international transportation.....	24.0
Tariffs.....	19.0
Domestic technical requirements and standards.....	17.1
High cost or delays caused by domestic transportation.....	7.1
Crime and theft.....	4.3
Inappropriate telecommunications infrastructure.....	2.1
Corruption at the border.....	1.4



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Czech Republic

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>46</b>	<b>4.9</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	5	0.8	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	110	3.1	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	55	8.4	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	104	10.6	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	107	11.0	Multiple economies (54)	0.0
Number of distinct tariffs	109	1,755	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	42	65.4	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>97</b>	<b>1.9</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	73	5.5	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	96	9.1	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>37</b>	<b>5.1</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	28	0.73	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	33	3.2	Norway	4.2
3.03 No. of days to import	64	17	Singapore	4
3.04 No. of documents to import	43	6	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	58	1,190	Singapore	440
3.06 No. of days to export	71	17	Multiple economies (5)	6
3.07 No. of documents to export	16	4	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	75	1,215	Malaysia	450
3.09 Irregular payments in exports and imports*	56	3.9	New Zealand	6.6
3.10 Time predictability of import procedures*	37	4.5	Finland	6.0
3.11 Customs transparency index (0–1)	1	1.00	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>25</b>	<b>4.5</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	60	194.3	United States	11,481.7
4.02 Quality of air transport infrastructure*	20	5.8	Singapore	6.8
4.03 Quality of railroad infrastructure*	21	4.6	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	n/a	n/a	China	157.5
4.05 Quality of port infrastructure*	56	4.4	Netherlands	6.8
4.06 Paved roads (% of total)	1	100.0	Multiple economies (18)	100.0
4.07 Quality of roads*	73	3.7	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>29</b>	<b>5.0</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	13	3.6	Luxembourg	3.8
5.02 Logistics competence (1–5)	29	3.5	Norway	4.2
5.03 Tracking and tracing ability (1–5)	25	3.6	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	39	3.7	Luxembourg	4.7
5.05 Postal services efficiency*	37	5.5	Japan	6.8
5.06 Efficiency of transport mode change*	23	5.1	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>31</b>	<b>5.2</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	39	126.9	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	28	75.0	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	39	16.4	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	36	43.6	Singapore	124.5
6.05 ICT use for business-to-business transactions*	24	5.7	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	9	5.8	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	52	0.54	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>60</b>	<b>4.3</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	70	3.9	Finland	6.3
Property rights*	82	3.9	Finland	6.4
Intellectual property protection*	56	3.8	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	103	3.2	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	55	2.3	Multiple economies (7)	4.0
Diversion of public funds*	107	2.4	New Zealand	6.5
Ease of compliance with government regulation*	125	2.6	Singapore	5.4
7.03 Access to finance index (1–7)	57	3.9	Hong Kong SAR	5.7
Affordability of financial services*	81	4.0	Hong Kong SAR	6.1
Availability of financial services*	56	4.7	Switzerland	6.4
Ease of access to loans*	55	3.0	Qatar	4.9
Availability of trade finance*	55	4.0	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	43	4.6	Ireland	5.5
Ease of hiring foreign labour*	93	3.8	United Arab Emirates	5.6
Business impact of rules on FDI*	52	4.7	Ireland	6.7
Openness to multilateral trade rules (0–100)	32	76.2	Slovenia	92.2
7.05 Index of physical security (1–7)	45	5.9	Qatar	6.8
Reliability of police services*	83	3.9	Finland	6.7
Business costs of crime and violence*	52	5.0	Qatar	6.8
Business costs of terrorism*	15	6.4	Slovenia	6.7
Homicide cases/100,000 pop.	12	0.8	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	49	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Denmark

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	5.6.....	96
GDP (US\$ billions) .....	314.9.....	34
GDP per capita (US\$) .....	56,426.4.....	6
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	63.4.....	74
Share of world trade (%) .....	0.53.....	36
Total Exports (US\$ billions) .....	105.6.....	38
Total Imports (US\$ billions) .....	92.0.....	35

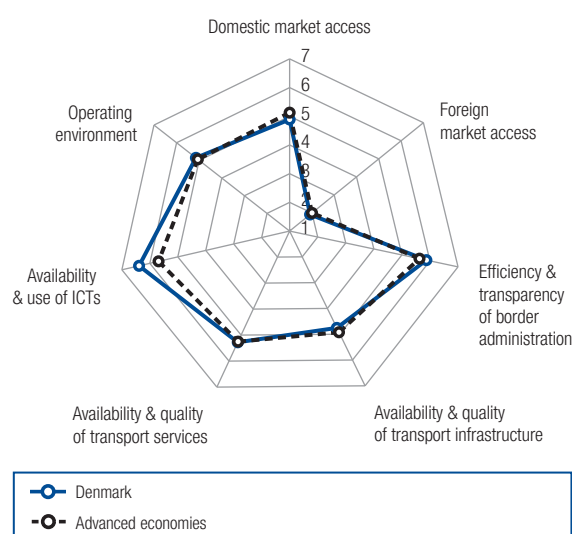
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>16.6.....</b>	<b>16.3</b>
<b>Intermediate goods</b> .....	<b>43.6.....</b>	<b>44.6</b>
Food and beverages (industrial) .....	2.7.....	1.9
Industrial supplies (primary and processed) .....	23.7.....	26.8
Parts and accessories .....	11.6.....	11.6
Fuels and lubricants .....	5.6.....	4.3
<b>Consumer goods</b> .....	<b>33.7.....</b>	<b>29.7</b>
Food and beverages (consumer) .....	15.7.....	9.7
Transport equipment and consumer goods .....	18.0.....	20.0
<b>Passenger motor cars</b> .....	<b>0.6.....</b>	<b>3.1</b>
<b>Others</b> .....	<b>5.6.....</b>	<b>6.3</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

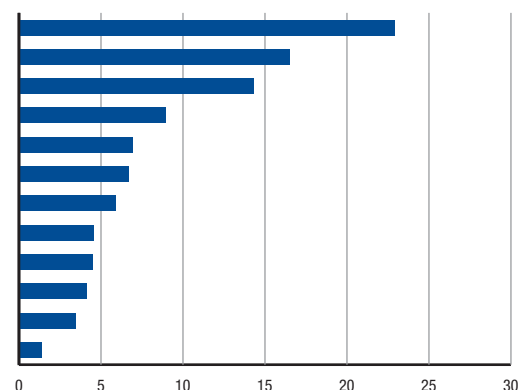
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>17.....</b>	<b>5.0</b>
<b>Subindex A: Market access (25%)</b> .....	<b>75.....</b>	<b>3.4</b>
Pillar 1: Domestic market access .....	46.....	4.9
Pillar 2: Foreign market access .....	97.....	1.9
<b>Subindex B: Border administration (25%)</b> .....	<b>9.....</b>	<b>5.9</b>
Pillar 3: Efficiency & transparency of border administration .....	9.....	5.9
<b>Subindex C: Infrastructure (25%)</b> .....	<b>16.....</b>	<b>5.5</b>
Pillar 4: Availability & quality of transport infrastructure .....	23.....	4.8
Pillar 5: Availability & quality of transport services .....	21.....	5.3
Pillar 6: Availability & use of ICTs .....	5.....	6.4
<b>Subindex D: Operating environment (25%)</b> .....	<b>21.....</b>	<b>5.1</b>
Pillar 7: Operating environment .....	21.....	5.1



## The most problematic factors for trade, 2013

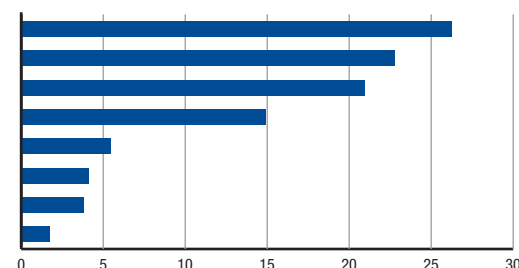
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	22.9
Access to trade finance .....	16.5
Technical requirements and standards abroad .....	14.3
Tariff barriers abroad .....	8.9
Rules of origin requirements abroad .....	6.9
Burdensome procedures at foreign borders .....	6.7
Access to imported inputs at competitive prices .....	5.9
Difficulties in meeting quality/quantity requirements of buyers .....	4.6
Inappropriate production technology and skills .....	4.5
High cost or delays caused by international transportation .....	4.1
Corruption at foreign borders .....	3.4
High cost or delays caused by domestic transportation .....	1.3



### Most problematic factors for importing

	Score*
Tariffs .....	26.3
Burdensome import procedures .....	22.8
Domestic technical requirements and standards .....	20.9
High cost or delays caused by international transportation .....	14.9
High cost or delays caused by domestic transportation .....	5.4
Inappropriate telecommunications infrastructure .....	4.1
Crime and theft .....	3.8
Corruption at the border .....	1.7



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b> .....	<b>46</b> .....	<b>4.9</b>	<b>Multiple economies (2)</b> .....	<b>7.0</b>
1.01 Tariff rate (%).....	5	0.8	Multiple economies (2) .....	0.0
1.02 Complexity of tariffs index (1–7).....	110	3.1	Multiple economies (2) .....	7.0
Tariff dispersion (standard deviation) .....	55	8.4	Multiple economies (2) .....	0.0
Tariff peaks (% of tariff lines) .....	104	10.6	Multiple economies (24) .....	0.0
Specific tariffs (% of tariff lines) .....	107	11.0	Multiple economies (54) .....	0.0
Number of distinct tariffs.....	109	1,755	Multiple economies (2) .....	1
1.03 Share of duty-free imports (%).....	42	65.4	Multiple economies (2) .....	100.0
<b>Pillar 2: Foreign market access (1–7)</b> .....	<b>97</b> .....	<b>1.9</b>	<b>Cambodia</b> .....	<b>5.3</b>
2.01 Tariffs faced (%).....	73	5.5	Chile.....	3.5
2.02 Index of margin of preference in destination mkts (0–100) .....	96	9.1	Mauritius .....	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b> .....	<b>9</b> .....	<b>5.9</b>	<b>Singapore</b> .....	<b>6.3</b>
3.01 Customs services index (0–1) .....	27	0.73	Singapore.....	0.97
3.02 Efficiency of the clearance process (1–5) .....	13	3.8	Norway .....	4.2
3.03 No. of days to import .....	2	5	Singapore.....	4
3.04 No. of documents to import .....	3	3	Multiple economies (2) .....	2
3.05 Cost to import (US\$ per container).....	20	745	Singapore.....	440
3.06 No. of days to export.....	1	6	Multiple economies (5) .....	6
3.07 No. of documents to export .....	16	4	Multiple economies (2) .....	2
3.08 Cost to export (US\$ per container) .....	31	795	Malaysia.....	450
3.09 Irregular payments in exports and imports*.....	21	5.5	New Zealand.....	6.6
3.10 Time predictability of import procedures*.....	18	5.2	Finland .....	6.0
3.11 Customs transparency index (0–1) .....	1	1.00	Multiple economies (35) .....	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b> .....	<b>23</b> .....	<b>4.8</b>	<b>United Arab Emirates</b> .....	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions .....	38	448.5	United States .....	11,481.7
4.02 Quality of air transport infrastructure*.....	25	5.6	Singapore.....	6.8
4.03 Quality of railroad infrastructure* .....	23	4.5	Japan .....	6.7
4.04 Liner Shipping Connectivity Index (0–157.1) .....	33	38.7	China .....	157.5
4.05 Quality of port infrastructure*.....	14	5.7	Netherlands.....	6.8
4.06 Paved roads (% of total).....	1	100.0	Multiple economies (18) .....	100.0
4.07 Quality of roads* .....	22	5.5	United Arab Emirates .....	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b> .....	<b>21</b> .....	<b>5.3</b>	<b>Singapore</b> .....	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5).....	9	3.6	Luxembourg.....	3.8
5.02 Logistics competence (1–5).....	18	3.7	Norway .....	4.2
5.03 Tracking and tracing ability (1–5).....	36	3.4	Germany .....	4.2
5.04 Timeliness of shipments in reaching destination (1–5).....	3	4.4	Luxembourg.....	4.7
5.05 Postal services efficiency* .....	35	5.5	Japan.....	6.8
5.06 Efficiency of transport mode change* .....	17	5.4	Hong Kong SAR .....	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b> .....	<b>5</b> .....	<b>6.4</b>	<b>Sweden</b> .....	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop. ....	53	117.6	Hong Kong SAR .....	229.2
6.02 Individuals using Internet (%) .....	4	93.0	Iceland .....	96.2
6.03 Fixed broadband Internet subscriptions/100 pop. ....	3	38.8	Switzerland .....	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop. ....	6	97.0	Singapore.....	124.5
6.05 ICT use for business-to-business transactions* .....	21	5.7	Finland .....	6.2
6.06 Internet use for business-to-consumer transactions*.....	18	5.6	United Kingdom.....	6.3
6.07 Government Online Service Index (0–1) .....	13	0.86	Multiple economies (3) .....	1.00
<b>Pillar 7: Operating environment (1–7)</b> .....	<b>21</b> .....	<b>5.1</b>	<b>Hong Kong SAR</b> .....	<b>5.8</b>
7.01 Protection of property index (1–7).....	24	5.2	Finland .....	6.3
Property rights* .....	23	5.4	Finland .....	6.4
Intellectual property protection* .....	25	5.0	Finland .....	6.2
7.02 Efficiency and accountability of public institutions index (1–7).....	7	5.5	Singapore.....	6.0
Judicial efficiency & impartiality in commercial disputes (0–4).....	1	4.0	Multiple economies (7) .....	4.0
Diversion of public funds* .....	2	6.3	New Zealand.....	6.5
Ease of compliance with government regulation* .....	92	3.2	Singapore.....	5.4
7.03 Access to finance index (1–7) .....	41	4.2	Hong Kong SAR .....	5.7
Affordability of financial services* .....	38	4.7	Hong Kong SAR .....	6.1
Availability of financial services* .....	35	5.1	Switzerland .....	6.4
Ease of access to loans* .....	62	2.9	Qatar.....	4.9
Availability of trade finance* .....	46	4.1	Hong Kong SAR .....	5.8
7.04 Openness to foreign participation index (1–7) .....	20	4.9	Ireland.....	5.5
Ease of hiring foreign labour* .....	35	4.4	United Arab Emirates .....	5.6
Business impact of rules on FDI* .....	65	4.6	Ireland.....	6.7
Openness to multilateral trade rules (0–100).....	9	83.4	Slovenia .....	92.2
7.05 Index of physical security (1–7).....	42	5.9	Qatar.....	6.8
Reliability of police services* .....	11	6.1	Finland .....	6.7
Business costs of crime and violence* .....	76	4.6	Qatar.....	6.8
Business costs of terrorism* .....	98	4.9	Slovenia .....	6.7
Homicide cases/100,000 pop. ....	13	0.8	Hong Kong SAR .....	0.2
Index of terrorism incidence (1–7) .....	75	7.0	Multiple economies (48) .....	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



# Dominican Republic

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions) .....	10.2..... 75
GDP (US\$ billions) .....	59.0..... 68
GDP per capita (US\$) .....	5,766.2..... 73
<b>Merchandise trade</b>	
Trade openness (imports+exports)/GDP .....	45.1..... 114
Share of world trade (%) .....	0.07..... 84
Total Exports (US\$ billions) .....	9.1..... 85
Total Imports (US\$ billions) .....	17.8..... 78

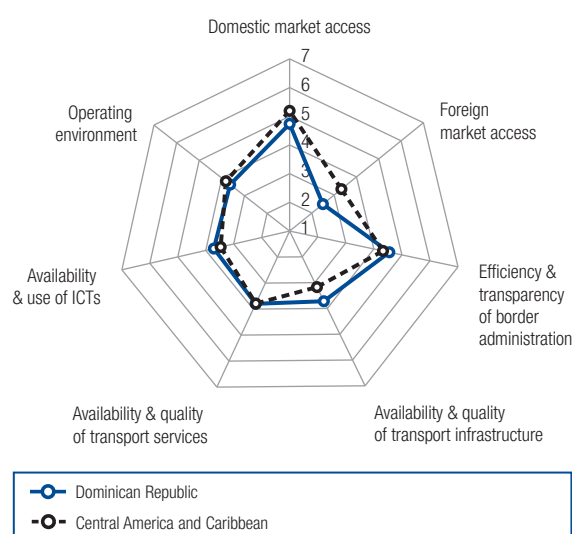
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>13.4</b> .....	<b>10.7</b>
<b>Intermediate goods</b> .....	<b>46.0</b> .....	<b>52.2</b>
Food and beverages (industrial) .....	7.3.....	2.9
Industrial supplies (primary and processed) .....	31.7.....	31.4
Parts and accessories .....	6.9.....	7.6
Fuels and lubricants .....	0.0.....	10.3
<b>Consumer goods</b> .....	<b>40.3</b> .....	<b>22.8</b>
Food and beverages (consumer) .....	6.9.....	6.2
Transport equipment and consumer goods .....	33.4.....	16.6
<b>Passenger motor cars</b> .....	<b>0.0</b> .....	<b>2.7</b>
<b>Others</b> .....	<b>0.2</b> .....	<b>11.7</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>79</b> .....	<b>3.9</b>
<b>Subindex A: Market access (25%)</b> .....	<b>67</b> .....	<b>3.6</b>
Pillar 1: Domestic market access .....	78.....	4.7
Pillar 2: Foreign market access .....	70.....	2.5
<b>Subindex B: Border administration (25%)</b> .....	<b>63</b> .....	<b>4.6</b>
Pillar 3: Efficiency & transparency of border administration .....	63.....	4.6
<b>Subindex C: Infrastructure (25%)</b> .....	<b>72</b> .....	<b>3.7</b>
Pillar 4: Availability & quality of transport infrastructure .....	53.....	3.7
Pillar 5: Availability & quality of transport services .....	85.....	3.8
Pillar 6: Availability & use of ICTs .....	83.....	3.7
<b>Subindex D: Operating environment (25%)</b> ....	<b>110</b> .....	<b>3.6</b>
Pillar 7: Operating environment .....	110.....	3.6



## The most problematic factors for trade, 2013

### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	15.1
Access to trade finance .....	13.5
Access to imported inputs at competitive prices .....	12.0
Inappropriate production technology and skills .....	11.8
Difficulties in meeting quality/quantity requirements of buyers .....	11.8
High cost or delays caused by domestic transportation .....	7.8
Technical requirements and standards abroad .....	6.9
Corruption at foreign borders .....	6.9
High cost or delays caused by international transportation .....	6.3
Rules of origin requirements abroad .....	3.0
Burdensome procedures at foreign borders .....	2.7
Tariff barriers abroad .....	2.2

### Most problematic factors for importing

	Score*
Tariffs .....	25.0
High cost or delays caused by international transportation .....	15.0
Burdensome import procedures .....	15.0
High cost or delays caused by domestic transportation .....	14.1
Corruption at the border .....	13.2
Domestic technical requirements and standards .....	10.3
Crime and theft .....	6.8
Inappropriate telecommunications infrastructure .....	0.7

\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Dominican Republic

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b> .....	<b>78</b> .....	<b>4.7</b>	<b>Multiple economies (2)</b> .....	<b>7.0</b>
1.01 Tariff rate (%).....	83	7.4	Multiple economies (2) .....	0.0
1.02 Complexity of tariffs index (1–7).....	35	6.5	Multiple economies (2) .....	7.0
Tariff dispersion (standard deviation) .....	86	9.0	Multiple economies (2) .....	0.0
Tariff peaks (% of tariff lines) .....	48	0.8	Multiple economies (24) .....	0.0
Specific tariffs (% of tariff lines) .....	1	0.0	Multiple economies (54) .....	0.0
Number of distinct tariffs.....	28	7	Multiple economies (2) .....	1
1.03 Share of duty-free imports (%).....	93	44.2	Multiple economies (2) .....	100.0
<b>Pillar 2: Foreign market access (1–7)</b> .....	<b>70</b> .....	<b>2.5</b>	<b>Cambodia</b> .....	<b>5.3</b>
2.01 Tariffs faced (%).....	132	5.9	Chile.....	3.5
2.02 Index of margin of preference in destination mkt (0–100) .....	38	47.6	Mauritius .....	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b> .....	<b>63</b> .....	<b>4.6</b>	<b>Singapore</b> .....	<b>6.3</b>
3.01 Customs services index (0–1) .....	75	0.51	Singapore.....	0.97
3.02 Efficiency of the clearance process (1–5) .....	80	2.6	Norway .....	4.2
3.03 No. of days to import .....	28	10	Singapore.....	4
3.04 No. of documents to import .....	43	6	Multiple economies (2) .....	2
3.05 Cost to import (US\$ per container).....	53	1,145	Singapore.....	440
3.06 No. of days to export.....	9	8	Multiple economies (5) .....	6
3.07 No. of documents to export .....	40	5	Multiple economies (2) .....	2
3.08 Cost to export (US\$ per container) .....	54	1,040	Malaysia.....	450
3.09 Irregular payments in exports and imports*.....	98	2.9	New Zealand.....	6.6
3.10 Time predictability of import procedures*.....	43	4.4	Finland .....	6.0
3.11 Customs transparency index (0–1) .....	59	0.80	Multiple economies (35) .....	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b> .....	<b>53</b> .....	<b>3.7</b>	<b>United Arab Emirates</b> .....	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions .....	44	386.4	United States .....	11,481.7
4.02 Quality of air transport infrastructure*.....	45	5.2	Singapore.....	6.8
4.03 Quality of railroad infrastructure* .....	n/a	n/a	Japan .....	6.7
4.04 Liner Shipping Connectivity Index (0–157.1) .....	50	25.6	China .....	157.5
4.05 Quality of port infrastructure*.....	47	4.6	Netherlands.....	6.8
4.06 Paved roads (% of total).....	68	50.1	Multiple economies (18) .....	100.0
4.07 Quality of roads* .....	57	4.2	United Arab Emirates .....	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b> .....	<b>85</b> .....	<b>3.8</b>	<b>Singapore</b> .....	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5).....	71	2.9	Luxembourg.....	3.8
5.02 Logistics competence (1–5).....	64	2.9	Norway .....	4.2
5.03 Tracking and tracing ability (1–5).....	72	2.9	Germany .....	4.2
5.04 Timeliness of shipments in reaching destination (1–5).....	78	3.2	Luxembourg.....	4.7
5.05 Postal services efficiency* .....	119	3.0	Japan.....	6.8
5.06 Efficiency of transport mode change* .....	78	3.8	Hong Kong SAR .....	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b> .....	<b>83</b> .....	<b>3.7</b>	<b>Sweden</b> .....	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop. ....	101	86.9	Hong Kong SAR .....	229.2
6.02 Individuals using Internet (%) .....	69	45.0	Iceland .....	96.2
6.03 Fixed broadband Internet subscriptions/100 pop. ....	77	4.3	Switzerland .....	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop. ....	74	15.2	Singapore.....	124.5
6.05 ICT use for business-to-business transactions* .....	52	5.1	Finland .....	6.2
6.06 Internet use for business-to-consumer transactions*.....	60	4.7	United Kingdom.....	6.3
6.07 Government Online Service Index (0–1) .....	55	0.54	Multiple economies (3) .....	1.00
<b>Pillar 7: Operating environment (1–7)</b> .....	<b>110</b> .....	<b>3.6</b>	<b>Hong Kong SAR</b> .....	<b>5.8</b>
7.01 Protection of property index (1–7).....	95	3.4	Finland .....	6.3
Property rights* .....	87	3.8	Finland .....	6.4
Intellectual property protection* .....	99	3.0	Finland .....	6.2
7.02 Efficiency and accountability of public institutions index (1–7).....	134	2.4	Singapore.....	6.0
Judicial efficiency & impartiality in commercial disputes (0–4).....	124	0.5	Multiple economies (7) .....	4.0
Diversion of public funds* .....	132	1.9	New Zealand.....	6.5
Ease of compliance with government regulation*.....	64	3.5	Singapore.....	5.4
7.03 Access to finance index (1–7) .....	47	4.0	Hong Kong SAR .....	5.7
Affordability of financial services* .....	72	4.1	Hong Kong SAR .....	6.1
Availability of financial services* .....	34	5.2	Switzerland .....	6.4
Ease of access to loans* .....	54	3.0	Qatar.....	4.9
Availability of trade finance* .....	62	3.9	Hong Kong SAR .....	5.8
7.04 Openness to foreign participation index (1–7) .....	52	4.5	Ireland.....	5.5
Ease of hiring foreign labour* .....	18	4.7	United Arab Emirates .....	5.6
Business impact of rules on FDI* .....	74	4.5	Ireland.....	6.7
Openness to multilateral trade rules (0–100).....	63	65.2	Slovenia .....	92.2
7.05 Index of physical security (1–7).....	128	3.8	Qatar.....	6.8
Reliability of police services* .....	133	2.3	Finland .....	6.7
Business costs of crime and violence*.....	122	3.2	Qatar.....	6.8
Business costs of terrorism* .....	64	5.5	Slovenia .....	6.7
Homicide cases/100,000 pop. ....	127	25.0	Hong Kong SAR .....	0.2
Index of terrorism incidence (1–7) .....	1	7.0	Multiple economies (48) .....	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Ecuador

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions) .....	14.6..... 61
GDP (US\$ billions) .....	84.0..... 63
GDP per capita (US\$) .....	5,742.6..... 74
<b>Merchandise trade</b>	
Trade openness (imports+exports)/GDP .....	58.1..... 86
Share of world trade (%) .....	0.13..... 68
Total Exports (US\$ billions) .....	23.8..... 68
Total Imports (US\$ billions) .....	25.2..... 67

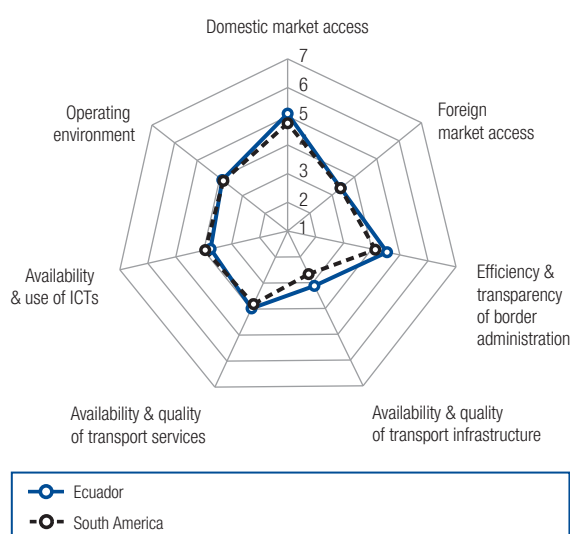
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>1.9</b> .....	<b>19.5</b>
<b>Intermediate goods</b> .....	<b>65.7</b> .....	<b>49.7</b>
Food and beverages (industrial) .....	3.0.....	1.8
Industrial supplies (primary and processed) .....	8.8.....	36.5
Parts and accessories .....	0.6.....	8.7
Fuels and lubricants .....	53.3.....	2.7
<b>Consumer goods</b> .....	<b>28.0</b> .....	<b>16.2</b>
Food and beverages (consumer) .....	23.3.....	3.7
Transport equipment and consumer goods .....	4.7.....	12.5
<b>Passenger motor cars</b> .....	<b>0.8</b> .....	<b>3.0</b>
<b>Others</b> .....	<b>3.6</b> .....	<b>11.5</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

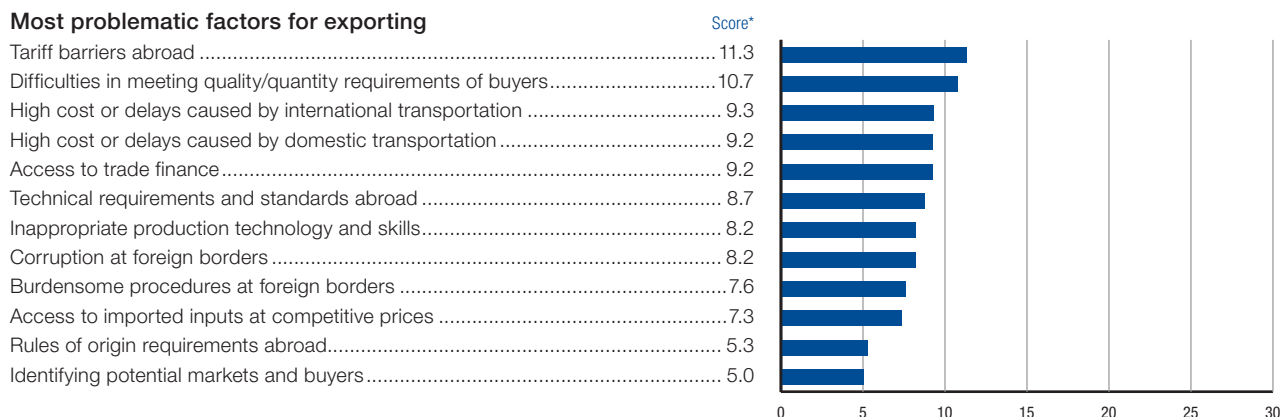
## Enabling Trade Index 2014

	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>65</b> .....	<b>4.1</b>
<b>Subindex A: Market access (25%)</b> .....	<b>30</b> .....	<b>4.2</b>
Pillar 1: Domestic market access .....	35.....	5.1
Pillar 2: Foreign market access .....	36.....	3.4
<b>Subindex B: Border administration (25%)</b> .....	<b>64</b> .....	<b>4.5</b>
Pillar 3: Efficiency & transparency of border administration .....	64.....	4.5
<b>Subindex C: Infrastructure (25%)</b> .....	<b>81</b> .....	<b>3.6</b>
Pillar 4: Availability & quality of transport infrastructure .....	80.....	3.1
Pillar 5: Availability & quality of transport services .....	71.....	4.0
Pillar 6: Availability & use of ICTs .....	80.....	3.8
<b>Subindex D: Operating environment (25%)</b> .....	<b>88</b> .....	<b>3.9</b>
Pillar 7: Operating environment .....	88.....	3.9

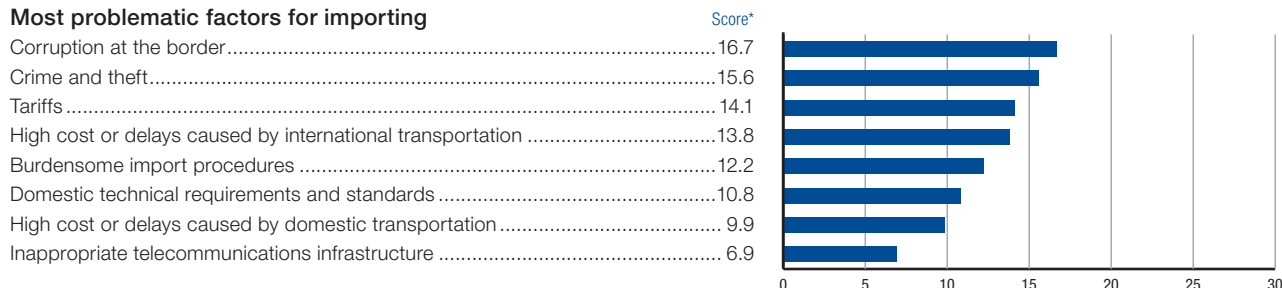


## The most problematic factors for trade, 2013

### Most problematic factors for exporting



### Most problematic factors for importing



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS		RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>		<b>35</b>	<b>5.1</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01	Tariff rate (%)	85	7.6	Multiple economies (2)	0.0
1.02	Complexity of tariffs index (1–7)	41	6.4	Multiple economies (2)	7.0
	Tariff dispersion (standard deviation)	98	11.1	Multiple economies (2)	0.0
	Tariff peaks (% of tariff lines)	40	0.7	Multiple economies (24)	0.0
	Specific tariffs (% of tariff lines)	1	0.0	Multiple economies (54)	0.0
	Number of distinct tariffs	52	19	Multiple economies (2)	1
1.03	Share of duty-free imports (%)	70	64.6	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>		<b>36</b>	<b>3.4</b>	<b>Cambodia</b>	<b>5.3</b>
2.01	Tariffs faced (%)	30	5.1	Chile	3.5
2.02	Index of margin of preference in destination mkt (0–100)	44	43.6	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>		<b>64</b>	<b>4.5</b>	<b>Singapore</b>	<b>6.3</b>
3.01	Customs services index (0–1)	46	0.65	Singapore	0.97
3.02	Efficiency of the clearance process (1–5)	89	2.5	Norway	4.2
3.03	No. of days to import	94	25	Singapore	4
3.04	No. of documents to import	43	6	Multiple economies (2)	2
3.05	Cost to import (US\$ per container)	86	1,520	Singapore	440
3.06	No. of days to export	85	20	Multiple economies (5)	6
3.07	No. of documents to export	85	7	Multiple economies (2)	2
3.08	Cost to export (US\$ per container)	101	1,535	Malaysia	450
3.09	Irregular payments in exports and imports*	73	3.6	New Zealand	6.6
3.10	Time predictability of import procedures*	57	4.0	Finland	6.0
3.11	Customs transparency index (0–1)	1	1.00	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>		<b>80</b>	<b>3.1</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01	Available int'l airline seat km/week, millions	74	122.5	United States	11,481.7
4.02	Quality of air transport infrastructure*	65	4.5	Singapore	6.8
4.03	Quality of railroad infrastructure*	n/a	n/a	Japan	6.7
4.04	Liner Shipping Connectivity Index (0–157.1)	54	21.7	China	157.5
4.05	Quality of port infrastructure*	63	4.2	Netherlands	6.8
4.06	Paved roads (% of total)	112	14.8	Multiple economies (18)	100.0
4.07	Quality of roads*	46	4.6	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>		<b>71</b>	<b>4.0</b>	<b>Singapore</b>	<b>5.7</b>
5.01	Ease and affordability of shipment (1–5)	83	2.8	Luxembourg	3.8
5.02	Logistics competence (1–5)	97	2.6	Norway	4.2
5.03	Tracking and tracing ability (1–5)	92	2.7	Germany	4.2
5.04	Timeliness of shipments in reaching destination (1–5)	79	3.2	Luxembourg	4.7
5.05	Postal services efficiency*	65	4.6	Japan	6.8
5.06	Efficiency of transport mode change*	53	4.4	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>		<b>80</b>	<b>3.8</b>	<b>Sweden</b>	<b>6.5</b>
6.01	Mobile phone subscriptions/100 pop.	76	106.2	Hong Kong SAR	229.2
6.02	Individuals using Internet (%)	83	35.1	Iceland	96.2
6.03	Fixed broadband Internet subscriptions/100 pop.	72	5.3	Switzerland	39.9
6.04	Active mobile broadband Internet subscriptions/100 pop.	66	21.3	Singapore	124.5
6.05	ICT use for business-to-business transactions*	91	4.6	Finland	6.2
6.06	Internet use for business-to-consumer transactions*	56	4.8	United Kingdom	6.3
6.07	Government Online Service Index (0–1)	79	0.46	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>		<b>88</b>	<b>3.9</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01	Protection of property index (1–7)	80	3.7	Finland	6.3
	Property rights*	91	3.8	Finland	6.4
	Intellectual property protection*	74	3.6	Finland	6.2
7.02	Efficiency and accountability of public institutions index (1–7)	68	3.6	Singapore	6.0
	Judicial efficiency & impartiality in commercial disputes (0–4)	63	2.0	Multiple economies (7)	4.0
	Diversion of public funds*	62	3.2	New Zealand	6.5
	Ease of compliance with government regulation*	63	3.5	Singapore	5.4
7.03	Access to finance index (1–7)	66	3.8	Hong Kong SAR	5.7
	Affordability of financial services*	77	4.0	Hong Kong SAR	6.1
	Availability of financial services*	82	4.2	Switzerland	6.4
	Ease of access to loans*	29	3.4	Qatar	4.9
	Availability of trade finance*	71	3.8	Hong Kong SAR	5.8
7.04	Openness to foreign participation index (1–7)	98	4.0	Ireland	5.5
	Ease of hiring foreign labour*	53	4.2	United Arab Emirates	5.6
	Business impact of rules on FDI*	117	3.5	Ireland	6.7
	Openness to multilateral trade rules (0–100)	71	63.6	Slovenia	92.2
7.05	Index of physical security (1–7)	112	4.3	Qatar	6.8
	Reliability of police services*	97	3.6	Finland	6.7
	Business costs of crime and violence*	110	3.5	Qatar	6.8
	Business costs of terrorism*	112	4.5	Slovenia	6.7
	Homicide cases/100,000 pop.	120	18.2	Hong Kong SAR	0.2
	Index of terrorism incidence (1–7)	49	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Egypt

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	82.5 .....	15
GDP (US\$ billions) .....	256.7 .....	41
GDP per capita (US\$) .....	3,111.9 .....	93
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	38.6 .....	124
Share of world trade (%) .....	0.27 .....	56
Total Exports (US\$ billions) .....	29.4 .....	64
Total Imports (US\$ billions) .....	69.3 .....	44

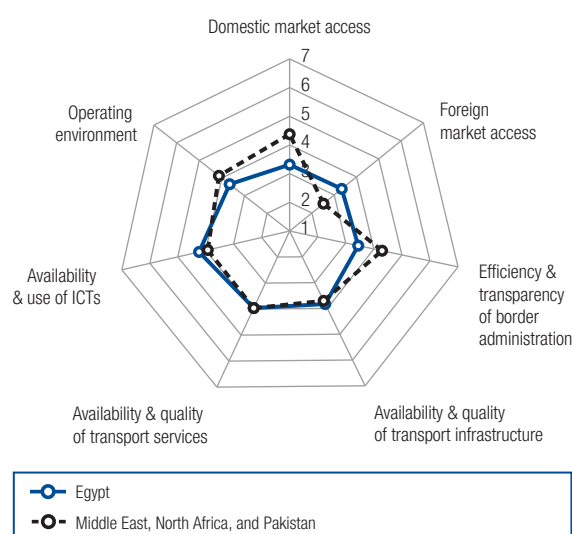
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>1.0</b> .....	<b>10.1</b>
<b>Intermediate goods</b> .....	<b>63.0</b> .....	<b>62.8</b>
Food and beverages (industrial) .....	1.8 .....	9.2
Industrial supplies (primary and processed) .....	41.5 .....	38.5
Parts and accessories .....	1.0 .....	7.4
Fuels and lubricants .....	18.7 .....	7.7
<b>Consumer goods</b> .....	<b>25.2</b> .....	<b>14.0</b>
Food and beverages (consumer) .....	10.7 .....	7.1
Transport equipment and consumer goods .....	14.5 .....	6.9
<b>Passenger motor cars</b> .....	<b>0.0</b> .....	<b>2.0</b>
<b>Others</b> .....	<b>10.7</b> .....	<b>11.1</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

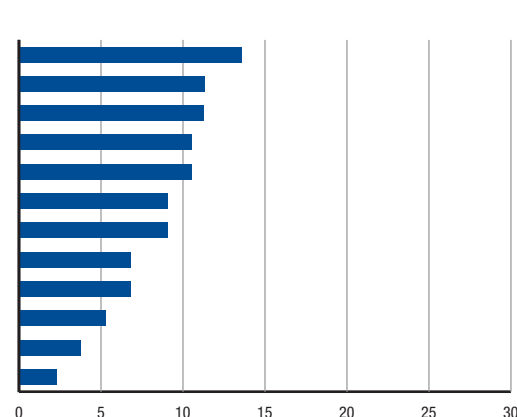
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>97</b> .....	<b>3.6</b>
<b>Subindex A: Market access (25%)</b> .....	<b>103</b> .....	<b>3.3</b>
Pillar 1: Domestic market access .....	128 .....	3.3
Pillar 2: Foreign market access .....	39 .....	3.3
<b>Subindex B: Border administration (25%)</b> .....	<b>109</b> .....	<b>3.4</b>
Pillar 3: Efficiency & transparency of border administration .....	109 .....	3.4
<b>Subindex C: Infrastructure (25%)</b> .....	<b>58</b> .....	<b>4.0</b>
Pillar 4: Availability & quality of transport infrastructure .....	49 .....	3.8
Pillar 5: Availability & quality of transport services .....	72 .....	4.0
Pillar 6: Availability & use of ICTs .....	60 .....	4.2
<b>Subindex D: Operating environment (25%)</b> .....	<b>106</b> .....	<b>3.7</b>
Pillar 7: Operating environment .....	106 .....	3.7



## The most problematic factors for trade, 2013

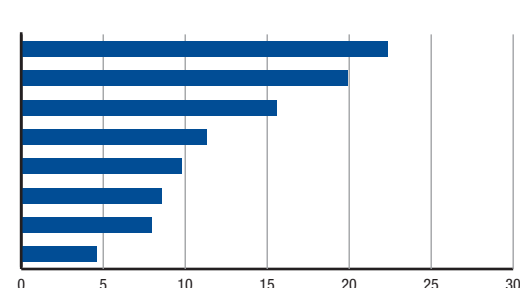
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	13.5
High cost or delays caused by domestic transportation .....	11.3
Access to imported inputs at competitive prices .....	11.3
Inappropriate production technology and skills .....	10.5
Access to trade finance .....	10.5
Rules of origin requirements abroad .....	9.0
Corruption at foreign borders .....	9.0
Difficulties in meeting quality/quantity requirements of buyers .....	6.8
Burdensome procedures at foreign borders .....	6.8
High cost or delays caused by international transportation .....	5.3
Tariff barriers abroad .....	3.8
Technical requirements and standards abroad .....	2.3



### Most problematic factors for importing

	Score*
Burdensome import procedures .....	22.3
Tariffs .....	19.9
Crime and theft .....	15.6
Corruption at the border .....	11.3
High cost or delays caused by international transportation .....	9.8
High cost or delays caused by domestic transportation .....	8.6
Domestic technical requirements and standards .....	8.0
Inappropriate telecommunications infrastructure .....	4.6



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS		RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>		<b>128</b>	<b>3.3</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01	Tariff rate (%)	132	16.0	Multiple economies (2)	0.0
1.02	Complexity of tariffs index (1–7)	80	5.4	Multiple economies (2)	7.0
	Tariff dispersion (standard deviation)	138	144.0	Multiple economies (2)	0.0
	Tariff peaks (% of tariff lines)	39	0.6	Multiple economies (24)	0.0
	Specific tariffs (% of tariff lines)	70	0.3	Multiple economies (54)	0.0
	Number of distinct tariffs	70	33	Multiple economies (2)	1
1.03	Share of duty-free imports (%)	94	42.6	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>		<b>39</b>	<b>3.3</b>	<b>Cambodia</b>	<b>5.3</b>
2.01	Tariffs faced (%)	36	5.2	Chile	3.5
2.02	Index of margin of preference in destination mkt (0–100)	39	46.2	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>		<b>109</b>	<b>3.4</b>	<b>Singapore</b>	<b>6.3</b>
3.01	Customs services index (0–1)	104	0.33	Singapore	0.97
3.02	Efficiency of the clearance process (1–5)	55	2.9	Norway	4.2
3.03	No. of days to import	54	15	Singapore	4
3.04	No. of documents to import	115	10	Multiple economies (2)	2
3.05	Cost to import (US\$ per container)	23	790	Singapore	440
3.06	No. of days to export	41	12	Multiple economies (5)	6
3.07	No. of documents to export	108	8	Multiple economies (2)	2
3.08	Cost to export (US\$ per container)	14	625	Malaysia	450
3.09	Irregular payments in exports and imports*	109	2.6	New Zealand	6.6
3.10	Time predictability of import procedures*	108	3.3	Finland	6.0
3.11	Customs transparency index (0–1)	111	0.13	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>		<b>49</b>	<b>3.8</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01	Available int'l airline seat km/week, millions	30	689.0	United States	11,481.7
4.02	Quality of air transport infrastructure*	54	4.8	Singapore	6.8
4.03	Quality of railroad infrastructure*	59	2.7	Japan	6.7
4.04	Liner Shipping Connectivity Index (0–157.1)	18	57.5	China	157.5
4.05	Quality of port infrastructure*	73	4.1	Netherlands	6.8
4.06	Paved roads (% of total)	26	92.2	Multiple economies (18)	100.0
4.07	Quality of roads*	113	2.7	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>		<b>72</b>	<b>4.0</b>	<b>Singapore</b>	<b>5.7</b>
5.01	Ease and affordability of shipment (1–5)	76	2.9	Luxembourg	3.8
5.02	Logistics competence (1–5)	58	3.0	Norway	4.2
5.03	Tracking and tracing ability (1–5)	43	3.2	Germany	4.2
5.04	Timeliness of shipments in reaching destination (1–5)	99	3.0	Luxembourg	4.7
5.05	Postal services efficiency*	89	3.9	Japan	6.8
5.06	Efficiency of transport mode change*	84	3.7	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>		<b>60</b>	<b>4.2</b>	<b>Sweden</b>	<b>6.5</b>
6.01	Mobile phone subscriptions/100 pop.	48	119.9	Hong Kong SAR	229.2
6.02	Individuals using Internet (%)	70	44.1	Iceland	96.2
6.03	Fixed broadband Internet subscriptions/100 pop.	84	2.8	Switzerland	39.9
6.04	Active mobile broadband Internet subscriptions/100 pop.	56	27.9	Singapore	124.5
6.05	ICT use for business-to-business transactions*	77	4.7	Finland	6.2
6.06	Internet use for business-to-consumer transactions*	69	4.5	United Kingdom	6.3
6.07	Government Online Service Index (0–1)	42	0.60	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>		<b>106</b>	<b>3.7</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01	Protection of property index (1–7)	91	3.5	Finland	6.3
	Property rights*	93	3.7	Finland	6.4
	Intellectual property protection*	87	3.2	Finland	6.2
7.02	Efficiency and accountability of public institutions index (1–7)	100	3.2	Singapore	6.0
	Judicial efficiency & impartiality in commercial disputes (0–4)	63	2.0	Multiple economies (7)	4.0
	Diversion of public funds*	106	2.5	New Zealand	6.5
	Ease of compliance with government regulation*	88	3.2	Singapore	5.4
7.03	Access to finance index (1–7)	102	3.3	Hong Kong SAR	5.7
	Affordability of financial services*	99	3.7	Hong Kong SAR	6.1
	Availability of financial services*	105	3.8	Switzerland	6.4
	Ease of access to loans*	94	2.4	Qatar	4.9
	Availability of trade finance*	94	3.4	Hong Kong SAR	5.8
7.04	Openness to foreign participation index (1–7)	91	4.1	Ireland	5.5
	Ease of hiring foreign labour*	105	3.6	United Arab Emirates	5.6
	Business impact of rules on FDI*	112	3.6	Ireland	6.7
	Openness to multilateral trade rules (0–100)	39	73.8	Slovenia	92.2
7.05	Index of physical security (1–7)	118	4.1	Qatar	6.8
	Reliability of police services*	122	2.9	Finland	6.7
	Business costs of crime and violence*	134	2.3	Qatar	6.8
	Business costs of terrorism*	138	2.6	Slovenia	6.7
	Homicide cases/100,000 pop.	68	3.3	Hong Kong SAR	0.2
	Index of terrorism incidence (1–7)	124	5.9	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



# El Salvador

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	6.3.....	93
GDP (US\$ billions) .....	23.9.....	94
GDP per capita (US\$).....	3,788.0.....	87
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	65.6.....	68
Share of world trade (%) .....	0.04.....	97
Total Exports (US\$ billions).....	5.3.....	98
Total Imports (US\$ billions) .....	10.3.....	93

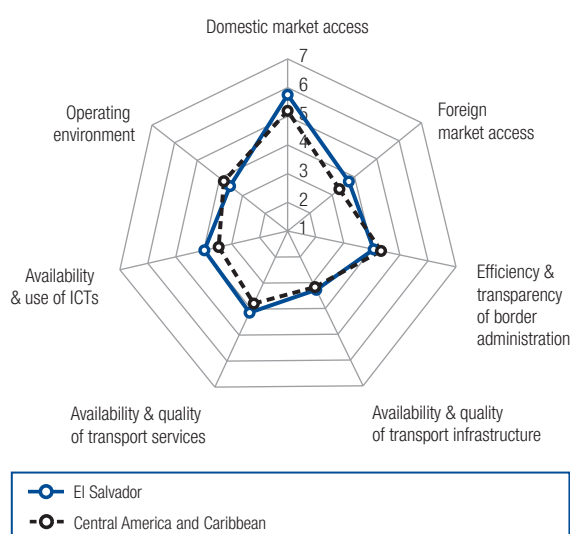
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>4.9.....</b>	<b>9.4</b>
<b>Intermediate goods</b> .....	<b>35.3.....</b>	<b>50.9</b>
Food and beverages (industrial) .....	10.9.....	3.2
Industrial supplies (primary and processed) .....	23.5.....	37.5
Parts and accessories.....	0.5.....	4.4
Fuels and lubricants .....	0.3.....	5.8
<b>Consumer goods</b> .....	<b>57.0.....</b>	<b>25.5</b>
Food and beverages (consumer).....	11.6.....	9.8
Transport equipment and consumer goods.....	45.4.....	15.7
<b>Passenger motor cars</b> .....	<b>0.0.....</b>	<b>1.2</b>
<b>Others</b> .....	<b>2.8.....</b>	<b>13.0</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

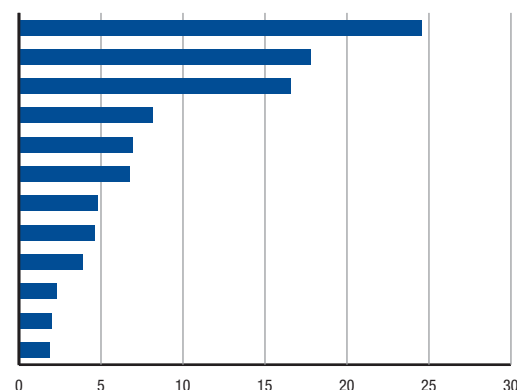
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>71.....</b>	<b>4.0</b>
<b>Subindex A: Market access (25%)</b> .....	<b>6.....</b>	<b>4.7</b>
Pillar 1: Domestic market access.....	14.....	5.7
Pillar 2: Foreign market access.....	21.....	3.7
<b>Subindex B: Border administration (25%)</b> .....	<b>84.....</b>	<b>4.1</b>
Pillar 3: Efficiency & transparency of border administration.....	84.....	4.1
<b>Subindex C: Infrastructure (25%)</b> .....	<b>70.....</b>	<b>3.8</b>
Pillar 4: Availability & quality of transport infrastructure ...	75.....	3.3
Pillar 5: Availability & quality of transport services.....	63.....	4.1
Pillar 6: Availability & use of ICTs .....	69.....	4.0
<b>Subindex D: Operating environment (25%)</b> ....	<b>114.....</b>	<b>3.5</b>
Pillar 7: Operating environment.....	114.....	3.5



## The most problematic factors for trade, 2013

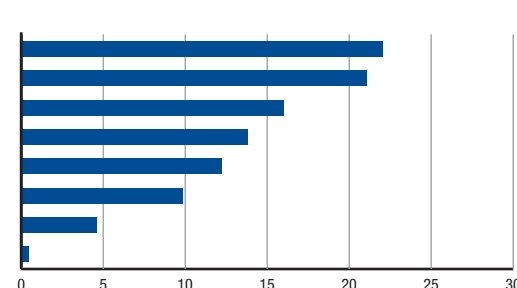
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	24.5
Access to trade finance .....	17.8
Access to imported inputs at competitive prices .....	16.6
High cost or delays caused by domestic transportation .....	8.1
Technical requirements and standards abroad .....	6.9
Inappropriate production technology and skills.....	6.7
High cost or delays caused by international transportation .....	4.8
Difficulties in meeting quality/quantity requirements of buyers.....	4.6
Tariff barriers abroad .....	3.8
Burdensome procedures at foreign borders .....	2.3
Rules of origin requirements abroad.....	2.0
Corruption at foreign borders .....	1.8



### Most problematic factors for importing

	Score*
Tariffs .....	22.0
Burdensome import procedures .....	21.1
High cost or delays caused by international transportation .....	16.0
High cost or delays caused by domestic transportation .....	13.8
Corruption at the border.....	12.2
Crime and theft.....	9.8
Domestic technical requirements and standards .....	4.6
Inappropriate telecommunications infrastructure .....	0.5



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# El Salvador

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b> .....	<b>14</b> .....	<b>5.7</b>	<b>Multiple economies (2)</b> .....	<b>7.0</b>
1.01 Tariff rate (%).....	61.....	4.6	Multiple economies (2).....	0.0
1.02 Complexity of tariffs index (1–7).....	51.....	6.4	Multiple economies (2).....	7.0
Tariff dispersion (standard deviation).....	43.....	7.7	Multiple economies (2).....	0.0
Tariff peaks (% of tariff lines).....	66.....	3.0	Multiple economies (24).....	0.0
Specific tariffs (% of tariff lines).....	1.....	0.0	Multiple economies (54).....	0.0
Number of distinct tariffs.....	40.....	12	Multiple economies (2).....	1
1.03 Share of duty-free imports (%).....	23.....	78.6	Multiple economies (2).....	100.0
<b>Pillar 2: Foreign market access (1–7)</b> .....	<b>21</b> .....	<b>3.7</b>	<b>Cambodia</b> .....	<b>5.3</b>
2.01 Tariffs faced (%).....	60.....	5.4	Chile.....	3.5
2.02 Index of margin of preference in destination mkts (0–100).....	7.....	66.5	Mauritius.....	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b> .....	<b>84</b> .....	<b>4.1</b>	<b>Singapore</b> .....	<b>6.3</b>
3.01 Customs services index (0–1).....	86.....	0.45	Singapore.....	0.97
3.02 Efficiency of the clearance process (1–5).....	49.....	2.9	Norway.....	4.2
3.03 No. of days to import.....	28.....	10	Singapore.....	4
3.04 No. of documents to import.....	57.....	7	Multiple economies (2).....	2
3.05 Cost to import (US\$ per container).....	37.....	970	Singapore.....	440
3.06 No. of days to export.....	48.....	13	Multiple economies (5).....	6
3.07 No. of documents to export.....	85.....	7	Multiple economies (2).....	2
3.08 Cost to export (US\$ per container).....	46.....	980	Malaysia.....	450
3.09 Irregular payments in exports and imports*.....	96.....	2.9	New Zealand.....	6.6
3.10 Time predictability of import procedures*.....	93.....	3.5	Finland.....	6.0
3.11 Customs transparency index (0–1).....	102.....	0.50	Multiple economies (35).....	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b> .....	<b>75</b> .....	<b>3.3</b>	<b>United Arab Emirates</b> .....	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions.....	81.....	95.4	United States.....	11,481.7
4.02 Quality of air transport infrastructure*.....	51.....	4.8	Singapore.....	6.8
4.03 Quality of railroad infrastructure*.....	n/a.....	n/a	Japan.....	6.7
4.04 Liner Shipping Connectivity Index (0–157.1).....	82.....	8.4	China.....	157.5
4.05 Quality of port infrastructure*.....	66.....	4.2	Netherlands.....	6.8
4.06 Paved roads (% of total).....	71.....	46.9	Multiple economies (18).....	100.0
4.07 Quality of roads*.....	53.....	4.3	United Arab Emirates.....	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b> .....	<b>63</b> .....	<b>4.1</b>	<b>Singapore</b> .....	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5).....	45.....	3.2	Luxembourg.....	3.8
5.02 Logistics competence (1–5).....	45.....	3.2	Norway.....	4.2
5.03 Tracking and tracing ability (1–5).....	66.....	3.0	Germany.....	4.2
5.04 Timeliness of shipments in reaching destination (1–5).....	121.....	2.8	Luxembourg.....	4.7
5.05 Postal services efficiency*.....	74.....	4.4	Japan.....	6.8
5.06 Efficiency of transport mode change*.....	55.....	4.2	Hong Kong SAR.....	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b> .....	<b>69</b> .....	<b>4.0</b>	<b>Sweden</b> .....	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop. ....	29.....	137.3	Hong Kong SAR.....	229.2
6.02 Individuals using Internet (%).....	92.....	25.5	Iceland.....	96.2
6.03 Fixed broadband Internet subscriptions/100 pop. ....	80.....	3.8	Switzerland.....	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop. ....	91.....	5.5	Singapore.....	124.5
6.05 ICT use for business-to-business transactions*.....	99.....	4.4	Finland.....	6.2
6.06 Internet use for business-to-consumer transactions*.....	72.....	4.5	United Kingdom.....	6.3
6.07 Government Online Service Index (0–1).....	32.....	0.67	Multiple economies (3).....	1.00
<b>Pillar 7: Operating environment (1–7)</b> .....	<b>114</b> .....	<b>3.5</b>	<b>Hong Kong SAR</b> .....	<b>5.8</b>
7.01 Protection of property index (1–7).....	104.....	3.2	Finland.....	6.3
Property rights*.....	103.....	3.5	Finland.....	6.4
Intellectual property protection*.....	104.....	2.9	Finland.....	6.2
7.02 Efficiency and accountability of public institutions index (1–7).....	77.....	3.4	Singapore.....	6.0
Judicial efficiency & impartiality in commercial disputes (0–4).....	63.....	2.0	Multiple economies (7).....	4.0
Diversion of public funds*.....	83.....	2.9	New Zealand.....	6.5
Ease of compliance with government regulation*.....	72.....	3.4	Singapore.....	5.4
7.03 Access to finance index (1–7).....	89.....	3.5	Hong Kong SAR.....	5.7
Affordability of financial services*.....	96.....	3.7	Hong Kong SAR.....	6.1
Availability of financial services*.....	89.....	4.0	Switzerland.....	6.4
Ease of access to loans*.....	72.....	2.8	Qatar.....	4.9
Availability of trade finance*.....	90.....	3.5	Hong Kong SAR.....	5.8
7.04 Openness to foreign participation index (1–7).....	92.....	4.1	Ireland.....	5.5
Ease of hiring foreign labour*.....	59.....	4.2	United Arab Emirates.....	5.6
Business impact of rules on FDI*.....	116.....	3.5	Ireland.....	6.7
Openness to multilateral trade rules (0–100).....	61.....	66.4	Slovenia.....	92.2
7.05 Index of physical security (1–7).....	132.....	3.5	Qatar.....	6.8
Reliability of police services*.....	111.....	3.1	Finland.....	6.7
Business costs of crime and violence*.....	133.....	2.4	Qatar.....	6.8
Business costs of terrorism*.....	121.....	4.1	Slovenia.....	6.7
Homicide cases/100,000 pop. ....	137.....	70.2	Hong Kong SAR.....	0.2
Index of terrorism incidence (1–7).....	1.....	7.0	Multiple economies (48).....	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Estonia

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	1.3.....	129
GDP (US\$ billions) .....	22.4.....	96
GDP per capita (US\$) .....	16,720.2.....	40
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	154.6.....	8
Share of world trade (%) .....	0.09.....	73
Total Exports (US\$ billions) .....	16.1.....	74
Total Imports (US\$ billions) .....	17.7.....	79

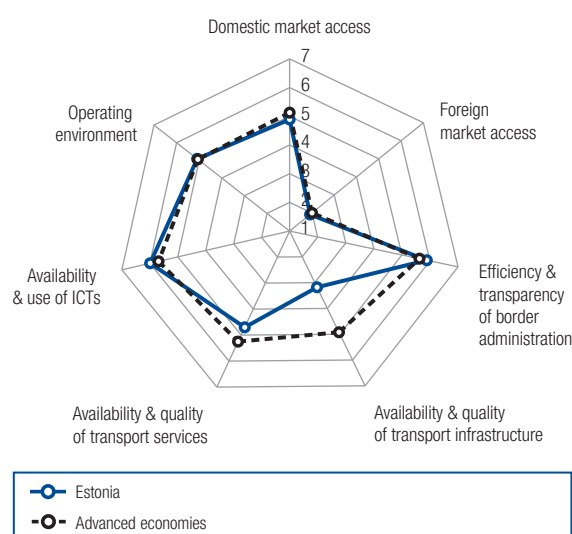
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>18.8.....</b>	<b>15.0</b>
<b>Intermediate goods</b> .....	<b>47.2.....</b>	<b>46.9</b>
Food and beverages (industrial) .....	3.3.....	1.8
Industrial supplies (primary and processed) .....	29.6.....	25.9
Parts and accessories .....	12.1.....	16.7
Fuels and lubricants .....	2.2.....	2.4
<b>Consumer goods</b> .....	<b>18.2.....</b>	<b>17.8</b>
Food and beverages (consumer) .....	6.2.....	7.2
Transport equipment and consumer goods .....	12.0.....	10.6
<b>Passenger motor cars</b> .....	<b>1.4.....</b>	<b>3.4</b>
<b>Others</b> .....	<b>14.4.....</b>	<b>16.8</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

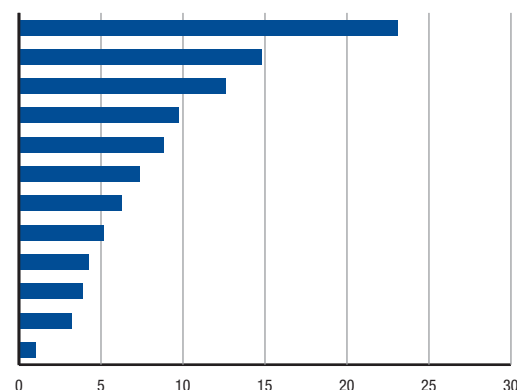
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>28.....</b>	<b>4.8</b>
<b>Subindex A: Market access (25%)</b> .....	<b>75.....</b>	<b>3.4</b>
Pillar 1: Domestic market access .....	46.....	4.9
Pillar 2: Foreign market access .....	97.....	1.9
<b>Subindex B: Border administration (25%)</b> .....	<b>8.....</b>	<b>5.9</b>
Pillar 3: Efficiency & transparency of border administration .....	8.....	5.9
<b>Subindex C: Infrastructure (25%)</b> .....	<b>34.....</b>	<b>4.6</b>
Pillar 4: Availability & quality of transport infrastructure .....	78.....	3.2
Pillar 5: Availability & quality of transport services .....	37.....	4.7
Pillar 6: Availability & use of ICTs .....	12.....	6.0
<b>Subindex D: Operating environment (25%)</b> .....	<b>23.....</b>	<b>5.1</b>
Pillar 7: Operating environment .....	23.....	5.1



## The most problematic factors for trade, 2013

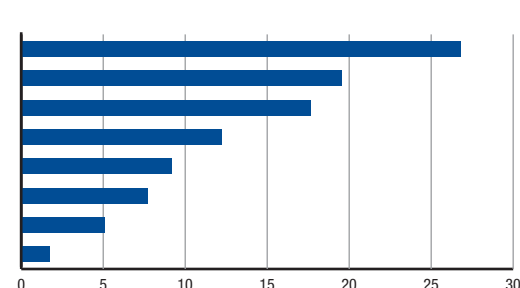
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	23.0
Access to imported inputs at competitive prices .....	14.8
Difficulties in meeting quality/quantity requirements of buyers .....	12.6
Inappropriate production technology and skills .....	9.7
Technical requirements and standards abroad .....	8.8
Access to trade finance .....	7.3
Burdensome procedures at foreign borders .....	6.2
Rules of origin requirements abroad .....	5.1
High cost or delays caused by international transportation .....	4.2
Corruption at foreign borders .....	3.9
Tariff barriers abroad .....	3.2
High cost or delays caused by domestic transportation .....	1.0



### Most problematic factors for importing

	Score*
High cost or delays caused by international transportation .....	26.8
Domestic technical requirements and standards .....	19.5
Burdensome import procedures .....	17.6
Tariffs .....	12.2
High cost or delays caused by domestic transportation .....	9.2
Crime and theft .....	7.7
Inappropriate telecommunications infrastructure .....	5.1
Corruption at the border .....	1.7



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Estonia

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>46</b>	<b>4.9</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	5	0.8	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	110	3.1	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	55	8.4	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	104	10.6	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	107	11.0	Multiple economies (54)	0.0
Number of distinct tariffs	109	1,755	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	42	65.4	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>97</b>	<b>1.9</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	73	5.5	Chile	3.5
2.02 Index of margin of preference in destination mkts (0–100)	96	9.1	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>8</b>	<b>5.9</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	13	0.82	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	26	3.4	Norway	4.2
3.03 No. of days to import	2	5	Singapore	4
3.04 No. of documents to import	11	4	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	24	795	Singapore	440
3.06 No. of days to export	1	6	Multiple economies (5)	6
3.07 No. of documents to export	3	3	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	28	765	Malaysia	450
3.09 Irregular payments in exports and imports*	19	5.5	New Zealand	6.6
3.10 Time predictability of import procedures*	15	5.3	Finland	6.0
3.11 Customs transparency index (0–1)	1	1.00	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>78</b>	<b>3.2</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	114	21.4	United States	11,481.7
4.02 Quality of air transport infrastructure*	82	4.1	Singapore	6.8
4.03 Quality of railroad infrastructure*	40	3.6	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	90	6.4	China	157.5
4.05 Quality of port infrastructure*	17	5.6	Netherlands	6.8
4.06 Paved roads (% of total)	104	17.9	Multiple economies (18)	100.0
4.07 Quality of roads*	59	4.2	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>37</b>	<b>4.7</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	34	3.3	Luxembourg	3.8
5.02 Logistics competence (1–5)	39	3.3	Norway	4.2
5.03 Tracking and tracing ability (1–5)	47	3.2	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	50	3.6	Luxembourg	4.7
5.05 Postal services efficiency*	31	5.7	Japan	6.8
5.06 Efficiency of transport mode change*	46	4.5	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>12</b>	<b>6.0</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	12	160.4	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	25	79.0	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	20	25.5	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	13	75.3	Singapore	124.5
6.05 ICT use for business-to-business transactions*	6	6.0	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	11	5.8	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	18	0.82	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>23</b>	<b>5.1</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	32	5.0	Finland	6.3
Property rights*	33	5.1	Finland	6.4
Intellectual property protection*	30	4.8	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	17	5.0	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	13	3.5	Multiple economies (7)	4.0
Diversion of public funds*	29	4.5	New Zealand	6.5
Ease of compliance with government regulation*	11	4.3	Singapore	5.4
7.03 Access to finance index (1–7)	39	4.3	Hong Kong SAR	5.7
Affordability of financial services*	39	4.7	Hong Kong SAR	6.1
Availability of financial services*	37	5.1	Switzerland	6.4
Ease of access to loans*	46	3.1	Qatar	4.9
Availability of trade finance*	43	4.1	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	21	4.9	Ireland	5.5
Ease of hiring foreign labour*	102	3.7	United Arab Emirates	5.6
Business impact of rules on FDI*	19	5.3	Ireland	6.7
Openness to multilateral trade rules (0–100)	11	82.2	Slovenia	92.2
7.05 Index of physical security (1–7)	18	6.3	Qatar	6.8
Reliability of police services*	30	5.3	Finland	6.7
Business costs of crime and violence*	24	5.6	Qatar	6.8
Business costs of terrorism*	12	6.4	Slovenia	6.7
Homicide cases/100,000 pop.	83	4.8	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	49	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Ethiopia

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions) .....	86.8..... 14
GDP (US\$ billions) .....	42.5..... 78
GDP per capita (US\$) .....	490.0..... 134
<b>Merchandise trade</b>	
Trade openness (imports+exports)/GDP .....	34.8..... 129
Share of world trade (%) .....	0.04..... 96
Total Exports (US\$ billions) .....	3.0..... 109
Total Imports (US\$ billions) .....	12.7..... 85

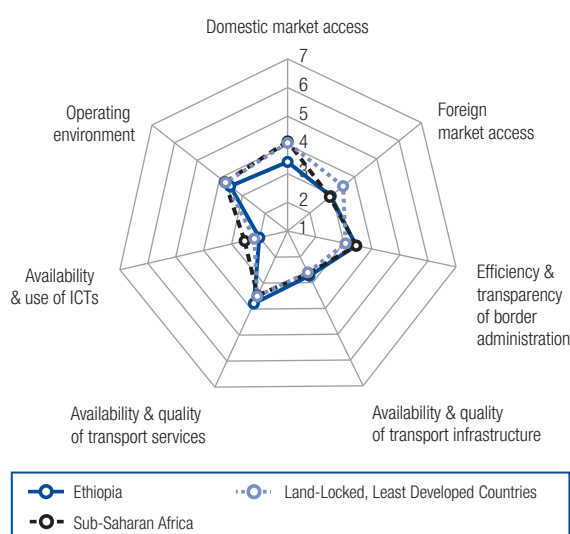
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>0.9</b> .....	<b>22.5</b>
<b>Intermediate goods</b> .....	<b>69.1</b> .....	<b>44.2</b>
Food and beverages (industrial) .....	55.0.....	7.4
Industrial supplies (primary and processed) .....	13.7.....	28.1
Parts and accessories .....	0.4.....	8.2
Fuels and lubricants .....	0.0.....	0.5
<b>Consumer goods</b> .....	<b>29.8</b> .....	<b>11.0</b>
Food and beverages (consumer) .....	21.5.....	2.6
Transport equipment and consumer goods .....	8.3.....	8.4
<b>Passenger motor cars</b> .....	<b>0.2</b> .....	<b>2.2</b>
<b>Others</b> .....	<b>0.0</b> .....	<b>20.2</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>118</b> .....	<b>3.2</b>
<b>Subindex A: Market access (25%)</b> .....	<b>114</b> .....	<b>3.2</b>
Pillar 1: Domestic market access .....	124 .....	3.4
Pillar 2: Foreign market access .....	54 .....	2.9
<b>Subindex B: Border administration (25%)</b> .....	<b>110</b> .....	<b>3.4</b>
Pillar 3: Efficiency & transparency of border administration .....	110 .....	3.4
<b>Subindex C: Infrastructure (25%)</b> .....	<b>116</b> .....	<b>2.8</b>
Pillar 4: Availability & quality of transport infrastructure .....	93 .....	2.7
Pillar 5: Availability & quality of transport services .....	86 .....	3.8
Pillar 6: Availability & use of ICTs .....	131 .....	2.0
<b>Subindex D: Operating environment (25%)</b> .....	<b>115</b> .....	<b>3.5</b>
Pillar 7: Operating environment .....	115 .....	3.5



## The most problematic factors for trade, 2013

### Most problematic factors for exporting

	Score*
Difficulties in meeting quality/quantity requirements of buyers .....	18.0
Inappropriate production technology and skills .....	14.4
Access to trade finance .....	12.4
Identifying potential markets and buyers .....	11.6
Access to imported inputs at competitive prices .....	10.0
Technical requirements and standards abroad .....	7.8
High cost or delays caused by domestic transportation .....	6.6
Tariff barriers abroad .....	6.1
Corruption at foreign borders .....	3.9
High cost or delays caused by international transportation .....	3.6
Burdensome procedures at foreign borders .....	3.5
Rules of origin requirements abroad .....	2.3

### Most problematic factors for importing

	Score*
Tariffs .....	23.7
Burdensome import procedures .....	23.1
High cost or delays caused by domestic transportation .....	13.9
Corruption at the border .....	12.0
Domestic technical requirements and standards .....	11.6
High cost or delays caused by international transportation .....	6.9
Inappropriate telecommunications infrastructure .....	5.8
Crime and theft .....	2.8

\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>124</b>	<b>3.4</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	124	12.7	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	37	6.5	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	103	11.6	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	1	0.0	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	1	0.0	Multiple economies (54)	0.0
Number of distinct tariffs	25	6	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	119	13.4	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>54</b>	<b>2.9</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	24	5.0	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	74	22.7	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>110</b>	<b>3.4</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	87	0.44	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	97	2.4	Norway	4.2
3.03 No. of days to import	129	44	Singapore	4
3.04 No. of documents to import	115	10	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	122	2,760	Singapore	440
3.06 No. of days to export	131	44	Multiple economies (5)	6
3.07 No. of documents to export	85	7	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	118	2,180	Malaysia	450
3.09 Irregular payments in exports and imports*	88	3.1	New Zealand	6.6
3.10 Time predictability of import procedures*	127	2.8	Finland	6.0
3.11 Customs transparency index (0–1)	39	0.90	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>93</b>	<b>2.7</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	54	247.6	United States	11,481.7
4.02 Quality of air transport infrastructure*	40	5.3	Singapore	6.8
4.03 Quality of railroad infrastructure*	102	1.5	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	n/a	n/a	China	157.5
4.05 Quality of port infrastructure*	112	3.1	Netherlands	6.8
4.06 Paved roads (% of total)	117	13.7	Multiple economies (18)	100.0
4.07 Quality of roads*	63	4.1	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>86</b>	<b>3.8</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	116	2.5	Luxembourg	3.8
5.02 Logistics competence (1–5)	96	2.6	Norway	4.2
5.03 Tracking and tracing ability (1–5)	93	2.7	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	80	3.2	Luxembourg	4.7
5.05 Postal services efficiency*	68	4.6	Japan	6.8
5.06 Efficiency of transport mode change*	85	3.7	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>131</b>	<b>2.0</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	137	22.4	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	135	1.5	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	134	0.0	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	99	4.0	Singapore	124.5
6.05 ICT use for business-to-business transactions*	132	3.5	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	136	2.7	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	75	0.47	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>115</b>	<b>3.5</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	85	3.6	Finland	6.3
Property rights*	96	3.7	Finland	6.4
Intellectual property protection*	80	3.5	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	72	3.5	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	63	2.0	Multiple economies (7)	4.0
Diversion of public funds*	64	3.2	New Zealand	6.5
Ease of compliance with government regulation*	77	3.4	Singapore	5.4
7.03 Access to finance index (1–7)	117	3.0	Hong Kong SAR	5.7
Affordability of financial services*	116	3.4	Hong Kong SAR	6.1
Availability of financial services*	124	3.4	Switzerland	6.4
Ease of access to loans*	115	2.0	Qatar	4.9
Availability of trade finance*	99	3.3	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	131	3.0	Ireland	5.5
Ease of hiring foreign labour*	113	3.4	United Arab Emirates	5.6
Business impact of rules on FDI*	98	4.1	Ireland	6.7
Openness to multilateral trade rules (0–100)	133	27.6	Slovenia	92.2
7.05 Index of physical security (1–7)	108	4.5	Qatar	6.8
Reliability of police services*	78	3.9	Finland	6.7
Business costs of crime and violence*	35	5.4	Qatar	6.8
Business costs of terrorism*	70	5.4	Slovenia	6.7
Homicide cases/100,000 pop.	128	25.5	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	108	6.7	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



# Finland

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

		Rank/138
Population (millions) .....	5.4 .....	97
GDP (US\$ billions) .....	247.6 .....	44
GDP per capita (US\$) .....	45,634.9 .....	16
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	59.5 .....	80
Share of world trade (%) .....	0.40 .....	46
Total Exports (US\$ billions) .....	73.0 .....	48
Total Imports (US\$ billions) .....	76.2 .....	40

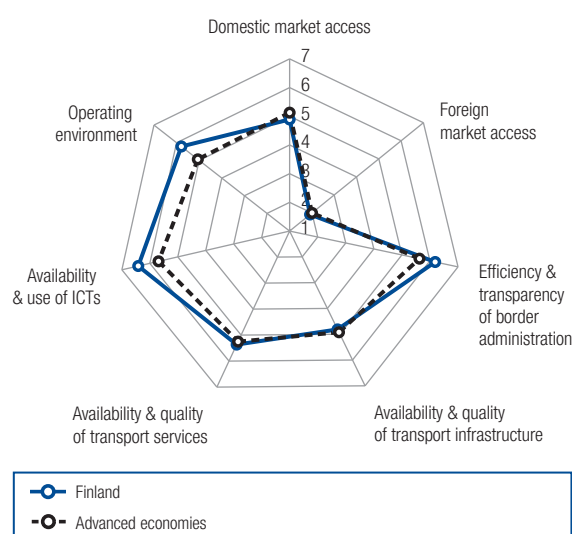
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>20.8</b> .....	<b>14.9</b>
<b>Intermediate goods</b> .....	<b>60.0</b> .....	<b>58.0</b>
Food and beverages (industrial) .....	0.6 .....	1.1
Industrial supplies (primary and processed) .....	47.9 .....	29.4
Parts and accessories .....	11.1 .....	10.3
Fuels and lubricants .....	0.4 .....	17.2
<b>Consumer goods</b> .....	<b>7.0</b> .....	<b>18.1</b>
Food and beverages (consumer) .....	2.0 .....	5.5
Transport equipment and consumer goods .....	5.0 .....	12.6
<b>Passenger motor cars</b> .....	<b>0.7</b> .....	<b>3.2</b>
<b>Others</b> .....	<b>11.5</b> .....	<b>5.7</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

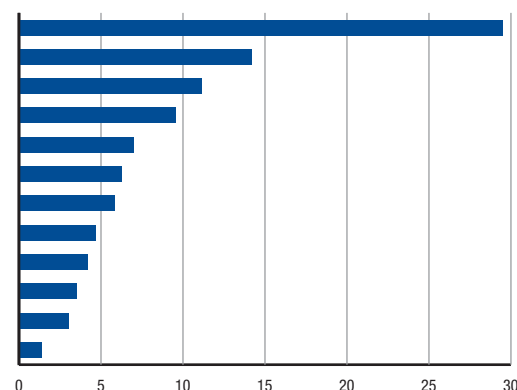
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>5</b> .....	<b>5.2</b>
<b>Subindex A: Market access (25%)</b> .....	<b>75</b> .....	<b>3.4</b>
Pillar 1: Domestic market access .....	46 .....	4.9
Pillar 2: Foreign market access .....	97 .....	1.9
<b>Subindex B: Border administration (25%)</b> .....	<b>2</b> .....	<b>6.2</b>
Pillar 3: Efficiency & transparency of border administration .....	2 .....	6.2
<b>Subindex C: Infrastructure (25%)</b> .....	<b>14</b> .....	<b>5.5</b>
Pillar 4: Availability & quality of transport infrastructure .....	20 .....	4.8
Pillar 5: Availability & quality of transport services .....	17 .....	5.4
Pillar 6: Availability & use of ICTs .....	3 .....	6.4
<b>Subindex D: Operating environment (25%)</b> .....	<b>3</b> .....	<b>5.8</b>
Pillar 7: Operating environment .....	3 .....	5.8



## The most problematic factors for trade, 2013

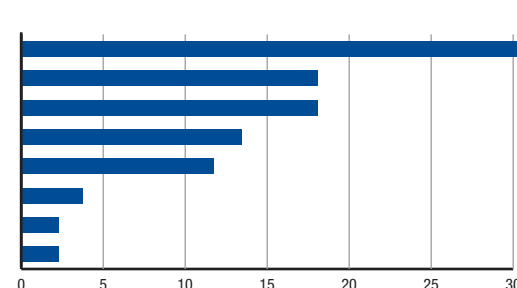
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	29.5
High cost or delays caused by international transportation .....	14.2
Access to imported inputs at competitive prices .....	11.1
Access to trade finance .....	9.5
Tariff barriers abroad .....	7.0
Burdensome procedures at foreign borders .....	6.3
Difficulties in meeting quality/quantity requirements of buyers .....	5.8
High cost or delays caused by domestic transportation .....	4.6
Technical requirements and standards abroad .....	4.2
Corruption at foreign borders .....	3.5
Rules of origin requirements abroad .....	3.0
Inappropriate production technology and skills .....	1.4



### Most problematic factors for importing

	Score*
High cost or delays caused by international transportation .....	30.4
Domestic technical requirements and standards .....	18.1
Burdensome import procedures .....	18.1
Tariffs .....	13.5
High cost or delays caused by domestic transportation .....	11.7
Inappropriate telecommunications infrastructure .....	3.7
Crime and theft .....	2.3
Corruption at the border .....	2.3



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Finland

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b> .....	<b>46</b> .....	<b>4.9</b>	<b>Multiple economies (2)</b> .....	<b>7.0</b>
1.01 Tariff rate (%).....	5	0.8	Multiple economies (2).....	0.0
1.02 Complexity of tariffs index (1–7).....	110	3.1	Multiple economies (2).....	7.0
Tariff dispersion (standard deviation).....	55	8.4	Multiple economies (2).....	0.0
Tariff peaks (% of tariff lines).....	104	10.6	Multiple economies (24).....	0.0
Specific tariffs (% of tariff lines).....	107	11.0	Multiple economies (54).....	0.0
Number of distinct tariffs.....	109	1,755	Multiple economies (2).....	1
1.03 Share of duty-free imports (%).....	42	65.4	Multiple economies (2).....	100.0
<b>Pillar 2: Foreign market access (1–7)</b> .....	<b>97</b> .....	<b>1.9</b>	<b>Cambodia</b> .....	<b>5.3</b>
2.01 Tariffs faced (%).....	73	5.5	Chile.....	3.5
2.02 Index of margin of preference in destination mkts (0–100).....	96	9.1	Mauritius.....	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b> .....	<b>2</b> .....	<b>6.2</b>	<b>Singapore</b> .....	<b>6.3</b>
3.01 Customs services index (0–1).....	9	0.90	Singapore.....	0.97
3.02 Efficiency of the clearance process (1–5).....	8	3.9	Norway.....	4.2
3.03 No. of days to import.....	10	7	Singapore.....	4
3.04 No. of documents to import.....	27	5	Multiple economies (2).....	2
3.05 Cost to import (US\$ per container).....	8	625	Singapore.....	440
3.06 No. of days to export.....	17	9	Multiple economies (5).....	6
3.07 No. of documents to export.....	16	4	Multiple economies (2).....	2
3.08 Cost to export (US\$ per container).....	10	615	Malaysia.....	450
3.09 Irregular payments in exports and imports*.....	2	6.5	New Zealand.....	6.6
3.10 Time predictability of import procedures*.....	1	6.0	Finland.....	6.0
3.11 Customs transparency index (0–1).....	36	0.93	Multiple economies (35).....	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b> .....	<b>20</b> .....	<b>4.8</b>	<b>United Arab Emirates</b> .....	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions.....	46	363.1	United States.....	11,481.7
4.02 Quality of air transport infrastructure*.....	6	6.2	Singapore.....	6.8
4.03 Quality of railroad infrastructure*.....	6	5.9	Japan.....	6.7
4.04 Liner Shipping Connectivity Index (0–157.1).....	80	9.3	China.....	157.5
4.05 Quality of port infrastructure*.....	5	6.4	Netherlands.....	6.8
4.06 Paved roads (% of total).....	57	65.3	Multiple economies (18).....	100.0
4.07 Quality of roads*.....	9	6.1	United Arab Emirates.....	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b> .....	<b>17</b> .....	<b>5.4</b>	<b>Singapore</b> .....	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5).....	20	3.5	Luxembourg.....	3.8
5.02 Logistics competence (1–5).....	19	3.7	Norway.....	4.2
5.03 Tracking and tracing ability (1–5).....	39	3.3	Germany.....	4.2
5.04 Timeliness of shipments in reaching destination (1–5).....	38	3.8	Luxembourg.....	4.7
5.05 Postal services efficiency*.....	3	6.4	Japan.....	6.8
5.06 Efficiency of transport mode change*.....	4	6.2	Hong Kong SAR.....	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b> .....	<b>3</b> .....	<b>6.4</b>	<b>Sweden</b> .....	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop. ....	8	172.3	Hong Kong SAR.....	229.2
6.02 Individuals using Internet (%).....	7	91.0	Iceland.....	96.2
6.03 Fixed broadband Internet subscriptions/100 pop. ....	16	30.3	Switzerland.....	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop. ....	3	106.4	Singapore.....	124.5
6.05 ICT use for business-to-business transactions*.....	1	6.2	Finland.....	6.2
6.06 Internet use for business-to-consumer transactions*.....	16	5.6	United Kingdom.....	6.3
6.07 Government Online Service Index (0–1).....	7	0.88	Multiple economies (3).....	1.00
<b>Pillar 7: Operating environment (1–7)</b> .....	<b>3</b> .....	<b>5.8</b>	<b>Hong Kong SAR</b> .....	<b>5.8</b>
7.01 Protection of property index (1–7).....	1	6.3	Finland.....	6.3
Property rights*.....	1	6.4	Finland.....	6.4
Intellectual property protection*.....	1	6.2	Finland.....	6.2
7.02 Efficiency and accountability of public institutions index (1–7).....	5	5.5	Singapore.....	6.0
Judicial efficiency & impartiality in commercial disputes (0–4).....	22	3.0	Multiple economies (7).....	4.0
Diversion of public funds*.....	4	6.1	New Zealand.....	6.5
Ease of compliance with government regulation*.....	4	5.0	Singapore.....	5.4
7.03 Access to finance index (1–7).....	4	5.4	Hong Kong SAR.....	5.7
Affordability of financial services*.....	6	5.8	Hong Kong SAR.....	6.1
Availability of financial services*.....	8	6.1	Switzerland.....	6.4
Ease of access to loans*.....	12	4.2	Qatar.....	4.9
Availability of trade finance*.....	3	5.6	Hong Kong SAR.....	5.8
7.04 Openness to foreign participation index (1–7).....	16	4.9	Ireland.....	5.5
Ease of hiring foreign labour*.....	28	4.5	United Arab Emirates.....	5.6
Business impact of rules on FDI*.....	32	5.0	Ireland.....	6.7
Openness to multilateral trade rules (0–100).....	25	77.8	Slovenia.....	92.2
7.05 Index of physical security (1–7).....	2	6.7	Qatar.....	6.8
Reliability of police services*.....	1	6.7	Finland.....	6.7
Business costs of crime and violence*.....	3	6.3	Qatar.....	6.8
Business costs of terrorism*.....	3	6.7	Slovenia.....	6.7
Homicide cases/100,000 pop. ....	52	2.2	Hong Kong SAR.....	0.2
Index of terrorism incidence (1–7).....	1	7.0	Multiple economies (48).....	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# France

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	63.4.....	21
GDP (US\$ billions) .....	2,613.9.....	5
GDP per capita (US\$) .....	41,223.3.....	21
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	47.6.....	106
Share of world trade (%) .....	3.36.....	6
Total Exports (US\$ billions) .....	568.9.....	6
Total Imports (US\$ billions) .....	673.8.....	6

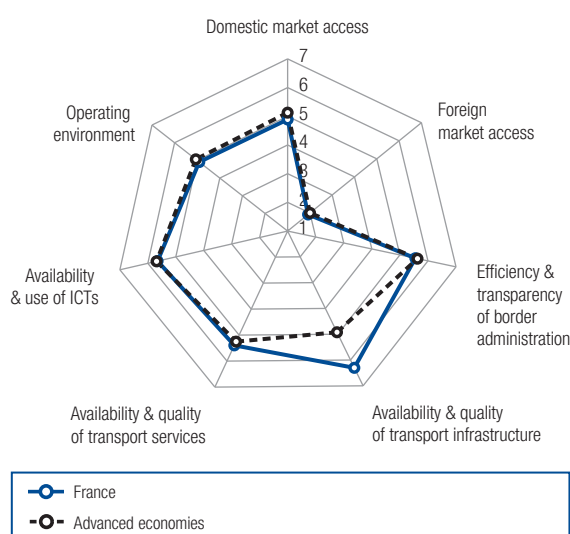
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>19.8.....</b>	<b>14.4</b>
<b>Intermediate goods</b> .....	<b>47.1.....</b>	<b>52.2</b>
Food and beverages (industrial) .....	2.7.....	1.0
Industrial supplies (primary and processed) .....	25.2.....	25.7
Parts and accessories.....	17.7.....	13.9
Fuels and lubricants .....	1.6.....	11.6
<b>Consumer goods</b> .....	<b>26.3.....</b>	<b>23.2</b>
Food and beverages (consumer).....	8.8.....	6.3
Transport equipment and consumer goods.....	17.5.....	16.8
<b>Passenger motor cars</b> .....	<b>3.7.....</b>	<b>4.6</b>
<b>Others</b> .....	<b>3.0.....</b>	<b>5.7</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

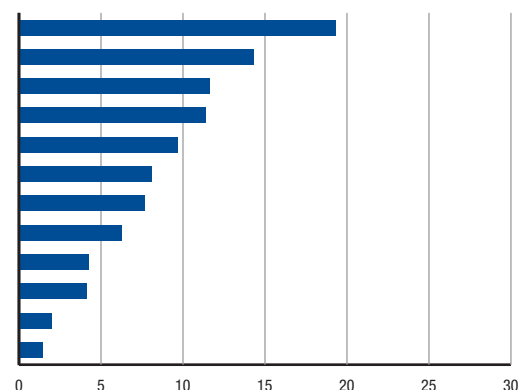
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>21.....</b>	<b>4.9</b>
<b>Subindex A: Market access (25%)</b> .....	<b>75.....</b>	<b>3.4</b>
Pillar 1: Domestic market access.....	46.....	4.9
Pillar 2: Foreign market access.....	97.....	1.9
<b>Subindex B: Border administration (25%)</b> .....	<b>27.....</b>	<b>5.6</b>
Pillar 3: Efficiency & transparency of border administration.....	27.....	5.6
<b>Subindex C: Infrastructure (25%)</b> .....	<b>9.....</b>	<b>5.8</b>
Pillar 4: Availability & quality of transport infrastructure.....	4.....	6.3
Pillar 5: Availability & quality of transport services.....	15.....	5.4
Pillar 6: Availability & use of ICTs .....	22.....	5.7
<b>Subindex D: Operating environment (25%)</b> .....	<b>30.....</b>	<b>4.9</b>
Pillar 7: Operating environment.....	30.....	4.9



## The most problematic factors for trade, 2013

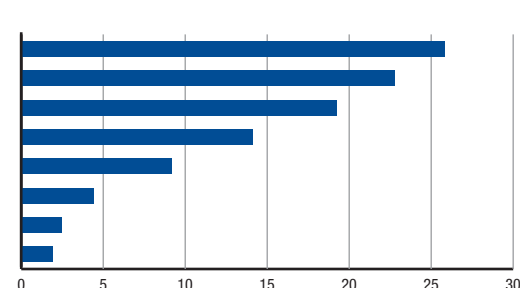
### Most problematic factors for exporting

	Score*
Tariff barriers abroad .....	19.3
Burdensome procedures at foreign borders .....	14.3
Identifying potential markets and buyers .....	11.6
Access to trade finance.....	11.3
Technical requirements and standards abroad .....	9.6
Rules of origin requirements abroad.....	8.1
Corruption at foreign borders .....	7.7
Access to imported inputs at competitive prices .....	6.2
High cost or delays caused by domestic transportation .....	4.3
High cost or delays caused by international transportation .....	4.1
Inappropriate production technology and skills.....	2.0
Difficulties in meeting quality/quantity requirements of buyers.....	1.4



### Most problematic factors for importing

	Score*
Burdensome import procedures .....	25.8
Tariffs .....	22.8
Domestic technical requirements and standards .....	19.3
High cost or delays caused by international transportation .....	14.1
High cost or delays caused by domestic transportation .....	9.2
Crime and theft.....	4.4
Corruption at the border.....	2.5
Inappropriate telecommunications infrastructure .....	1.9



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# France

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>46</b>	<b>4.9</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	5	0.8	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	110	3.1	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	55	8.4	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	104	10.6	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	107	11.0	Multiple economies (54)	0.0
Number of distinct tariffs	109	1,755	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	42	65.4	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>97</b>	<b>1.9</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	73	5.5	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	96	9.1	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>27</b>	<b>5.6</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	24	0.75	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	18	3.6	Norway	4.2
3.03 No. of days to import	36	11	Singapore	4
3.04 No. of documents to import	1	2	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	79	1,445	Singapore	440
3.06 No. of days to export	24	10	Multiple economies (5)	6
3.07 No. of documents to export	1	2	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	83	1,335	Malaysia	450
3.09 Irregular payments in exports and imports*	33	5.0	New Zealand	6.6
3.10 Time predictability of import procedures*	29	4.8	Finland	6.0
3.11 Customs transparency index (0–1)	39	0.90	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>4</b>	<b>6.3</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	5	3,474.3	United States	11,481.7
4.02 Quality of air transport infrastructure*	10	6.1	Singapore	6.8
4.03 Quality of railroad infrastructure*	4	6.3	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	11	74.9	China	157.5
4.05 Quality of port infrastructure*	24	5.4	Netherlands	6.8
4.06 Paved roads (% of total)	1	100.0	Multiple economies (18)	100.0
4.07 Quality of roads*	2	6.4	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>15</b>	<b>5.4</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	7	3.7	Luxembourg	3.8
5.02 Logistics competence (1–5)	15	3.8	Norway	4.2
5.03 Tracking and tracing ability (1–5)	12	3.9	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	13	4.2	Luxembourg	4.7
5.05 Postal services efficiency*	19	6.1	Japan	6.8
5.06 Efficiency of transport mode change*	29	5.0	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>22</b>	<b>5.7</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	90	97.4	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	17	83.0	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	4	37.5	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	29	51.8	Singapore	124.5
6.05 ICT use for business-to-business transactions*	37	5.5	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	27	5.3	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	8	0.88	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>30</b>	<b>4.9</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	16	5.7	Finland	6.3
Property rights*	18	5.7	Finland	6.4
Intellectual property protection*	11	5.7	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	38	4.2	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	26	2.8	Multiple economies (7)	4.0
Diversion of public funds*	26	4.8	New Zealand	6.5
Ease of compliance with government regulation*	120	2.7	Singapore	5.4
7.03 Access to finance index (1–7)	36	4.3	Hong Kong SAR	5.7
Affordability of financial services*	34	4.9	Hong Kong SAR	6.1
Availability of financial services*	33	5.2	Switzerland	6.4
Ease of access to loans*	39	3.2	Qatar	4.9
Availability of trade finance*	48	4.0	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	54	4.5	Ireland	5.5
Ease of hiring foreign labour*	120	3.3	United Arab Emirates	5.6
Business impact of rules on FDI*	70	4.5	Ireland	6.7
Openness to multilateral trade rules (0–100)	18	81.1	Slovenia	92.2
7.05 Index of physical security (1–7)	49	5.8	Qatar	6.8
Reliability of police services*	32	5.3	Finland	6.7
Business costs of crime and violence*	57	4.9	Qatar	6.8
Business costs of terrorism*	87	5.1	Slovenia	6.7
Homicide cases/100,000 pop.	35	1.2	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	98	6.9	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Gabon

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

Rank/138

Population (millions) .....	1.5 .....	128
GDP (US\$ billions) .....	18.4 .....	101
GDP per capita (US\$) .....	11,942.2 .....	52

### Merchandise trade

Trade openness (imports+exports)/GDP .....	85.2 .....	44
Share of world trade (%) .....	0.04 .....	100
Total Exports (US\$ billions) .....	9.7 .....	83
Total Imports (US\$ billions) .....	3.6 .....	120

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

Rank  
(out of 138)      Score  
(1–7)

**Enabling Trade Index 2014** ..... **122** ..... **3.1**

**Subindex A: Market access (25%)** ..... **134** ..... **2.5**

Pillar 1: Domestic market access..... 132 ..... 3.0

Pillar 2: Foreign market access..... 96 ..... 1.9

**Subindex B: Border administration (25%)** ..... **99** ..... **3.7**

Pillar 3: Efficiency & transparency  
of border administration..... 99 ..... 3.7

**Subindex C: Infrastructure (25%)** ..... **124** ..... **2.7**

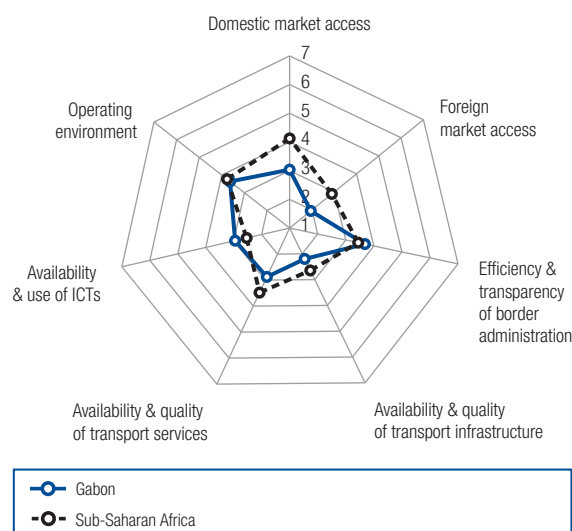
Pillar 4: Availability & quality of transport infrastructure. 129 ..... 2.2

Pillar 5: Availability & quality of transport services ..... 135 ..... 2.9

Pillar 6: Availability & use of ICTs ..... 102 ..... 3.0

**Subindex D: Operating environment (25%)** ..... **107** ..... **3.6**

Pillar 7: Operating environment..... 107 ..... 3.6

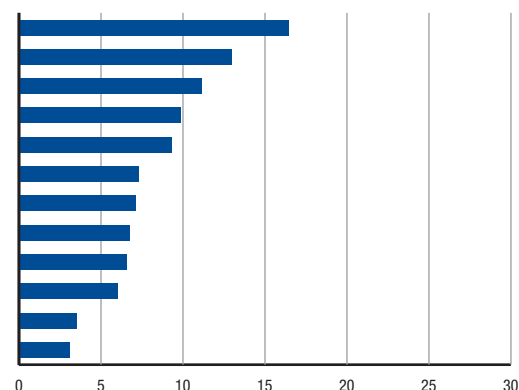


## The most problematic factors for trade, 2013

### Most problematic factors for exporting

Score\*

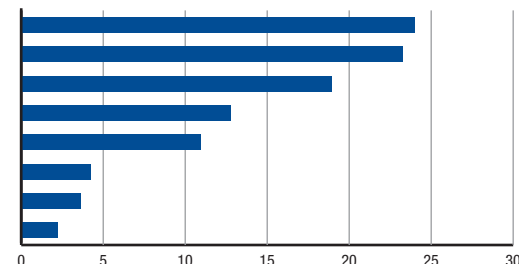
High cost or delays caused by domestic transportation .....	16.4
High cost or delays caused by international transportation .....	13.0
Access to trade finance.....	11.1
Inappropriate production technology and skills.....	9.9
Burdensome procedures at foreign borders .....	9.3
Difficulties in meeting quality/quantity requirements of buyers.....	7.3
Access to imported inputs at competitive prices .....	7.1
Identifying potential markets and buyers.....	6.8
Tariff barriers abroad .....	6.6
Technical requirements and standards abroad .....	6.0
Rules of origin requirements abroad.....	3.5
Corruption at foreign borders .....	3.1



### Most problematic factors for importing

Score\*

Burdensome import procedures .....	24.0
Tariffs.....	23.3
High cost or delays caused by international transportation .....	18.9
High cost or delays caused by domestic transportation .....	12.8
Corruption at the border.....	10.9
Inappropriate telecommunications infrastructure .....	4.2
Domestic technical requirements and standards .....	3.6
Crime and theft.....	2.2



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS		RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>		<b>132</b>	<b>3.0</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01	Tariff rate (%)	129	14.3	Multiple economies (2)	0.0
1.02	Complexity of tariffs index (1–7)	26	6.6	Multiple economies (2)	7.0
	Tariff dispersion (standard deviation)	91	9.5	Multiple economies (2)	0.0
	Tariff peaks (% of tariff lines)	1	0.0	Multiple economies (24)	0.0
	Specific tariffs (% of tariff lines)	1	0.0	Multiple economies (54)	0.0
	Number of distinct tariffs	19	5	Multiple economies (2)	1
1.03	Share of duty-free imports (%)	130	4.1	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>		<b>96</b>	<b>1.9</b>	<b>Cambodia</b>	<b>5.3</b>
2.01	Tariffs faced (%)	112	5.6	Chile	3.5
2.02	Index of margin of preference in destination mkt (0–100)	86	15.9	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>		<b>99</b>	<b>3.7</b>	<b>Singapore</b>	<b>6.3</b>
3.01	Customs services index (0–1)	98	0.38	Singapore	0.97
3.02	Efficiency of the clearance process (1–5)	132	2.0	Norway	4.2
3.03	No. of days to import	88	22	Singapore	4
3.04	No. of documents to import	82	8	Multiple economies (2)	2
3.05	Cost to import (US\$ per container)	109	2,175	Singapore	440
3.06	No. of days to export	85	20	Multiple economies (5)	6
3.07	No. of documents to export	65	6	Multiple economies (2)	2
3.08	Cost to export (US\$ per container)	116	2,045	Malaysia	450
3.09	Irregular payments in exports and imports*	69	3.6	New Zealand	6.6
3.10	Time predictability of import procedures*	117	3.1	Finland	6.0
3.11	Customs transparency index (0–1)	83	0.70	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>		<b>129</b>	<b>2.2</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01	Available int'l airline seat km/week, millions	106	28.6	United States	11,481.7
4.02	Quality of air transport infrastructure*	102	3.6	Singapore	6.8
4.03	Quality of railroad infrastructure*	72	2.4	Japan	6.7
4.04	Liner Shipping Connectivity Index (0–157.1)	81	9.0	China	157.5
4.05	Quality of port infrastructure*	124	2.7	Netherlands	6.8
4.06	Paved roads (% of total)	122	12.0	Multiple economies (18)	100.0
4.07	Quality of roads*	131	2.3	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>		<b>135</b>	<b>2.9</b>	<b>Singapore</b>	<b>5.7</b>
5.01	Ease and affordability of shipment (1–5)	109	2.6	Luxembourg	3.8
5.02	Logistics competence (1–5)	127	2.3	Norway	4.2
5.03	Tracking and tracing ability (1–5)	138	1.9	Germany	4.2
5.04	Timeliness of shipments in reaching destination (1–5)	137	2.3	Luxembourg	4.7
5.05	Postal services efficiency*	123	2.8	Japan	6.8
5.06	Efficiency of transport mode change*	124	2.8	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>		<b>102</b>	<b>3.0</b>	<b>Sweden</b>	<b>6.5</b>
6.01	Mobile phone subscriptions/100 pop.	6	179.5	Hong Kong SAR	229.2
6.02	Individuals using Internet (%)	117	8.6	Iceland	96.2
6.03	Fixed broadband Internet subscriptions/100 pop.	111	0.3	Switzerland	39.9
6.04	Active mobile broadband Internet subscriptions/100 pop.	127	0.0	Singapore	124.5
6.05	ICT use for business-to-business transactions*	115	4.1	Finland	6.2
6.06	Internet use for business-to-consumer transactions*	127	3.1	United Kingdom	6.3
6.07	Government Online Service Index (0–1)	126	0.19	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>		<b>107</b>	<b>3.6</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01	Protection of property index (1–7)	96	3.4	Finland	6.3
	Property rights*	71	4.1	Finland	6.4
	Intellectual property protection*	121	2.6	Finland	6.2
7.02	Efficiency and accountability of public institutions index (1–7)	109	3.0	Singapore	6.0
	Judicial efficiency & impartiality in commercial disputes (0–4)	113	1.0	Multiple economies (7)	4.0
	Diversion of public funds*	88	2.8	New Zealand	6.5
	Ease of compliance with government regulation*	43	3.7	Singapore	5.4
7.03	Access to finance index (1–7)	112	3.2	Hong Kong SAR	5.7
	Affordability of financial services*	122	3.3	Hong Kong SAR	6.1
	Availability of financial services*	121	3.5	Switzerland	6.4
	Ease of access to loans*	75	2.7	Qatar	4.9
	Availability of trade finance*	108	3.1	Hong Kong SAR	5.8
7.04	Openness to foreign participation index (1–7)	115	3.6	Ireland	5.5
	Ease of hiring foreign labour*	135	2.7	United Arab Emirates	5.6
	Business impact of rules on FDI*	76	4.5	Ireland	6.7
	Openness to multilateral trade rules (0–100)	98	55.5	Slovenia	92.2
7.05	Index of physical security (1–7)	86	5.0	Qatar	6.8
	Reliability of police services*	102	3.5	Finland	6.7
	Business costs of crime and violence*	73	4.6	Qatar	6.8
	Business costs of terrorism*	59	5.6	Slovenia	6.7
	Homicide cases/100,000 pop.	110	13.8	Hong Kong SAR	0.2
	Index of terrorism incidence (1–7)	1	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



# Gambia, The

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions) .....	1.8..... 127
GDP (US\$ billions) .....	0.9..... 138
GDP per capita (US\$) .....	497.3..... 133
<b>Merchandise trade</b>	
Trade openness (imports+exports)/GDP .....	52.3..... 96
Share of world trade (%) .....	0.00..... 138
Total Exports (US\$ billions) .....	0.1..... 138
Total Imports (US\$ billions) .....	0.4..... 138

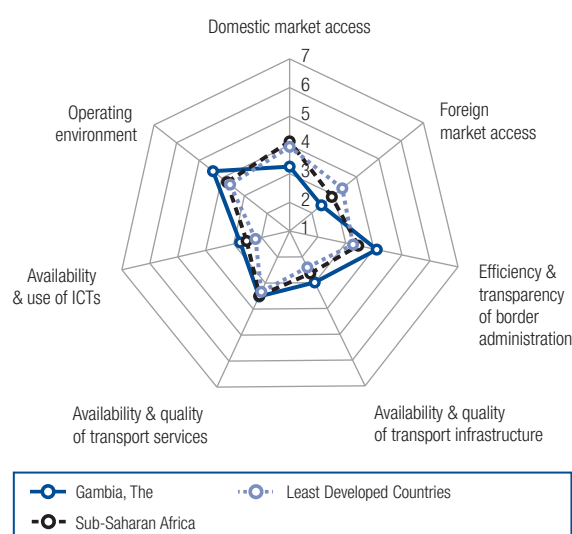
## Value chain indicators, 2011

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>1.5</b>	<b>7.0</b>
<b>Intermediate goods</b> .....	<b>47.6</b>	<b>33.8</b>
Food and beverages (industrial) .....	30.9	4.1
Industrial supplies (primary and processed) .....	16.3	25.2
Parts and accessories .....	0.4	4.4
Fuels and lubricants .....	0.1	0.0
<b>Consumer goods</b> .....	<b>50.9</b>	<b>32.5</b>
Food and beverages (consumer) .....	50.5	21.8
Transport equipment and consumer goods .....	0.4	10.6
<b>Passenger motor cars</b> .....	<b>0.0</b>	<b>4.8</b>
<b>Others</b> .....	<b>0.0</b>	<b>22.0</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

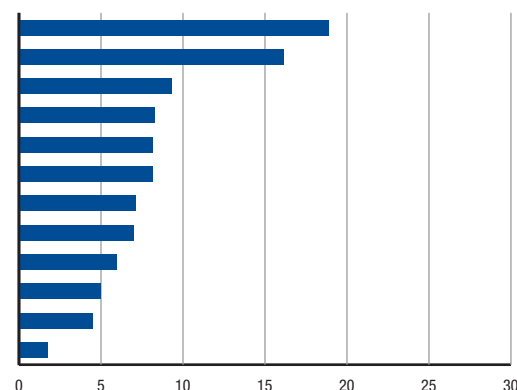
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>99</b>	<b>3.6</b>
<b>Subindex A: Market access (25%)</b> .....	<b>129</b>	<b>2.8</b>
Pillar 1: Domestic market access .....	130	3.2
Pillar 2: Foreign market access .....	75	2.4
<b>Subindex B: Border administration (25%)</b> .....	<b>81</b>	<b>4.1</b>
Pillar 3: Efficiency & transparency of border administration .....	81	4.1
<b>Subindex C: Infrastructure (25%)</b> .....	<b>99</b>	<b>3.1</b>
Pillar 4: Availability & quality of transport infrastructure .....	83	3.0
Pillar 5: Availability & quality of transport services .....	110	3.5
Pillar 6: Availability & use of ICTs .....	109	2.8
<b>Subindex D: Operating environment (25%)</b> .....	<b>52</b>	<b>4.4</b>
Pillar 7: Operating environment .....	52	4.4



## The most problematic factors for trade, 2013

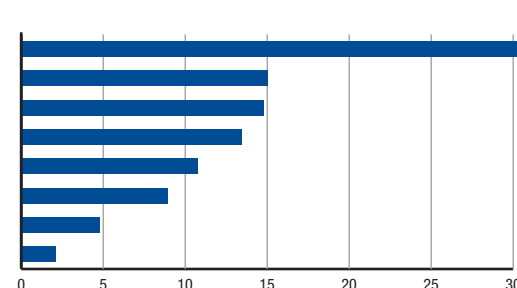
### Most problematic factors for exporting

	Score*
Access to trade finance .....	18.9
Identifying potential markets and buyers .....	16.1
Difficulties in meeting quality/quantity requirements of buyers .....	9.3
Tariff barriers abroad .....	8.3
Inappropriate production technology and skills .....	8.1
High cost or delays caused by international transportation .....	8.1
Access to imported inputs at competitive prices .....	7.1
Technical requirements and standards abroad .....	7.0
Burdensome procedures at foreign borders .....	6.0
High cost or delays caused by domestic transportation .....	4.9
Corruption at foreign borders .....	4.5
Rules of origin requirements abroad .....	1.7



### Most problematic factors for importing

	Score*
Tariffs .....	30.3
Corruption at the border .....	15.0
Burdensome import procedures .....	14.8
High cost or delays caused by international transportation .....	13.4
Domestic technical requirements and standards .....	10.7
High cost or delays caused by domestic transportation .....	8.9
Inappropriate telecommunications infrastructure .....	4.8
Crime and theft .....	2.1



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Gambia, The

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>130</b>	<b>3.2</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	127	13.7	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	17	6.7	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	42	7.5	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	1	0.0	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	1	0.0	Multiple economies (54)	0.0
Number of distinct tariffs	5	4	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	121	9.2	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>75</b>	<b>2.4</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	41	5.3	Chile	3.5
2.02 Index of margin of preference in destination mkts (0–100)	83	17.5	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>81</b>	<b>4.1</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	79	0.51	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	128	2.1	Norway	4.2
3.03 No. of days to import	83	21	Singapore	4
3.04 No. of documents to import	57	7	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	31	895	Singapore	440
3.06 No. of days to export	101	23	Multiple economies (5)	6
3.07 No. of documents to export	65	6	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	71	1,190	Malaysia	450
3.09 Irregular payments in exports and imports*	70	3.6	New Zealand	6.6
3.10 Time predictability of import procedures*	45	4.3	Finland	6.0
3.11 Customs transparency index (0–1)	92	0.60	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>83</b>	<b>3.0</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	125	14.5	United States	11,481.7
4.02 Quality of air transport infrastructure*	58	4.7	Singapore	6.8
4.03 Quality of railroad infrastructure*	n/a	n/a	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	92	5.9	China	157.5
4.05 Quality of port infrastructure*	48	4.6	Netherlands	6.8
4.06 Paved roads (% of total)	100	19.3	Multiple economies (18)	100.0
4.07 Quality of roads*	56	4.2	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>110</b>	<b>3.5</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	98	2.7	Luxembourg	3.8
5.02 Logistics competence (1–5)	129	2.2	Norway	4.2
5.03 Tracking and tracing ability (1–5)	137	2.0	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	135	2.5	Luxembourg	4.7
5.05 Postal services efficiency*	69	4.6	Japan	6.8
5.06 Efficiency of transport mode change*	45	4.5	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>109</b>	<b>2.8</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	103	85.2	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	111	12.4	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	127	0.0	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	113	1.2	Singapore	124.5
6.05 ICT use for business-to-business transactions*	75	4.8	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	81	4.3	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	106	0.32	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>52</b>	<b>4.4</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	47	4.3	Finland	6.3
Property rights*	56	4.4	Finland	6.4
Intellectual property protection*	40	4.2	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	37	4.2	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	n/a	n/a	Multiple economies (7)	4.0
Diversion of public funds*	38	4.3	New Zealand	6.5
Ease of compliance with government regulation*	18	4.2	Singapore	5.4
7.03 Access to finance index (1–7)	75	3.7	Hong Kong SAR	5.7
Affordability of financial services*	53	4.3	Hong Kong SAR	6.1
Availability of financial services*	78	4.2	Switzerland	6.4
Ease of access to loans*	93	2.5	Qatar	4.9
Availability of trade finance*	70	3.8	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	90	4.1	Ireland	5.5
Ease of hiring foreign labour*	22	4.6	United Arab Emirates	5.6
Business impact of rules on FDI*	35	5.0	Ireland	6.7
Openness to multilateral trade rules (0–100)	122	42.5	Slovenia	92.2
7.05 Index of physical security (1–7)	58	5.6	Qatar	6.8
Reliability of police services*	48	4.6	Finland	6.7
Business costs of crime and violence*	34	5.4	Qatar	6.8
Business costs of terrorism*	43	5.9	Slovenia	6.7
Homicide cases/100,000 pop.	105	10.8	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	1	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Georgia

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	4.5.....	103
GDP (US\$ billions) .....	15.8.....	103
GDP per capita (US\$) .....	3,519.6.....	91
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	64.6.....	69
Share of world trade (%) .....	0.03.....	107
Total Exports (US\$ billions) .....	2.4.....	114
Total Imports (US\$ billions) .....	7.8.....	100

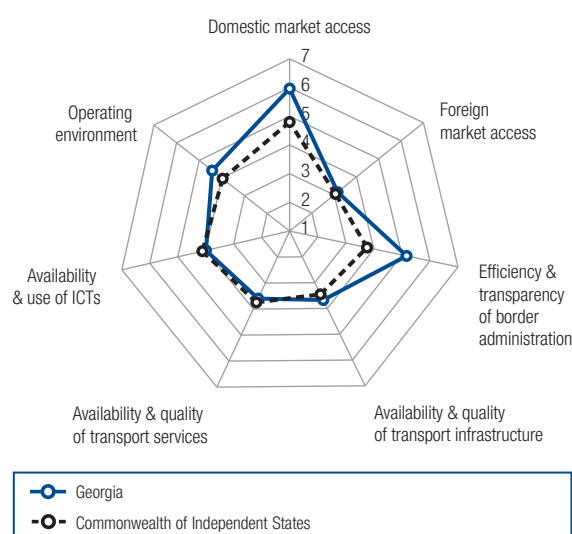
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>3.5</b> .....	<b>15.8</b>
<b>Intermediate goods</b> .....	<b>66.3</b> .....	<b>39.5</b>
Food and beverages (industrial) .....	5.7.....	5.0
Industrial supplies (primary and processed) .....	56.3.....	24.7
Parts and accessories .....	1.6.....	5.5
Fuels and lubricants .....	2.8.....	4.4
<b>Consumer goods</b> .....	<b>29.0</b> .....	<b>24.0</b>
Food and beverages (consumer) .....	21.4.....	8.3
Transport equipment and consumer goods .....	7.7.....	15.7
<b>Passenger motor cars</b> .....	<b>1.1</b> .....	<b>8.5</b>
<b>Others</b> .....	<b>0.1</b> .....	<b>12.2</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

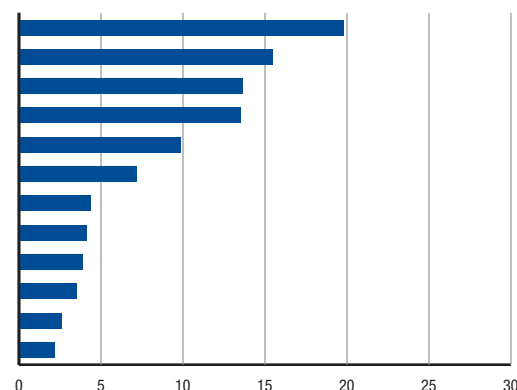
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>36</b> .....	<b>4.5</b>
<b>Subindex A: Market access (25%)</b> .....	<b>13</b> .....	<b>4.6</b>
Pillar 1: Domestic market access .....	7.....	6.0
Pillar 2: Foreign market access .....	49.....	3.2
<b>Subindex B: Border administration (25%)</b> .....	<b>35</b> .....	<b>5.2</b>
Pillar 3: Efficiency & transparency of border administration .....	35.....	5.2
<b>Subindex C: Infrastructure (25%)</b> .....	<b>71</b> .....	<b>3.8</b>
Pillar 4: Availability & quality of transport infrastructure .....	56.....	3.7
Pillar 5: Availability & quality of transport services .....	99.....	3.6
Pillar 6: Availability & use of ICTs .....	68.....	4.0
<b>Subindex D: Operating environment (25%)</b> .....	<b>48</b> .....	<b>4.4</b>
Pillar 7: Operating environment .....	48.....	4.4



## The most problematic factors for trade, 2013

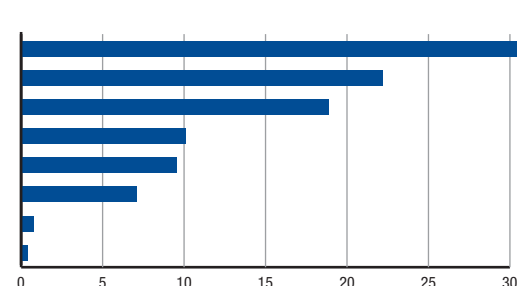
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	19.8
Difficulties in meeting quality/quantity requirements of buyers .....	15.4
Inappropriate production technology and skills .....	13.6
Access to trade finance .....	13.5
Technical requirements and standards abroad .....	9.8
Access to imported inputs at competitive prices .....	7.2
High cost or delays caused by domestic transportation .....	4.4
High cost or delays caused by international transportation .....	4.1
Rules of origin requirements abroad .....	3.9
Burdensome procedures at foreign borders .....	3.5
Tariff barriers abroad .....	2.6
Corruption at foreign borders .....	2.2



### Most problematic factors for importing

	Score*
High cost or delays caused by international transportation .....	31.2
High cost or delays caused by domestic transportation .....	22.2
Tariffs .....	18.8
Burdensome import procedures .....	10.1
Inappropriate telecommunications infrastructure .....	9.5
Domestic technical requirements and standards .....	7.1
Crime and theft .....	0.7
Corruption at the border .....	0.4



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>7</b>	<b>6.0</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	32	1.1	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	95	4.8	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	84	8.8	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	137	17.7	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	84	1.7	Multiple economies (54)	0.0
Number of distinct tariffs	84	190	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	8	91.9	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>49</b>	<b>3.2</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	56	5.4	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	40	45.8	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>35</b>	<b>5.2</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	18	0.80	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	120	2.2	Norway	4.2
3.03 No. of days to import	28	10	Singapore	4
3.04 No. of documents to import	11	4	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	91	1,595	Singapore	440
3.06 No. of days to export	17	9	Multiple economies (5)	6
3.07 No. of documents to export	16	4	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	86	1,355	Malaysia	450
3.09 Irregular payments in exports and imports*	17	5.7	New Zealand	6.6
3.10 Time predictability of import procedures*	8	5.4	Finland	6.0
3.11 Customs transparency index (0–1)	83	0.70	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>56</b>	<b>3.7</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	103	39.1	United States	11,481.7
4.02 Quality of air transport infrastructure*	79	4.2	Singapore	6.8
4.03 Quality of railroad infrastructure*	34	3.9	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	103	4.2	China	157.5
4.05 Quality of port infrastructure*	62	4.2	Netherlands	6.8
4.06 Paved roads (% of total)	24	94.1	Multiple economies (18)	100.0
4.07 Quality of roads*	55	4.2	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>99</b>	<b>3.6</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	130	2.3	Luxembourg	3.8
5.02 Logistics competence (1–5)	115	2.4	Norway	4.2
5.03 Tracking and tracing ability (1–5)	99	2.6	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	89	3.1	Luxembourg	4.7
5.05 Postal services efficiency*	94	3.8	Japan	6.8
5.06 Efficiency of transport mode change*	59	4.1	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>68</b>	<b>4.0</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	73	107.8	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	66	45.5	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	62	8.7	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	85	8.0	Singapore	124.5
6.05 ICT use for business-to-business transactions*	88	4.6	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	94	4.0	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	42	0.60	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>48</b>	<b>4.4</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	114	3.1	Finland	6.3
Property rights*	111	3.4	Finland	6.4
Intellectual property protection*	115	2.7	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	25	4.7	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	26	2.8	Multiple economies (7)	4.0
Diversion of public funds*	32	4.5	New Zealand	6.5
Ease of compliance with government regulation*	10	4.4	Singapore	5.4
7.03 Access to finance index (1–7)	91	3.5	Hong Kong SAR	5.7
Affordability of financial services*	78	4.0	Hong Kong SAR	6.1
Availability of financial services*	90	4.0	Switzerland	6.4
Ease of access to loans*	92	2.5	Qatar	4.9
Availability of trade finance*	91	3.4	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	8	5.0	Ireland	5.5
Ease of hiring foreign labour*	3	5.4	United Arab Emirates	5.6
Business impact of rules on FDI*	47	4.8	Ireland	6.7
Openness to multilateral trade rules (0–100)	44	72.3	Slovenia	92.2
7.05 Index of physical security (1–7)	44	5.9	Qatar	6.8
Reliability of police services*	35	5.2	Finland	6.7
Business costs of crime and violence*	51	5.0	Qatar	6.8
Business costs of terrorism*	68	5.4	Slovenia	6.7
Homicide cases/100,000 pop.	59	2.5	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	103	6.8	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Germany

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions) .....	81.9..... 16
GDP (US\$ billions) .....	3,429.5..... 4
GDP per capita (US\$) .....	41,865.5..... 20
<b>Merchandise trade</b>	
Trade openness (imports+exports)/GDP .....	75.7..... 55
Share of world trade (%) .....	6.96..... 3
Total Exports (US\$ billions) .....	1,407.1..... 3
Total Imports (US\$ billions) .....	1,167.2..... 3

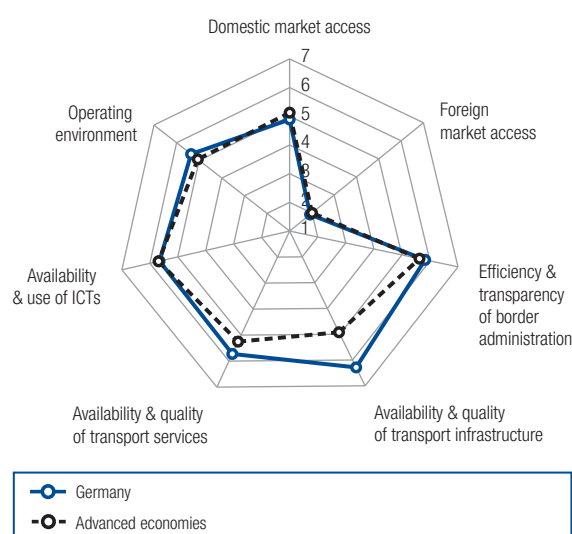
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>22.2</b> .....	<b>14.3</b>
<b>Intermediate goods</b> .....	<b>49.4</b> .....	<b>59.9</b>
Food and beverages (industrial) .....	0.9.....	1.7
Industrial supplies (primary and processed) .....	27.5.....	28.9
Parts and accessories .....	19.5.....	16.8
Fuels and lubricants .....	1.4.....	12.5
<b>Consumer goods</b> .....	<b>16.2</b> .....	<b>19.0</b>
Food and beverages (consumer) .....	3.9.....	5.2
Transport equipment and consumer goods .....	12.2.....	13.9
<b>Passenger motor cars</b> .....	<b>10.9</b> .....	<b>3.6</b>
<b>Others</b> .....	<b>1.4</b> .....	<b>3.1</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

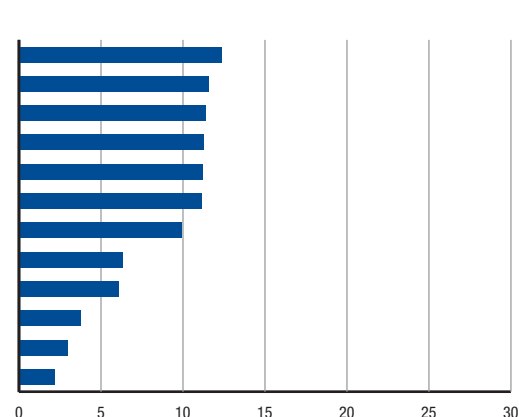
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>10</b> .....	<b>5.1</b>
<b>Subindex A: Market access (25%)</b> .....	<b>75</b> .....	<b>3.4</b>
Pillar 1: Domestic market access .....	46.....	4.9
Pillar 2: Foreign market access .....	97.....	1.9
<b>Subindex B: Border administration (25%)</b> .....	<b>13</b> .....	<b>5.8</b>
Pillar 3: Efficiency & transparency of border administration .....	13.....	5.8
<b>Subindex C: Infrastructure (25%)</b> .....	<b>6</b> .....	<b>5.9</b>
Pillar 4: Availability & quality of transport infrastructure .....	5.....	6.3
Pillar 5: Availability & quality of transport services .....	3.....	5.7
Pillar 6: Availability & use of ICTs .....	21.....	5.7
<b>Subindex D: Operating environment (25%)</b> .....	<b>12</b> .....	<b>5.4</b>
Pillar 7: Operating environment .....	12.....	5.4



## The most problematic factors for trade, 2013

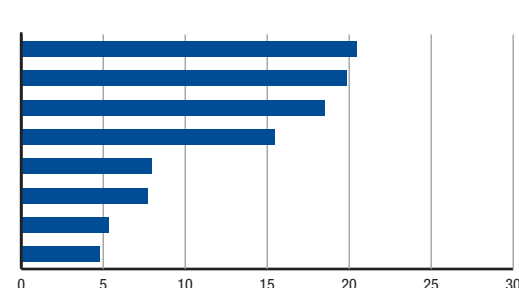
### Most problematic factors for exporting

	Score*
Tariff barriers abroad .....	12.4
Corruption at foreign borders .....	11.6
Identifying potential markets and buyers .....	11.3
Rules of origin requirements abroad .....	11.2
Burdensome procedures at foreign borders .....	11.2
Technical requirements and standards abroad .....	11.1
Access to trade finance .....	9.9
High cost or delays caused by international transportation .....	6.3
Access to imported inputs at competitive prices .....	6.1
Difficulties in meeting quality/quantity requirements of buyers .....	3.8
Inappropriate production technology and skills .....	2.9
High cost or delays caused by domestic transportation .....	2.2



### Most problematic factors for importing

	Score*
Domestic technical requirements and standards .....	20.4
Tariffs .....	19.9
Burdensome import procedures .....	18.5
High cost or delays caused by international transportation .....	15.4
High cost or delays caused by domestic transportation .....	7.9
Crime and theft .....	7.7
Corruption at the border .....	5.3
Inappropriate telecommunications infrastructure .....	4.8



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Germany

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>46</b>	<b>4.9</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	5	0.8	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	110	3.1	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	55	8.4	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	104	10.6	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	107	11.0	Multiple economies (54)	0.0
Number of distinct tariffs	109	1,755	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	42	65.4	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>97</b>	<b>1.9</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	73	5.5	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	96	9.1	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>13</b>	<b>5.8</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	12	0.83	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	2	4.1	Norway	4.2
3.03 No. of days to import	10	7	Singapore	4
3.04 No. of documents to import	11	4	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	35	940	Singapore	440
3.06 No. of days to export	17	9	Multiple economies (5)	6
3.07 No. of documents to export	16	4	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	42	905	Malaysia	450
3.09 Irregular payments in exports and imports*	28	5.2	New Zealand	6.6
3.10 Time predictability of import procedures*	31	4.7	Finland	6.0
3.11 Customs transparency index (0–1)	1	1.00	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>5</b>	<b>6.3</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	3	4,421.4	United States	11,481.7
4.02 Quality of air transport infrastructure*	8	6.1	Singapore	6.8
4.03 Quality of railroad infrastructure*	7	5.7	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	7	88.6	China	157.5
4.05 Quality of port infrastructure*	9	5.8	Netherlands	6.8
4.06 Paved roads (% of total)	1	100.0	Multiple economies (18)	100.0
4.07 Quality of roads*	11	6.0	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>3</b>	<b>5.7</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	4	3.7	Luxembourg	3.8
5.02 Logistics competence (1–5)	3	4.1	Norway	4.2
5.03 Tracking and tracing ability (1–5)	1	4.2	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	4	4.4	Luxembourg	4.7
5.05 Postal services efficiency*	22	6.0	Japan	6.8
5.06 Efficiency of transport mode change*	9	5.8	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>21</b>	<b>5.7</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	63	111.6	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	16	84.0	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	9	33.7	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	40	40.7	Singapore	124.5
6.05 ICT use for business-to-business transactions*	20	5.7	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	14	5.8	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	24	0.75	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>12</b>	<b>5.4</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	13	5.7	Finland	6.3
Property rights*	14	5.8	Finland	6.4
Intellectual property protection*	13	5.6	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	10	5.3	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	1	4.0	Multiple economies (7)	4.0
Diversion of public funds*	16	5.4	New Zealand	6.5
Ease of compliance with government regulation*	51	3.6	Singapore	5.4
7.03 Access to finance index (1–7)	26	4.7	Hong Kong SAR	5.7
Affordability of financial services*	19	5.3	Hong Kong SAR	6.1
Availability of financial services*	17	5.7	Switzerland	6.4
Ease of access to loans*	44	3.2	Qatar	4.9
Availability of trade finance*	25	4.6	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	32	4.8	Ireland	5.5
Ease of hiring foreign labour*	74	4.1	United Arab Emirates	5.6
Business impact of rules on FDI*	50	4.7	Ireland	6.7
Openness to multilateral trade rules (0–100)	17	81.2	Slovenia	92.2
7.05 Index of physical security (1–7)	22	6.2	Qatar	6.8
Reliability of police services*	17	6.0	Finland	6.7
Business costs of crime and violence*	25	5.6	Qatar	6.8
Business costs of terrorism*	53	5.7	Slovenia	6.7
Homicide cases/100,000 pop.	14	0.8	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	97	6.9	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



# Ghana

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	24.9.....	43
GDP (US\$ billions) .....	40.4.....	82
GDP per capita (US\$) .....	1,622.2.....	105
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	73.7.....	59
Share of world trade (%) .....	0.08.....	77
Total Exports (US\$ billions) .....	13.0.....	76
Total Imports (US\$ billions) .....	18.0.....	77

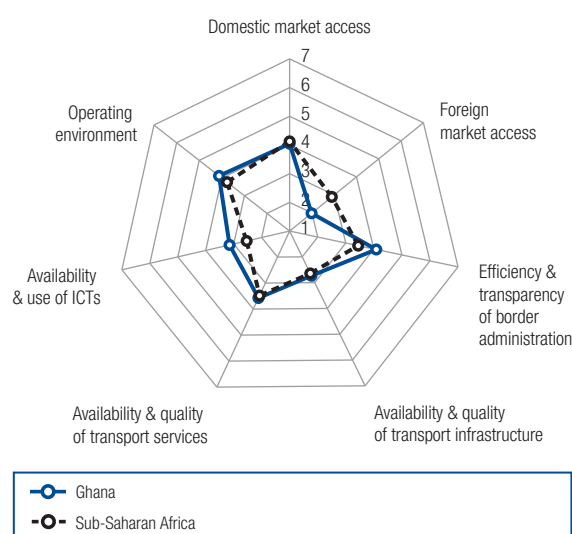
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>0.6.....</b>	<b>23.7</b>
<b>Intermediate goods</b> .....	<b>79.3.....</b>	<b>50.7</b>
Food and beverages (industrial) .....	11.2.....	2.0
Industrial supplies (primary and processed) .....	44.3.....	36.5
Parts and accessories .....	0.7.....	10.5
Fuels and lubricants .....	23.2.....	1.7
<b>Consumer goods</b> .....	<b>19.0.....</b>	<b>17.3</b>
Food and beverages (consumer) .....	17.9.....	10.0
Transport equipment and consumer goods .....	1.1.....	7.3
<b>Passenger motor cars</b> .....	<b>0.0.....</b>	<b>7.6</b>
<b>Others</b> .....	<b>1.1.....</b>	<b>0.6</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>102.....</b>	<b>3.6</b>
<b>Subindex A: Market access (25%)</b> .....	<b>122.....</b>	<b>3.0</b>
Pillar 1: Domestic market access .....	106.....	4.0
Pillar 2: Foreign market access .....	95.....	2.0
<b>Subindex B: Border administration (25%)</b> .....	<b>83.....</b>	<b>4.1</b>
Pillar 3: Efficiency & transparency of border administration .....	83.....	4.1
<b>Subindex C: Infrastructure (25%)</b> .....	<b>95.....</b>	<b>3.2</b>
Pillar 4: Availability & quality of transport infrastructure .....	94.....	2.7
Pillar 5: Availability & quality of transport services .....	102.....	3.6
Pillar 6: Availability & use of ICTs .....	93.....	3.1
<b>Subindex D: Operating environment (25%)</b> .....	<b>71.....</b>	<b>4.1</b>
Pillar 7: Operating environment .....	71.....	4.1



## The most problematic factors for trade, 2013

### Most problematic factors for exporting

	Score*
Access to trade finance .....	18.3
Tariff barriers abroad .....	11.5
High cost or delays caused by domestic transportation .....	11.1
Identifying potential markets and buyers .....	10.8
Technical requirements and standards abroad .....	8.4
Burdensome procedures at foreign borders .....	8.4
Access to imported inputs at competitive prices .....	8.2
Corruption at foreign borders .....	6.3
Difficulties in meeting quality/quantity requirements of buyers .....	6.0
Inappropriate production technology and skills .....	5.8
High cost or delays caused by international transportation .....	2.9
Rules of origin requirements abroad .....	2.4

### Most problematic factors for importing

	Score*
Burdensome import procedures .....	23.9
Tariffs .....	21.7
Corruption at the border .....	17.2
Domestic technical requirements and standards .....	15.1
High cost or delays caused by domestic transportation .....	8.7
Crime and theft .....	8.0
High cost or delays caused by international transportation .....	4.2
Inappropriate telecommunications infrastructure .....	1.2

\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>106</b>	<b>4.0</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	103	10.4	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	11	6.7	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	31	6.9	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	1	0.0	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	1	0.0	Multiple economies (54)	0.0
Number of distinct tariffs	5	4	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	107	26.5	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>95</b>	<b>2.0</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	116	5.7	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	77	21.2	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>83</b>	<b>4.1</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	36	0.69	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	119	2.2	Norway	4.2
3.03 No. of days to import	126	42	Singapore	4
3.04 No. of documents to import	57	7	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	70	1,360	Singapore	440
3.06 No. of days to export	81	19	Multiple economies (5)	6
3.07 No. of documents to export	65	6	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	37	875	Malaysia	450
3.09 Irregular payments in exports and imports*	105	2.7	New Zealand	6.6
3.10 Time predictability of import procedures*	102	3.4	Finland	6.0
3.11 Customs transparency index (0–1)	73	0.77	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>94</b>	<b>2.7</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	79	101.8	United States	11,481.7
4.02 Quality of air transport infrastructure*	74	4.3	Singapore	6.8
4.03 Quality of railroad infrastructure*	78	2.1	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	60	19.4	China	157.5
4.05 Quality of port infrastructure*	65	4.2	Netherlands	6.8
4.06 Paved roads (% of total)	121	12.6	Multiple economies (18)	100.0
4.07 Quality of roads*	64	4.1	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>102</b>	<b>3.6</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	91	2.7	Luxembourg	3.8
5.02 Logistics competence (1–5)	117	2.4	Norway	4.2
5.03 Tracking and tracing ability (1–5)	73	2.9	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	110	2.9	Luxembourg	4.7
5.05 Postal services efficiency*	90	3.9	Japan	6.8
5.06 Efficiency of transport mode change*	111	3.2	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>93</b>	<b>3.1</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	85	101.0	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	99	17.1	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	112	0.3	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	46	33.5	Singapore	124.5
6.05 ICT use for business-to-business transactions*	96	4.4	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	109	3.7	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	112	0.30	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>71</b>	<b>4.1</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	58	4.1	Finland	6.3
Property rights*	68	4.2	Finland	6.4
Intellectual property protection*	51	3.9	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	45	3.9	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	26	2.8	Multiple economies (7)	4.0
Diversion of public funds*	72	3.1	New Zealand	6.5
Ease of compliance with government regulation*	68	3.5	Singapore	5.4
7.03 Access to finance index (1–7)	76	3.7	Hong Kong SAR	5.7
Affordability of financial services*	68	4.1	Hong Kong SAR	6.1
Availability of financial services*	71	4.4	Switzerland	6.4
Ease of access to loans*	97	2.4	Qatar	4.9
Availability of trade finance*	74	3.8	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	89	4.1	Ireland	5.5
Ease of hiring foreign labour*	106	3.6	United Arab Emirates	5.6
Business impact of rules on FDI*	67	4.6	Ireland	6.7
Openness to multilateral trade rules (0–100)	76	62.1	Slovenia	92.2
7.05 Index of physical security (1–7)	95	4.8	Qatar	6.8
Reliability of police services*	52	4.5	Finland	6.7
Business costs of crime and violence*	87	4.2	Qatar	6.8
Business costs of terrorism*	106	4.6	Slovenia	6.7
Homicide cases/100,000 pop.	114	15.7	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	1	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Greece

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	11.3.....	65
GDP (US\$ billions) .....	249.2.....	43
GDP per capita (US\$).....	22,072.5.....	34
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	37.9.....	126
Share of world trade (%) .....	0.27.....	55
Total Exports (US\$ billions).....	35.5.....	60
Total Imports (US\$ billions) .....	63.2.....	47

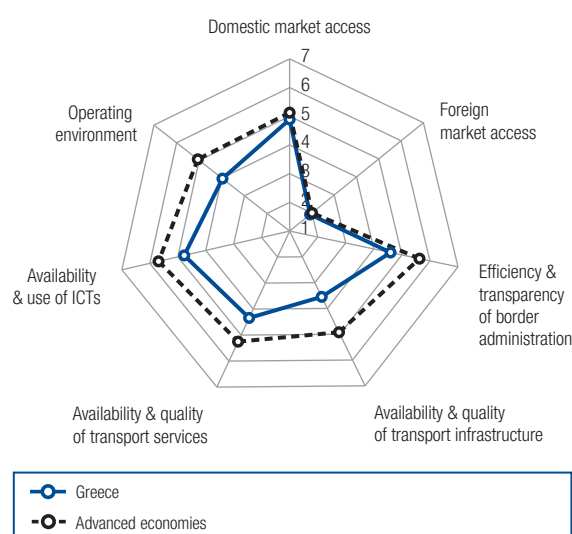
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>4.3.....</b>	<b>10.2</b>
<b>Intermediate goods</b> .....	<b>32.1.....</b>	<b>57.6</b>
Food and beverages (industrial) .....	1.3.....	2.1
Industrial supplies (primary and processed) .....	26.0.....	19.1
Parts and accessories.....	3.1.....	5.8
Fuels and lubricants .....	1.6.....	30.7
<b>Consumer goods</b> .....	<b>25.7.....</b>	<b>24.2</b>
Food and beverages (consumer).....	14.2.....	8.6
Transport equipment and consumer goods.....	11.4.....	15.6
<b>Passenger motor cars</b> .....	<b>0.3.....</b>	<b>1.1</b>
<b>Others</b> .....	<b>37.7.....</b>	<b>6.9</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>67.....</b>	<b>4.0</b>
<b>Subindex A: Market access (25%)</b> .....	<b>75.....</b>	<b>3.4</b>
Pillar 1: Domestic market access.....	46.....	4.9
Pillar 2: Foreign market access.....	97.....	1.9
<b>Subindex B: Border administration (25%)</b> .....	<b>59.....</b>	<b>4.6</b>
Pillar 3: Efficiency & transparency of border administration.....	59.....	4.6
<b>Subindex C: Infrastructure (25%)</b> .....	<b>51.....</b>	<b>4.2</b>
Pillar 4: Availability & quality of transport infrastructure .....	63.....	3.5
Pillar 5: Availability & quality of transport services .....	54.....	4.3
Pillar 6: Availability & use of ICTs .....	46.....	4.8
<b>Subindex D: Operating environment (25%)</b> .....	<b>79.....</b>	<b>4.0</b>
Pillar 7: Operating environment.....	79.....	4.0



## The most problematic factors for trade, 2013

### Most problematic factors for exporting

	Score*
Access to trade finance .....	24.6
High cost or delays caused by domestic transportation .....	10.8
Identifying potential markets and buyers .....	10.7
Access to imported inputs at competitive prices .....	9.0
Inappropriate production technology and skills.....	7.8
Burdensome procedures at foreign borders .....	7.5
Difficulties in meeting quality/quantity requirements of buyers.....	6.9
Tariff barriers abroad .....	6.2
Technical requirements and standards abroad .....	5.6
High cost or delays caused by international transportation .....	4.6
Corruption at foreign borders .....	4.6
Rules of origin requirements abroad.....	1.5

### Most problematic factors for importing

	Score*
Burdensome import procedures .....	27.7
High cost or delays caused by international transportation .....	16.5
Tariffs.....	15.7
High cost or delays caused by domestic transportation .....	14.4
Corruption at the border.....	8.8
Domestic technical requirements and standards .....	8.5
Crime and theft.....	5.7
Inappropriate telecommunications infrastructure .....	2.6

\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Greece

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b> .....	<b>46</b> .....	<b>4.9</b>	<b>Multiple economies (2)</b> .....	<b>7.0</b>
1.01 Tariff rate (%).....	5.....	0.8	Multiple economies (2).....	0.0
1.02 Complexity of tariffs index (1–7).....	110.....	3.1	Multiple economies (2).....	7.0
Tariff dispersion (standard deviation).....	55.....	8.4	Multiple economies (2).....	0.0
Tariff peaks (% of tariff lines).....	104.....	10.6	Multiple economies (24).....	0.0
Specific tariffs (% of tariff lines).....	107.....	11.0	Multiple economies (54).....	0.0
Number of distinct tariffs.....	109.....	1,755	Multiple economies (2).....	1
1.03 Share of duty-free imports (%).....	42.....	65.4	Multiple economies (2).....	100.0
<b>Pillar 2: Foreign market access (1–7)</b> .....	<b>97</b> .....	<b>1.9</b>	<b>Cambodia</b> .....	<b>5.3</b>
2.01 Tariffs faced (%).....	73.....	5.5	Chile.....	3.5
2.02 Index of margin of preference in destination mkts (0–100).....	96.....	9.1	Mauritius.....	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b> .....	<b>59</b> .....	<b>4.6</b>	<b>Singapore</b> .....	<b>6.3</b>
3.01 Customs services index (0–1).....	67.....	0.57	Singapore.....	0.97
3.02 Efficiency of the clearance process (1–5).....	28.....	3.4	Norway.....	4.2
3.03 No. of days to import.....	54.....	15	Singapore.....	4
3.04 No. of documents to import.....	43.....	6	Multiple economies (2).....	2
3.05 Cost to import (US\$ per container).....	52.....	1,135	Singapore.....	440
3.06 No. of days to export.....	63.....	16	Multiple economies (5).....	6
3.07 No. of documents to export.....	16.....	4	Multiple economies (2).....	2
3.08 Cost to export (US\$ per container).....	54.....	1,040	Malaysia.....	450
3.09 Irregular payments in exports and imports*.....	65.....	3.8	New Zealand.....	6.6
3.10 Time predictability of import procedures*.....	56.....	4.1	Finland.....	6.0
3.11 Customs transparency index (0–1).....	92.....	0.60	Multiple economies (35).....	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b> .....	<b>63</b> .....	<b>3.5</b>	<b>United Arab Emirates</b> .....	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions.....	36.....	495.5	United States.....	11,481.7
4.02 Quality of air transport infrastructure*.....	42.....	5.3	Singapore.....	6.8
4.03 Quality of railroad infrastructure*.....	60.....	2.7	Japan.....	6.7
4.04 Liner Shipping Connectivity Index (0–157.1).....	24.....	45.4	China.....	157.5
4.05 Quality of port infrastructure*.....	52.....	4.5	Netherlands.....	6.8
4.06 Paved roads (% of total).....	83.....	35.4	Multiple economies (18).....	100.0
4.07 Quality of roads*.....	58.....	4.2	United Arab Emirates.....	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b> .....	<b>54</b> .....	<b>4.3</b>	<b>Singapore</b> .....	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5).....	64.....	3.0	Luxembourg.....	3.8
5.02 Logistics competence (1–5).....	40.....	3.2	Norway.....	4.2
5.03 Tracking and tracing ability (1–5).....	60.....	3.0	Germany.....	4.2
5.04 Timeliness of shipments in reaching destination (1–5).....	57.....	3.5	Luxembourg.....	4.7
5.05 Postal services efficiency*.....	52.....	4.9	Japan.....	6.8
5.06 Efficiency of transport mode change*.....	63.....	4.0	Hong Kong SAR.....	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b> .....	<b>46</b> .....	<b>4.8</b>	<b>Sweden</b> .....	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop. ....	46.....	120.0	Hong Kong SAR.....	229.2
6.02 Individuals using Internet (%).....	50.....	56.0	Iceland.....	96.2
6.03 Fixed broadband Internet subscriptions/100 pop. ....	27.....	24.1	Switzerland.....	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop. ....	34.....	45.7	Singapore.....	124.5
6.05 ICT use for business-to-business transactions*.....	101.....	4.4	Finland.....	6.2
6.06 Internet use for business-to-consumer transactions*.....	83.....	4.2	United Kingdom.....	6.3
6.07 Government Online Service Index (0–1).....	47.....	0.58	Multiple economies (3).....	1.00
<b>Pillar 7: Operating environment (1–7)</b> .....	<b>79</b> .....	<b>4.0</b>	<b>Hong Kong SAR</b> .....	<b>5.8</b>
7.01 Protection of property index (1–7).....	74.....	3.8	Finland.....	6.3
Property rights*.....	81.....	3.9	Finland.....	6.4
Intellectual property protection*.....	65.....	3.7	Finland.....	6.2
7.02 Efficiency and accountability of public institutions index (1–7).....	89.....	3.4	Singapore.....	6.0
Judicial efficiency & impartiality in commercial disputes (0–4).....	26.....	2.8	Multiple economies (7).....	4.0
Diversion of public funds*.....	95.....	2.7	New Zealand.....	6.5
Ease of compliance with government regulation*.....	134.....	2.2	Singapore.....	5.4
7.03 Access to finance index (1–7).....	121.....	2.9	Hong Kong SAR.....	5.7
Affordability of financial services*.....	110.....	3.6	Hong Kong SAR.....	6.1
Availability of financial services*.....	100.....	3.8	Switzerland.....	6.4
Ease of access to loans*.....	136.....	1.6	Qatar.....	4.9
Availability of trade finance*.....	119.....	2.7	Hong Kong SAR.....	5.8
7.04 Openness to foreign participation index (1–7).....	70.....	4.3	Ireland.....	5.5
Ease of hiring foreign labour*.....	66.....	4.1	United Arab Emirates.....	5.6
Business impact of rules on FDI*.....	131.....	3.0	Ireland.....	6.7
Openness to multilateral trade rules (0–100).....	7.....	83.9	Slovenia.....	92.2
7.05 Index of physical security (1–7).....	71.....	5.5	Qatar.....	6.8
Reliability of police services*.....	71.....	4.0	Finland.....	6.7
Business costs of crime and violence*.....	67.....	4.7	Qatar.....	6.8
Business costs of terrorism*.....	77.....	5.3	Slovenia.....	6.7
Homicide cases/100,000 pop. ....	45.....	1.6	Hong Kong SAR.....	0.2
Index of terrorism incidence (1–7).....	121.....	6.3	Multiple economies (48).....	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Guatemala

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	15.1 .....	60
GDP (US\$ billions) .....	50.2 .....	73
GDP per capita (US\$) .....	3,325.7 .....	92
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	53.4 .....	94
Share of world trade (%) .....	0.07 .....	83
Total Exports (US\$ billions) .....	10.0 .....	82
Total Imports (US\$ billions) .....	17.0 .....	82

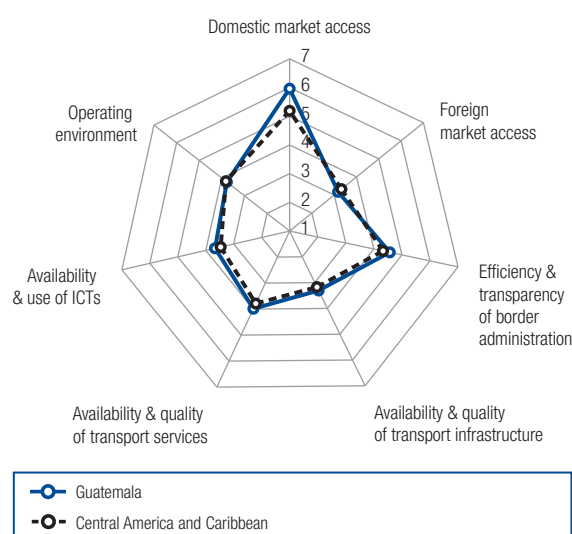
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>2.4</b> .....	<b>13.1</b>
<b>Intermediate goods</b> .....	<b>53.9</b> .....	<b>46.4</b>
Food and beverages (industrial) .....	19.2 .....	3.1
Industrial supplies (primary and processed) .....	30.5 .....	34.9
Parts and accessories .....	0.5 .....	6.1
Fuels and lubricants .....	3.7 .....	2.3
<b>Consumer goods</b> .....	<b>43.5</b> .....	<b>20.9</b>
Food and beverages (consumer) .....	21.3 .....	7.1
Transport equipment and consumer goods .....	22.2 .....	13.8
<b>Passenger motor cars</b> .....	<b>0.1</b> .....	<b>2.4</b>
<b>Others</b> .....	<b>0.1</b> .....	<b>17.1</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>62</b> .....	<b>4.1</b>
<b>Subindex A: Market access (25%)</b> .....	<b>12</b> .....	<b>4.6</b>
Pillar 1: Domestic market access .....	8 .....	6.0
Pillar 2: Foreign market access .....	47 .....	3.2
<b>Subindex B: Border administration (25%)</b> .....	<b>61</b> .....	<b>4.6</b>
Pillar 3: Efficiency & transparency of border administration .....	61 .....	4.6
<b>Subindex C: Infrastructure (25%)</b> .....	<b>78</b> .....	<b>3.7</b>
Pillar 4: Availability & quality of transport infrastructure .....	72 .....	3.3
Pillar 5: Availability & quality of transport services .....	70 .....	4.0
Pillar 6: Availability & use of ICTs .....	86 .....	3.7
<b>Subindex D: Operating environment (25%)</b> .....	<b>94</b> .....	<b>3.8</b>
Pillar 7: Operating environment .....	94 .....	3.8



## The most problematic factors for trade, 2013

### Most problematic factors for exporting

	Score*
High cost or delays caused by domestic transportation .....	12.9
Identifying potential markets and buyers .....	12.1
Inappropriate production technology and skills .....	10.4
High cost or delays caused by international transportation .....	10.0
Difficulties in meeting quality/quantity requirements of buyers .....	9.2
Technical requirements and standards abroad .....	8.6
Access to trade finance .....	7.1
Rules of origin requirements abroad .....	7.0
Burdensome procedures at foreign borders .....	7.0
Access to imported inputs at competitive prices .....	7.0
Tariff barriers abroad .....	4.9
Corruption at foreign borders .....	3.7

### Most problematic factors for importing

	Score*
Corruption at the border .....	22.6
Crime and theft .....	17.6
Burdensome import procedures .....	16.3
High cost or delays caused by international transportation .....	11.5
High cost or delays caused by domestic transportation .....	10.8
Tariffs .....	9.6
Domestic technical requirements and standards .....	9.6
Inappropriate telecommunications infrastructure .....	2.1

\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Guatemala

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>8</b>	<b>6.0</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	50	3.9	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	20	6.6	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	21	6.4	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	42	0.8	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	1	0.0	Multiple economies (54)	0.0
Number of distinct tariffs	35	9	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	20	80.4	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>47</b>	<b>3.2</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	64	5.4	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	33	48.7	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>61</b>	<b>4.6</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	60	0.62	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	62	2.8	Norway	4.2
3.03 No. of days to import	64	17	Singapore	4
3.04 No. of documents to import	57	7	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	84	1,500	Singapore	440
3.06 No. of days to export	71	17	Multiple economies (5)	6
3.07 No. of documents to export	108	8	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	92	1,435	Malaysia	450
3.09 Irregular payments in exports and imports*	74	3.5	New Zealand	6.6
3.10 Time predictability of import procedures*	69	3.8	Finland	6.0
3.11 Customs transparency index (0–1)	1	1.00	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>72</b>	<b>3.3</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	100	43.0	United States	11,481.7
4.02 Quality of air transport infrastructure*	66	4.5	Singapore	6.8
4.03 Quality of railroad infrastructure*	n/a	n/a	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	59	20.3	China	157.5
4.05 Quality of port infrastructure*	70	4.1	Netherlands	6.8
4.06 Paved roads (% of total)	59	59.1	Multiple economies (18)	100.0
4.07 Quality of roads*	82	3.4	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>70</b>	<b>4.0</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	75	2.9	Luxembourg	3.8
5.02 Logistics competence (1–5)	85	2.7	Norway	4.2
5.03 Tracking and tracing ability (1–5)	90	2.7	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	71	3.2	Luxembourg	4.7
5.05 Postal services efficiency*	49	5.0	Japan	6.8
5.06 Efficiency of transport mode change*	81	3.7	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>86</b>	<b>3.7</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	28	137.8	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	103	16.0	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	91	1.8	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	98	4.5	Singapore	124.5
6.05 ICT use for business-to-business transactions*	51	5.2	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	54	4.8	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	76	0.46	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>94</b>	<b>3.8</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	97	3.4	Finland	6.3
Property rights*	86	3.8	Finland	6.4
Intellectual property protection*	103	2.9	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	96	3.3	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	63	2.0	Multiple economies (7)	4.0
Diversion of public funds*	117	2.3	New Zealand	6.5
Ease of compliance with government regulation*	61	3.5	Singapore	5.4
7.03 Access to finance index (1–7)	31	4.5	Hong Kong SAR	5.7
Affordability of financial services*	28	5.0	Hong Kong SAR	6.1
Availability of financial services*	31	5.3	Switzerland	6.4
Ease of access to loans*	49	3.1	Qatar	4.9
Availability of trade finance*	29	4.5	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	75	4.2	Ireland	5.5
Ease of hiring foreign labour*	50	4.3	United Arab Emirates	5.6
Business impact of rules on FDI*	96	4.2	Ireland	6.7
Openness to multilateral trade rules (0–100)	75	62.4	Slovenia	92.2
7.05 Index of physical security (1–7)	131	3.5	Qatar	6.8
Reliability of police services*	126	2.8	Finland	6.7
Business costs of crime and violence*	137	2.0	Qatar	6.8
Business costs of terrorism*	95	5.0	Slovenia	6.7
Homicide cases/100,000 pop.	133	38.5	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	69	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



# Guinea

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions).....	10.9..... 67
GDP (US\$ billions).....	5.6..... 129
GDP per capita (US\$).....	518.9..... 132

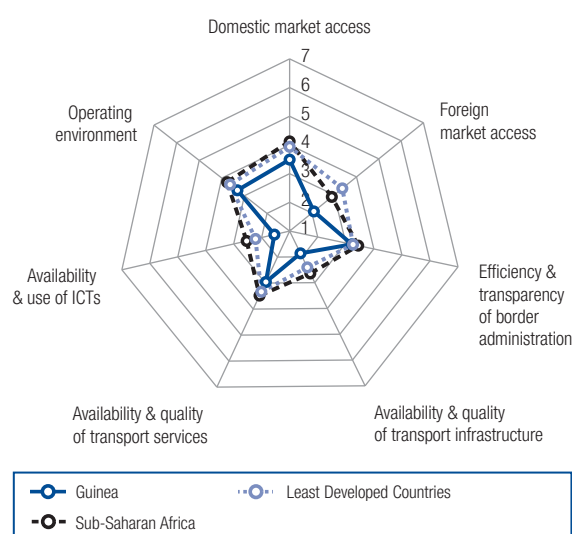
### Merchandise trade

Trade openness (imports+exports)/GDP.....	54.7..... 92
Share of world trade (%).....	0.01..... 130
Total Exports (US\$ billions).....	1.3..... 128
Total Imports (US\$ billions).....	2.3..... 132

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>135</b> .....	<b>2.9</b>
<b>Subindex A: Market access (25%)</b> .....	<b>131</b> .....	<b>2.8</b>
Pillar 1: Domestic market access.....	119.....	3.5
Pillar 2: Foreign market access.....	92.....	2.1
<b>Subindex B: Border administration (25%)</b> .....	<b>122</b> .....	<b>3.2</b>
Pillar 3: Efficiency & transparency of border administration.....	122.....	3.2
<b>Subindex C: Infrastructure (25%)</b> .....	<b>137</b> .....	<b>2.1</b>
Pillar 4: Availability & quality of transport infrastructure.....	137.....	1.9
Pillar 5: Availability & quality of transport services.....	131.....	3.0
Pillar 6: Availability & use of ICTs.....	136.....	1.5
<b>Subindex D: Operating environment (25%)</b> .....	<b>129</b> .....	<b>3.3</b>
Pillar 7: Operating environment.....	129.....	3.3



## The most problematic factors for trade, 2013

### Most problematic factors for exporting

	Score*
Access to trade finance.....	19.6
Inappropriate production technology and skills.....	12.7
Burdensome procedures at foreign borders.....	11.1
Identifying potential markets and buyers.....	10.9
High cost or delays caused by domestic transportation.....	10.7
Difficulties in meeting quality/quantity requirements of buyers.....	10.1
Technical requirements and standards abroad.....	6.5
Access to imported inputs at competitive prices.....	4.6
High cost or delays caused by international transportation.....	4.0
Corruption at foreign borders.....	4.0
Tariff barriers abroad.....	3.2
Rules of origin requirements abroad.....	2.4

### Most problematic factors for importing

	Score*
Burdensome import procedures.....	24.3
Corruption at the border.....	21.8
Tariffs.....	20.1
High cost or delays caused by international transportation.....	10.9
High cost or delays caused by domestic transportation.....	8.1
Inappropriate telecommunications infrastructure.....	6.5
Crime and theft.....	6.2
Domestic technical requirements and standards.....	2.1

\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b> .....	<b>119</b> .....	<b>3.5</b>	<b>Multiple economies (2)</b> .....	<b>7.0</b>
1.01 Tariff rate (%).....	119.....	11.5	Multiple economies (2).....	0.0
1.02 Complexity of tariffs index (1–7).....	16.....	6.7	Multiple economies (2).....	7.0
Tariff dispersion (standard deviation).....	35.....	7.2	Multiple economies (2).....	0.0
Tariff peaks (% of tariff lines).....	28.....	0.1	Multiple economies (24).....	0.0
Specific tariffs (% of tariff lines).....	1.....	0.0	Multiple economies (54).....	0.0
Number of distinct tariffs.....	19.....	5	Multiple economies (2).....	1
1.03 Share of duty-free imports (%).....	126.....	6.8	Multiple economies (2).....	100.0
<b>Pillar 2: Foreign market access (1–7)</b> .....	<b>92</b> .....	<b>2.1</b>	<b>Cambodia</b> .....	<b>5.3</b>
2.01 Tariffs faced (%).....	44.....	5.3	Chile.....	3.5
2.02 Index of margin of preference in destination mkt (0–100).....	125.....	7.5	Mauritius.....	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b> .....	<b>122</b> .....	<b>3.2</b>	<b>Singapore</b> .....	<b>6.3</b>
3.01 Customs services index (0–1).....	n/a.....	n/a	Singapore.....	0.97
3.02 Efficiency of the clearance process (1–5).....	109.....	2.3	Norway.....	4.2
3.03 No. of days to import.....	110.....	31	Singapore.....	4
3.04 No. of documents to import.....	101.....	9	Multiple economies (2).....	2
3.05 Cost to import (US\$ per container).....	74.....	1,390	Singapore.....	440
3.06 No. of days to export.....	126.....	36	Multiple economies (5).....	6
3.07 No. of documents to export.....	85.....	7	Multiple economies (2).....	2
3.08 Cost to export (US\$ per container).....	43.....	915	Malaysia.....	450
3.09 Irregular payments in exports and imports*.....	134.....	2.0	New Zealand.....	6.6
3.10 Time predictability of import procedures*.....	115.....	3.2	Finland.....	6.0
3.11 Customs transparency index (0–1).....	n/a.....	n/a	Multiple economies (35).....	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b> .....	<b>137</b> .....	<b>1.9</b>	<b>United Arab Emirates</b> .....	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions.....	130.....	9.4	United States.....	11,481.7
4.02 Quality of air transport infrastructure*.....	122.....	3.0	Singapore.....	6.8
4.03 Quality of railroad infrastructure*.....	104.....	1.4	Japan.....	6.7
4.04 Liner Shipping Connectivity Index (0–157.1).....	84.....	8.1	China.....	157.5
4.05 Quality of port infrastructure*.....	110.....	3.2	Netherlands.....	6.8
4.06 Paved roads (% of total).....	127.....	9.8	Multiple economies (18).....	100.0
4.07 Quality of roads*.....	137.....	1.9	United Arab Emirates.....	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b> .....	<b>131</b> .....	<b>3.0</b>	<b>Singapore</b> .....	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5).....	119.....	2.5	Luxembourg.....	3.8
5.02 Logistics competence (1–5).....	119.....	2.3	Norway.....	4.2
5.03 Tracking and tracing ability (1–5).....	119.....	2.4	Germany.....	4.2
5.04 Timeliness of shipments in reaching destination (1–5).....	88.....	3.1	Luxembourg.....	4.7
5.05 Postal services efficiency*.....	130.....	2.2	Japan.....	6.8
5.06 Efficiency of transport mode change*.....	135.....	2.0	Hong Kong SAR.....	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b> .....	<b>136</b> .....	<b>1.5</b>	<b>Sweden</b> .....	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop. ....	131.....	41.8	Hong Kong SAR.....	229.2
6.02 Individuals using Internet (%).....	134.....	1.5	Iceland.....	96.2
6.03 Fixed broadband Internet subscriptions/100 pop. ....	135.....	0.0	Switzerland.....	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop. ....	127.....	0.0	Singapore.....	124.5
6.05 ICT use for business-to-business transactions*.....	116.....	4.1	Finland.....	6.2
6.06 Internet use for business-to-consumer transactions*.....	126.....	3.1	United Kingdom.....	6.3
6.07 Government Online Service Index (0–1).....	135.....	0.00	Multiple economies (3).....	1.00
<b>Pillar 7: Operating environment (1–7)</b> .....	<b>129</b> .....	<b>3.3</b>	<b>Hong Kong SAR</b> .....	<b>5.8</b>
7.01 Protection of property index (1–7).....	131.....	2.6	Finland.....	6.3
Property rights*.....	125.....	3.0	Finland.....	6.4
Intellectual property protection*.....	133.....	2.2	Finland.....	6.2
7.02 Efficiency and accountability of public institutions index (1–7).....	104.....	3.1	Singapore.....	6.0
Judicial efficiency & impartiality in commercial disputes (0–4).....	100.....	1.5	Multiple economies (7).....	4.0
Diversion of public funds*.....	105.....	2.5	New Zealand.....	6.5
Ease of compliance with government regulation*.....	45.....	3.7	Singapore.....	5.4
7.03 Access to finance index (1–7).....	127.....	2.7	Hong Kong SAR.....	5.7
Affordability of financial services*.....	130.....	3.0	Hong Kong SAR.....	6.1
Availability of financial services*.....	129.....	3.1	Switzerland.....	6.4
Ease of access to loans*.....	110.....	2.2	Qatar.....	4.9
Availability of trade finance*.....	134.....	2.4	Hong Kong SAR.....	5.8
7.04 Openness to foreign participation index (1–7).....	103.....	4.0	Ireland.....	5.5
Ease of hiring foreign labour*.....	19.....	4.7	United Arab Emirates.....	5.6
Business impact of rules on FDI*.....	107.....	3.7	Ireland.....	6.7
Openness to multilateral trade rules (0–100).....	107.....	53.5	Slovenia.....	92.2
7.05 Index of physical security (1–7).....	120.....	4.1	Qatar.....	6.8
Reliability of police services*.....	107.....	3.2	Finland.....	6.7
Business costs of crime and violence*.....	114.....	3.4	Qatar.....	6.8
Business costs of terrorism*.....	75.....	5.3	Slovenia.....	6.7
Homicide cases/100,000 pop. ....	124.....	22.5	Hong Kong SAR.....	0.2
Index of terrorism incidence (1–7).....	1.....	7.0	Multiple economies (48).....	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Guyana

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	0.8.....	133
GDP (US\$ billions) .....	2.8.....	133
GDP per capita (US\$) .....	3,647.1.....	88
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	112.3.....	23
Share of world trade (%) .....	0.01.....	132
Total Exports (US\$ billions) .....	1.4.....	127
Total Imports (US\$ billions) .....	2.0.....	134

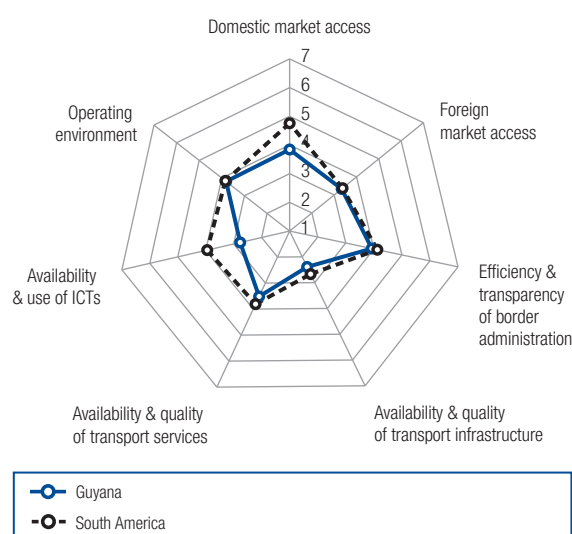
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>4.3.....</b>	<b>20.4</b>
<b>Intermediate goods</b> .....	<b>82.4.....</b>	<b>32.8</b>
Food and beverages (industrial) .....	36.9.....	4.2
Industrial supplies (primary and processed) .....	45.4.....	19.6
Parts and accessories .....	0.1.....	7.9
Fuels and lubricants .....	0.0.....	1.1
<b>Consumer goods</b> .....	<b>13.3.....</b>	<b>19.0</b>
Food and beverages (consumer) .....	12.5.....	8.3
Transport equipment and consumer goods .....	0.7.....	10.7
<b>Passenger motor cars</b> .....	<b>0.0.....</b>	<b>2.6</b>
<b>Others</b> .....	<b>0.0.....</b>	<b>25.3</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

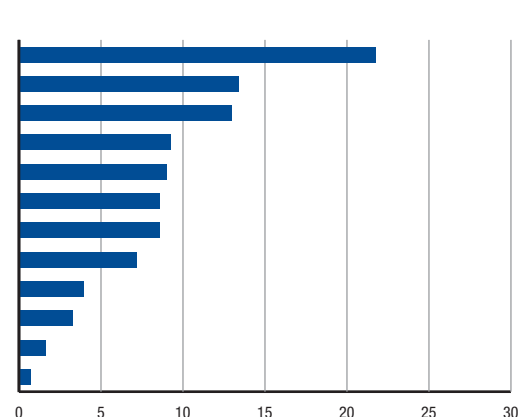
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>104.....</b>	<b>3.6</b>
<b>Subindex A: Market access (25%)</b> .....	<b>68.....</b>	<b>3.6</b>
Pillar 1: Domestic market access .....	111.....	3.8
Pillar 2: Foreign market access .....	40.....	3.3
<b>Subindex B: Border administration (25%)</b> .....	<b>88.....</b>	<b>3.9</b>
Pillar 3: Efficiency & transparency of border administration .....	88.....	3.9
<b>Subindex C: Infrastructure (25%)</b> .....	<b>114.....</b>	<b>2.9</b>
Pillar 4: Availability & quality of transport infrastructure .....	118.....	2.4
Pillar 5: Availability & quality of transport services .....	109.....	3.5
Pillar 6: Availability & use of ICTs .....	108.....	2.8
<b>Subindex D: Operating environment (25%)</b> .....	<b>91.....</b>	<b>3.8</b>
Pillar 7: Operating environment .....	91.....	3.8



## The most problematic factors for trade, 2013

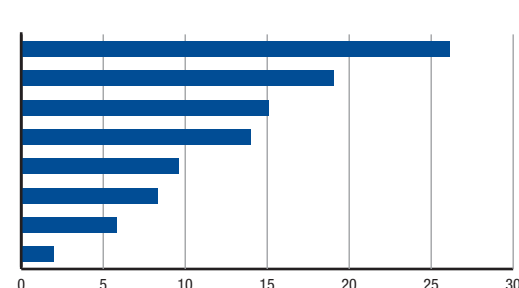
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	21.7
Difficulties in meeting quality/quantity requirements of buyers .....	13.4
Access to imported inputs at competitive prices .....	12.9
High cost or delays caused by domestic transportation .....	9.2
Access to trade finance .....	9.0
Inappropriate production technology and skills .....	8.5
High cost or delays caused by international transportation .....	8.5
Technical requirements and standards abroad .....	7.2
Burdensome procedures at foreign borders .....	3.9
Tariff barriers abroad .....	3.2
Rules of origin requirements abroad .....	1.6
Corruption at foreign borders .....	0.7



### Most problematic factors for importing

	Score*
Tariffs .....	26.1
Burdensome import procedures .....	19.1
Corruption at the border .....	15.1
High cost or delays caused by international transportation .....	14.0
Crime and theft .....	9.6
Domestic technical requirements and standards .....	8.3
High cost or delays caused by domestic transportation .....	5.8
Inappropriate telecommunications infrastructure .....	2.0



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS		RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>		<b>111</b>	<b>3.8</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01	Tariff rate (%)	121	11.8	Multiple economies (2)	0.0
1.02	Complexity of tariffs index (1–7)	78	5.6	Multiple economies (2)	7.0
	Tariff dispersion (standard deviation)	113	12.5	Multiple economies (2)	0.0
	Tariff peaks (% of tariff lines)	91	8.9	Multiple economies (24)	0.0
	Specific tariffs (% of tariff lines)	1	0.0	Multiple economies (54)	0.0
	Number of distinct tariffs	44	15	Multiple economies (2)	1
1.03	Share of duty-free imports (%)	91	44.9	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>		<b>40</b>	<b>3.3</b>	<b>Cambodia</b>	<b>5.3</b>
2.01	Tariffs faced (%)	117	5.7	Chile	3.5
2.02	Index of margin of preference in destination mkt (0–100)	8	66.4	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>		<b>88</b>	<b>3.9</b>	<b>Singapore</b>	<b>6.3</b>
3.01	Customs services index (0–1)	n/a	n/a	Singapore	0.97
3.02	Efficiency of the clearance process (1–5)	94	2.5	Norway	4.2
3.03	No. of days to import	88	22	Singapore	4
3.04	No. of documents to import	57	7	Multiple economies (2)	2
3.05	Cost to import (US\$ per container)	15	720	Singapore	440
3.06	No. of days to export	81	19	Multiple economies (5)	6
3.07	No. of documents to export	65	6	Multiple economies (2)	2
3.08	Cost to export (US\$ per container)	23	730	Malaysia	450
3.09	Irregular payments in exports and imports*	108	2.6	New Zealand	6.6
3.10	Time predictability of import procedures*	98	3.5	Finland	6.0
3.11	Customs transparency index (0–1)	n/a	n/a	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>		<b>118</b>	<b>2.4</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01	Available int'l airline seat km/week, millions	128	11.0	United States	11,481.7
4.02	Quality of air transport infrastructure*	93	3.9	Singapore	6.8
4.03	Quality of railroad infrastructure*	n/a	n/a	Japan	6.7
4.04	Liner Shipping Connectivity Index (0–157.1)	102	4.3	China	157.5
4.05	Quality of port infrastructure*	104	3.4	Netherlands	6.8
4.06	Paved roads (% of total)	134	7.4	Multiple economies (18)	100.0
4.07	Quality of roads*	85	3.4	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>		<b>109</b>	<b>3.5</b>	<b>Singapore</b>	<b>5.7</b>
5.01	Ease and affordability of shipment (1–5)	121	2.4	Luxembourg	3.8
5.02	Logistics competence (1–5)	126	2.3	Norway	4.2
5.03	Tracking and tracing ability (1–5)	112	2.5	Germany	4.2
5.04	Timeliness of shipments in reaching destination (1–5)	124	2.7	Luxembourg	4.7
5.05	Postal services efficiency*	88	4.0	Japan	6.8
5.06	Efficiency of transport mode change*	54	4.3	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>		<b>108</b>	<b>2.8</b>	<b>Sweden</b>	<b>6.5</b>
6.01	Mobile phone subscriptions/100 pop.	116	68.8	Hong Kong SAR	229.2
6.02	Individuals using Internet (%)	86	33.0	Iceland	96.2
6.03	Fixed broadband Internet subscriptions/100 pop.	82	3.7	Switzerland	39.9
6.04	Active mobile broadband Internet subscriptions/100 pop.	127	0.0	Singapore	124.5
6.05	ICT use for business-to-business transactions*	76	4.8	Finland	6.2
6.06	Internet use for business-to-consumer transactions*	77	4.4	United Kingdom	6.3
6.07	Government Online Service Index (0–1)	120	0.25	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>		<b>91</b>	<b>3.8</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01	Protection of property index (1–7)	78	3.7	Finland	6.3
	Property rights*	83	3.9	Finland	6.4
	Intellectual property protection*	79	3.5	Finland	6.2
7.02	Efficiency and accountability of public institutions index (1–7)	98	3.3	Singapore	6.0
	Judicial efficiency & impartiality in commercial disputes (0–4)	n/a	n/a	Multiple economies (7)	4.0
	Diversion of public funds*	91	2.7	New Zealand	6.5
	Ease of compliance with government regulation*	39	3.8	Singapore	5.4
7.03	Access to finance index (1–7)	49	4.0	Hong Kong SAR	5.7
	Affordability of financial services*	60	4.2	Hong Kong SAR	6.1
	Availability of financial services*	68	4.5	Switzerland	6.4
	Ease of access to loans*	43	3.2	Qatar	4.9
	Availability of trade finance*	41	4.2	Hong Kong SAR	5.8
7.04	Openness to foreign participation index (1–7)	119	3.6	Ireland	5.5
	Ease of hiring foreign labour*	43	4.3	United Arab Emirates	5.6
	Business impact of rules on FDI*	89	4.3	Ireland	6.7
	Openness to multilateral trade rules (0–100)	129	35.2	Slovenia	92.2
7.05	Index of physical security (1–7)	110	4.5	Qatar	6.8
	Reliability of police services*	124	2.8	Finland	6.7
	Business costs of crime and violence*	96	4.0	Qatar	6.8
	Business costs of terrorism*	81	5.2	Slovenia	6.7
	Homicide cases/100,000 pop.	117	17.2	Hong Kong SAR	0.2
	Index of terrorism incidence (1–7)	1	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Haiti

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

Rank/138

Population (millions) .....	10.4 .....	74
GDP (US\$ billions) .....	7.9 .....	124
GDP per capita (US\$) .....	758.8 .....	122

### Merchandise trade

Trade openness (imports+exports)/GDP .....	46.2 .....	112
Share of world trade (%) .....	0.01 .....	127
Total Exports (US\$ billions) .....	0.8 .....	132
Total Imports (US\$ billions) .....	3.2 .....	122

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

Rank  
(out of 138)      Score  
(1–7)

**Enabling Trade Index 2014** .....125.....3.1

**Subindex A: Market access (25%)** .....48.....3.9

Pillar 1: Domestic market access.....103.....4.1

Pillar 2: Foreign market access.....22.....3.7

**Subindex B: Border administration (25%)** .....126.....3.1

Pillar 3: Efficiency & transparency  
of border administration.....126.....3.1

**Subindex C: Infrastructure (25%)** .....135.....2.2

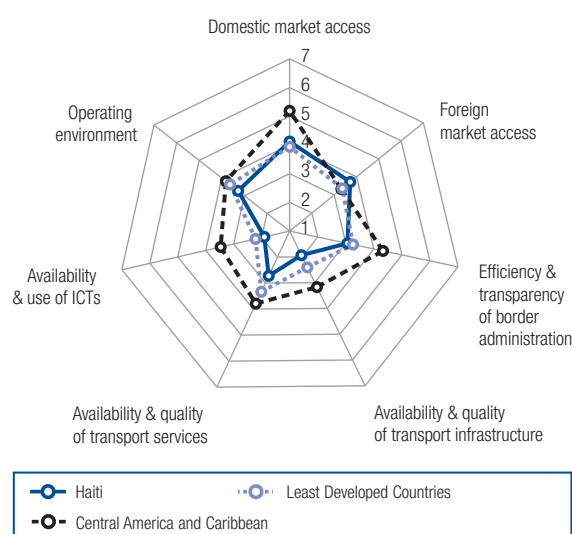
Pillar 4: Availability & quality of transport infrastructure.....135.....1.9

Pillar 5: Availability & quality of transport services.....138.....2.7

Pillar 6: Availability & use of ICTs .....133.....1.9

**Subindex D: Operating environment (25%)** ....131.....3.3

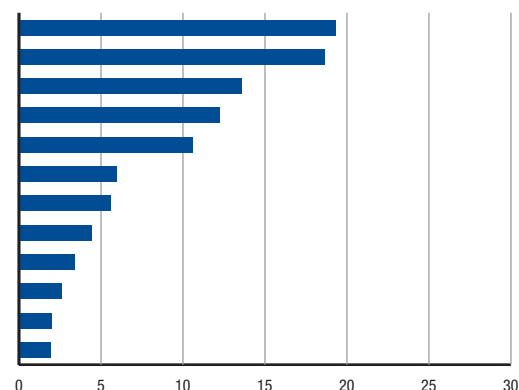
Pillar 7: Operating environment.....131.....3.3



## The most problematic factors for trade, 2013

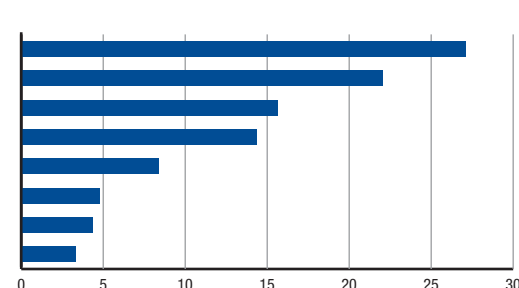
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	19.3
Access to trade finance .....	18.7
Difficulties in meeting quality/quantity requirements of buyers .....	13.5
Inappropriate production technology and skills .....	12.2
Access to imported inputs at competitive prices .....	10.6
High cost or delays caused by domestic transportation .....	5.9
Technical requirements and standards abroad .....	5.6
Burdensome procedures at foreign borders .....	4.4
High cost or delays caused by international transportation .....	3.4
Corruption at foreign borders .....	2.6
Rules of origin requirements abroad .....	2.0
Tariff barriers abroad .....	1.9



### Most problematic factors for importing

	Score*
Tariffs .....	27.1
Burdensome import procedures .....	22.0
Corruption at the border .....	15.7
High cost or delays caused by international transportation .....	14.4
High cost or delays caused by domestic transportation .....	8.4
Crime and theft .....	4.8
Inappropriate telecommunications infrastructure .....	4.4
Domestic technical requirements and standards .....	3.3



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>103</b>	<b>4.1</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	71	5.8	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	79	5.4	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	17	5.8	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	135	13.1	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	1	0.0	Multiple economies (54)	0.0
Number of distinct tariffs	38	11	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	113	20.8	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>22</b>	<b>3.7</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	105	5.6	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	3	72.7	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>126</b>	<b>3.1</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	n/a	n/a	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	116	2.3	Norway	4.2
3.03 No. of days to import	110	31	Singapore	4
3.04 No. of documents to import	115	10	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	89	1,555	Singapore	440
3.06 No. of days to export	124	33	Multiple economies (5)	6
3.07 No. of documents to export	108	8	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	74	1,200	Malaysia	450
3.09 Irregular payments in exports and imports*	107	2.7	New Zealand	6.6
3.10 Time predictability of import procedures*	131	2.4	Finland	6.0
3.11 Customs transparency index (0–1)	n/a	n/a	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>135</b>	<b>1.9</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	112	23.4	United States	11,481.7
4.02 Quality of air transport infrastructure*	130	2.7	Singapore	6.8
4.03 Quality of railroad infrastructure*	n/a	n/a	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	99	5.1	China	157.5
4.05 Quality of port infrastructure*	135	2.4	Netherlands	6.8
4.06 Paved roads (% of total)	103	18.0	Multiple economies (18)	100.0
4.07 Quality of roads*	134	2.2	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>138</b>	<b>2.7</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	132	2.3	Luxembourg	3.8
5.02 Logistics competence (1–5)	133	2.1	Norway	4.2
5.03 Tracking and tracing ability (1–5)	125	2.3	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	128	2.6	Luxembourg	4.7
5.05 Postal services efficiency*	129	2.3	Japan	6.8
5.06 Efficiency of transport mode change*	137	2.0	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>133</b>	<b>1.9</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	123	59.9	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	116	9.8	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	138	0.0	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	127	0.0	Singapore	124.5
6.05 ICT use for business-to-business transactions*	129	3.7	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	120	3.4	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	133	0.09	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>131</b>	<b>3.3</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	137	2.1	Finland	6.3
Property rights*	137	2.1	Finland	6.4
Intellectual property protection*	137	2.0	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	107	3.1	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	77	1.8	Multiple economies (7)	4.0
Diversion of public funds*	116	2.3	New Zealand	6.5
Ease of compliance with government regulation*	78	3.4	Singapore	5.4
7.03 Access to finance index (1–7)	130	2.7	Hong Kong SAR	5.7
Affordability of financial services*	131	3.0	Hong Kong SAR	6.1
Availability of financial services*	131	3.1	Switzerland	6.4
Ease of access to loans*	117	2.0	Qatar	4.9
Availability of trade finance*	125	2.6	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	116	3.6	Ireland	5.5
Ease of hiring foreign labour*	27	4.5	United Arab Emirates	5.6
Business impact of rules on FDI*	121	3.4	Ireland	6.7
Openness to multilateral trade rules (0–100)	118	46.0	Slovenia	92.2
7.05 Index of physical security (1–7)	88	4.9	Qatar	6.8
Reliability of police services*	119	3.0	Finland	6.7
Business costs of crime and violence*	128	2.9	Qatar	6.8
Business costs of terrorism*	74	5.3	Slovenia	6.7
Homicide cases/100,000 pop.	90	6.9	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	1	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



# Honduras

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	7.9.....	84
GDP (US\$ billions) .....	18.5.....	100
GDP per capita (US\$) .....	2,331.2.....	100
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	106.3.....	28
Share of world trade (%) .....	0.05.....	91
Total Exports (US\$ billions) .....	7.9.....	91
Total Imports (US\$ billions) .....	11.2.....	90

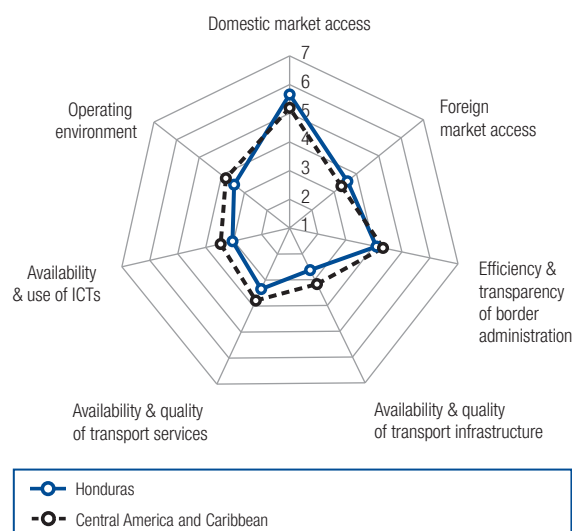
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>1.8.....</b>	<b>12.1</b>
<b>Intermediate goods</b> .....	<b>77.3.....</b>	<b>36.0</b>
Food and beverages (industrial) .....	32.4.....	2.8
Industrial supplies (primary and processed) .....	38.7.....	27.5
Parts and accessories .....	2.3.....	4.9
Fuels and lubricants .....	3.9.....	0.8
<b>Consumer goods</b> .....	<b>20.6.....</b>	<b>25.8</b>
Food and beverages (consumer) .....	14.9.....	9.5
Transport equipment and consumer goods .....	5.6.....	16.2
<b>Passenger motor cars</b> .....	<b>0.2.....</b>	<b>1.7</b>
<b>Others</b> .....	<b>0.2.....</b>	<b>24.4</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

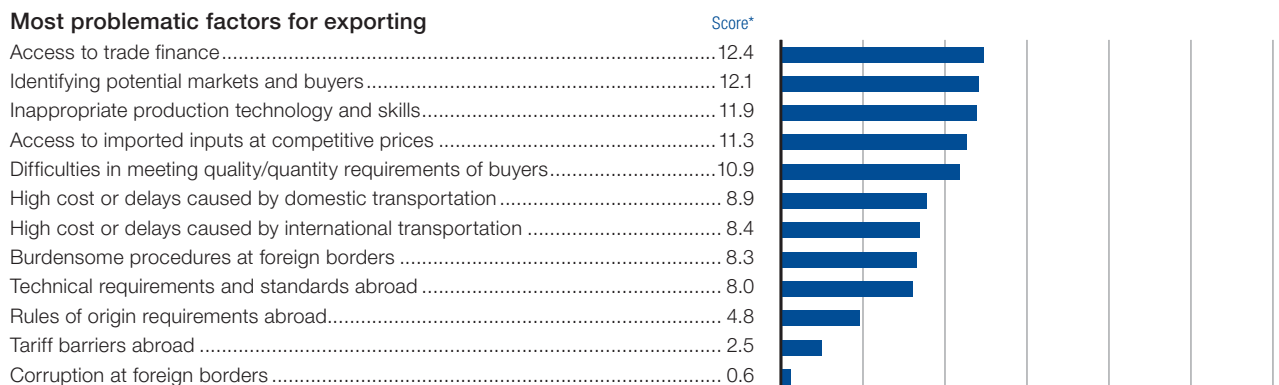
## Enabling Trade Index 2014

	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>85.....</b>	<b>3.8</b>
<b>Subindex A: Market access (25%)</b> .....	<b>10.....</b>	<b>4.6</b>
Pillar 1: Domestic market access .....	17.....	5.7
Pillar 2: Foreign market access .....	27.....	3.6
<b>Subindex B: Border administration (25%)</b> .....	<b>82.....</b>	<b>4.1</b>
Pillar 3: Efficiency & transparency of border administration .....	82.....	4.1
<b>Subindex C: Infrastructure (25%)</b> .....	<b>106.....</b>	<b>3.0</b>
Pillar 4: Availability & quality of transport infrastructure .....	104.....	2.6
Pillar 5: Availability & quality of transport services .....	118.....	3.3
Pillar 6: Availability & use of ICTs .....	98.....	3.0
<b>Subindex D: Operating environment (25%)</b> .....	<b>120.....</b>	<b>3.5</b>
Pillar 7: Operating environment .....	120.....	3.5

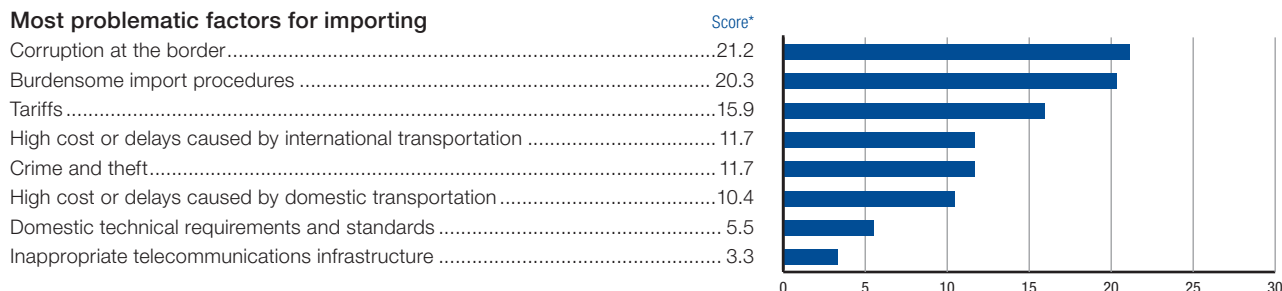


## The most problematic factors for trade, 2013

### Most problematic factors for exporting



### Most problematic factors for importing



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Honduras

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>17</b>	<b>5.7</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	60	4.6	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	22	6.6	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	24	6.7	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	43	0.8	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	1	0.0	Multiple economies (54)	0.0
Number of distinct tariffs	40	12	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	33	69.4	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>27</b>	<b>3.6</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	65	5.4	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	9	62.7	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>82</b>	<b>4.1</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	74	0.52	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	66	2.7	Norway	4.2
3.03 No. of days to import	60	16	Singapore	4
3.04 No. of documents to import	57	7	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	84	1,500	Singapore	440
3.06 No. of days to export	41	12	Multiple economies (5)	6
3.07 No. of documents to export	40	5	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	85	1,345	Malaysia	450
3.09 Irregular payments in exports and imports*	80	3.3	New Zealand	6.6
3.10 Time predictability of import procedures*	124	3.0	Finland	6.0
3.11 Customs transparency index (0–1)	92	0.60	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>104</b>	<b>2.6</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	109	25.2	United States	11,481.7
4.02 Quality of air transport infrastructure*	91	4.0	Singapore	6.8
4.03 Quality of railroad infrastructure*	n/a	n/a	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	78	10.7	China	157.5
4.05 Quality of port infrastructure*	80	3.9	Netherlands	6.8
4.06 Paved roads (% of total)	95	22.8	Multiple economies (18)	100.0
4.07 Quality of roads*	105	2.9	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>118</b>	<b>3.3</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	85	2.8	Luxembourg	3.8
5.02 Logistics competence (1–5)	111	2.5	Norway	4.2
5.03 Tracking and tracing ability (1–5)	98	2.6	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	117	2.8	Luxembourg	4.7
5.05 Postal services efficiency*	125	2.7	Japan	6.8
5.06 Efficiency of transport mode change*	100	3.4	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>98</b>	<b>3.0</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	94	92.9	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	97	18.1	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	103	0.8	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	84	8.6	Singapore	124.5
6.05 ICT use for business-to-business transactions*	87	4.6	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	90	4.1	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	92	0.38	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>120</b>	<b>3.5</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	103	3.2	Finland	6.3
Property rights*	112	3.4	Finland	6.4
Intellectual property protection*	96	3.1	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	112	2.9	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	77	1.8	Multiple economies (7)	4.0
Diversion of public funds*	126	2.2	New Zealand	6.5
Ease of compliance with government regulation*	101	3.0	Singapore	5.4
7.03 Access to finance index (1–7)	58	3.9	Hong Kong SAR	5.7
Affordability of financial services*	62	4.2	Hong Kong SAR	6.1
Availability of financial services*	45	5.0	Switzerland	6.4
Ease of access to loans*	81	2.7	Qatar	4.9
Availability of trade finance*	73	3.8	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	106	3.9	Ireland	5.5
Ease of hiring foreign labour*	51	4.3	United Arab Emirates	5.6
Business impact of rules on FDI*	109	3.6	Ireland	6.7
Openness to multilateral trade rules (0–100)	92	57.8	Slovenia	92.2
7.05 Index of physical security (1–7)	134	3.3	Qatar	6.8
Reliability of police services*	132	2.4	Finland	6.7
Business costs of crime and violence*	138	1.9	Qatar	6.8
Business costs of terrorism*	117	4.3	Slovenia	6.7
Homicide cases/100,000 pop.	138	91.6	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	1	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Hong Kong SAR

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions) .....	7.2..... 88
GDP (US\$ billions) .....	263.3..... 39
GDP per capita (US\$) .....	36,676.3..... 24
<b>Merchandise trade</b>	
Trade openness (imports+exports)/GDP .....	397.9..... 1
Share of world trade (%) .....	2.83..... 9
Total Exports (US\$ billions) .....	492.9..... 10
Total Imports (US\$ billions) .....	553.5..... 8

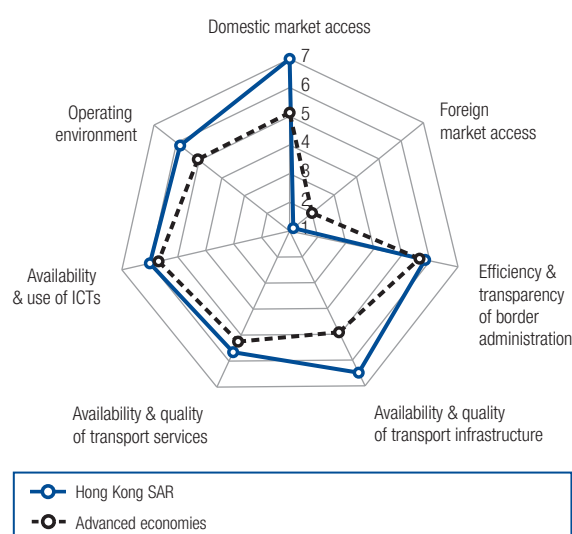
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>2.6</b> .....	<b>18.5</b>
<b>Intermediate goods</b> .....	<b>84.0</b> .....	<b>59.7</b>
Food and beverages (industrial) .....	0.1.....	0.2
Industrial supplies (primary and processed) .....	79.7.....	24.4
Parts and accessories .....	3.6.....	34.5
Fuels and lubricants .....	0.6.....	0.5
<b>Consumer goods</b> .....	<b>13.0</b> .....	<b>18.6</b>
Food and beverages (consumer) .....	1.7.....	3.6
Transport equipment and consumer goods .....	11.3.....	15.0
<b>Passenger motor cars</b> .....	<b>0.0</b> .....	<b>0.5</b>
<b>Others</b> .....	<b>0.5</b> .....	<b>2.8</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

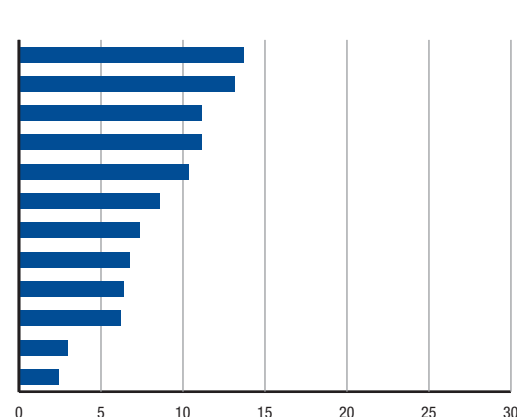
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>2</b> .....	<b>5.5</b>
<b>Subindex A: Market access (25%)</b> .....	<b>37</b> .....	<b>4.1</b>
Pillar 1: Domestic market access .....	1.....	7.0
Pillar 2: Foreign market access .....	135.....	1.2
<b>Subindex B: Border administration (25%)</b> .....	<b>11</b> .....	<b>5.8</b>
Pillar 3: Efficiency & transparency of border administration .....	11.....	5.8
<b>Subindex C: Infrastructure (25%)</b> .....	<b>2</b> .....	<b>6.0</b>
Pillar 4: Availability & quality of transport infrastructure .....	3.....	6.5
Pillar 5: Availability & quality of transport services .....	5.....	5.7
Pillar 6: Availability & use of ICTs .....	11.....	6.0
<b>Subindex D: Operating environment (25%)</b> .....	<b>1</b> .....	<b>5.8</b>
Pillar 7: Operating environment .....	1.....	5.8



## The most problematic factors for trade, 2013

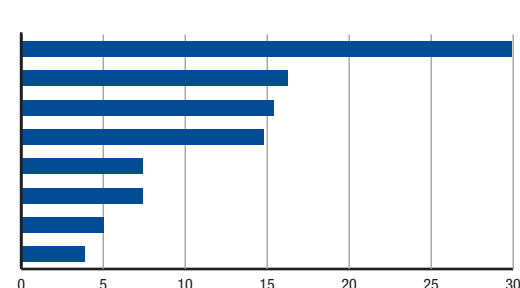
### Most problematic factors for exporting

	Score*
Burdensome procedures at foreign borders .....	13.7
Technical requirements and standards abroad .....	13.1
Tariff barriers abroad .....	11.1
Identifying potential markets and buyers .....	11.1
Rules of origin requirements abroad .....	10.3
Access to imported inputs at competitive prices .....	8.5
Corruption at foreign borders .....	7.4
Inappropriate production technology and skills .....	6.8
High cost or delays caused by international transportation .....	6.4
Difficulties in meeting quality/quantity requirements of buyers .....	6.2
High cost or delays caused by domestic transportation .....	3.0
Access to trade finance .....	2.4



### Most problematic factors for importing

	Score*
High cost or delays caused by international transportation .....	29.9
Domestic technical requirements and standards .....	16.3
Burdensome import procedures .....	15.4
High cost or delays caused by domestic transportation .....	14.8
Tariffs .....	7.4
Inappropriate telecommunications infrastructure .....	7.4
Crime and theft .....	5.0
Corruption at the border .....	3.8



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Hong Kong SAR

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b> .....	<b>1</b> .....	<b>7.0</b>	<b>Multiple economies (2)</b> .....	<b>7.0</b>
1.01 Tariff rate (%).....	1.....	0.0	Multiple economies (2).....	0.0
1.02 Complexity of tariffs index (1–7).....	1.....	7.0	Multiple economies (2).....	7.0
Tariff dispersion (standard deviation).....	1.....	0.0	Multiple economies (2).....	0.0
Tariff peaks (% of tariff lines).....	1.....	0.0	Multiple economies (24).....	0.0
Specific tariffs (% of tariff lines).....	1.....	0.0	Multiple economies (54).....	0.0
Number of distinct tariffs.....	1.....	1	Multiple economies (2).....	1
1.03 Share of duty-free imports (%).....	1.....	100.0	Multiple economies (2).....	100.0
<b>Pillar 2: Foreign market access (1–7)</b> .....	<b>135</b> .....	<b>1.2</b>	<b>Cambodia</b> .....	<b>5.3</b>
2.01 Tariffs faced (%).....	134.....	6.0	Chile.....	3.5
2.02 Index of margin of preference in destination mkts (0–100).....	130.....	4.3	Mauritius.....	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b> .....	<b>11</b> .....	<b>5.8</b>	<b>Singapore</b> .....	<b>6.3</b>
3.01 Customs services index (0–1).....	56.....	0.63	Singapore.....	0.97
3.02 Efficiency of the clearance process (1–5).....	17.....	3.7	Norway.....	4.2
3.03 No. of days to import.....	2.....	5	Singapore.....	4
3.04 No. of documents to import.....	3.....	3	Multiple economies (2).....	2
3.05 Cost to import (US\$ per container).....	3.....	565	Singapore.....	440
3.06 No. of days to export.....	1.....	6	Multiple economies (5).....	6
3.07 No. of documents to export.....	3.....	3	Multiple economies (2).....	2
3.08 Cost to export (US\$ per container).....	4.....	590	Malaysia.....	450
3.09 Irregular payments in exports and imports*.....	13.....	5.9	New Zealand.....	6.6
3.10 Time predictability of import procedures*.....	2.....	6.0	Finland.....	6.0
3.11 Customs transparency index (0–1).....	59.....	0.80	Multiple economies (35).....	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b> .....	<b>3</b> .....	<b>6.5</b>	<b>United Arab Emirates</b> .....	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions.....	11.....	2,371.9	United States.....	11,481.7
4.02 Quality of air transport infrastructure*.....	2.....	6.7	Singapore.....	6.8
4.03 Quality of railroad infrastructure*.....	3.....	6.5	Japan.....	6.7
4.04 Liner Shipping Connectivity Index (0–157.1).....	2.....	116.6	China.....	157.5
4.05 Quality of port infrastructure*.....	3.....	6.6	Netherlands.....	6.8
4.06 Paved roads (% of total).....	1.....	100.0	Multiple economies (18).....	100.0
4.07 Quality of roads*.....	5.....	6.2	United Arab Emirates.....	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b> .....	<b>5</b> .....	<b>5.7</b>	<b>Singapore</b> .....	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5).....	14.....	3.6	Luxembourg.....	3.8
5.02 Logistics competence (1–5).....	13.....	3.8	Norway.....	4.2
5.03 Tracking and tracing ability (1–5).....	13.....	3.9	Germany.....	4.2
5.04 Timeliness of shipments in reaching destination (1–5).....	18.....	4.1	Luxembourg.....	4.7
5.05 Postal services efficiency*.....	2.....	6.5	Japan.....	6.8
5.06 Efficiency of transport mode change*.....	1.....	6.4	Hong Kong SAR.....	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b> .....	<b>11</b> .....	<b>6.0</b>	<b>Sweden</b> .....	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.....	1.....	229.2	Hong Kong SAR.....	229.2
6.02 Individuals using Internet (%).....	32.....	72.8	Iceland.....	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.....	15.....	31.2	Switzerland.....	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.....	10.....	82.8	Singapore.....	124.5
6.05 ICT use for business-to-business transactions*.....	18.....	5.8	Finland.....	6.2
6.06 Internet use for business-to-consumer transactions*.....	19.....	5.5	United Kingdom.....	6.3
6.07 Government Online Service Index (0–1).....	n/a.....	n/a	Multiple economies (3).....	1.00
<b>Pillar 7: Operating environment (1–7)</b> .....	<b>1</b> .....	<b>5.8</b>	<b>Hong Kong SAR</b> .....	<b>5.8</b>
7.01 Protection of property index (1–7).....	8.....	5.9	Finland.....	6.3
Property rights*.....	5.....	6.1	Finland.....	6.4
Intellectual property protection*.....	9.....	5.7	Finland.....	6.2
7.02 Efficiency and accountability of public institutions index (1–7).....	2.....	5.9	Singapore.....	6.0
Judicial efficiency & impartiality in commercial disputes (0–4).....	1.....	4.0	Multiple economies (7).....	4.0
Diversion of public funds*.....	11.....	5.8	New Zealand.....	6.5
Ease of compliance with government regulation*.....	5.....	4.9	Singapore.....	5.4
7.03 Access to finance index (1–7).....	1.....	5.7	Hong Kong SAR.....	5.7
Affordability of financial services*.....	1.....	6.1	Hong Kong SAR.....	6.1
Availability of financial services*.....	3.....	6.3	Switzerland.....	6.4
Ease of access to loans*.....	2.....	4.7	Qatar.....	4.9
Availability of trade finance*.....	1.....	5.8	Hong Kong SAR.....	5.8
7.04 Openness to foreign participation index (1–7).....	2.....	5.3	Ireland.....	5.5
Ease of hiring foreign labour*.....	23.....	4.6	United Arab Emirates.....	5.6
Business impact of rules on FDI*.....	3.....	6.1	Ireland.....	6.7
Openness to multilateral trade rules (0–100).....	n/a.....	n/a	Slovenia.....	92.2
7.05 Index of physical security (1–7).....	13.....	6.3	Qatar.....	6.8
Reliability of police services*.....	4.....	6.3	Finland.....	6.7
Business costs of crime and violence*.....	21.....	5.7	Qatar.....	6.8
Business costs of terrorism*.....	57.....	5.7	Slovenia.....	6.7
Homicide cases/100,000 pop.....	1.....	0.2	Hong Kong SAR.....	0.2
Index of terrorism incidence (1–7).....	1.....	7.0	Multiple economies (48).....	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Hungary

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	9.9.....	77
GDP (US\$ billions) .....	125.7.....	58
GDP per capita (US\$).....	12,652.0.....	50
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	158.6.....	7
Share of world trade (%) .....	0.54.....	35
Total Exports (US\$ billions) .....	103.9.....	40
Total Imports (US\$ billions) .....	95.3.....	34

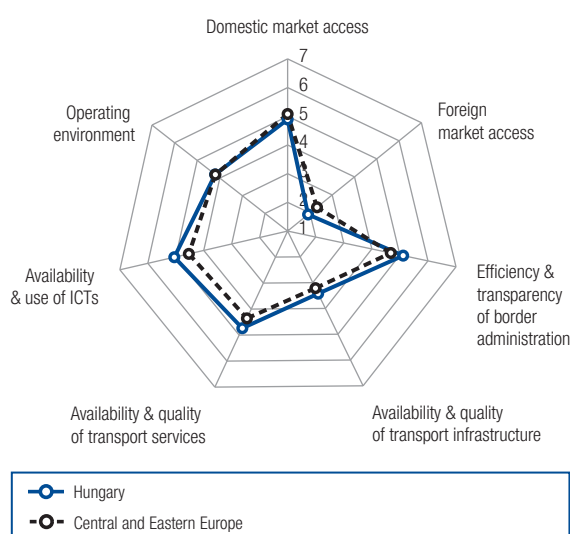
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>20.3</b> .....	<b>14.4</b>
<b>Intermediate goods</b> .....	<b>52.6</b> .....	<b>66.6</b>
Food and beverages (industrial) .....	2.3.....	0.9
Industrial supplies (primary and processed) .....	23.4.....	26.5
Parts and accessories.....	25.3.....	27.6
Fuels and lubricants .....	1.6.....	11.5
<b>Consumer goods</b> .....	<b>19.7</b> .....	<b>14.4</b>
Food and beverages (consumer).....	4.4.....	3.5
Transport equipment and consumer goods.....	15.3.....	10.9
<b>Passenger motor cars</b> .....	<b>5.2</b> .....	<b>2.2</b>
<b>Others</b> .....	<b>2.2</b> .....	<b>2.4</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>50</b> .....	<b>4.3</b>
<b>Subindex A: Market access (25%)</b> .....	<b>75</b> .....	<b>3.4</b>
Pillar 1: Domestic market access.....	46.....	4.9
Pillar 2: Foreign market access.....	97.....	1.9
<b>Subindex B: Border administration (25%)</b> .....	<b>38</b> .....	<b>5.1</b>
Pillar 3: Efficiency & transparency of border administration.....	38.....	5.1
<b>Subindex C: Infrastructure (25%)</b> .....	<b>43</b> .....	<b>4.4</b>
Pillar 4: Availability & quality of transport infrastructure ...	66.....	3.4
Pillar 5: Availability & quality of transport services .....	35.....	4.7
Pillar 6: Availability & use of ICTs .....	34.....	5.1
<b>Subindex D: Operating environment (25%)</b> .....	<b>66</b> .....	<b>4.2</b>
Pillar 7: Operating environment.....	66.....	4.2



## The most problematic factors for trade, 2013

### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	18.6
Access to trade finance .....	15.9
Difficulties in meeting quality/quantity requirements of buyers.....	14.7
Inappropriate production technology and skills.....	12.2
Access to imported inputs at competitive prices .....	9.8
High cost or delays caused by international transportation .....	8.5
Technical requirements and standards abroad .....	7.1
High cost or delays caused by domestic transportation .....	4.5
Tariff barriers abroad .....	3.3
Burdensome procedures at foreign borders .....	3.2
Rules of origin requirements abroad.....	1.3
Corruption at foreign borders .....	0.9

### Most problematic factors for importing

	Score*
High cost or delays caused by international transportation .....	24.2
Burdensome import procedures .....	19.1
Tariffs.....	16.9
Domestic technical requirements and standards .....	15.2
High cost or delays caused by domestic transportation .....	12.2
Inappropriate telecommunications infrastructure .....	4.9
Crime and theft.....	4.3
Corruption at the border.....	3.2

\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Hungary

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>46</b>	<b>4.9</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	5	0.8	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	110	3.1	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	55	8.4	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	104	10.6	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	107	11.0	Multiple economies (54)	0.0
Number of distinct tariffs	109	1,755	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	42	65.4	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>97</b>	<b>1.9</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	73	5.5	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	96	9.1	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>38</b>	<b>5.1</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	n/a	n/a	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	47	3.0	Norway	4.2
3.03 No. of days to import	78	19	Singapore	4
3.04 No. of documents to import	43	6	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	29	845	Singapore	440
3.06 No. of days to export	71	17	Multiple economies (5)	6
3.07 No. of documents to export	65	6	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	38	885	Malaysia	450
3.09 Irregular payments in exports and imports*	47	4.3	New Zealand	6.6
3.10 Time predictability of import procedures*	26	4.9	Finland	6.0
3.11 Customs transparency index (0–1)	1	1.00	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>66</b>	<b>3.4</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	75	122.5	United States	11,481.7
4.02 Quality of air transport infrastructure*	94	3.9	Singapore	6.8
4.03 Quality of railroad infrastructure*	39	3.6	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	n/a	n/a	China	157.5
4.05 Quality of port infrastructure*	77	3.9	Netherlands	6.8
4.06 Paved roads (% of total)	80	38.1	Multiple economies (18)	100.0
4.07 Quality of roads*	66	4.0	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>35</b>	<b>4.7</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	32	3.4	Luxembourg	3.8
5.02 Logistics competence (1–5)	37	3.3	Norway	4.2
5.03 Tracking and tracing ability (1–5)	15	3.8	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	20	4.1	Luxembourg	4.7
5.05 Postal services efficiency*	60	4.7	Japan	6.8
5.06 Efficiency of transport mode change*	79	3.8	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>34</b>	<b>5.1</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	56	116.1	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	33	72.0	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	30	22.9	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	64	23.0	Singapore	124.5
6.05 ICT use for business-to-business transactions*	41	5.3	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	51	4.9	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	31	0.69	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>66</b>	<b>4.2</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	75	3.8	Finland	6.3
Property rights*	95	3.7	Finland	6.4
Intellectual property protection*	53	3.9	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	115	2.9	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	77	1.8	Multiple economies (7)	4.0
Diversion of public funds*	100	2.6	New Zealand	6.5
Ease of compliance with government regulation*	130	2.4	Singapore	5.4
7.03 Access to finance index (1–7)	107	3.2	Hong Kong SAR	5.7
Affordability of financial services*	103	3.7	Hong Kong SAR	6.1
Availability of financial services*	62	4.6	Switzerland	6.4
Ease of access to loans*	114	2.1	Qatar	4.9
Availability of trade finance*	127	2.6	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	4	5.3	Ireland	5.5
Ease of hiring foreign labour*	4	5.3	United Arab Emirates	5.6
Business impact of rules on FDI*	95	4.2	Ireland	6.7
Openness to multilateral trade rules (0–100)	2	89.4	Slovenia	92.2
7.05 Index of physical security (1–7)	43	5.9	Qatar	6.8
Reliability of police services*	66	4.2	Finland	6.7
Business costs of crime and violence*	60	4.9	Qatar	6.8
Business costs of terrorism*	10	6.4	Slovenia	6.7
Homicide cases/100,000 pop.	40	1.4	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	1	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



# Iceland

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	0.3.....	138
GDP (US\$ billions) .....	13.7.....	109
GDP per capita (US\$) .....	42,725.0.....	19
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	72.0.....	62
Share of world trade (%) .....	0.03.....	108
Total Exports (US\$ billions) .....	5.1.....	100
Total Imports (US\$ billions) .....	4.8.....	117

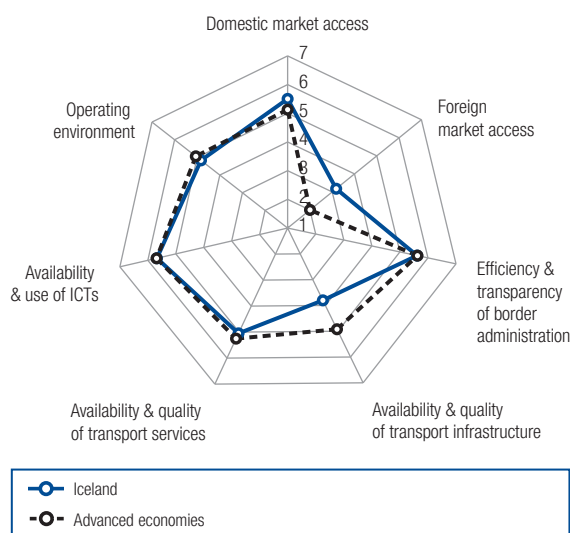
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>3.6</b> .....	<b>14.7</b>
<b>Intermediate goods</b> .....	<b>51.4</b> .....	<b>46.5</b>
Food and beverages (industrial) .....	2.1.....	1.6
Industrial supplies (primary and processed) .....	47.8.....	29.2
Parts and accessories .....	1.5.....	14.8
Fuels and lubricants .....	0.0.....	0.9
<b>Consumer goods</b> .....	<b>42.7</b> .....	<b>21.0</b>
Food and beverages (consumer) .....	38.7.....	7.7
Transport equipment and consumer goods .....	4.0.....	13.4
<b>Passenger motor cars</b> .....	<b>0.3</b> .....	<b>3.7</b>
<b>Others</b> .....	<b>2.0</b> .....	<b>14.0</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

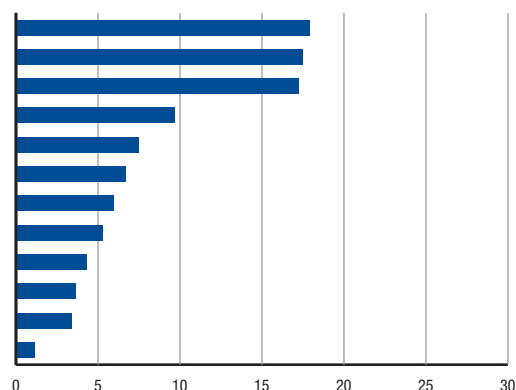
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>22</b> .....	<b>4.9</b>
<b>Subindex A: Market access (25%)</b> .....	<b>21</b> .....	<b>4.3</b>
Pillar 1: Domestic market access .....	21.....	5.5
Pillar 2: Foreign market access .....	46.....	3.2
<b>Subindex B: Border administration (25%)</b> .....	<b>24</b> .....	<b>5.6</b>
Pillar 3: Efficiency & transparency of border administration .....	24.....	5.6
<b>Subindex C: Infrastructure (25%)</b> .....	<b>30</b> .....	<b>4.8</b>
Pillar 4: Availability & quality of transport infrastructure .....	50.....	3.8
Pillar 5: Availability & quality of transport services .....	28.....	5.0
Pillar 6: Availability & use of ICTs .....	20.....	5.7
<b>Subindex D: Operating environment (25%)</b> .....	<b>31</b> .....	<b>4.8</b>
Pillar 7: Operating environment .....	31.....	4.8



## The most problematic factors for trade, 2013

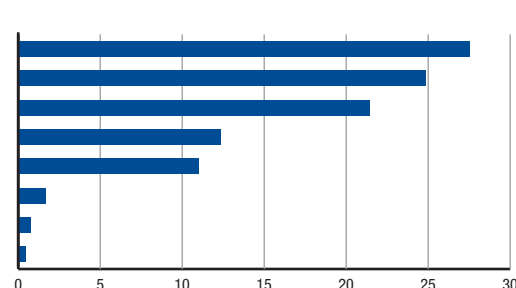
### Most problematic factors for exporting

	Score*
High cost or delays caused by international transportation .....	17.9
Identifying potential markets and buyers .....	17.5
Access to trade finance .....	17.2
Access to imported inputs at competitive prices .....	9.7
Tariff barriers abroad .....	7.5
High cost or delays caused by domestic transportation .....	6.7
Burdensome procedures at foreign borders .....	5.9
Difficulties in meeting quality/quantity requirements of buyers .....	5.3
Rules of origin requirements abroad .....	4.3
Technical requirements and standards abroad .....	3.6
Inappropriate production technology and skills .....	3.4
Corruption at foreign borders .....	1.1



### Most problematic factors for importing

	Score*
Tariffs .....	27.5
High cost or delays caused by international transportation .....	24.9
Burdensome import procedures .....	21.5
High cost or delays caused by domestic transportation .....	12.3
Domestic technical requirements and standards .....	11.0
Inappropriate telecommunications infrastructure .....	1.7
Crime and theft .....	0.8
Corruption at the border .....	0.4



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Iceland

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>21</b>	<b>5.5</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	44	3.2	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	102	4.3	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	132	26.9	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	88	7.9	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	97	4.5	Multiple economies (54)	0.0
Number of distinct tariffs	99	405	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	9	91.7	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>46</b>	<b>3.2</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	49	5.3	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	42	44.6	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>24</b>	<b>5.6</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	36	0.69	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	22	3.5	Norway	4.2
3.03 No. of days to import	21	9	Singapore	4
3.04 No. of documents to import	11	4	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	94	1,620	Singapore	440
3.06 No. of days to export	24	10	Multiple economies (5)	6
3.07 No. of documents to export	16	4	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	99	1,530	Malaysia	450
3.09 Irregular payments in exports and imports*	5	6.2	New Zealand	6.6
3.10 Time predictability of import procedures*	6	5.5	Finland	6.0
3.11 Customs transparency index (0–1)	39	0.90	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>50</b>	<b>3.8</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	76	120.8	United States	11,481.7
4.02 Quality of air transport infrastructure*	13	6.0	Singapore	6.8
4.03 Quality of railroad infrastructure*	n/a	n/a	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	100	4.7	China	157.5
4.05 Quality of port infrastructure*	8	6.0	Netherlands	6.8
4.06 Paved roads (% of total)	77	39.9	Multiple economies (18)	100.0
4.07 Quality of roads*	33	5.0	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>28</b>	<b>5.0</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	49	3.2	Luxembourg	3.8
5.02 Logistics competence (1–5)	34	3.5	Norway	4.2
5.03 Tracking and tracing ability (1–5)	35	3.4	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	56	3.5	Luxembourg	4.7
5.05 Postal services efficiency*	8	6.3	Japan	6.8
5.06 Efficiency of transport mode change*	10	5.7	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>20</b>	<b>5.7</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	72	108.1	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	1	96.2	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	7	34.3	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	16	70.4	Singapore	124.5
6.05 ICT use for business-to-business transactions*	22	5.7	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	28	5.3	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	52	0.54	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>31</b>	<b>4.8</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	30	5.0	Finland	6.3
Property rights*	31	5.2	Finland	6.4
Intellectual property protection*	28	4.8	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	15	5.1	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	13	3.5	Multiple economies (7)	4.0
Diversion of public funds*	21	5.1	New Zealand	6.5
Ease of compliance with government regulation*	27	3.9	Singapore	5.4
7.03 Access to finance index (1–7)	81	3.6	Hong Kong SAR	5.7
Affordability of financial services*	95	3.7	Hong Kong SAR	6.1
Availability of financial services*	91	4.0	Switzerland	6.4
Ease of access to loans*	69	2.8	Qatar	4.9
Availability of trade finance*	65	3.9	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	107	3.9	Ireland	5.5
Ease of hiring foreign labour*	24	4.5	United Arab Emirates	5.6
Business impact of rules on FDI*	134	2.7	Ireland	6.7
Openness to multilateral trade rules (0–100)	64	64.8	Slovenia	92.2
7.05 Index of physical security (1–7)	4	6.6	Qatar	6.8
Reliability of police services*	9	6.1	Finland	6.7
Business costs of crime and violence*	8	6.1	Qatar	6.8
Business costs of terrorism*	5	6.6	Slovenia	6.7
Homicide cases/100,000 pop.	23	0.9	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	49	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# India

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	1,227.2.....	2
GDP (US\$ billions) .....	1,841.7.....	10
GDP per capita (US\$) .....	1,500.8.....	106
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	42.5.....	119
Share of world trade (%) .....	2.12.....	15
Total Exports (US\$ billions) .....	294.2.....	19
Total Imports (US\$ billions) .....	489.7.....	10

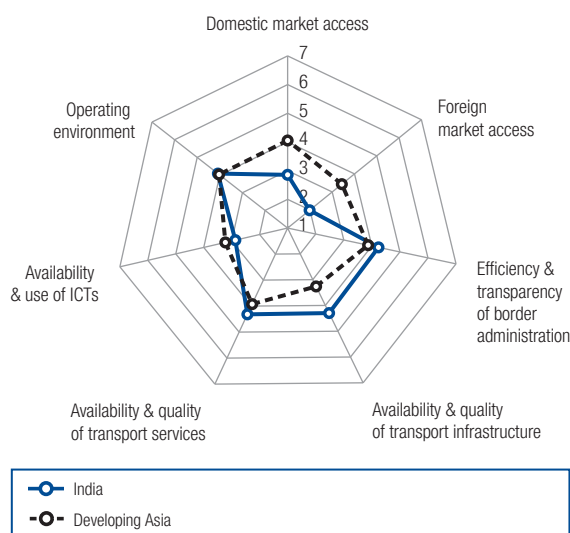
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>6.3</b> .....	<b>9.3</b>
<b>Intermediate goods</b> .....	<b>46.6</b> .....	<b>85.0</b>
Food and beverages (industrial) .....	1.9.....	0.8
Industrial supplies (primary and processed) .....	38.0.....	39.0
Parts and accessories .....	6.5.....	7.6
Fuels and lubricants .....	0.2.....	37.6
<b>Consumer goods</b> .....	<b>27.1</b> .....	<b>4.4</b>
Food and beverages (consumer) .....	6.8.....	1.1
Transport equipment and consumer goods .....	20.3.....	3.3
<b>Passenger motor cars</b> .....	<b>1.5</b> .....	<b>0.1</b>
<b>Others</b> .....	<b>18.5</b> .....	<b>1.2</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

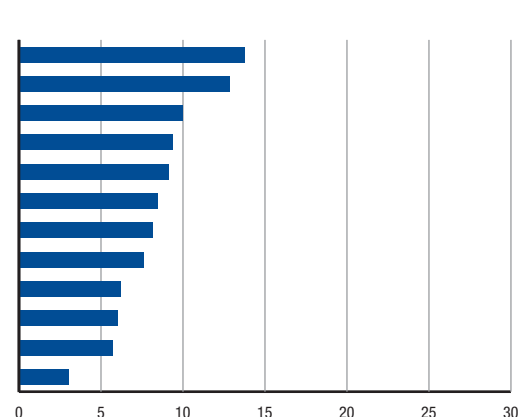
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>96</b> .....	<b>3.6</b>
<b>Subindex A: Market access (25%)</b> .....	<b>136</b> .....	<b>2.4</b>
Pillar 1: Domestic market access .....	135.....	2.9
Pillar 2: Foreign market access .....	94.....	2.0
<b>Subindex B: Border administration (25%)</b> .....	<b>74</b> .....	<b>4.2</b>
Pillar 3: Efficiency & transparency of border administration .....	74.....	4.2
<b>Subindex C: Infrastructure (25%)</b> .....	<b>67</b> .....	<b>3.8</b>
Pillar 4: Availability & quality of transport infrastructure .....	34.....	4.3
Pillar 5: Availability & quality of transport services .....	57.....	4.3
Pillar 6: Availability & use of ICTs .....	104.....	2.9
<b>Subindex D: Operating environment (25%)</b> .....	<b>73</b> .....	<b>4.1</b>
Pillar 7: Operating environment .....	73.....	4.1



## The most problematic factors for trade, 2013

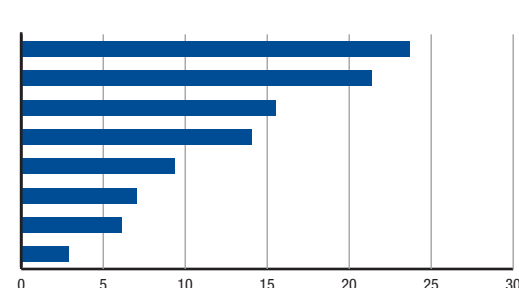
### Most problematic factors for exporting

	Score*
Access to imported inputs at competitive prices .....	13.7
High cost or delays caused by domestic transportation .....	12.8
Technical requirements and standards abroad .....	10.0
Difficulties in meeting quality/quantity requirements of buyers .....	9.4
Burdensome procedures at foreign borders .....	9.1
Tariff barriers abroad .....	8.4
Identifying potential markets and buyers .....	8.2
Corruption at foreign borders .....	7.6
High cost or delays caused by international transportation .....	6.2
Inappropriate production technology and skills .....	6.0
Access to trade finance .....	5.7
Rules of origin requirements abroad .....	3.0



### Most problematic factors for importing

	Score*
Burdensome import procedures .....	23.7
Tariffs .....	21.4
Corruption at the border .....	15.5
High cost or delays caused by domestic transportation .....	14.0
High cost or delays caused by international transportation .....	9.3
Domestic technical requirements and standards .....	7.1
Crime and theft .....	6.1
Inappropriate telecommunications infrastructure .....	2.9



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>135</b>	<b>2.9</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	122	12.4	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	94	4.9	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	121	14.9	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	68	3.2	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	99	6.1	Multiple economies (54)	0.0
Number of distinct tariffs	102	718	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	120	10.8	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>94</b>	<b>2.0</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	59	5.4	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	124	7.7	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>74</b>	<b>4.2</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	68	0.56	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	64	2.7	Norway	4.2
3.03 No. of days to import	80	20	Singapore	4
3.04 No. of documents to import	126	11	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	64	1,250	Singapore	440
3.06 No. of days to export	63	16	Multiple economies (5)	6
3.07 No. of documents to export	121	9	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	70	1,170	Malaysia	450
3.09 Irregular payments in exports and imports*	104	2.7	New Zealand	6.6
3.10 Time predictability of import procedures*	99	3.4	Finland	6.0
3.11 Customs transparency index (0–1)	1	1.00	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>34</b>	<b>4.3</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	15	1,820.7	United States	11,481.7
4.02 Quality of air transport infrastructure*	56	4.8	Singapore	6.8
4.03 Quality of railroad infrastructure*	18	4.8	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	26	44.4	China	157.5
4.05 Quality of port infrastructure*	64	4.2	Netherlands	6.8
4.06 Paved roads (% of total)	69	49.5	Multiple economies (18)	100.0
4.07 Quality of roads*	76	3.6	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>57</b>	<b>4.3</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	44	3.2	Luxembourg	3.8
5.02 Logistics competence (1–5)	52	3.0	Norway	4.2
5.03 Tracking and tracing ability (1–5)	56	3.1	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	54	3.5	Luxembourg	4.7
5.05 Postal services efficiency*	64	4.6	Japan	6.8
5.06 Efficiency of transport mode change*	64	4.0	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>104</b>	<b>2.9</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	115	69.9	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	110	12.6	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	95	1.2	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	95	5.0	Singapore	124.5
6.05 ICT use for business-to-business transactions*	67	4.8	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	70	4.5	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	55	0.54	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>73</b>	<b>4.1</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	60	4.0	Finland	6.3
Property rights*	54	4.4	Finland	6.4
Intellectual property protection*	66	3.7	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	62	3.7	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	26	2.8	Multiple economies (7)	4.0
Diversion of public funds*	89	2.8	New Zealand	6.5
Ease of compliance with government regulation*	95	3.1	Singapore	5.4
7.03 Access to finance index (1–7)	37	4.3	Hong Kong SAR	5.7
Affordability of financial services*	37	4.8	Hong Kong SAR	6.1
Availability of financial services*	44	5.0	Switzerland	6.4
Ease of access to loans*	36	3.3	Qatar	4.9
Availability of trade finance*	44	4.1	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	85	4.2	Ireland	5.5
Ease of hiring foreign labour*	107	3.6	United Arab Emirates	5.6
Business impact of rules on FDI*	63	4.6	Ireland	6.7
Openness to multilateral trade rules (0–100)	69	63.8	Slovenia	92.2
7.05 Index of physical security (1–7)	114	4.3	Qatar	6.8
Reliability of police services*	76	4.0	Finland	6.7
Business costs of crime and violence*	70	4.7	Qatar	6.8
Business costs of terrorism*	103	4.7	Slovenia	6.7
Homicide cases/100,000 pop.	72	3.5	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	132	1.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Indonesia

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	244.5 .....	4
GDP (US\$ billions) .....	878.5 .....	16
GDP per capita (US\$) .....	3,593.7 .....	90
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	43.1 .....	117
Share of world trade (%) .....	1.02 .....	28
Total Exports (US\$ billions) .....	188.5 .....	26
Total Imports (US\$ billions) .....	190.4 .....	27

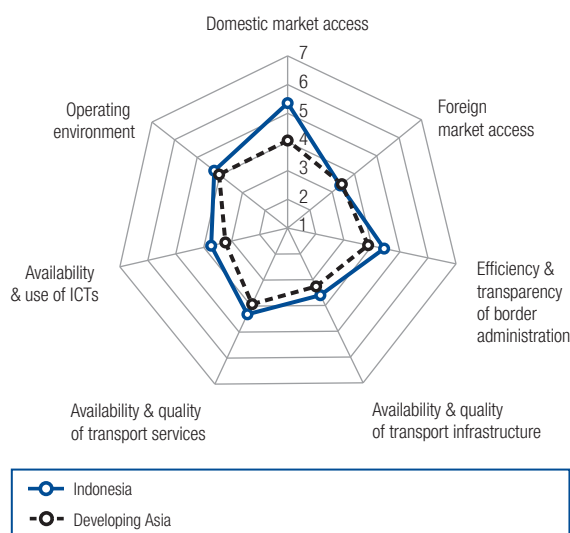
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>4.4</b> .....	<b>18.2</b>
<b>Intermediate goods</b> .....	<b>78.2</b> .....	<b>59.7</b>
Food and beverages (industrial) .....	7.9 .....	3.9
Industrial supplies (primary and processed) .....	33.7 .....	34.3
Parts and accessories .....	5.4 .....	14.1
Fuels and lubricants .....	31.1 .....	7.5
<b>Consumer goods</b> .....	<b>15.2</b> .....	<b>5.6</b>
Food and beverages (consumer) .....	4.0 .....	2.4
Transport equipment and consumer goods .....	11.2 .....	3.2
<b>Passenger motor cars</b> .....	<b>1.2</b> .....	<b>1.4</b>
<b>Others</b> .....	<b>1.0</b> .....	<b>15.0</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

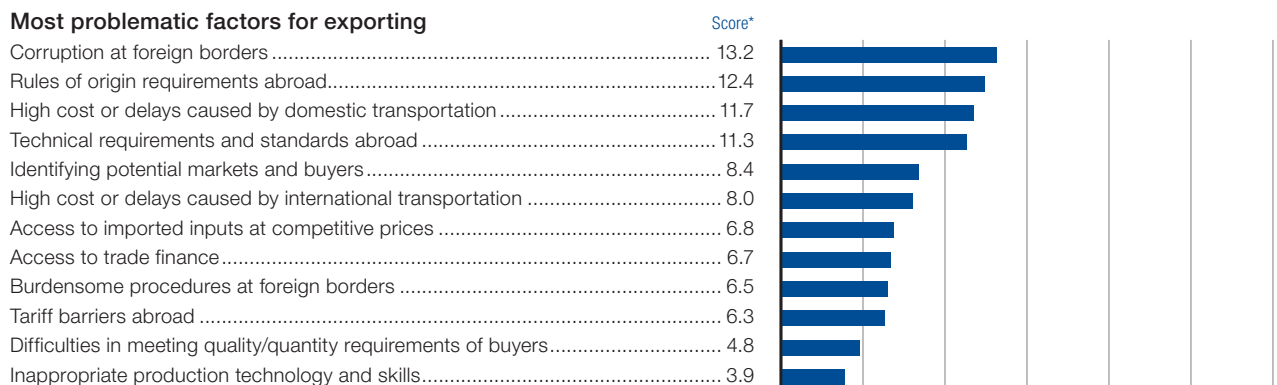
## Enabling Trade Index 2014

	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>58</b> .....	<b>4.2</b>
<b>Subindex A: Market access (25%)</b> .....	<b>20</b> .....	<b>4.4</b>
Pillar 1: Domestic market access .....	26 .....	5.4
Pillar 2: Foreign market access .....	37 .....	3.4
<b>Subindex B: Border administration (25%)</b> .....	<b>69</b> .....	<b>4.4</b>
Pillar 3: Efficiency & transparency of border administration .....	69 .....	4.4
<b>Subindex C: Infrastructure (25%)</b> .....	<b>64</b> .....	<b>3.9</b>
Pillar 4: Availability & quality of transport infrastructure .....	60 .....	3.6
Pillar 5: Availability & quality of transport services .....	58 .....	4.3
Pillar 6: Availability & use of ICTs .....	81 .....	3.7
<b>Subindex D: Operating environment (25%)</b> .....	<b>61</b> .....	<b>4.2</b>
Pillar 7: Operating environment .....	61 .....	4.2

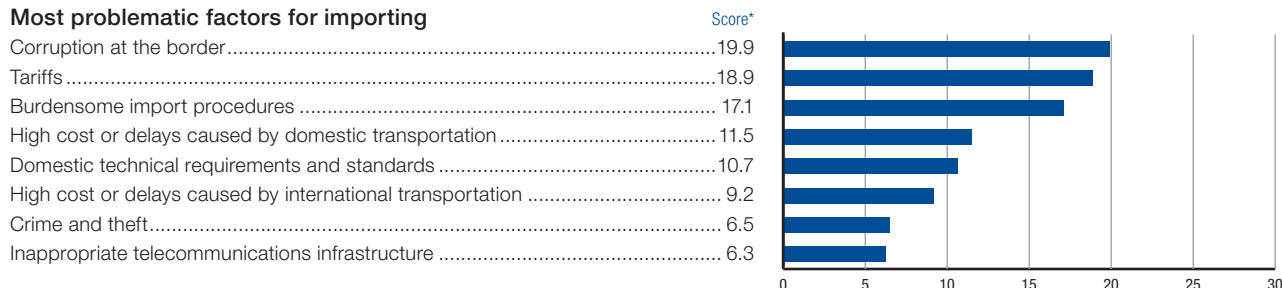


## The most problematic factors for trade, 2013

### Most problematic factors for exporting



### Most problematic factors for importing



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Indonesia

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>26</b>	<b>5.4</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	62	4.6	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	61	6.2	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	94	9.8	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	59	2.2	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	79	0.7	Multiple economies (54)	0.0
Number of distinct tariffs	75	76	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	74	61.2	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>37</b>	<b>3.4</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	8	4.4	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	87	15.3	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>69</b>	<b>4.4</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	24	0.75	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	53	2.9	Norway	4.2
3.03 No. of days to import	90	23	Singapore	4
3.04 No. of documents to import	82	8	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	9	660	Singapore	440
3.06 No. of days to export	71	17	Multiple economies (5)	6
3.07 No. of documents to export	16	4	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	10	615	Malaysia	450
3.09 Irregular payments in exports and imports*	86	3.1	New Zealand	6.6
3.10 Time predictability of import procedures*	70	3.8	Finland	6.0
3.11 Customs transparency index (0–1)	101	0.53	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>60</b>	<b>3.6</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	28	805.3	United States	11,481.7
4.02 Quality of air transport infrastructure*	63	4.5	Singapore	6.8
4.03 Quality of railroad infrastructure*	42	3.5	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	47	27.4	China	157.5
4.05 Quality of port infrastructure*	82	3.9	Netherlands	6.8
4.06 Paved roads (% of total)	62	56.9	Multiple economies (18)	100.0
4.07 Quality of roads*	70	3.7	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>58</b>	<b>4.3</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	73	2.9	Luxembourg	3.8
5.02 Logistics competence (1–5)	41	3.2	Norway	4.2
5.03 Tracking and tracing ability (1–5)	57	3.1	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	51	3.5	Luxembourg	4.7
5.05 Postal services efficiency*	56	4.9	Japan	6.8
5.06 Efficiency of transport mode change*	71	4.0	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>81</b>	<b>3.7</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	58	114.2	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	104	15.4	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	96	1.2	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	52	31.6	Singapore	124.5
6.05 ICT use for business-to-business transactions*	61	4.9	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	31	5.2	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	67	0.50	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>61</b>	<b>4.2</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	63	4.0	Finland	6.3
Property rights*	73	4.1	Finland	6.4
Intellectual property protection*	50	3.9	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	63	3.6	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	77	1.8	Multiple economies (7)	4.0
Diversion of public funds*	55	3.4	New Zealand	6.5
Ease of compliance with government regulation*	28	3.9	Singapore	5.4
7.03 Access to finance index (1–7)	33	4.4	Hong Kong SAR	5.7
Affordability of financial services*	41	4.6	Hong Kong SAR	6.1
Availability of financial services*	49	4.9	Switzerland	6.4
Ease of access to loans*	16	3.9	Qatar	4.9
Availability of trade finance*	34	4.3	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	105	3.9	Ireland	5.5
Ease of hiring foreign labour*	33	4.4	United Arab Emirates	5.6
Business impact of rules on FDI*	57	4.6	Ireland	6.7
Openness to multilateral trade rules (0–100)	120	43.3	Slovenia	92.2
7.05 Index of physical security (1–7)	80	5.2	Qatar	6.8
Reliability of police services*	73	4.0	Finland	6.7
Business costs of crime and violence*	81	4.4	Qatar	6.8
Business costs of terrorism*	109	4.6	Slovenia	6.7
Homicide cases/100,000 pop.	6	0.6	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	123	6.1	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



# Iran, Islamic Rep.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions) .....	76.1..... 17
GDP (US\$ billions) .....	548.6..... 21
GDP per capita (US\$) .....	7,207.2..... 66
<b>Merchandise trade</b>	
Trade openness (imports+exports)/GDP, 2011 .....	37.4..... 127
Share of world trade (%) .....	0.44..... 40
Total Exports (US\$ billions) .....	104.0..... 39
Total Imports (US\$ billions) .....	57.1..... 51

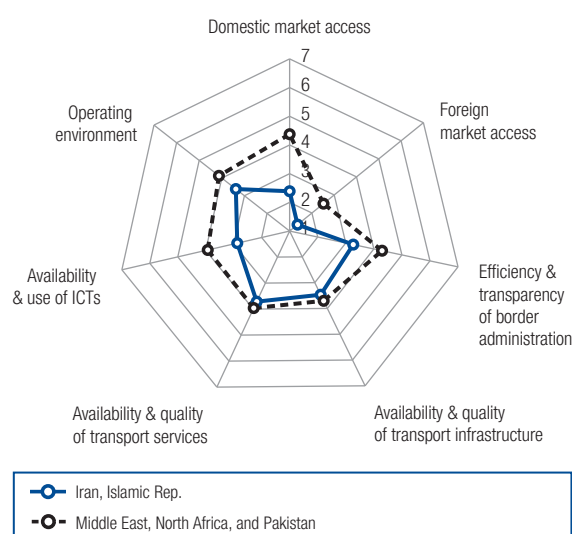
## Value chain indicators, 2011

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>0.5</b> .....	<b>21.1</b>
<b>Intermediate goods</b> .....	<b>92.2</b> .....	<b>63.1</b>
Food and beverages (industrial) .....	0.2.....	5.7
Industrial supplies (primary and processed) .....	13.9.....	43.1
Parts and accessories .....	0.4.....	12.9
Fuels and lubricants .....	77.7.....	1.4
<b>Consumer goods</b> .....	<b>6.2</b> .....	<b>13.9</b>
Food and beverages (consumer) .....	3.9.....	6.9
Transport equipment and consumer goods .....	2.3.....	7.1
<b>Passenger motor cars</b> .....	<b>0.2</b> .....	<b>1.5</b>
<b>Others</b> .....	<b>0.9</b> .....	<b>0.4</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

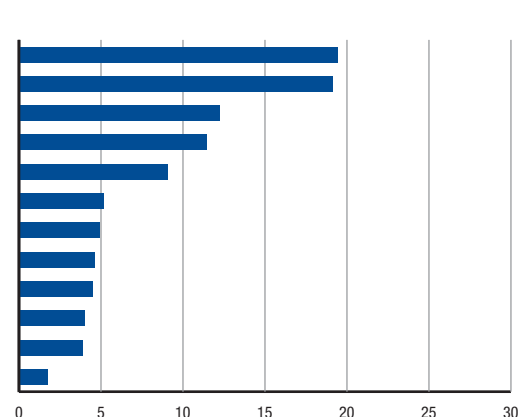
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>131</b> .....	<b>3.0</b>
<b>Subindex A: Market access (25%)</b> .....	<b>138</b> .....	<b>1.9</b>
Pillar 1: Domestic market access .....	138.....	2.4
Pillar 2: Foreign market access .....	133.....	1.4
<b>Subindex B: Border administration (25%)</b> .....	<b>119</b> .....	<b>3.3</b>
Pillar 3: Efficiency & transparency of border administration .....	119.....	3.3
<b>Subindex C: Infrastructure (25%)</b> .....	<b>92</b> .....	<b>3.4</b>
Pillar 4: Availability & quality of transport infrastructure .....	65.....	3.5
Pillar 5: Availability & quality of transport services .....	90.....	3.7
Pillar 6: Availability & use of ICTs .....	103.....	2.9
<b>Subindex D: Operating environment (25%)</b> .....	<b>125</b> .....	<b>3.4</b>
Pillar 7: Operating environment .....	125.....	3.4



## The most problematic factors for trade, 2013

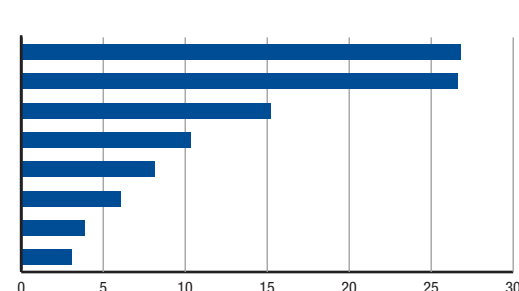
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	19.4
Access to trade finance .....	19.1
Inappropriate production technology and skills .....	12.2
Access to imported inputs at competitive prices .....	11.5
Difficulties in meeting quality/quantity requirements of buyers .....	9.1
Technical requirements and standards abroad .....	5.1
Tariff barriers abroad .....	4.9
High cost or delays caused by international transportation .....	4.6
Rules of origin requirements abroad .....	4.5
Burdensome procedures at foreign borders .....	4.0
High cost or delays caused by domestic transportation .....	3.9
Corruption at foreign borders .....	1.7



### Most problematic factors for importing

	Score*
Burdensome import procedures .....	26.8
Tariffs .....	26.6
Domestic technical requirements and standards .....	15.2
High cost or delays caused by international transportation .....	10.3
Corruption at the border .....	8.1
High cost or delays caused by domestic transportation .....	6.1
Crime and theft .....	3.9
Inappropriate telecommunications infrastructure .....	3.1



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Iran, Islamic Rep.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b> .....	<b>138</b> .....	<b>2.4</b>	<b>Multiple economies (2)</b> .....	<b>7.0</b>
1.01 Tariff rate (%).....	138	27.1	Multiple economies (2) .....	0.0
1.02 Complexity of tariffs index (1–7).....	85	5.2	Multiple economies (2) .....	7.0
Tariff dispersion (standard deviation) .....	134	28.4	Multiple economies (2) .....	0.0
Tariff peaks (% of tariff lines) .....	78	6.0	Multiple economies (24) .....	0.0
Specific tariffs (% of tariff lines) .....	1	0.0	Multiple economies (54) .....	0.0
Number of distinct tariffs.....	65	24	Multiple economies (2) .....	1
1.03 Share of duty-free imports (%).....	137	0.0	Multiple economies (2) .....	100.0
<b>Pillar 2: Foreign market access (1–7)</b> .....	<b>133</b> .....	<b>1.4</b>	<b>Cambodia</b> .....	<b>5.3</b>
2.01 Tariffs faced (%).....	121	5.8	Chile.....	3.5
2.02 Index of margin of preference in destination mkts (0–100) .....	135	1.8	Mauritius .....	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b> .....	<b>119</b> .....	<b>3.3</b>	<b>Singapore</b> .....	<b>6.3</b>
3.01 Customs services index (0–1) .....	n/a	n/a	Singapore.....	0.97
3.02 Efficiency of the clearance process (1–5) .....	123	2.2	Norway .....	4.2
3.03 No. of days to import .....	121	37	Singapore.....	4
3.04 No. of documents to import .....	115	10	Multiple economies (2) .....	2
3.05 Cost to import (US\$ per container).....	106	2,100	Singapore.....	440
3.06 No. of days to export.....	105	25	Multiple economies (5) .....	6
3.07 No. of documents to export .....	85	7	Multiple economies (2) .....	2
3.08 Cost to export (US\$ per container) .....	96	1,470	Malaysia.....	450
3.09 Irregular payments in exports and imports*.....	82	3.3	New Zealand.....	6.6
3.10 Time predictability of import procedures*.....	122	3.0	Finland .....	6.0
3.11 Customs transparency index (0–1) .....	n/a	n/a	Multiple economies (35) .....	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b> .....	<b>65</b> .....	<b>3.5</b>	<b>United Arab Emirates</b> .....	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions .....	73	125.2	United States .....	11,481.7
4.02 Quality of air transport infrastructure*.....	114	3.3	Singapore.....	6.8
4.03 Quality of railroad infrastructure* .....	44	3.5	Japan.....	6.7
4.04 Liner Shipping Connectivity Index (0–157.1) .....	56	21.3	China .....	157.5
4.05 Quality of port infrastructure*.....	72	4.1	Netherlands.....	6.8
4.06 Paved roads (% of total).....	42	80.6	Multiple economies (18) .....	100.0
4.07 Quality of roads* .....	61	4.1	United Arab Emirates .....	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b> .....	<b>90</b> .....	<b>3.7</b>	<b>Singapore</b> .....	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5).....	117	2.5	Luxembourg.....	3.8
5.02 Logistics competence (1–5).....	88	2.7	Norway .....	4.2
5.03 Tracking and tracing ability (1–5).....	110	2.5	Germany .....	4.2
5.04 Timeliness of shipments in reaching destination (1–5).....	126	2.7	Luxembourg.....	4.7
5.05 Postal services efficiency* .....	63	4.6	Japan.....	6.8
5.06 Efficiency of transport mode change* .....	56	4.2	Hong Kong SAR .....	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b> .....	<b>103</b> .....	<b>2.9</b>	<b>Sweden</b> .....	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop. ....	110	76.1	Hong Kong SAR .....	229.2
6.02 Individuals using Internet (%) .....	91	26.0	Iceland .....	96.2
6.03 Fixed broadband Internet subscriptions/100 pop. ....	79	4.0	Switzerland .....	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop. ....	117	0.4	Singapore.....	124.5
6.05 ICT use for business-to-business transactions* .....	130	3.7	Finland .....	6.2
6.06 Internet use for business-to-consumer transactions*.....	114	3.5	United Kingdom.....	6.3
6.07 Government Online Service Index (0–1) .....	70	0.49	Multiple economies (3) .....	1.00
<b>Pillar 7: Operating environment (1–7)</b> .....	<b>125</b> .....	<b>3.4</b>	<b>Hong Kong SAR</b> .....	<b>5.8</b>
7.01 Protection of property index (1–7).....	86	3.5	Finland .....	6.3
Property rights* .....	61	4.3	Finland .....	6.4
Intellectual property protection* .....	113	2.8	Finland .....	6.2
7.02 Efficiency and accountability of public institutions index (1–7).....	124	2.7	Singapore.....	6.0
Judicial efficiency & impartiality in commercial disputes (0–4).....	120	0.8	Multiple economies (7) .....	4.0
Diversion of public funds* .....	69	3.2	New Zealand.....	6.5
Ease of compliance with government regulation*.....	113	2.8	Singapore.....	5.4
7.03 Access to finance index (1–7) .....	132	2.6	Hong Kong SAR .....	5.7
Affordability of financial services* .....	126	3.1	Hong Kong SAR .....	6.1
Availability of financial services* .....	128	3.1	Switzerland .....	6.4
Ease of access to loans* .....	138	1.5	Qatar.....	4.9
Availability of trade finance* .....	126	2.6	Hong Kong SAR .....	5.8
7.04 Openness to foreign participation index (1–7) .....	130	3.0	Ireland.....	5.5
Ease of hiring foreign labour* .....	132	2.8	United Arab Emirates .....	5.6
Business impact of rules on FDI* .....	126	3.2	Ireland.....	6.7
Openness to multilateral trade rules (0–100).....	117	47.1	Slovenia .....	92.2
7.05 Index of physical security (1–7).....	87	5.0	Qatar.....	6.8
Reliability of police services* .....	61	4.3	Finland .....	6.7
Business costs of crime and violence*.....	88	4.2	Qatar.....	6.8
Business costs of terrorism* .....	107	4.6	Slovenia .....	6.7
Homicide cases/100,000 pop. ....	64	3.0	Hong Kong SAR .....	0.2
Index of terrorism incidence (1–7) .....	128	4.9	Multiple economies (48) .....	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Ireland

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	4.6.....	102
GDP (US\$ billions) .....	210.9.....	47
GDP per capita (US\$) .....	45,984.4.....	15
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	85.3.....	43
Share of world trade (%) .....	0.49.....	37
Total Exports (US\$ billions) .....	117.2.....	35
Total Imports (US\$ billions) .....	62.8.....	48

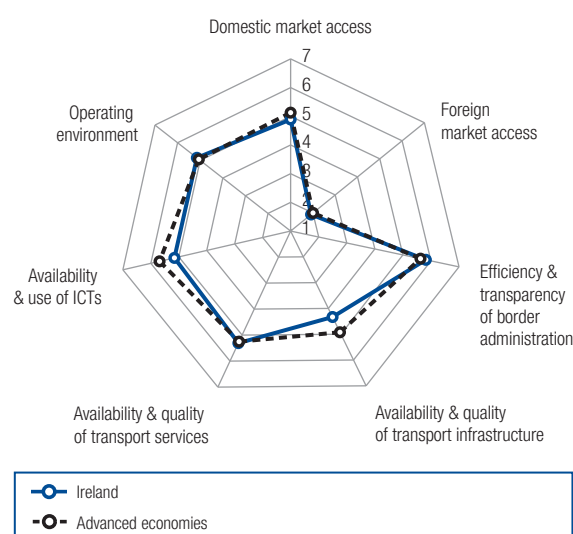
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>9.5.....</b>	<b>16.3</b>
<b>Intermediate goods</b> .....	<b>55.2.....</b>	<b>44.6</b>
Food and beverages (industrial) .....	0.7.....	2.1
Industrial supplies (primary and processed) .....	48.5.....	25.3
Parts and accessories .....	5.9.....	9.5
Fuels and lubricants .....	0.1.....	7.6
<b>Consumer goods</b> .....	<b>33.4.....</b>	<b>29.7</b>
Food and beverages (consumer) .....	9.2.....	10.1
Transport equipment and consumer goods .....	24.3.....	19.7
<b>Passenger motor cars</b> .....	<b>0.0.....</b>	<b>2.2</b>
<b>Others</b> .....	<b>1.8.....</b>	<b>7.2</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

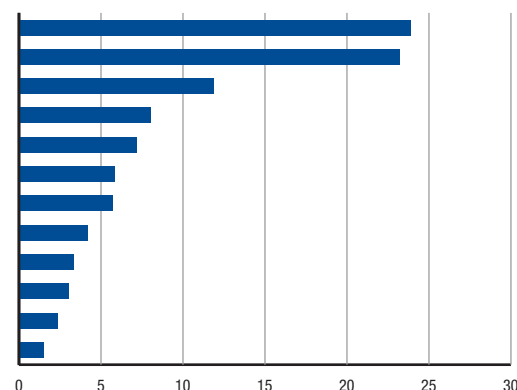
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>26.....</b>	<b>4.8</b>
<b>Subindex A: Market access (25%)</b> .....	<b>75.....</b>	<b>3.4</b>
Pillar 1: Domestic market access .....	46.....	4.9
Pillar 2: Foreign market access .....	97.....	1.9
<b>Subindex B: Border administration (25%)</b> .....	<b>14.....</b>	<b>5.8</b>
Pillar 3: Efficiency & transparency of border administration .....	14.....	5.8
<b>Subindex C: Infrastructure (25%)</b> .....	<b>27.....</b>	<b>4.9</b>
Pillar 4: Availability & quality of transport infrastructure .....	33.....	4.3
Pillar 5: Availability & quality of transport services .....	19.....	5.3
Pillar 6: Availability & use of ICTs .....	33.....	5.2
<b>Subindex D: Operating environment (25%)</b> .....	<b>20.....</b>	<b>5.1</b>
Pillar 7: Operating environment .....	20.....	5.1



## The most problematic factors for trade, 2013

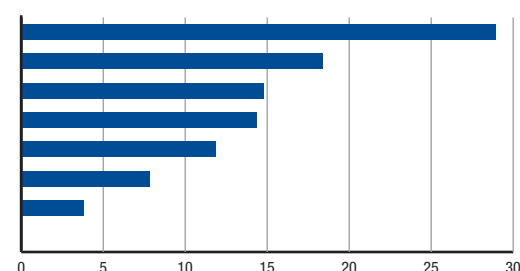
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	23.9
Access to trade finance .....	23.2
Access to imported inputs at competitive prices .....	11.9
High cost or delays caused by international transportation .....	8.0
Technical requirements and standards abroad .....	7.2
High cost or delays caused by domestic transportation .....	5.8
Inappropriate production technology and skills .....	5.7
Tariff barriers abroad .....	4.2
Burdensome procedures at foreign borders .....	3.3
Difficulties in meeting quality/quantity requirements of buyers .....	3.0
Corruption at foreign borders .....	2.3
Rules of origin requirements abroad .....	1.5



### Most problematic factors for importing

	Score*
High cost or delays caused by international transportation .....	28.9
High cost or delays caused by domestic transportation .....	18.4
Burdensome import procedures .....	14.8
Domestic technical requirements and standards .....	14.3
Tariffs .....	11.9
Inappropriate telecommunications infrastructure .....	7.8
Crime and theft .....	3.8
Corruption at the border .....	0.0



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>46</b>	<b>4.9</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	5	0.8	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	110	3.1	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	55	8.4	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	104	10.6	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	107	11.0	Multiple economies (54)	0.0
Number of distinct tariffs	109	1,755	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	42	65.4	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>97</b>	<b>1.9</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	73	5.5	Chile	3.5
2.02 Index of margin of preference in destination mkts (0–100)	96	9.1	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>14</b>	<b>5.8</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	34	0.70	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	12	3.8	Norway	4.2
3.03 No. of days to import	28	10	Singapore	4
3.04 No. of documents to import	1	2	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	51	1,121	Singapore	440
3.06 No. of days to export	9	8	Multiple economies (5)	6
3.07 No. of documents to export	1	2	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	69	1,160	Malaysia	450
3.09 Irregular payments in exports and imports*	9	6.1	New Zealand	6.6
3.10 Time predictability of import procedures*	12	5.3	Finland	6.0
3.11 Customs transparency index (0–1)	55	0.88	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>33</b>	<b>4.3</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	39	438.3	United States	11,481.7
4.02 Quality of air transport infrastructure*	30	5.6	Singapore	6.8
4.03 Quality of railroad infrastructure*	33	4.1	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	72	12.7	China	157.5
4.05 Quality of port infrastructure*	31	5.2	Netherlands	6.8
4.06 Paved roads (% of total)	1	100.0	Multiple economies (18)	100.0
4.07 Quality of roads*	29	5.3	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>19</b>	<b>5.3</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	27	3.4	Luxembourg	3.8
5.02 Logistics competence (1–5)	9	3.9	Norway	4.2
5.03 Tracking and tracing ability (1–5)	3	4.1	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	16	4.1	Luxembourg	4.7
5.05 Postal services efficiency*	25	5.9	Japan	6.8
5.06 Efficiency of transport mode change*	44	4.5	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>33</b>	<b>5.2</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	74	107.2	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	25	79.0	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	31	22.7	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	18	64.3	Singapore	124.5
6.05 ICT use for business-to-business transactions*	33	5.5	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	33	5.1	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	55	0.54	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>20</b>	<b>5.1</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	17	5.6	Finland	6.3
Property rights*	17	5.7	Finland	6.4
Intellectual property protection*	18	5.4	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	20	4.9	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	26	2.8	Multiple economies (7)	4.0
Diversion of public funds*	14	5.6	New Zealand	6.5
Ease of compliance with government regulation*	26	3.9	Singapore	5.4
7.03 Access to finance index (1–7)	93	3.4	Hong Kong SAR	5.7
Affordability of financial services*	59	4.2	Hong Kong SAR	6.1
Availability of financial services*	64	4.6	Switzerland	6.4
Ease of access to loans*	118	1.9	Qatar	4.9
Availability of trade finance*	110	3.1	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	1	5.5	Ireland	5.5
Ease of hiring foreign labour*	9	5.0	United Arab Emirates	5.6
Business impact of rules on FDI*	1	6.7	Ireland	6.7
Openness to multilateral trade rules (0–100)	42	72.5	Slovenia	92.2
7.05 Index of physical security (1–7)	16	6.3	Qatar	6.8
Reliability of police services*	8	6.1	Finland	6.7
Business costs of crime and violence*	30	5.5	Qatar	6.8
Business costs of terrorism*	33	6.1	Slovenia	6.7
Homicide cases/100,000 pop.	24	0.9	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	105	6.8	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Israel

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions) .....	7.7..... 85
GDP (US\$ billions) .....	257.5..... 40
GDP per capita (US\$) .....	33,432.7..... 25
<b>Merchandise trade</b>	
Trade openness (imports+exports)/GDP, 2011 .....	59.1..... 81
Share of world trade (%) .....	0.37..... 48
Total Exports (US\$ billions) .....	63.1..... 51
Total Imports (US\$ billions) .....	75.4..... 41

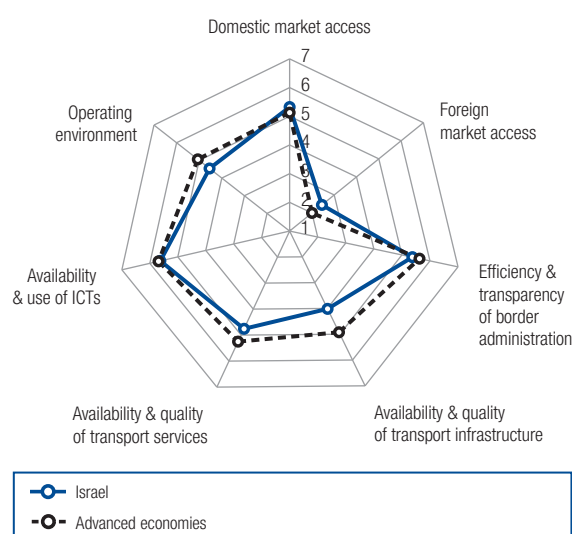
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>13.9</b> .....	<b>15.2</b>
<b>Intermediate goods</b> .....	<b>66.2</b> .....	<b>59.9</b>
Food and beverages (industrial) .....	0.2.....	2.3
Industrial supplies (primary and processed) .....	50.2.....	31.9
Parts and accessories .....	15.8.....	10.2
Fuels and lubricants .....	0.0.....	15.5
<b>Consumer goods</b> .....	<b>17.5</b> .....	<b>14.3</b>
Food and beverages (consumer) .....	2.9.....	3.5
Transport equipment and consumer goods .....	14.6.....	10.8
<b>Passenger motor cars</b> .....	<b>0.0</b> .....	<b>4.0</b>
<b>Others</b> .....	<b>2.3</b> .....	<b>6.6</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

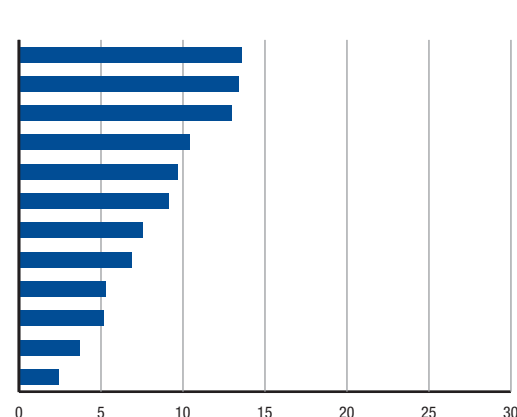
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>32</b> .....	<b>4.7</b>
<b>Subindex A: Market access (25%)</b> .....	<b>49</b> .....	<b>3.9</b>
Pillar 1: Domestic market access .....	29.....	5.3
Pillar 2: Foreign market access .....	73.....	2.4
<b>Subindex B: Border administration (25%)</b> .....	<b>29</b> .....	<b>5.4</b>
Pillar 3: Efficiency & transparency of border administration .....	29.....	5.4
<b>Subindex C: Infrastructure (25%)</b> .....	<b>33</b> .....	<b>4.8</b>
Pillar 4: Availability & quality of transport infrastructure .....	40.....	4.0
Pillar 5: Availability & quality of transport services .....	33.....	4.8
Pillar 6: Availability & use of ICTs .....	24.....	5.6
<b>Subindex D: Operating environment (25%)</b> .....	<b>40</b> .....	<b>4.5</b>
Pillar 7: Operating environment .....	40.....	4.5



## The most problematic factors for trade, 2013

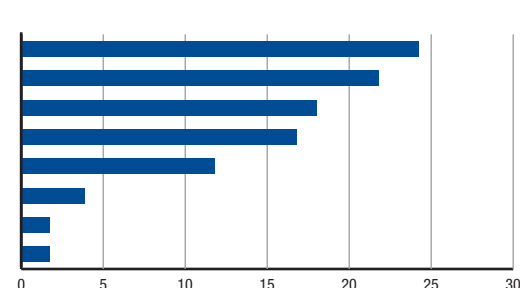
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	13.5
Access to imported inputs at competitive prices .....	13.4
High cost or delays caused by domestic transportation .....	13.0
Tariff barriers abroad .....	10.4
Access to trade finance .....	9.7
Technical requirements and standards abroad .....	9.1
Rules of origin requirements abroad .....	7.5
High cost or delays caused by international transportation .....	6.8
Burdensome procedures at foreign borders .....	5.3
Difficulties in meeting quality/quantity requirements of buyers .....	5.1
Inappropriate production technology and skills .....	3.7
Corruption at foreign borders .....	2.4



### Most problematic factors for importing

	Score*
Burdensome import procedures .....	24.3
Tariffs .....	21.8
Domestic technical requirements and standards .....	18.0
High cost or delays caused by international transportation .....	16.8
High cost or delays caused by domestic transportation .....	11.8
Corruption at the border .....	3.9
Inappropriate telecommunications infrastructure .....	1.7
Crime and theft .....	1.7



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

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1.01 Tariff rate (%)	52	4.1	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	96	4.8	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	117	13.4	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	74	5.2	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	103	6.7	Multiple economies (54)	0.0
Number of distinct tariffs	101	618	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	19	80.8	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>73</b>	<b>2.4</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	66	5.4	Chile	3.5
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<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>29</b>	<b>5.4</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	17	0.81	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	43	3.1	Norway	4.2
3.03 No. of days to import	28	10	Singapore	4
3.04 No. of documents to import	11	4	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	3	565	Singapore	440
3.06 No. of days to export	24	10	Multiple economies (5)	6
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3.09 Irregular payments in exports and imports*	25	5.3	New Zealand	6.6
3.10 Time predictability of import procedures*	64	3.9	Finland	6.0
3.11 Customs transparency index (0–1)	56	0.83	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>40</b>	<b>4.0</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	35	497.5	United States	11,481.7
4.02 Quality of air transport infrastructure*	49	5.0	Singapore	6.8
4.03 Quality of railroad infrastructure*	49	3.2	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	43	32.4	China	157.5
4.05 Quality of port infrastructure*	83	3.8	Netherlands	6.8
4.06 Paved roads (% of total)	1	100.0	Multiple economies (18)	100.0
4.07 Quality of roads*	36	5.0	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>33</b>	<b>4.8</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	93	2.7	Luxembourg	3.8
5.02 Logistics competence (1–5)	36	3.4	Norway	4.2
5.03 Tracking and tracing ability (1–5)	46	3.2	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	12	4.2	Luxembourg	4.7
5.05 Postal services efficiency*	30	5.7	Japan	6.8
5.06 Efficiency of transport mode change*	38	4.7	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>24</b>	<b>5.6</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	45	120.7	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	31	73.4	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	22	25.3	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	26	53.0	Singapore	124.5
6.05 ICT use for business-to-business transactions*	39	5.3	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	23	5.4	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	15	0.85	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>40</b>	<b>4.5</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	34	4.8	Finland	6.3
Property rights*	38	5.0	Finland	6.4
Intellectual property protection*	33	4.6	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	24	4.7	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	8	3.8	Multiple economies (7)	4.0
Diversion of public funds*	31	4.5	New Zealand	6.5
Ease of compliance with government regulation*	100	3.0	Singapore	5.4
7.03 Access to finance index (1–7)	50	4.0	Hong Kong SAR	5.7
Affordability of financial services*	70	4.1	Hong Kong SAR	6.1
Availability of financial services*	41	5.0	Switzerland	6.4
Ease of access to loans*	63	2.9	Qatar	4.9
Availability of trade finance*	47	4.0	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	102	4.0	Ireland	5.5
Ease of hiring foreign labour*	134	2.8	United Arab Emirates	5.6
Business impact of rules on FDI*	26	5.1	Ireland	6.7
Openness to multilateral trade rules (0–100)	82	60.3	Slovenia	92.2
7.05 Index of physical security (1–7)	82	5.2	Qatar	6.8
Reliability of police services*	53	4.5	Finland	6.7
Business costs of crime and violence*	49	5.1	Qatar	6.8
Business costs of terrorism*	126	3.9	Slovenia	6.7
Homicide cases/100,000 pop.	51	2.0	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	126	5.5	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



# Italy

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	60.8.....	23
GDP (US\$ billions) .....	2,014.1.....	9
GDP per capita (US\$) .....	33,115.0.....	26
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	49.0.....	103
Share of world trade (%) .....	2.67.....	10
Total Exports (US\$ billions) .....	500.7.....	9
Total Imports (US\$ billions) .....	486.6.....	11

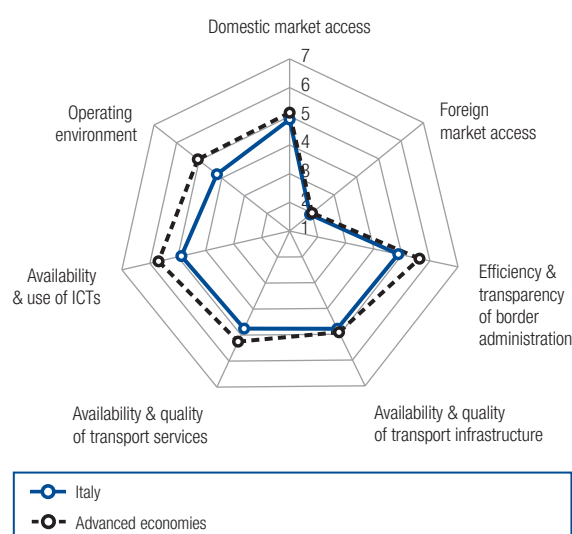
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>17.6.....</b>	<b>9.7</b>
<b>Intermediate goods</b> .....	<b>46.8.....</b>	<b>63.3</b>
Food and beverages (industrial) .....	0.4.....	1.9
Industrial supplies (primary and processed) .....	30.1.....	31.3
Parts and accessories .....	15.9.....	9.7
Fuels and lubricants .....	0.4.....	20.4
<b>Consumer goods</b> .....	<b>29.4.....</b>	<b>20.4</b>
Food and beverages (consumer) .....	7.3.....	6.2
Transport equipment and consumer goods .....	22.1.....	14.2
<b>Passenger motor cars</b> .....	<b>1.9.....</b>	<b>4.2</b>
<b>Others</b> .....	<b>4.3.....</b>	<b>2.4</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

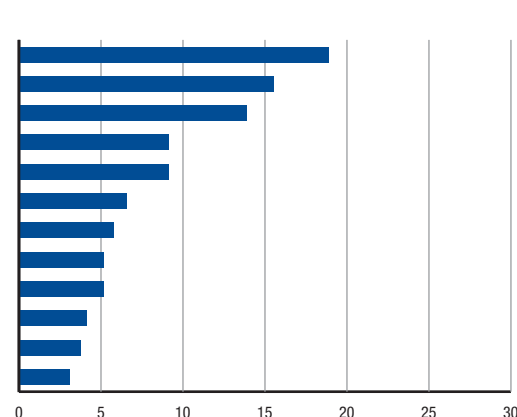
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>47.....</b>	<b>4.3</b>
<b>Subindex A: Market access (25%)</b> .....	<b>75.....</b>	<b>3.4</b>
Pillar 1: Domestic market access .....	46.....	4.9
Pillar 2: Foreign market access .....	97.....	1.9
<b>Subindex B: Border administration (25%)</b> .....	<b>47.....</b>	<b>4.9</b>
Pillar 3: Efficiency & transparency of border administration .....	47.....	4.9
<b>Subindex C: Infrastructure (25%)</b> .....	<b>32.....</b>	<b>4.8</b>
Pillar 4: Availability & quality of transport infrastructure .....	22.....	4.8
Pillar 5: Availability & quality of transport services .....	34.....	4.8
Pillar 6: Availability & use of ICTs .....	45.....	4.9
<b>Subindex D: Operating environment (25%)</b> .....	<b>65.....</b>	<b>4.2</b>
Pillar 7: Operating environment .....	65.....	4.2



## The most problematic factors for trade, 2013

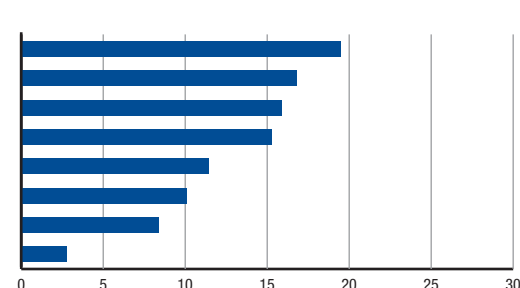
### Most problematic factors for exporting

	Score*
Access to trade finance .....	18.9
Identifying potential markets and buyers .....	15.5
Access to imported inputs at competitive prices .....	13.9
Inappropriate production technology and skills .....	9.1
High cost or delays caused by domestic transportation .....	9.1
Technical requirements and standards abroad .....	6.5
Burdensome procedures at foreign borders .....	5.8
Tariff barriers abroad .....	5.1
Corruption at foreign borders .....	5.1
Difficulties in meeting quality/quantity requirements of buyers .....	4.1
Rules of origin requirements abroad .....	3.7
High cost or delays caused by international transportation .....	3.1



### Most problematic factors for importing

	Score*
Burdensome import procedures .....	19.5
Tariffs .....	16.8
High cost or delays caused by domestic transportation .....	15.9
Domestic technical requirements and standards .....	15.2
Inappropriate telecommunications infrastructure .....	11.4
High cost or delays caused by international transportation .....	10.1
Crime and theft .....	8.4
Corruption at the border .....	2.7



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b> .....	<b>46</b> .....	<b>4.9</b>	<b>Multiple economies (2)</b> .....	<b>7.0</b>
1.01 Tariff rate (%).....	5.....	0.8	Multiple economies (2).....	0.0
1.02 Complexity of tariffs index (1–7).....	110.....	3.1	Multiple economies (2).....	7.0
Tariff dispersion (standard deviation).....	55.....	8.4	Multiple economies (2).....	0.0
Tariff peaks (% of tariff lines).....	104.....	10.6	Multiple economies (24).....	0.0
Specific tariffs (% of tariff lines).....	107.....	11.0	Multiple economies (54).....	0.0
Number of distinct tariffs.....	109.....	1,755	Multiple economies (2).....	1
1.03 Share of duty-free imports (%).....	42.....	65.4	Multiple economies (2).....	100.0
<b>Pillar 2: Foreign market access (1–7)</b> .....	<b>97</b> .....	<b>1.9</b>	<b>Cambodia</b> .....	<b>5.3</b>
2.01 Tariffs faced (%).....	73.....	5.5	Chile.....	3.5
2.02 Index of margin of preference in destination mkt (0–100).....	96.....	9.1	Mauritius.....	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b> .....	<b>47</b> .....	<b>4.9</b>	<b>Singapore</b> .....	<b>6.3</b>
3.01 Customs services index (0–1).....	43.....	0.67	Singapore.....	0.97
3.02 Efficiency of the clearance process (1–5).....	29.....	3.4	Norway.....	4.2
3.03 No. of days to import.....	74.....	18	Singapore.....	4
3.04 No. of documents to import.....	3.....	3	Multiple economies (2).....	2
3.05 Cost to import (US\$ per container).....	53.....	1,145	Singapore.....	440
3.06 No. of days to export.....	81.....	19	Multiple economies (5).....	6
3.07 No. of documents to export.....	3.....	3	Multiple economies (2).....	2
3.08 Cost to export (US\$ per container).....	72.....	1,195	Malaysia.....	450
3.09 Irregular payments in exports and imports*.....	67.....	3.7	New Zealand.....	6.6
3.10 Time predictability of import procedures*.....	65.....	3.9	Finland.....	6.0
3.11 Customs transparency index (0–1).....	59.....	0.80	Multiple economies (35).....	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b> .....	<b>22</b> .....	<b>4.8</b>	<b>United Arab Emirates</b> .....	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions.....	16.....	1,808.1	United States.....	11,481.7
4.02 Quality of air transport infrastructure*.....	68.....	4.4	Singapore.....	6.8
4.03 Quality of railroad infrastructure*.....	28.....	4.2	Japan.....	6.7
4.04 Liner Shipping Connectivity Index (0–157.1).....	13.....	67.3	China.....	157.5
4.05 Quality of port infrastructure*.....	61.....	4.3	Netherlands.....	6.8
4.06 Paved roads (% of total).....	1.....	100.0	Multiple economies (18).....	100.0
4.07 Quality of roads*.....	51.....	4.4	United Arab Emirates.....	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b> .....	<b>34</b> .....	<b>4.8</b>	<b>Singapore</b> .....	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5).....	17.....	3.5	Luxembourg.....	3.8
5.02 Logistics competence (1–5).....	23.....	3.6	Norway.....	4.2
5.03 Tracking and tracing ability (1–5).....	14.....	3.8	Germany.....	4.2
5.04 Timeliness of shipments in reaching destination (1–5).....	22.....	4.0	Luxembourg.....	4.7
5.05 Postal services efficiency*.....	75.....	4.4	Japan.....	6.8
5.06 Efficiency of transport mode change*.....	93.....	3.5	Hong Kong SAR.....	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b> .....	<b>45</b> .....	<b>4.9</b>	<b>Sweden</b> .....	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop. ....	13.....	159.8	Hong Kong SAR.....	229.2
6.02 Individuals using Internet (%).....	48.....	58.0	Iceland.....	96.2
6.03 Fixed broadband Internet subscriptions/100 pop. ....	33.....	22.1	Switzerland.....	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop. ....	28.....	51.8	Singapore.....	124.5
6.05 ICT use for business-to-business transactions*.....	107.....	4.3	Finland.....	6.2
6.06 Internet use for business-to-consumer transactions*.....	79.....	4.3	United Kingdom.....	6.3
6.07 Government Online Service Index (0–1).....	47.....	0.58	Multiple economies (3).....	1.00
<b>Pillar 7: Operating environment (1–7)</b> .....	<b>65</b> .....	<b>4.2</b>	<b>Hong Kong SAR</b> .....	<b>5.8</b>
7.01 Protection of property index (1–7).....	61.....	4.0	Finland.....	6.3
Property rights*.....	63.....	4.3	Finland.....	6.4
Intellectual property protection*.....	62.....	3.7	Finland.....	6.2
7.02 Efficiency and accountability of public institutions index (1–7).....	52.....	3.8	Singapore.....	6.0
Judicial efficiency & impartiality in commercial disputes (0–4).....	13.....	3.5	Multiple economies (7).....	4.0
Diversion of public funds*.....	84.....	2.8	New Zealand.....	6.5
Ease of compliance with government regulation*.....	136.....	2.2	Singapore.....	5.4
7.03 Access to finance index (1–7).....	111.....	3.2	Hong Kong SAR.....	5.7
Affordability of financial services*.....	106.....	3.6	Hong Kong SAR.....	6.1
Availability of financial services*.....	67.....	4.5	Switzerland.....	6.4
Ease of access to loans*.....	135.....	1.6	Qatar.....	4.9
Availability of trade finance*.....	115.....	3.0	Hong Kong SAR.....	5.8
7.04 Openness to foreign participation index (1–7).....	63.....	4.4	Ireland.....	5.5
Ease of hiring foreign labour*.....	46.....	4.3	United Arab Emirates.....	5.6
Business impact of rules on FDI*.....	129.....	3.2	Ireland.....	6.7
Openness to multilateral trade rules (0–100).....	13.....	81.8	Slovenia.....	92.2
7.05 Index of physical security (1–7).....	52.....	5.8	Qatar.....	6.8
Reliability of police services*.....	36.....	5.0	Finland.....	6.7
Business costs of crime and violence*.....	79.....	4.5	Qatar.....	6.8
Business costs of terrorism*.....	58.....	5.7	Slovenia.....	6.7
Homicide cases/100,000 pop. ....	22.....	0.9	Hong Kong SAR.....	0.2
Index of terrorism incidence (1–7).....	104.....	6.8	Multiple economies (48).....	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Jamaica

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	2.8.....	119
GDP (US\$ billions) .....	14.8.....	104
GDP per capita (US\$) .....	5,358.3.....	78
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	55.9.....	90
Share of world trade (%) .....	0.02.....	113
Total Exports (US\$ billions) .....	1.7.....	123
Total Imports (US\$ billions) .....	6.6.....	106

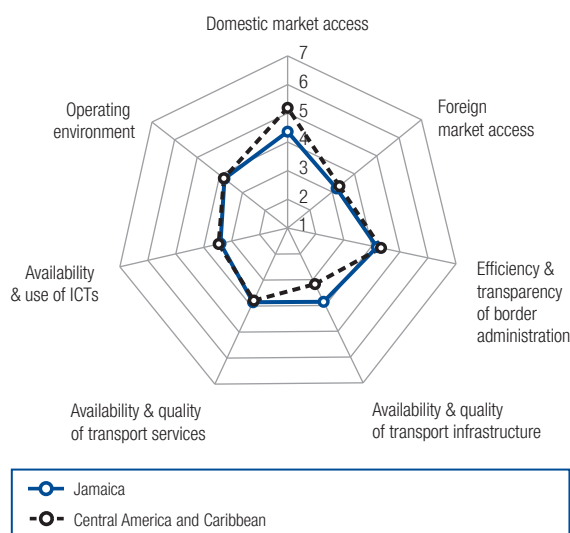
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>0.0.....</b>	<b>6.6</b>
<b>Intermediate goods</b> .....	<b>63.9.....</b>	<b>46.6</b>
Food and beverages (industrial) .....	8.6.....	3.6
Industrial supplies (primary and processed) .....	53.8.....	23.0
Parts and accessories .....	0.1.....	4.2
Fuels and lubricants .....	1.4.....	15.8
<b>Consumer goods</b> .....	<b>13.9.....</b>	<b>22.2</b>
Food and beverages (consumer) .....	13.1.....	11.0
Transport equipment and consumer goods .....	0.8.....	11.2
<b>Passenger motor cars</b> .....	<b>0.0.....</b>	<b>3.5</b>
<b>Others</b> .....	<b>22.2.....</b>	<b>21.1</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>80.....</b>	<b>3.9</b>
<b>Subindex A: Market access (25%)</b> .....	<b>58.....</b>	<b>3.8</b>
Pillar 1: Domestic market access .....	93.....	4.4
Pillar 2: Foreign market access .....	45.....	3.2
<b>Subindex B: Border administration (25%)</b> .....	<b>76.....</b>	<b>4.2</b>
Pillar 3: Efficiency & transparency of border administration .....	76.....	4.2
<b>Subindex C: Infrastructure (25%)</b> .....	<b>75.....</b>	<b>3.7</b>
Pillar 4: Availability & quality of transport infrastructure .....	46.....	3.9
Pillar 5: Availability & quality of transport services .....	81.....	3.9
Pillar 6: Availability & use of ICTs .....	91.....	3.4
<b>Subindex D: Operating environment (25%)</b> .....	<b>92.....</b>	<b>3.8</b>
Pillar 7: Operating environment .....	92.....	3.8



## The most problematic factors for trade, 2013

### Most problematic factors for exporting

	Score*
Access to imported inputs at competitive prices .....	16.6
Access to trade finance .....	15.5
Identifying potential markets and buyers .....	14.3
Difficulties in meeting quality/quantity requirements of buyers .....	10.1
Inappropriate production technology and skills .....	8.8
Burdensome procedures at foreign borders .....	7.3
High cost or delays caused by domestic transportation .....	7.1
Technical requirements and standards abroad .....	6.0
Tariff barriers abroad .....	5.8
Rules of origin requirements abroad .....	4.3
High cost or delays caused by international transportation .....	3.0
Corruption at foreign borders .....	1.5

### Most problematic factors for importing

	Score*
Tariffs .....	27.1
Burdensome import procedures .....	25.3
Corruption at the border .....	12.2
Domestic technical requirements and standards .....	11.3
Crime and theft .....	8.8
High cost or delays caused by international transportation .....	8.2
High cost or delays caused by domestic transportation .....	4.7
Inappropriate telecommunications infrastructure .....	2.4

\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Jamaica

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b> .....	<b>93</b> .....	<b>4.4</b>	<b>Multiple economies (2)</b> .....	<b>7.0</b>
1.01 Tariff rate (%).....	92	8.6	Multiple economies (2) .....	0.0
1.02 Complexity of tariffs index (1–7).....	81	5.4	Multiple economies (2) .....	7.0
Tariff dispersion (standard deviation) .....	109	11.9	Multiple economies (2) .....	0.0
Tariff peaks (% of tariff lines) .....	131	11.0	Multiple economies (24) .....	0.0
Specific tariffs (% of tariff lines) .....	1	0.0	Multiple economies (54) .....	0.0
Number of distinct tariffs.....	38	11	Multiple economies (2) .....	1
1.03 Share of duty-free imports (%).....	86	52.1	Multiple economies (2) .....	100.0
<b>Pillar 2: Foreign market access (1–7)</b> .....	<b>45</b> .....	<b>3.2</b>	<b>Cambodia</b> .....	<b>5.3</b>
2.01 Tariffs faced (%).....	118	5.7	Chile.....	3.5
2.02 Index of margin of preference in destination mkt (0–100) .....	11	62.0	Mauritius .....	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b> .....	<b>76</b> .....	<b>4.2</b>	<b>Singapore</b> .....	<b>6.3</b>
3.01 Customs services index (0–1) .....	64	0.58	Singapore.....	0.97
3.02 Efficiency of the clearance process (1–5) .....	52	2.9	Norway .....	4.2
3.03 No. of days to import .....	64	17	Singapore.....	4
3.04 No. of documents to import .....	57	7	Multiple economies (2) .....	2
3.05 Cost to import (US\$ per container).....	107	2,130	Singapore.....	440
3.06 No. of days to export.....	85	20	Multiple economies (5) .....	6
3.07 No. of documents to export .....	65	6	Multiple economies (2) .....	2
3.08 Cost to export (US\$ per container).....	99	1,530	Malaysia.....	450
3.09 Irregular payments in exports and imports*.....	93	3.0	New Zealand.....	6.6
3.10 Time predictability of import procedures*.....	71	3.8	Finland .....	6.0
3.11 Customs transparency index (0–1) .....	83	0.70	Multiple economies (35) .....	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b> .....	<b>46</b> .....	<b>3.9</b>	<b>United Arab Emirates</b> .....	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions .....	71	138.6	United States .....	11,481.7
4.02 Quality of air transport infrastructure*.....	43	5.2	Singapore.....	6.8
4.03 Quality of railroad infrastructure* .....	n/a	n/a	Japan .....	6.7
4.04 Liner Shipping Connectivity Index (0–157.1) .....	51	25.3	China .....	157.5
4.05 Quality of port infrastructure*.....	37	5.1	Netherlands.....	6.8
4.06 Paved roads (% of total).....	49	73.3	Multiple economies (18) .....	100.0
4.07 Quality of roads* .....	78	3.6	United Arab Emirates .....	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b> .....	<b>81</b> .....	<b>3.9</b>	<b>Singapore</b> .....	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5).....	86	2.8	Luxembourg.....	3.8
5.02 Logistics competence (1–5).....	82	2.7	Norway .....	4.2
5.03 Tracking and tracing ability (1–5).....	87	2.7	Germany .....	4.2
5.04 Timeliness of shipments in reaching destination (1–5).....	85	3.1	Luxembourg.....	4.7
5.05 Postal services efficiency* .....	87	4.0	Japan.....	6.8
5.06 Efficiency of transport mode change* .....	60	4.1	Hong Kong SAR .....	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b> .....	<b>91</b> .....	<b>3.4</b>	<b>Sweden</b> .....	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop. ....	91	96.3	Hong Kong SAR .....	229.2
6.02 Individuals using Internet (%) .....	65	46.5	Iceland .....	96.2
6.03 Fixed broadband Internet subscriptions/100 pop. ....	78	4.3	Switzerland .....	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop. ....	110	1.6	Singapore.....	124.5
6.05 ICT use for business-to-business transactions* .....	72	4.8	Finland .....	6.2
6.06 Internet use for business-to-consumer transactions*.....	93	4.0	United Kingdom.....	6.3
6.07 Government Online Service Index (0–1) .....	111	0.31	Multiple economies (3) .....	1.00
<b>Pillar 7: Operating environment (1–7)</b> .....	<b>92</b> .....	<b>3.8</b>	<b>Hong Kong SAR</b> .....	<b>5.8</b>
7.01 Protection of property index (1–7).....	68	3.9	Finland .....	6.3
Property rights* .....	60	4.3	Finland .....	6.4
Intellectual property protection* .....	78	3.5	Finland .....	6.2
7.02 Efficiency and accountability of public institutions index (1–7).....	74	3.5	Singapore.....	6.0
Judicial efficiency & impartiality in commercial disputes (0–4).....	44	2.5	Multiple economies (7) .....	4.0
Diversion of public funds* .....	80	3.0	New Zealand.....	6.5
Ease of compliance with government regulation*.....	116	2.8	Singapore.....	5.4
7.03 Access to finance index (1–7) .....	80	3.6	Hong Kong SAR .....	5.7
Affordability of financial services* .....	71	4.1	Hong Kong SAR .....	6.1
Availability of financial services* .....	52	4.8	Switzerland .....	6.4
Ease of access to loans* .....	119	1.9	Qatar.....	4.9
Availability of trade finance* .....	89	3.5	Hong Kong SAR .....	5.8
7.04 Openness to foreign participation index (1–7) .....	104	4.0	Ireland.....	5.5
Ease of hiring foreign labour* .....	94	3.8	United Arab Emirates .....	5.6
Business impact of rules on FDI* .....	78	4.4	Ireland.....	6.7
Openness to multilateral trade rules (0–100).....	102	54.8	Slovenia .....	92.2
7.05 Index of physical security (1–7).....	125	4.0	Qatar.....	6.8
Reliability of police services* .....	96	3.7	Finland .....	6.7
Business costs of crime and violence*.....	135	2.3	Qatar.....	6.8
Business costs of terrorism* .....	40	6.0	Slovenia .....	6.7
Homicide cases/100,000 pop. ....	134	41.2	Hong Kong SAR .....	0.2
Index of terrorism incidence (1–7) .....	1	7.0	Multiple economies (48) .....	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Japan

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions) .....	127.6..... 10
GDP (US\$ billions) .....	5,960.3..... 3
GDP per capita (US\$) .....	46,706.7..... 12
<b>Merchandise trade</b>	
Trade openness (imports+exports)/GDP .....	28.3..... 136
Share of world trade (%) .....	4.55..... 4
Total Exports (US\$ billions) .....	798.6..... 4
Total Imports (US\$ billions) .....	885.8..... 4

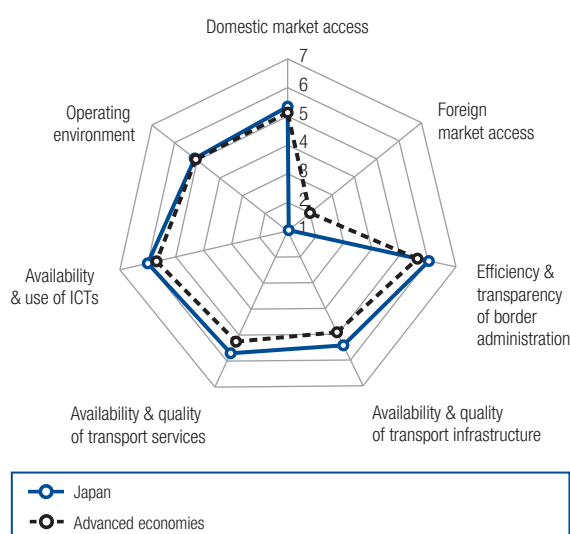
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>24.7</b> .....	<b>11.0</b>
<b>Intermediate goods</b> .....	<b>56.8</b> .....	<b>64.4</b>
Food and beverages (industrial) .....	0.0.....	1.5
Industrial supplies (primary and processed) .....	27.4.....	22.4
Parts and accessories.....	29.2.....	9.4
Fuels and lubricants .....	0.2.....	31.0
<b>Consumer goods</b> .....	<b>4.3</b> .....	<b>19.9</b>
Food and beverages (consumer).....	0.5.....	5.8
Transport equipment and consumer goods.....	3.8.....	14.1
<b>Passenger motor cars</b> .....	<b>12.8</b> .....	<b>1.2</b>
<b>Others</b> .....	<b>1.5</b> .....	<b>3.5</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

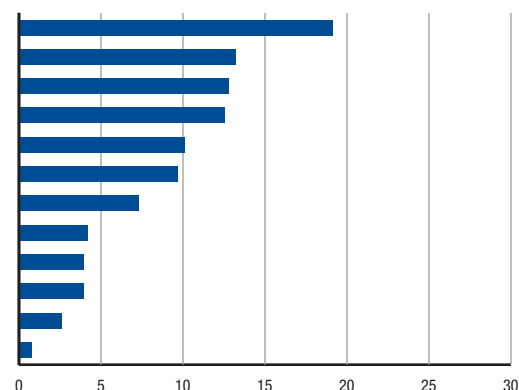
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>13</b> .....	<b>5.1</b>
<b>Subindex A: Market access (25%)</b> .....	<b>111</b> .....	<b>3.2</b>
Pillar 1: Domestic market access.....	28.....	5.3
Pillar 2: Foreign market access.....	138.....	1.1
<b>Subindex B: Border administration (25%)</b> .....	<b>5</b> .....	<b>6.0</b>
Pillar 3: Efficiency & transparency of border administration.....	5.....	6.0
<b>Subindex C: Infrastructure (25%)</b> .....	<b>5</b> .....	<b>5.9</b>
Pillar 4: Availability & quality of transport infrastructure.....	7.....	6.0
Pillar 5: Availability & quality of transport services.....	4.....	5.7
Pillar 6: Availability & use of ICTs .....	10.....	6.0
<b>Subindex D: Operating environment (25%)</b> .....	<b>22</b> .....	<b>5.1</b>
Pillar 7: Operating environment.....	22.....	5.1



## The most problematic factors for trade, 2013

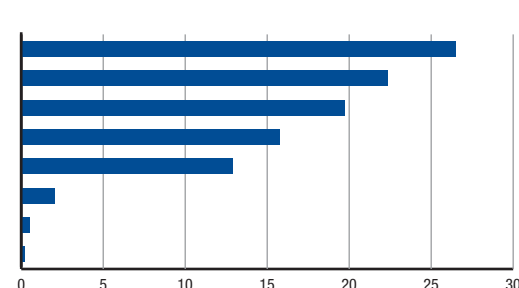
### Most problematic factors for exporting

	Score*
Tariff barriers abroad .....	19.1
Identifying potential markets and buyers .....	13.2
Technical requirements and standards abroad .....	12.8
Access to imported inputs at competitive prices .....	12.5
Burdensome procedures at foreign borders .....	10.1
Rules of origin requirements abroad.....	9.6
High cost or delays caused by international transportation .....	7.3
High cost or delays caused by domestic transportation .....	4.2
Difficulties in meeting quality/quantity requirements of buyers.....	3.9
Corruption at foreign borders .....	3.9
Inappropriate production technology and skills.....	2.6
Access to trade finance.....	0.8



### Most problematic factors for importing

	Score*
Tariffs .....	26.5
Burdensome import procedures .....	22.4
Domestic technical requirements and standards .....	19.7
High cost or delays caused by international transportation .....	15.8
High cost or delays caused by domestic transportation .....	12.9
Inappropriate telecommunications infrastructure .....	2.0
Crime and theft.....	0.5
Corruption at the border.....	0.2



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Japan

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>28</b>	<b>5.3</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	36	2.2	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	103	4.2	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	115	12.9	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	100	10.1	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	100	6.3	Multiple economies (54)	0.0
Number of distinct tariffs	104	769	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	26	77.8	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>138</b>	<b>1.1</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	133	6.0	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	138	0.4	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>5</b>	<b>6.0</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	2	0.93	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	14	3.8	Norway	4.2
3.03 No. of days to import	36	11	Singapore	4
3.04 No. of documents to import	27	5	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	37	970	Singapore	440
3.06 No. of days to export	35	11	Multiple economies (5)	6
3.07 No. of documents to export	3	3	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	40	890	Malaysia	450
3.09 Irregular payments in exports and imports*	10	6.0	New Zealand	6.6
3.10 Time predictability of import procedures*	7	5.4	Finland	6.0
3.11 Customs transparency index (0–1)	1	1.00	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>7</b>	<b>6.0</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	7	3,319.1	United States	11,481.7
4.02 Quality of air transport infrastructure*	35	5.4	Singapore	6.8
4.03 Quality of railroad infrastructure*	1	6.7	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	15	65.7	China	157.5
4.05 Quality of port infrastructure*	28	5.2	Netherlands	6.8
4.06 Paved roads (% of total)	43	80.4	Multiple economies (18)	100.0
4.07 Quality of roads*	12	6.0	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>4</b>	<b>5.7</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	19	3.5	Luxembourg	3.8
5.02 Logistics competence (1–5)	11	3.9	Norway	4.2
5.03 Tracking and tracing ability (1–5)	9	4.0	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	10	4.2	Luxembourg	4.7
5.05 Postal services efficiency*	1	6.8	Japan	6.8
5.06 Efficiency of transport mode change*	7	6.0	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>10</b>	<b>6.0</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	65	110.9	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	24	79.1	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	19	27.7	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	2	115.1	Singapore	124.5
6.05 ICT use for business-to-business transactions*	7	6.0	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	6	6.0	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	9	0.86	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>22</b>	<b>5.1</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	11	5.8	Finland	6.3
Property rights*	15	5.8	Finland	6.4
Intellectual property protection*	10	5.7	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	26	4.6	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	26	2.8	Multiple economies (7)	4.0
Diversion of public funds*	17	5.4	New Zealand	6.5
Ease of compliance with government regulation*	75	3.4	Singapore	5.4
7.03 Access to finance index (1–7)	22	4.8	Hong Kong SAR	5.7
Affordability of financial services*	24	5.2	Hong Kong SAR	6.1
Availability of financial services*	30	5.3	Switzerland	6.4
Ease of access to loans*	31	3.4	Qatar	4.9
Availability of trade finance*	7	5.3	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	66	4.3	Ireland	5.5
Ease of hiring foreign labour*	109	3.6	United Arab Emirates	5.6
Business impact of rules on FDI*	46	4.8	Ireland	6.7
Openness to multilateral trade rules (0–100)	57	67.9	Slovenia	92.2
7.05 Index of physical security (1–7)	33	6.0	Qatar	6.8
Reliability of police services*	23	5.8	Finland	6.7
Business costs of crime and violence*	42	5.2	Qatar	6.8
Business costs of terrorism*	82	5.2	Slovenia	6.7
Homicide cases/100,000 pop.	3	0.3	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	1	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



# Jordan

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	6.4.....	92
GDP (US\$ billions) .....	31.2.....	86
GDP per capita (US\$) .....	4,878.8.....	80
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	91.5.....	33
Share of world trade (%) .....	0.08.....	80
Total Exports (US\$ billions) .....	7.9.....	92
Total Imports (US\$ billions) .....	20.7.....	74

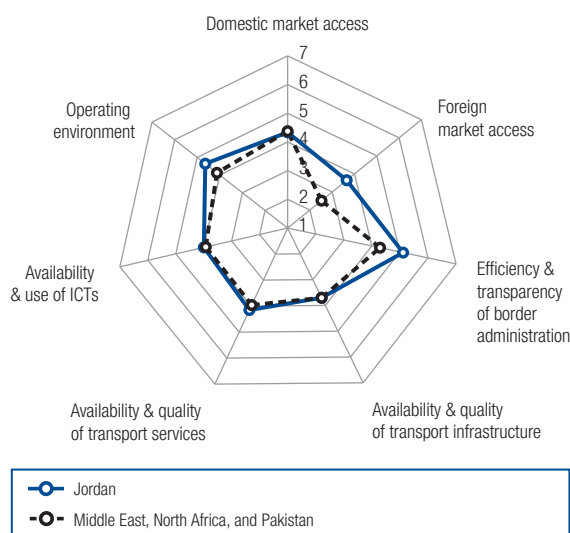
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>2.9</b> .....	<b>8.2</b>
<b>Intermediate goods</b> .....	<b>51.5</b> .....	<b>52.6</b>
Food and beverages (industrial) .....	2.4.....	5.2
Industrial supplies (primary and processed) .....	48.4.....	26.1
Parts and accessories .....	0.5.....	5.2
Fuels and lubricants .....	0.2.....	16.1
<b>Consumer goods</b> .....	<b>45.5</b> .....	<b>19.2</b>
Food and beverages (consumer) .....	14.9.....	9.8
Transport equipment and consumer goods .....	30.7.....	9.5
<b>Passenger motor cars</b> .....	<b>0.0</b> .....	<b>3.2</b>
<b>Others</b> .....	<b>0.1</b> .....	<b>16.8</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

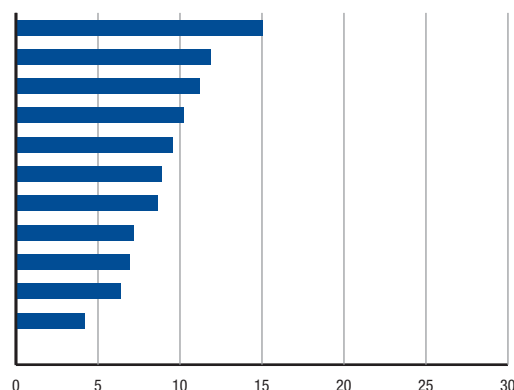
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>40</b> .....	<b>4.4</b>
<b>Subindex A: Market access (25%)</b> .....	<b>43</b> .....	<b>4.0</b>
Pillar 1: Domestic market access .....	96.....	4.3
Pillar 2: Foreign market access .....	24.....	3.6
<b>Subindex B: Border administration (25%)</b> .....	<b>39</b> .....	<b>5.1</b>
Pillar 3: Efficiency & transparency of border administration .....	39.....	5.1
<b>Subindex C: Infrastructure (25%)</b> .....	<b>59</b> .....	<b>3.9</b>
Pillar 4: Availability & quality of transport infrastructure .....	54.....	3.7
Pillar 5: Availability & quality of transport services .....	62.....	4.2
Pillar 6: Availability & use of ICTs .....	67.....	4.0
<b>Subindex D: Operating environment (25%)</b> .....	<b>35</b> .....	<b>4.6</b>
Pillar 7: Operating environment .....	35.....	4.6



## The most problematic factors for trade, 2013

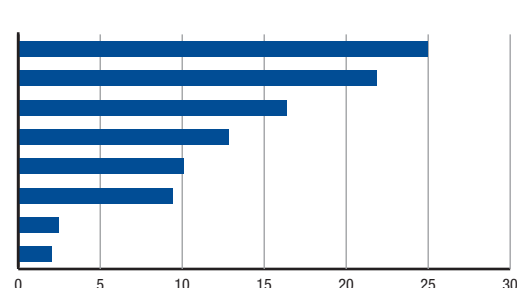
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	15.0
Access to imported inputs at competitive prices .....	11.9
Access to trade finance .....	11.2
Difficulties in meeting quality/quantity requirements of buyers .....	10.2
Technical requirements and standards abroad .....	9.5
Inappropriate production technology and skills .....	8.9
High cost or delays caused by domestic transportation .....	8.6
Rules of origin requirements abroad .....	7.1
High cost or delays caused by international transportation .....	6.9
Tariff barriers abroad .....	6.4
Burdensome procedures at foreign borders .....	4.2



### Most problematic factors for importing

	Score*
Tariffs .....	24.9
Burdensome import procedures .....	21.8
High cost or delays caused by international transportation .....	16.3
Domestic technical requirements and standards .....	12.9
High cost or delays caused by domestic transportation .....	10.1
Corruption at the border .....	9.5
Inappropriate telecommunications infrastructure .....	2.5
Crime and theft .....	2.0



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Jordan

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS		RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>		<b>96</b>	<b>4.3</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01	Tariff rate (%)	104	10.5	Multiple economies (2)	0.0
1.02	Complexity of tariffs index (1–7)	56	6.3	Multiple economies (2)	7.0
	Tariff dispersion (standard deviation)	120	14.5	Multiple economies (2)	0.0
	Tariff peaks (% of tariff lines)	38	0.5	Multiple economies (24)	0.0
	Specific tariffs (% of tariff lines)	58	0.1	Multiple economies (54)	0.0
	Number of distinct tariffs	68	30	Multiple economies (2)	1
1.03	Share of duty-free imports (%)	88	48.3	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>		<b>24</b>	<b>3.6</b>	<b>Cambodia</b>	<b>5.3</b>
2.01	Tariffs faced (%)	26	5.0	Chile	3.5
2.02	Index of margin of preference in destination mkt (0–100)	31	49.0	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>		<b>39</b>	<b>5.1</b>	<b>Singapore</b>	<b>6.3</b>
3.01	Customs services index (0–1)	62	0.62	Singapore	0.97
3.02	Efficiency of the clearance process (1–5)	78	2.6	Norway	4.2
3.03	No. of days to import	54	15	Singapore	4
3.04	No. of documents to import	57	7	Multiple economies (2)	2
3.05	Cost to import (US\$ per container)	61	1,235	Singapore	440
3.06	No. of days to export	48	13	Multiple economies (5)	6
3.07	No. of documents to export	40	5	Multiple economies (2)	2
3.08	Cost to export (US\$ per container)	33	825	Malaysia	450
3.09	Irregular payments in exports and imports*	37	4.8	New Zealand	6.6
3.10	Time predictability of import procedures*	n/a	n/a	Finland	6.0
3.11	Customs transparency index (0–1)	1	1.00	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>		<b>54</b>	<b>3.7</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01	Available int'l airline seat km/week, millions	62	181.1	United States	11,481.7
4.02	Quality of air transport infrastructure*	34	5.5	Singapore	6.8
4.03	Quality of railroad infrastructure*	82	2.0	Japan	6.7
4.04	Liner Shipping Connectivity Index (0–157.1)	53	22.7	China	157.5
4.05	Quality of port infrastructure*	53	4.5	Netherlands	6.8
4.06	Paved roads (% of total)	1	100.0	Multiple economies (18)	100.0
4.07	Quality of roads*	42	4.8	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>		<b>62</b>	<b>4.2</b>	<b>Singapore</b>	<b>5.7</b>
5.01	Ease and affordability of shipment (1–5)	66	3.0	Luxembourg	3.8
5.02	Logistics competence (1–5)	60	2.9	Norway	4.2
5.03	Tracking and tracing ability (1–5)	93	2.7	Germany	4.2
5.04	Timeliness of shipments in reaching destination (1–5)	61	3.5	Luxembourg	4.7
5.05	Postal services efficiency*	n/a	n/a	Japan	6.8
5.06	Efficiency of transport mode change*	37	4.7	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>		<b>67</b>	<b>4.0</b>	<b>Sweden</b>	<b>6.5</b>
6.01	Mobile phone subscriptions/100 pop.	35	128.2	Hong Kong SAR	229.2
6.02	Individuals using Internet (%)	76	41.0	Iceland	96.2
6.03	Fixed broadband Internet subscriptions/100 pop.	85	2.8	Switzerland	39.9
6.04	Active mobile broadband Internet subscriptions/100 pop.	81	9.9	Singapore	124.5
6.05	ICT use for business-to-business transactions*	44	5.3	Finland	6.2
6.06	Internet use for business-to-consumer transactions*	43	4.9	United Kingdom	6.3
6.07	Government Online Service Index (0–1)	91	0.39	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>		<b>35</b>	<b>4.6</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01	Protection of property index (1–7)	33	4.9	Finland	6.3
	Property rights*	27	5.3	Finland	6.4
	Intellectual property protection*	35	4.6	Finland	6.2
7.02	Efficiency and accountability of public institutions index (1–7)	50	3.8	Singapore	6.0
	Judicial efficiency & impartiality in commercial disputes (0–4)	77	1.8	Multiple economies (7)	4.0
	Diversion of public funds*	44	3.9	New Zealand	6.5
	Ease of compliance with government regulation*	32	3.8	Singapore	5.4
7.03	Access to finance index (1–7)	46	4.1	Hong Kong SAR	5.7
	Affordability of financial services*	47	4.4	Hong Kong SAR	6.1
	Availability of financial services*	65	4.6	Switzerland	6.4
	Ease of access to loans*	32	3.3	Qatar	4.9
	Availability of trade finance*	45	4.1	Hong Kong SAR	5.8
7.04	Openness to foreign participation index (1–7)	83	4.2	Ireland	5.5
	Ease of hiring foreign labour*	95	3.8	United Arab Emirates	5.6
	Business impact of rules on FDI*	68	4.6	Ireland	6.7
	Openness to multilateral trade rules (0–100)	78	61.6	Slovenia	92.2
7.05	Index of physical security (1–7)	23	6.2	Qatar	6.8
	Reliability of police services*	27	5.5	Finland	6.7
	Business costs of crime and violence*	15	5.9	Qatar	6.8
	Business costs of terrorism*	50	5.8	Slovenia	6.7
	Homicide cases/100,000 pop.	48	1.8	Hong Kong SAR	0.2
	Index of terrorism incidence (1–7)	94	6.9	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Kazakhstan

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions) .....	16.9..... 55
GDP (US\$ billions) .....	202.7..... 49
GDP per capita (US\$) .....	11,983.0..... 51
<b>Merchandise trade</b>	
Trade openness (imports+exports)/GDP .....	67.8..... 64
Share of world trade (%) .....	0.37..... 49
Total Exports (US\$ billions) .....	92.3..... 42
Total Imports (US\$ billions) .....	44.5..... 55

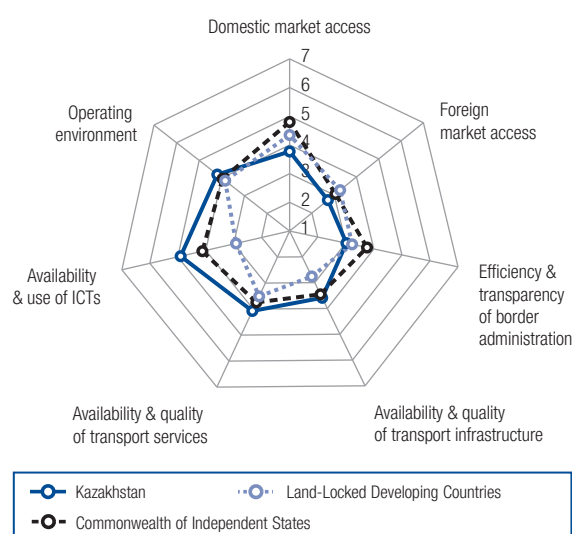
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>1.0</b> .....	<b>25.8</b>
<b>Intermediate goods</b> .....	<b>94.7</b> .....	<b>47.2</b>
Food and beverages (industrial) .....	2.6.....	0.8
Industrial supplies (primary and processed) .....	25.5.....	28.8
Parts and accessories.....	0.4.....	10.4
Fuels and lubricants .....	66.3.....	7.2
<b>Consumer goods</b> .....	<b>0.7</b> .....	<b>20.5</b>
Food and beverages (consumer).....	0.4.....	7.5
Transport equipment and consumer goods.....	0.4.....	12.9
<b>Passenger motor cars</b> .....	<b>0.0</b> .....	<b>3.1</b>
<b>Others</b> .....	<b>3.5</b> .....	<b>3.4</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

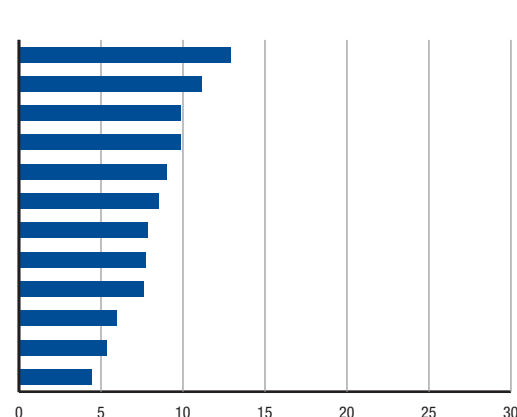
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>94</b> .....	<b>3.7</b>
<b>Subindex A: Market access (25%)</b> .....	<b>108</b> .....	<b>3.2</b>
Pillar 1: Domestic market access.....	112.....	3.8
Pillar 2: Foreign market access.....	59.....	2.7
<b>Subindex B: Border administration (25%)</b> .....	<b>127</b> .....	<b>3.0</b>
Pillar 3: Efficiency & transparency of border administration.....	127.....	3.0
<b>Subindex C: Infrastructure (25%)</b> .....	<b>53</b> .....	<b>4.2</b>
Pillar 4: Availability & quality of transport infrastructure .....	61.....	3.6
Pillar 5: Availability & quality of transport services .....	65.....	4.1
Pillar 6: Availability & use of ICTs .....	42.....	4.9
<b>Subindex D: Operating environment (25%)</b> .....	<b>67</b> .....	<b>4.2</b>
Pillar 7: Operating environment.....	67.....	4.2



## The most problematic factors for trade, 2013

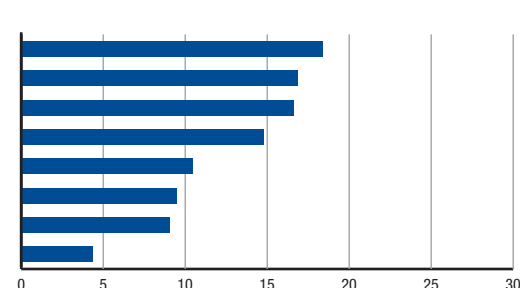
### Most problematic factors for exporting

	Score*
High cost or delays caused by domestic transportation .....	12.9
Inappropriate production technology and skills.....	11.1
Difficulties in meeting quality/quantity requirements of buyers.....	9.9
Corruption at foreign borders .....	9.9
Access to imported inputs at competitive prices .....	9.0
Technical requirements and standards abroad .....	8.5
Identifying potential markets and buyers .....	7.8
High cost or delays caused by international transportation .....	7.7
Burdensome procedures at foreign borders .....	7.6
Tariff barriers abroad .....	5.9
Access to trade finance.....	5.3
Rules of origin requirements abroad.....	4.4



### Most problematic factors for importing

	Score*
Corruption at the border.....	18.4
Burdensome import procedures .....	16.9
Tariffs.....	16.6
High cost or delays caused by international transportation .....	14.8
Crime and theft.....	10.5
Domestic technical requirements and standards .....	9.5
High cost or delays caused by domestic transportation .....	9.1
Inappropriate telecommunications infrastructure .....	4.3



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Kazakhstan

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b> .....	<b>112</b> .....	<b>3.8</b>	<b>Multiple economies (2)</b> .....	<b>7.0</b>
1.01 Tariff rate (%).....	99	9.4	Multiple economies (2) .....	0.0
1.02 Complexity of tariffs index (1–7).....	109	3.4	Multiple economies (2) .....	7.0
Tariff dispersion (standard deviation) .....	89	9.1	Multiple economies (2) .....	0.0
Tariff peaks (% of tariff lines) .....	65	2.9	Multiple economies (24) .....	0.0
Specific tariffs (% of tariff lines) .....	136	15.7	Multiple economies (54) .....	0.0
Number of distinct tariffs.....	136	1,786	Multiple economies (2) .....	1
1.03 Share of duty-free imports (%).....	73	62.2	Multiple economies (2) .....	100.0
<b>Pillar 2: Foreign market access (1–7)</b> .....	<b>59</b> .....	<b>2.7</b>	<b>Cambodia</b> .....	<b>5.3</b>
2.01 Tariffs faced (%).....	68	5.4	Chile.....	3.5
2.02 Index of margin of preference in destination mkts (0–100) .....	58	33.9	Mauritius .....	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b> .....	<b>127</b> .....	<b>3.0</b>	<b>Singapore</b> .....	<b>6.3</b>
3.01 Customs services index (0–1) .....	110	0.25	Singapore.....	0.97
3.02 Efficiency of the clearance process (1–5).....	111	2.3	Norway .....	4.2
3.03 No. of days to import .....	134	69	Singapore.....	4
3.04 No. of documents to import .....	134	12	Multiple economies (2) .....	2
3.05 Cost to import (US\$ per container).....	134	4,865	Singapore.....	440
3.06 No. of days to export.....	138	81	Multiple economies (5) .....	6
3.07 No. of documents to export .....	130	10	Multiple economies (2) .....	2
3.08 Cost to export (US\$ per container).....	137	4,885	Malaysia.....	450
3.09 Irregular payments in exports and imports*.....	63	3.8	New Zealand.....	6.6
3.10 Time predictability of import procedures*.....	60	4.0	Finland .....	6.0
3.11 Customs transparency index (0–1) .....	73	0.77	Multiple economies (35) .....	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b> .....	<b>61</b> .....	<b>3.6</b>	<b>United Arab Emirates</b> .....	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions .....	70	144.6	United States .....	11,481.7
4.02 Quality of air transport infrastructure*.....	84	4.1	Singapore.....	6.8
4.03 Quality of railroad infrastructure* .....	26	4.4	Japan.....	6.7
4.04 Liner Shipping Connectivity Index (0–157.1) .....	n/a	n/a	China .....	157.5
4.05 Quality of port infrastructure* .....	126	2.7	Netherlands.....	6.8
4.06 Paved roads (% of total).....	32	89.5	Multiple economies (18) .....	100.0
4.07 Quality of roads* .....	108	2.8	United Arab Emirates .....	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b> .....	<b>65</b> .....	<b>4.1</b>	<b>Singapore</b> .....	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5).....	97	2.7	Luxembourg.....	3.8
5.02 Logistics competence (1–5).....	81	2.7	Norway .....	4.2
5.03 Tracking and tracing ability (1–5).....	80	2.8	Germany .....	4.2
5.04 Timeliness of shipments in reaching destination (1–5).....	72	3.2	Luxembourg.....	4.7
5.05 Postal services efficiency* .....	54	4.9	Japan.....	6.8
5.06 Efficiency of transport mode change* .....	52	4.4	Hong Kong SAR .....	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b> .....	<b>42</b> .....	<b>4.9</b>	<b>Sweden</b> .....	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop. ....	3	185.8	Hong Kong SAR .....	229.2
6.02 Individuals using Internet (%) .....	58	53.3	Iceland .....	96.2
6.03 Fixed broadband Internet subscriptions/100 pop. ....	58	9.8	Switzerland .....	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop. ....	38	42.3	Singapore.....	124.5
6.05 ICT use for business-to-business transactions* .....	65	4.9	Finland .....	6.2
6.06 Internet use for business-to-consumer transactions*.....	57	4.8	United Kingdom.....	6.3
6.07 Government Online Service Index (0–1) .....	21	0.78	Multiple economies (3) .....	1.00
<b>Pillar 7: Operating environment (1–7)</b> .....	<b>67</b> .....	<b>4.2</b>	<b>Hong Kong SAR</b> .....	<b>5.8</b>
7.01 Protection of property index (1–7).....	66	3.9	Finland .....	6.3
Property rights* .....	64	4.3	Finland .....	6.4
Intellectual property protection* .....	68	3.6	Finland .....	6.2
7.02 Efficiency and accountability of public institutions index (1–7).....	82	3.4	Singapore.....	6.0
Judicial efficiency & impartiality in commercial disputes (0–4).....	100	1.5	Multiple economies (7) .....	4.0
Diversion of public funds* .....	59	3.3	New Zealand.....	6.5
Ease of compliance with government regulation*.....	49	3.7	Singapore.....	5.4
7.03 Access to finance index (1–7) .....	59	3.9	Hong Kong SAR .....	5.7
Affordability of financial services* .....	54	4.3	Hong Kong SAR .....	6.1
Availability of financial services* .....	57	4.6	Switzerland .....	6.4
Ease of access to loans* .....	58	2.9	Qatar.....	4.9
Availability of trade finance* .....	72	3.8	Hong Kong SAR .....	5.8
7.04 Openness to foreign participation index (1–7) .....	72	4.3	Ireland.....	5.5
Ease of hiring foreign labour* .....	57	4.2	United Arab Emirates .....	5.6
Business impact of rules on FDI* .....	84	4.4	Ireland.....	6.7
Openness to multilateral trade rules (0–100).....	73	62.5	Slovenia .....	92.2
7.05 Index of physical security (1–7).....	67	5.5	Qatar.....	6.8
Reliability of police services* .....	82	3.9	Finland .....	6.7
Business costs of crime and violence*.....	43	5.2	Qatar.....	6.8
Business costs of terrorism* .....	63	5.5	Slovenia .....	6.7
Homicide cases/100,000 pop. ....	98	8.8	Hong Kong SAR .....	0.2
Index of terrorism incidence (1–7) .....	93	6.9	Multiple economies (48) .....	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Kenya

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	42.1 .....	30
GDP (US\$ billions) .....	40.7 .....	81
GDP per capita (US\$) .....	966.6 .....	118
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	60.2 .....	79
Share of world trade (%) .....	0.06 .....	85
Total Exports (US\$ billions) .....	6.1 .....	94
Total Imports (US\$ billions) .....	16.3 .....	83

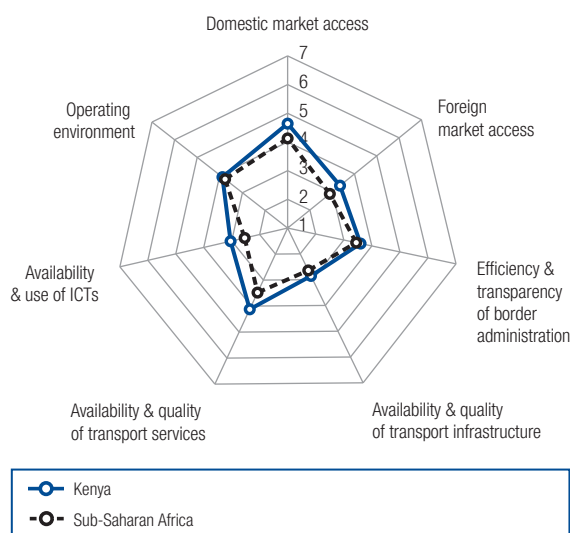
## Value chain indicators, 2010

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>3.9</b> .....	<b>22.4</b>
<b>Intermediate goods</b> .....	<b>33.6</b> .....	<b>49.5</b>
Food and beverages (industrial) .....	7.2 .....	3.3
Industrial supplies (primary and processed) .....	25.0 .....	31.5
Parts and accessories .....	1.2 .....	6.5
Fuels and lubricants .....	0.1 .....	8.2
<b>Consumer goods</b> .....	<b>58.3</b> .....	<b>11.5</b>
Food and beverages (consumer) .....	36.8 .....	3.7
Transport equipment and consumer goods .....	21.5 .....	7.8
<b>Passenger motor cars</b> .....	<b>0.2</b> .....	<b>2.9</b>
<b>Others</b> .....	<b>4.0</b> .....	<b>13.8</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>90</b> .....	<b>3.7</b>
<b>Subindex A: Market access (25%)</b> .....	<b>42</b> .....	<b>4.0</b>
Pillar 1: Domestic market access .....	84 .....	4.6
Pillar 2: Foreign market access .....	38 .....	3.3
<b>Subindex B: Border administration (25%)</b> .....	<b>101</b> .....	<b>3.6</b>
Pillar 3: Efficiency & transparency of border administration .....	101 .....	3.6
<b>Subindex C: Infrastructure (25%)</b> .....	<b>93</b> .....	<b>3.3</b>
Pillar 4: Availability & quality of transport infrastructure .....	85 .....	2.9
Pillar 5: Availability & quality of transport services .....	64 .....	4.1
Pillar 6: Availability & use of ICTs .....	99 .....	3.0
<b>Subindex D: Operating environment (25%)</b> .....	<b>89</b> .....	<b>3.9</b>
Pillar 7: Operating environment .....	89 .....	3.9



## The most problematic factors for trade, 2013

### Most problematic factors for exporting

	Score*
Access to trade finance .....	13.5
Identifying potential markets and buyers .....	13.3
Corruption at foreign borders .....	12.0
Burdensome procedures at foreign borders .....	10.3
High cost or delays caused by domestic transportation .....	9.8
Tariff barriers abroad .....	7.2
Inappropriate production technology and skills .....	7.2
Difficulties in meeting quality/quantity requirements of buyers .....	7.0
Technical requirements and standards abroad .....	5.1
Rules of origin requirements abroad .....	5.0
High cost or delays caused by international transportation .....	5.0
Access to imported inputs at competitive prices .....	4.5

### Most problematic factors for importing

	Score*
Corruption at the border .....	21.8
Tariffs .....	20.8
Burdensome import procedures .....	16.7
Crime and theft .....	10.0
High cost or delays caused by domestic transportation .....	9.2
Domestic technical requirements and standards .....	8.8
High cost or delays caused by international transportation .....	6.9
Inappropriate telecommunications infrastructure .....	5.8

\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Kenya

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>84</b>	<b>4.6</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	96	8.8	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	46	6.4	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	104	11.7	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	44	0.8	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	61	0.2	Multiple economies (54)	0.0
Number of distinct tariffs	52	19	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	87	51.2	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>38</b>	<b>3.3</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	107	5.6	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	14	60.8	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>101</b>	<b>3.6</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	76	0.51	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	134	2.0	Norway	4.2
3.03 No. of days to import	99	26	Singapore	4
3.04 No. of documents to import	101	9	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	116	2,350	Singapore	440
3.06 No. of days to export	110	26	Multiple economies (5)	6
3.07 No. of documents to export	108	8	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	121	2,255	Malaysia	450
3.09 Irregular payments in exports and imports*	102	2.7	New Zealand	6.6
3.10 Time predictability of import procedures*	85	3.6	Finland	6.0
3.11 Customs transparency index (0–1)	73	0.77	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>85</b>	<b>2.9</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	53	251.9	United States	11,481.7
4.02 Quality of air transport infrastructure*	57	4.7	Singapore	6.8
4.03 Quality of railroad infrastructure*	67	2.5	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	74	11.4	China	157.5
4.05 Quality of port infrastructure*	71	4.1	Netherlands	6.8
4.06 Paved roads (% of total)	115	14.3	Multiple economies (18)	100.0
4.07 Quality of roads*	62	4.1	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>64</b>	<b>4.1</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	50	3.2	Luxembourg	3.8
5.02 Logistics competence (1–5)	89	2.7	Norway	4.2
5.03 Tracking and tracing ability (1–5)	59	3.0	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	45	3.6	Luxembourg	4.7
5.05 Postal services efficiency*	83	4.1	Japan	6.8
5.06 Efficiency of transport mode change*	66	4.0	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>99</b>	<b>3.0</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	114	71.2	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	88	32.1	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	120	0.1	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	107	2.2	Singapore	124.5
6.05 ICT use for business-to-business transactions*	56	5.0	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	65	4.6	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	84	0.43	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>89</b>	<b>3.9</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	79	3.7	Finland	6.3
Property rights*	80	3.9	Finland	6.4
Intellectual property protection*	81	3.4	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	79	3.4	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	77	1.8	Multiple economies (7)	4.0
Diversion of public funds*	78	3.0	New Zealand	6.5
Ease of compliance with government regulation*	55	3.6	Singapore	5.4
7.03 Access to finance index (1–7)	52	4.0	Hong Kong SAR	5.7
Affordability of financial services*	64	4.1	Hong Kong SAR	6.1
Availability of financial services*	54	4.8	Switzerland	6.4
Ease of access to loans*	42	3.2	Qatar	4.9
Availability of trade finance*	78	3.7	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	77	4.2	Ireland	5.5
Ease of hiring foreign labour*	78	4.0	United Arab Emirates	5.6
Business impact of rules on FDI*	93	4.2	Ireland	6.7
Openness to multilateral trade rules (0–100)	64	64.8	Slovenia	92.2
7.05 Index of physical security (1–7)	117	4.1	Qatar	6.8
Reliability of police services*	93	3.7	Finland	6.7
Business costs of crime and violence*	118	3.4	Qatar	6.8
Business costs of terrorism*	130	3.6	Slovenia	6.7
Homicide cases/100,000 pop.	87	6.3	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	130	3.5	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



# Korea, Rep.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	50.0.....	25
GDP (US\$ billions) .....	1,129.5.....	15
GDP per capita (US\$) .....	22,588.9.....	32
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	94.5.....	32
Share of world trade (%) .....	2.88.....	8
Total Exports (US\$ billions) .....	547.9.....	7
Total Imports (US\$ billions) .....	519.6.....	9

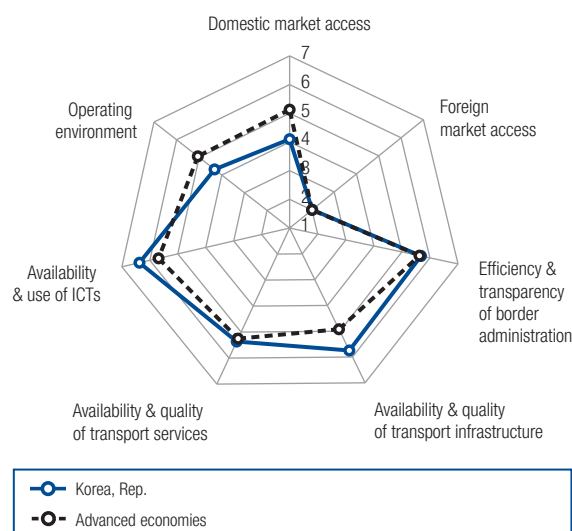
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>24.7</b> .....	<b>11.3</b>
<b>Intermediate goods</b> .....	<b>53.3</b> .....	<b>75.3</b>
Food and beverages (industrial) .....	0.0.....	1.3
Industrial supplies (primary and processed) .....	27.8.....	29.2
Parts and accessories .....	25.4.....	14.3
Fuels and lubricants .....	0.1.....	30.5
<b>Consumer goods</b> .....	<b>4.2</b> .....	<b>7.5</b>
Food and beverages (consumer) .....	1.0.....	2.5
Transport equipment and consumer goods .....	3.2.....	5.0
<b>Passenger motor cars</b> .....	<b>7.7</b> .....	<b>0.9</b>
<b>Others</b> .....	<b>10.1</b> .....	<b>5.0</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

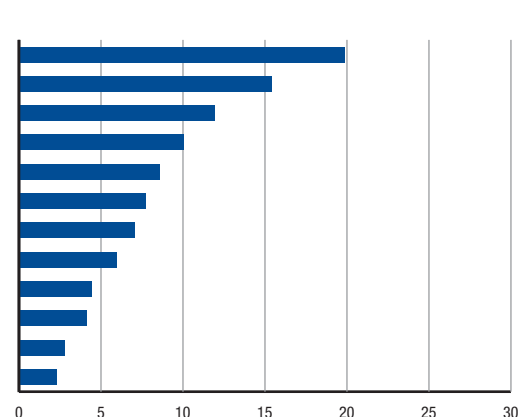
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>30</b> .....	<b>4.7</b>
<b>Subindex A: Market access (25%)</b> .....	<b>120</b> .....	<b>3.1</b>
Pillar 1: Domestic market access .....	104.....	4.1
Pillar 2: Foreign market access .....	93.....	2.0
<b>Subindex B: Border administration (25%)</b> .....	<b>19</b> .....	<b>5.7</b>
Pillar 3: Efficiency & transparency of border administration .....	19.....	5.7
<b>Subindex C: Infrastructure (25%)</b> .....	<b>7</b> .....	<b>5.8</b>
Pillar 4: Availability & quality of transport infrastructure ...	11.....	5.7
Pillar 5: Availability & quality of transport services .....	18.....	5.4
Pillar 6: Availability & use of ICTs .....	6.....	6.4
<b>Subindex D: Operating environment (25%)</b> .....	<b>55</b> .....	<b>4.3</b>
Pillar 7: Operating environment .....	55.....	4.3



## The most problematic factors for trade, 2013

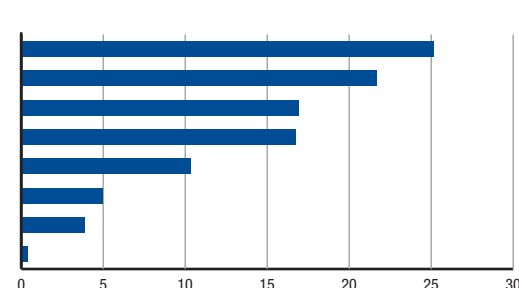
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	19.8
Access to imported inputs at competitive prices .....	15.4
Technical requirements and standards abroad .....	11.9
Access to trade finance .....	10.0
Difficulties in meeting quality/quantity requirements of buyers .....	8.5
Burdensome procedures at foreign borders .....	7.7
High cost or delays caused by international transportation .....	7.0
Tariff barriers abroad .....	6.0
High cost or delays caused by domestic transportation .....	4.4
Inappropriate production technology and skills .....	4.1
Rules of origin requirements abroad .....	2.8
Corruption at foreign borders .....	2.3



### Most problematic factors for importing

	Score*
Burdensome import procedures .....	25.2
Tariffs .....	21.7
High cost or delays caused by international transportation .....	16.9
Domestic technical requirements and standards .....	16.7
High cost or delays caused by domestic transportation .....	10.3
Inappropriate telecommunications infrastructure .....	5.0
Corruption at the border .....	3.8
Crime and theft .....	0.4



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Korea, Rep.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS		RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>		<b>104</b>	<b>4.1</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01	Tariff rate (%)	91	8.5	Multiple economies (2)	0.0
1.02	Complexity of tariffs index (1–7)	87	5.0	Multiple economies (2)	7.0
	Tariff dispersion (standard deviation)	137	48.3	Multiple economies (2)	0.0
	Tariff peaks (% of tariff lines)	63	2.7	Multiple economies (24)	0.0
	Specific tariffs (% of tariff lines)	80	0.8	Multiple economies (54)	0.0
	Number of distinct tariffs	83	179	Multiple economies (2)	1
1.03	Share of duty-free imports (%)	92	44.7	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>		<b>93</b>	<b>2.0</b>	<b>Cambodia</b>	<b>5.3</b>
2.01	Tariffs faced (%)	55	5.3	Chile	3.5
2.02	Index of margin of preference in destination mkt (0–100)	126	7.0	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>		<b>19</b>	<b>5.7</b>	<b>Singapore</b>	<b>6.3</b>
3.01	Customs services index (0–1)	6	0.91	Singapore	0.97
3.02	Efficiency of the clearance process (1–5)	24	3.5	Norway	4.2
3.03	No. of days to import	10	7	Singapore	4
3.04	No. of documents to import	3	3	Multiple economies (2)	2
3.05	Cost to import (US\$ per container)	13	695	Singapore	440
3.06	No. of days to export	9	8	Multiple economies (5)	6
3.07	No. of documents to export	3	3	Multiple economies (2)	2
3.08	Cost to export (US\$ per container)	19	670	Malaysia	450
3.09	Irregular payments in exports and imports*	43	4.5	New Zealand	6.6
3.10	Time predictability of import procedures*	53	4.1	Finland	6.0
3.11	Customs transparency index (0–1)	1	1.00	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>		<b>11</b>	<b>5.7</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01	Available int'l airline seat km/week, millions	14	1,998.6	United States	11,481.7
4.02	Quality of air transport infrastructure*	21	5.8	Singapore	6.8
4.03	Quality of railroad infrastructure*	8	5.7	Japan	6.7
4.04	Liner Shipping Connectivity Index (0–157.1)	4	100.4	China	157.5
4.05	Quality of port infrastructure*	20	5.5	Netherlands	6.8
4.06	Paved roads (% of total)	45	79.3	Multiple economies (18)	100.0
4.07	Quality of roads*	15	5.8	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>		<b>18</b>	<b>5.4</b>	<b>Singapore</b>	<b>5.7</b>
5.01	Ease and affordability of shipment (1–5)	28	3.4	Luxembourg	3.8
5.02	Logistics competence (1–5)	21	3.7	Norway	4.2
5.03	Tracking and tracing ability (1–5)	21	3.7	Germany	4.2
5.04	Timeliness of shipments in reaching destination (1–5)	28	4.0	Luxembourg	4.7
5.05	Postal services efficiency*	15	6.2	Japan	6.8
5.06	Efficiency of transport mode change*	8	5.8	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>		<b>6</b>	<b>6.4</b>	<b>Sweden</b>	<b>6.5</b>
6.01	Mobile phone subscriptions/100 pop.	68	109.4	Hong Kong SAR	229.2
6.02	Individuals using Internet (%)	15	84.1	Iceland	96.2
6.03	Fixed broadband Internet subscriptions/100 pop.	5	37.2	Switzerland	39.9
6.04	Active mobile broadband Internet subscriptions/100 pop.	4	105.1	Singapore	124.5
6.05	ICT use for business-to-business transactions*	17	5.8	Finland	6.2
6.06	Internet use for business-to-consumer transactions*	2	6.2	United Kingdom	6.3
6.07	Government Online Service Index (0–1)	1	1.00	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>		<b>55</b>	<b>4.3</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01	Protection of property index (1–7)	45	4.3	Finland	6.3
	Property rights*	52	4.5	Finland	6.4
	Intellectual property protection*	44	4.0	Finland	6.2
7.02	Efficiency and accountability of public institutions index (1–7)	51	3.8	Singapore	6.0
	Judicial efficiency & impartiality in commercial disputes (0–4)	44	2.5	Multiple economies (7)	4.0
	Diversion of public funds*	57	3.3	New Zealand	6.5
	Ease of compliance with government regulation*	87	3.2	Singapore	5.4
7.03	Access to finance index (1–7)	82	3.6	Hong Kong SAR	5.7
	Affordability of financial services*	65	4.1	Hong Kong SAR	6.1
	Availability of financial services*	87	4.0	Switzerland	6.4
	Ease of access to loans*	109	2.2	Qatar	4.9
	Availability of trade finance*	54	4.0	Hong Kong SAR	5.8
7.04	Openness to foreign participation index (1–7)	74	4.2	Ireland	5.5
	Ease of hiring foreign labour*	115	3.4	United Arab Emirates	5.6
	Business impact of rules on FDI*	82	4.4	Ireland	6.7
	Openness to multilateral trade rules (0–100)	40	72.6	Slovenia	92.2
7.05	Index of physical security (1–7)	55	5.7	Qatar	6.8
	Reliability of police services*	44	4.8	Finland	6.7
	Business costs of crime and violence*	59	4.9	Qatar	6.8
	Business costs of terrorism*	96	4.9	Slovenia	6.7
	Homicide cases/100,000 pop.	60	2.6	Hong Kong SAR	0.2
	Index of terrorism incidence (1–7)	1	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Kuwait

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

Rank/138

Population (millions) .....	3.8 .....	109
GDP (US\$ billions) .....	184.5 .....	53
GDP per capita (US\$) .....	48,761.2 .....	11

### Merchandise trade

Trade openness (imports+exports)/GDP, 2011 .....	73.1 .....	61
Share of world trade (%) .....	0.39 .....	47
Total Exports (US\$ billions) .....	118.5 .....	34
Total Imports (US\$ billions) .....	25.9 .....	66

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

Rank  
(out of 138)      Score  
(1–7)

**Enabling Trade Index 2014** ..... **74** ..... **4.0**

**Subindex A: Market access (25%)** ..... **113** ..... **3.2**

Pillar 1: Domestic market access.....88 ..... 4.5

Pillar 2: Foreign market access.....126 ..... 1.8

**Subindex B: Border administration (25%)** ..... **66** ..... **4.5**

Pillar 3: Efficiency & transparency  
of border administration.....66 ..... 4.5

**Subindex C: Infrastructure (25%)** ..... **57** ..... **4.1**

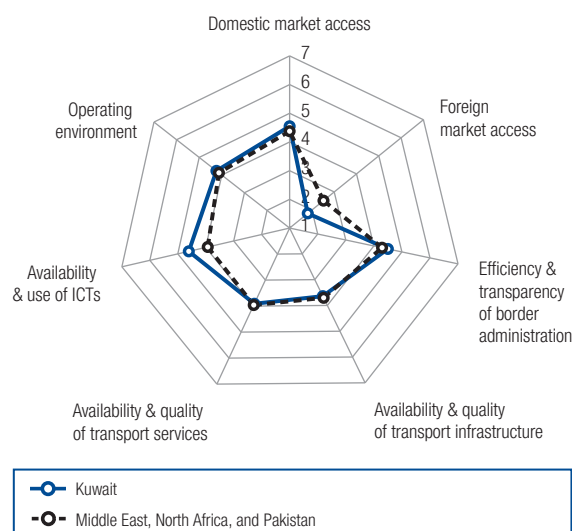
Pillar 4: Availability & quality of transport infrastructure ...57 ..... 3.6

Pillar 5: Availability & quality of transport services .....75 ..... 3.9

Pillar 6: Availability & use of ICTs .....51 .....4.6

**Subindex D: Operating environment (25%)** ..... **63** ..... **4.2**

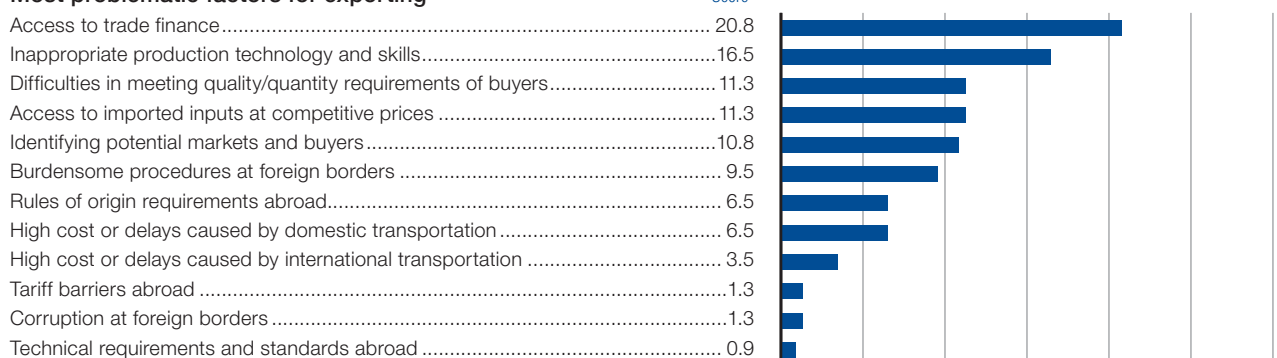
Pillar 7: Operating environment.....63 ..... 4.2



## The most problematic factors for trade, 2013

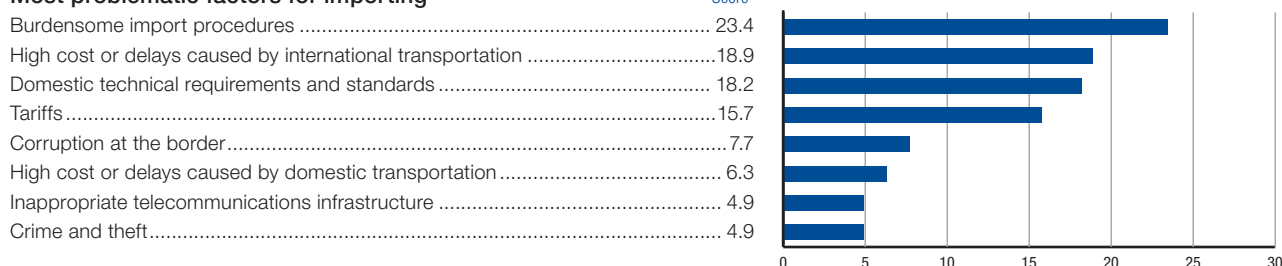
### Most problematic factors for exporting

Score\*



### Most problematic factors for importing

Score\*



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS		RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>		<b>88</b>	<b>4.5</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01	Tariff rate (%)	57	4.4	Multiple economies (2)	0.0
1.02	Complexity of tariffs index (1–7)	58	6.2	Multiple economies (2)	7.0
	Tariff dispersion (standard deviation)	124	16.1	Multiple economies (2)	0.0
	Tariff peaks (% of tariff lines)	30	0.3	Multiple economies (24)	0.0
	Specific tariffs (% of tariff lines)	64	0.3	Multiple economies (54)	0.0
	Number of distinct tariffs	59	22	Multiple economies (2)	1
1.03	Share of duty-free imports (%)	114	19.4	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>		<b>126</b>	<b>1.8</b>	<b>Cambodia</b>	<b>5.3</b>
2.01	Tariffs faced (%)	70	5.4	Chile	3.5
2.02	Index of margin of preference in destination mkt (0–100)	129	4.5	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>		<b>66</b>	<b>4.5</b>	<b>Singapore</b>	<b>6.3</b>
3.01	Customs services index (0–1)	31	0.71	Singapore	0.97
3.02	Efficiency of the clearance process (1–5)	67	2.7	Norway	4.2
3.03	No. of days to import	78	19	Singapore	4
3.04	No. of documents to import	115	10	Multiple economies (2)	2
3.05	Cost to import (US\$ per container)	64	1,250	Singapore	440
3.06	No. of days to export	63	16	Multiple economies (5)	6
3.07	No. of documents to export	85	7	Multiple economies (2)	2
3.08	Cost to export (US\$ per container)	60	1,085	Malaysia	450
3.09	Irregular payments in exports and imports*	57	3.9	New Zealand	6.6
3.10	Time predictability of import procedures*	75	3.8	Finland	6.0
3.11	Customs transparency index (0–1)	59	0.80	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>		<b>57</b>	<b>3.6</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01	Available int'l airline seat km/week, millions	56	230.9	United States	11,481.7
4.02	Quality of air transport infrastructure*	88	4.0	Singapore	6.8
4.03	Quality of railroad infrastructure*	n/a	n/a	Japan	6.7
4.04	Liner Shipping Connectivity Index (0–157.1)	87	7.1	China	157.5
4.05	Quality of port infrastructure*	68	4.1	Netherlands	6.8
4.06	Paved roads (% of total)	38	85.0	Multiple economies (18)	100.0
4.07	Quality of roads*	41	4.8	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>		<b>75</b>	<b>3.9</b>	<b>Singapore</b>	<b>5.7</b>
5.01	Ease and affordability of shipment (1–5)	89	2.8	Luxembourg	3.8
5.02	Logistics competence (1–5)	59	3.0	Norway	4.2
5.03	Tracking and tracing ability (1–5)	50	3.2	Germany	4.2
5.04	Timeliness of shipments in reaching destination (1–5)	63	3.4	Luxembourg	4.7
5.05	Postal services efficiency*	127	2.6	Japan	6.8
5.06	Efficiency of transport mode change*	47	4.5	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>		<b>51</b>	<b>4.6</b>	<b>Sweden</b>	<b>6.5</b>
6.01	Mobile phone subscriptions/100 pop.	15	156.9	Hong Kong SAR	229.2
6.02	Individuals using Internet (%)	23	79.2	Iceland	96.2
6.03	Fixed broadband Internet subscriptions/100 pop.	94	1.4	Switzerland	39.9
6.04	Active mobile broadband Internet subscriptions/100 pop.	n/a	n/a	Singapore	124.5
6.05	ICT use for business-to-business transactions*	59	4.9	Finland	6.2
6.06	Internet use for business-to-consumer transactions*	68	4.5	United Kingdom	6.3
6.07	Government Online Service Index (0–1)	46	0.58	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>		<b>63</b>	<b>4.2</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01	Protection of property index (1–7)	43	4.4	Finland	6.3
	Property rights*	37	5.0	Finland	6.4
	Intellectual property protection*	57	3.8	Finland	6.2
7.02	Efficiency and accountability of public institutions index (1–7)	88	3.4	Singapore	6.0
	Judicial efficiency & impartiality in commercial disputes (0–4)	55	2.3	Multiple economies (7)	4.0
	Diversion of public funds*	54	3.5	New Zealand	6.5
	Ease of compliance with government regulation*	135	2.2	Singapore	5.4
7.03	Access to finance index (1–7)	55	3.9	Hong Kong SAR	5.7
	Affordability of financial services*	51	4.3	Hong Kong SAR	6.1
	Availability of financial services*	70	4.4	Switzerland	6.4
	Ease of access to loans*	71	2.8	Qatar	4.9
	Availability of trade finance*	42	4.2	Hong Kong SAR	5.8
7.04	Openness to foreign participation index (1–7)	123	3.4	Ireland	5.5
	Ease of hiring foreign labour*	56	4.2	United Arab Emirates	5.6
	Business impact of rules on FDI*	133	2.9	Ireland	6.7
	Openness to multilateral trade rules (0–100)	116	47.9	Slovenia	92.2
7.05	Index of physical security (1–7)	29	6.1	Qatar	6.8
	Reliability of police services*	43	4.8	Finland	6.7
	Business costs of crime and violence*	13	5.9	Qatar	6.8
	Business costs of terrorism*	54	5.7	Slovenia	6.7
	Homicide cases/100,000 pop.	53	2.2	Hong Kong SAR	0.2
	Index of terrorism incidence (1–7)	49	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Kyrgyz Republic

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	5.6.....	95
GDP (US\$ billions) .....	6.5.....	128
GDP per capita (US\$) .....	1,158.5.....	114
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	112.3.....	22
Share of world trade (%) .....	0.02.....	117
Total Exports (US\$ billions) .....	1.9.....	121
Total Imports (US\$ billions) .....	5.4.....	113

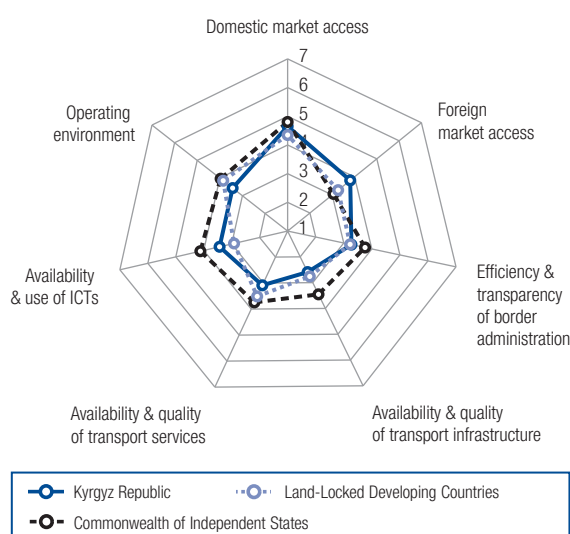
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>2.2.....</b>	<b>14.9</b>
<b>Intermediate goods</b> .....	<b>62.2.....</b>	<b>34.5</b>
Food and beverages (industrial) .....	0.9.....	2.7
Industrial supplies (primary and processed) .....	56.1.....	23.4
Parts and accessories .....	0.9.....	5.9
Fuels and lubricants .....	4.3.....	2.5
<b>Consumer goods</b> .....	<b>27.3.....</b>	<b>26.0</b>
Food and beverages (consumer) .....	13.3.....	9.8
Transport equipment and consumer goods .....	14.0.....	16.2
<b>Passenger motor cars</b> .....	<b>0.2.....</b>	<b>5.6</b>
<b>Others</b> .....	<b>8.1.....</b>	<b>19.0</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

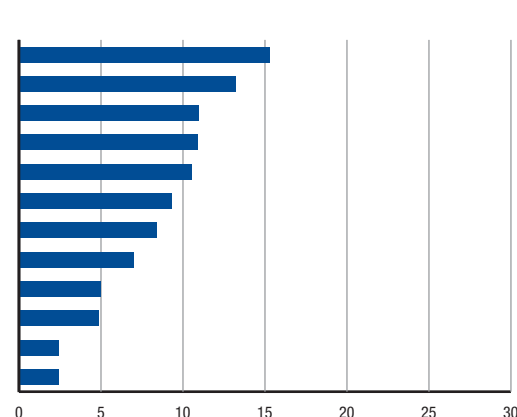
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>109.....</b>	<b>3.5</b>
<b>Subindex A: Market access (25%)</b> .....	<b>32.....</b>	<b>4.2</b>
Pillar 1: Domestic market access .....	82.....	4.7
Pillar 2: Foreign market access .....	19.....	3.8
<b>Subindex B: Border administration (25%)</b> .....	<b>118.....</b>	<b>3.3</b>
Pillar 3: Efficiency & transparency of border administration .....	118.....	3.3
<b>Subindex C: Infrastructure (25%)</b> .....	<b>104.....</b>	<b>3.0</b>
Pillar 4: Availability & quality of transport infrastructure .....	105.....	2.6
Pillar 5: Availability & quality of transport services .....	128.....	3.1
Pillar 6: Availability & use of ICTs .....	90.....	3.4
<b>Subindex D: Operating environment (25%)</b> .....	<b>121.....</b>	<b>3.4</b>
Pillar 7: Operating environment .....	121.....	3.4



## The most problematic factors for trade, 2013

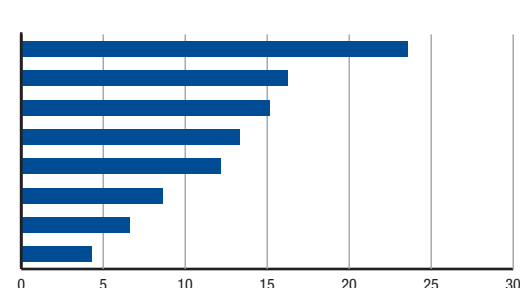
### Most problematic factors for exporting

	Score*
Corruption at foreign borders .....	15.3
Burdensome procedures at foreign borders .....	13.2
Inappropriate production technology and skills .....	11.0
Tariff barriers abroad .....	10.8
Technical requirements and standards abroad .....	10.5
Identifying potential markets and buyers .....	9.3
Difficulties in meeting quality/quantity requirements of buyers .....	8.4
Access to imported inputs at competitive prices .....	7.0
High cost or delays caused by international transportation .....	5.0
Access to trade finance .....	4.9
Rules of origin requirements abroad .....	2.4
High cost or delays caused by domestic transportation .....	2.4



### Most problematic factors for importing

	Score*
Corruption at the border .....	23.5
Tariffs .....	16.3
Burdensome import procedures .....	15.1
Crime and theft .....	13.3
High cost or delays caused by international transportation .....	12.2
Domestic technical requirements and standards .....	8.6
Inappropriate telecommunications infrastructure .....	6.6
High cost or delays caused by domestic transportation .....	4.3



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Kyrgyz Republic

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>82</b>	<b>4.7</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	106	10.7	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	67	6.1	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	13	5.2	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	69	3.9	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	82	1.4	Multiple economies (54)	0.0
Number of distinct tariffs	81	165	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	35	68.7	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>19</b>	<b>3.8</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	54	5.3	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	6	66.7	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>118</b>	<b>3.3</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	64	0.58	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	130	2.0	Norway	4.2
3.03 No. of days to import	136	75	Singapore	4
3.04 No. of documents to import	126	11	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	136	5,150	Singapore	440
3.06 No. of days to export	136	63	Multiple economies (5)	6
3.07 No. of documents to export	121	9	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	136	4,360	Malaysia	450
3.09 Irregular payments in exports and imports*	115	2.5	New Zealand	6.6
3.10 Time predictability of import procedures*	87	3.6	Finland	6.0
3.11 Customs transparency index (0–1)	1	1.00	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>105</b>	<b>2.6</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	92	54.8	United States	11,481.7
4.02 Quality of air transport infrastructure*	120	3.1	Singapore	6.8
4.03 Quality of railroad infrastructure*	69	2.5	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	n/a	n/a	China	157.5
4.05 Quality of port infrastructure*	138	1.3	Netherlands	6.8
4.06 Paved roads (% of total)	28	91.1	Multiple economies (18)	100.0
4.07 Quality of roads*	124	2.5	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>128</b>	<b>3.1</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	120	2.4	Luxembourg	3.8
5.02 Logistics competence (1–5)	135	2.1	Norway	4.2
5.03 Tracking and tracing ability (1–5)	131	2.2	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	136	2.4	Luxembourg	4.7
5.05 Postal services efficiency*	102	3.6	Japan	6.8
5.06 Efficiency of transport mode change*	113	3.2	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>90</b>	<b>3.4</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	43	124.2	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	94	21.7	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	102	0.9	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	127	0.0	Singapore	124.5
6.05 ICT use for business-to-business transactions*	124	3.8	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	101	3.9	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	86	0.42	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>121</b>	<b>3.4</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	129	2.6	Finland	6.3
Property rights*	127	2.9	Finland	6.4
Intellectual property protection*	130	2.3	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	121	2.8	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	n/a	n/a	Multiple economies (7)	4.0
Diversion of public funds*	114	2.4	New Zealand	6.5
Ease of compliance with government regulation*	91	3.2	Singapore	5.4
7.03 Access to finance index (1–7)	125	2.8	Hong Kong SAR	5.7
Affordability of financial services*	121	3.3	Hong Kong SAR	6.1
Availability of financial services*	122	3.5	Switzerland	6.4
Ease of access to loans*	120	1.9	Qatar	4.9
Availability of trade finance*	122	2.6	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	108	3.9	Ireland	5.5
Ease of hiring foreign labour*	84	3.9	United Arab Emirates	5.6
Business impact of rules on FDI*	113	3.6	Ireland	6.7
Openness to multilateral trade rules (0–100)	79	61.0	Slovenia	92.2
7.05 Index of physical security (1–7)	83	5.1	Qatar	6.8
Reliability of police services*	120	3.0	Finland	6.7
Business costs of crime and violence*	90	4.2	Qatar	6.8
Business costs of terrorism*	104	4.7	Slovenia	6.7
Homicide cases/100,000 pop.	89	6.5	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	75	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



# Lao PDR

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

Rank/138

Population (millions) .....	6.6.....	90
GDP (US\$ billions) .....	9.2.....	122
GDP per capita (US\$).....	1,379.9.....	108

### Merchandise trade

Trade openness (imports+exports)/GDP.....	54.8.....	91
Share of world trade (%).....	0.01.....	125
Total Exports (US\$ billions).....	2.3.....	116
Total Imports (US\$ billions).....	2.5.....	129

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

Rank  
(out of 138)      Score  
(1–7)

**Enabling Trade Index 2014** ..... **98**..... **3.6**

**Subindex A: Market access (25%)** ..... **39**..... **4.1**

Pillar 1: Domestic market access..... 121 .....3.4

Pillar 2: Foreign market access..... 4 .....4.7

**Subindex B: Border administration (25%)** ..... **114**.....**3.4**

Pillar 3: Efficiency & transparency  
of border administration..... 114 .....3.4

**Subindex C: Infrastructure (25%)** ..... **115**.....**2.9**

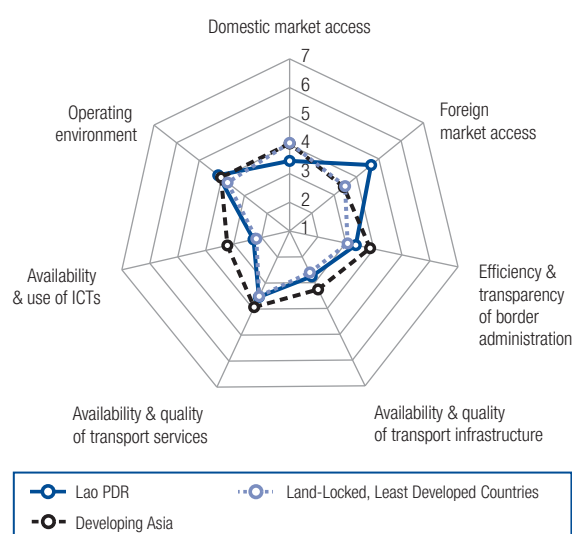
Pillar 4: Availability & quality of transport infrastructure...91 .....2.8

Pillar 5: Availability & quality of transport services..... 107 ..... 3.5

Pillar 6: Availability & use of ICTs ..... 122 .....2.3

**Subindex D: Operating environment (25%)** ..... **68**.....**4.2**

Pillar 7: Operating environment.....68 ..... 4.2

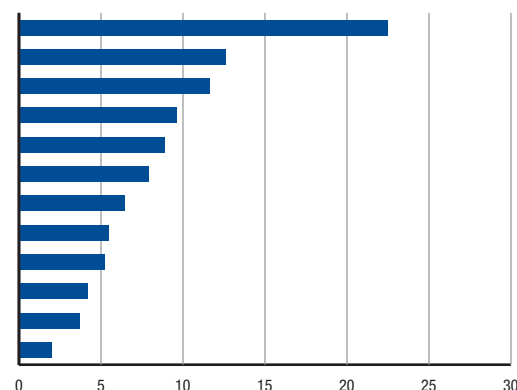


## The most problematic factors for trade, 2013

### Most problematic factors for exporting

Score\*

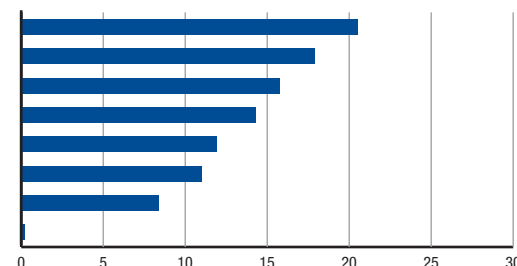
Identifying potential markets and buyers.....	22.5
Difficulties in meeting quality/quantity requirements of buyers.....	12.6
Inappropriate production technology and skills.....	11.6
Access to trade finance.....	9.6
Access to imported inputs at competitive prices .....	8.9
High cost or delays caused by international transportation .....	7.9
High cost or delays caused by domestic transportation .....	6.4
Burdensome procedures at foreign borders .....	5.4
Technical requirements and standards abroad .....	5.2
Corruption at foreign borders .....	4.2
Tariff barriers abroad .....	3.7
Rules of origin requirements abroad.....	2.0



### Most problematic factors for importing

Score\*

Tariffs.....	20.5
Burdensome import procedures .....	17.9
Corruption at the border.....	15.8
High cost or delays caused by international transportation .....	14.3
Inappropriate telecommunications infrastructure .....	11.9
Domestic technical requirements and standards .....	11.0
High cost or delays caused by domestic transportation .....	8.4
Crime and theft.....	0.2



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>121</b>	<b>3.4</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	89	8.5	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	75	5.6	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	51	8.1	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	99	10.1	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	1	0.0	Multiple economies (54)	0.0
Number of distinct tariffs	28	7	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	134	1.4	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>4</b>	<b>4.7</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	3	3.8	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	57	34.5	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>114</b>	<b>3.4</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	n/a	n/a	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	95	2.4	Norway	4.2
3.03 No. of days to import	99	26	Singapore	4
3.04 No. of documents to import	115	10	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	103	1,910	Singapore	440
3.06 No. of days to export	101	23	Multiple economies (5)	6
3.07 No. of documents to export	130	10	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	114	1,950	Malaysia	450
3.09 Irregular payments in exports and imports*	101	2.8	New Zealand	6.6
3.10 Time predictability of import procedures*	66	3.9	Finland	6.0
3.11 Customs transparency index (0–1)	n/a	n/a	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>91</b>	<b>2.8</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	122	17.6	United States	11,481.7
4.02 Quality of air transport infrastructure*	71	4.3	Singapore	6.8
4.03 Quality of railroad infrastructure*	n/a	n/a	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	n/a	n/a	China	157.5
4.05 Quality of port infrastructure*	128	2.6	Netherlands	6.8
4.06 Paved roads (% of total)	117	13.7	Multiple economies (18)	100.0
4.07 Quality of roads*	60	4.2	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>107</b>	<b>3.5</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	115	2.5	Luxembourg	3.8
5.02 Logistics competence (1–5)	124	2.3	Norway	4.2
5.03 Tracking and tracing ability (1–5)	132	2.2	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	127	2.7	Luxembourg	4.7
5.05 Postal services efficiency*	58	4.8	Japan	6.8
5.06 Efficiency of transport mode change*	70	4.0	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>122</b>	<b>2.3</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	119	64.7	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	114	10.7	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	117	0.1	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	108	2.1	Singapore	124.5
6.05 ICT use for business-to-business transactions*	93	4.5	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	92	4.1	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	123	0.22	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>68</b>	<b>4.2</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	71	3.8	Finland	6.3
Property rights*	79	3.9	Finland	6.4
Intellectual property protection*	59	3.8	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	80	3.4	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	106	1.3	Multiple economies (7)	4.0
Diversion of public funds*	49	3.7	New Zealand	6.5
Ease of compliance with government regulation*	50	3.7	Singapore	5.4
7.03 Access to finance index (1–7)	53	4.0	Hong Kong SAR	5.7
Affordability of financial services*	43	4.5	Hong Kong SAR	6.1
Availability of financial services*	74	4.4	Switzerland	6.4
Ease of access to loans*	38	3.3	Qatar	4.9
Availability of trade finance*	77	3.7	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	109	3.8	Ireland	5.5
Ease of hiring foreign labour*	81	3.9	United Arab Emirates	5.6
Business impact of rules on FDI*	31	5.0	Ireland	6.7
Openness to multilateral trade rules (0–100)	126	38.9	Slovenia	92.2
7.05 Index of physical security (1–7)	53	5.8	Qatar	6.8
Reliability of police services*	62	4.3	Finland	6.7
Business costs of crime and violence*	54	5.0	Qatar	6.8
Business costs of terrorism*	65	5.5	Slovenia	6.7
Homicide cases/100,000 pop.	80	4.6	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	49	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Latvia

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	2.0.....	124
GDP (US\$ billions) .....	28.4.....	87
GDP per capita (US\$) .....	13,899.9.....	45
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	109.2.....	24
Share of world trade (%) .....	0.08.....	76
Total Exports (US\$ billions) .....	14.1.....	75
Total Imports (US\$ billions) .....	17.2.....	81

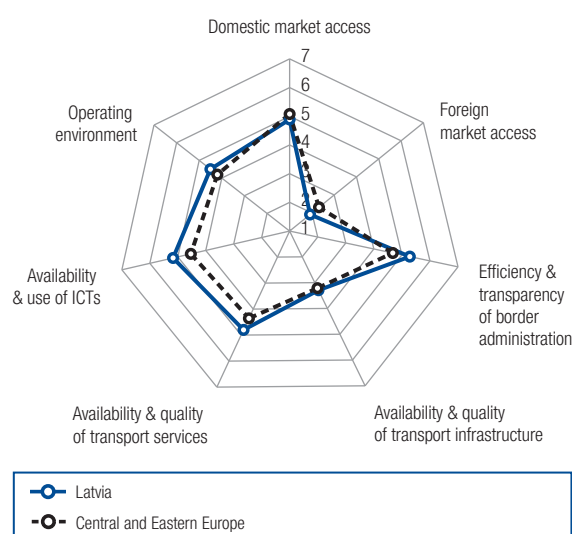
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>9.6.....</b>	<b>15.4</b>
<b>Intermediate goods</b> .....	<b>56.4.....</b>	<b>44.1</b>
Food and beverages (industrial) .....	7.2.....	2.3
Industrial supplies (primary and processed) .....	40.3.....	28.0
Parts and accessories .....	5.9.....	7.4
Fuels and lubricants .....	3.0.....	6.4
<b>Consumer goods</b> .....	<b>26.3.....</b>	<b>25.5</b>
Food and beverages (consumer) .....	12.3.....	10.4
Transport equipment and consumer goods .....	14.0.....	15.1
<b>Passenger motor cars</b> .....	<b>2.1.....</b>	<b>3.1</b>
<b>Others</b> .....	<b>5.6.....</b>	<b>11.9</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

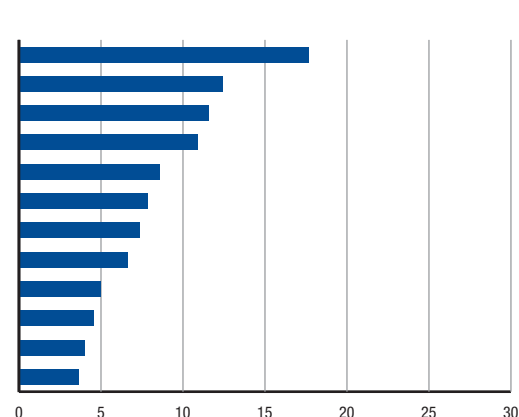
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>41.....</b>	<b>4.4</b>
<b>Subindex A: Market access (25%)</b> .....	<b>75.....</b>	<b>3.4</b>
Pillar 1: Domestic market access .....	46.....	4.9
Pillar 2: Foreign market access .....	97.....	1.9
<b>Subindex B: Border administration (25%)</b> .....	<b>30.....</b>	<b>5.3</b>
Pillar 3: Efficiency & transparency of border administration .....	30.....	5.3
<b>Subindex C: Infrastructure (25%)</b> .....	<b>41.....</b>	<b>4.4</b>
Pillar 4: Availability & quality of transport infrastructure .....	73.....	3.3
Pillar 5: Availability & quality of transport services .....	32.....	4.8
Pillar 6: Availability & use of ICTs .....	32.....	5.2
<b>Subindex D: Operating environment (25%)</b> .....	<b>44.....</b>	<b>4.5</b>
Pillar 7: Operating environment .....	44.....	4.5



## The most problematic factors for trade, 2013

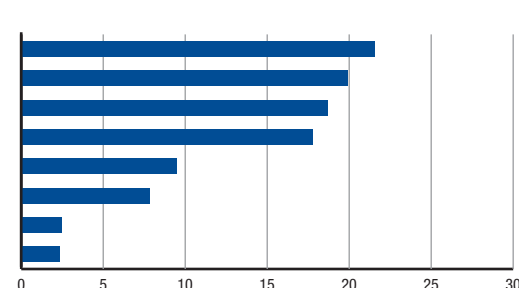
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	17.6
Access to trade finance .....	12.4
Difficulties in meeting quality/quantity requirements of buyers .....	11.6
Access to imported inputs at competitive prices .....	10.9
Inappropriate production technology and skills .....	8.6
Technical requirements and standards abroad .....	7.8
Burdensome procedures at foreign borders .....	7.4
Tariff barriers abroad .....	6.6
Corruption at foreign borders .....	5.0
High cost or delays caused by international transportation .....	4.5
Rules of origin requirements abroad .....	4.0
High cost or delays caused by domestic transportation .....	3.6



### Most problematic factors for importing

	Score*
Domestic technical requirements and standards .....	21.5
Burdensome import procedures .....	19.9
High cost or delays caused by international transportation .....	18.7
Tariffs .....	17.8
High cost or delays caused by domestic transportation .....	9.5
Corruption at the border .....	7.9
Inappropriate telecommunications infrastructure .....	2.4
Crime and theft .....	2.3



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Latvia

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS		RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>		<b>46</b>	<b>4.9</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01	Tariff rate (%)	5	0.8	Multiple economies (2)	0.0
1.02	Complexity of tariffs index (1–7)	110	3.1	Multiple economies (2)	7.0
	Tariff dispersion (standard deviation)	55	8.4	Multiple economies (2)	0.0
	Tariff peaks (% of tariff lines)	104	10.6	Multiple economies (24)	0.0
	Specific tariffs (% of tariff lines)	107	11.0	Multiple economies (54)	0.0
	Number of distinct tariffs	109	1,755	Multiple economies (2)	1
1.03	Share of duty-free imports (%)	42	65.4	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>		<b>97</b>	<b>1.9</b>	<b>Cambodia</b>	<b>5.3</b>
2.01	Tariffs faced (%)	73	5.5	Chile	3.5
2.02	Index of margin of preference in destination mkt (0–100)	96	9.1	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>		<b>30</b>	<b>5.3</b>	<b>Singapore</b>	<b>6.3</b>
3.01	Customs services index (0–1)	28	0.73	Singapore	0.97
3.02	Efficiency of the clearance process (1–5)	35	3.2	Norway	4.2
3.03	No. of days to import	36	11	Singapore	4
3.04	No. of documents to import	27	5	Multiple economies (2)	2
3.05	Cost to import (US\$ per container)	26	801	Singapore	440
3.06	No. of days to export	24	10	Multiple economies (5)	6
3.07	No. of documents to export	40	5	Multiple economies (2)	2
3.08	Cost to export (US\$ per container)	8	600	Malaysia	450
3.09	Irregular payments in exports and imports*	40	4.5	New Zealand	6.6
3.10	Time predictability of import procedures*	42	4.4	Finland	6.0
3.11	Customs transparency index (0–1)	39	0.90	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>		<b>73</b>	<b>3.3</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01	Available int'l airline seat km/week, millions	86	72.5	United States	11,481.7
4.02	Quality of air transport infrastructure*	38	5.4	Singapore	6.8
4.03	Quality of railroad infrastructure*	31	4.2	Japan	6.7
4.04	Liner Shipping Connectivity Index (0–157.1)	104	4.1	China	157.5
4.05	Quality of port infrastructure*	35	5.1	Netherlands	6.8
4.06	Paved roads (% of total)	98	20.9	Multiple economies (18)	100.0
4.07	Quality of roads*	101	3.0	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>		<b>32</b>	<b>4.8</b>	<b>Singapore</b>	<b>5.7</b>
5.01	Ease and affordability of shipment (1–5)	33	3.4	Luxembourg	3.8
5.02	Logistics competence (1–5)	42	3.2	Norway	4.2
5.03	Tracking and tracing ability (1–5)	30	3.5	Germany	4.2
5.04	Timeliness of shipments in reaching destination (1–5)	19	4.1	Luxembourg	4.7
5.05	Postal services efficiency*	47	5.0	Japan	6.8
5.06	Efficiency of transport mode change*	39	4.6	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>		<b>32</b>	<b>5.2</b>	<b>Sweden</b>	<b>6.5</b>
6.01	Mobile phone subscriptions/100 pop.	59	112.1	Hong Kong SAR	229.2
6.02	Individuals using Internet (%)	30	74.0	Iceland	96.2
6.03	Fixed broadband Internet subscriptions/100 pop.	29	23.4	Switzerland	39.9
6.04	Active mobile broadband Internet subscriptions/100 pop.	23	55.6	Singapore	124.5
6.05	ICT use for business-to-business transactions*	45	5.2	Finland	6.2
6.06	Internet use for business-to-consumer transactions*	24	5.4	United Kingdom	6.3
6.07	Government Online Service Index (0–1)	44	0.59	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>		<b>44</b>	<b>4.5</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01	Protection of property index (1–7)	53	4.2	Finland	6.3
	Property rights*	58	4.3	Finland	6.4
	Intellectual property protection*	47	4.0	Finland	6.2
7.02	Efficiency and accountability of public institutions index (1–7)	44	4.0	Singapore	6.0
	Judicial efficiency & impartiality in commercial disputes (0–4)	26	2.8	Multiple economies (7)	4.0
	Diversion of public funds*	56	3.3	New Zealand	6.5
	Ease of compliance with government regulation*	73	3.4	Singapore	5.4
7.03	Access to finance index (1–7)	54	4.0	Hong Kong SAR	5.7
	Affordability of financial services*	40	4.7	Hong Kong SAR	6.1
	Availability of financial services*	46	5.0	Switzerland	6.4
	Ease of access to loans*	90	2.5	Qatar	4.9
	Availability of trade finance*	82	3.6	Hong Kong SAR	5.8
7.04	Openness to foreign participation index (1–7)	55	4.5	Ireland	5.5
	Ease of hiring foreign labour*	72	4.1	United Arab Emirates	5.6
	Business impact of rules on FDI*	66	4.6	Ireland	6.7
	Openness to multilateral trade rules (0–100)	52	69.4	Slovenia	92.2
7.05	Index of physical security (1–7)	35	6.0	Qatar	6.8
	Reliability of police services*	58	4.4	Finland	6.7
	Business costs of crime and violence*	32	5.4	Qatar	6.8
	Business costs of terrorism*	24	6.2	Slovenia	6.7
	Homicide cases/100,000 pop.	65	3.1	Hong Kong SAR	0.2
	Index of terrorism incidence (1–7)	1	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Lebanon

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

		Rank/138
Population (millions) .....	4.0 .....	106
GDP (US\$ billions) .....	41.3 .....	80
GDP per capita (US\$) .....	10,310.6 .....	57
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	64.2 .....	70
Share of world trade (%) .....	0.07 .....	82
Total Exports (US\$ billions) .....	5.6 .....	96
Total Imports (US\$ billions) .....	21.9 .....	72

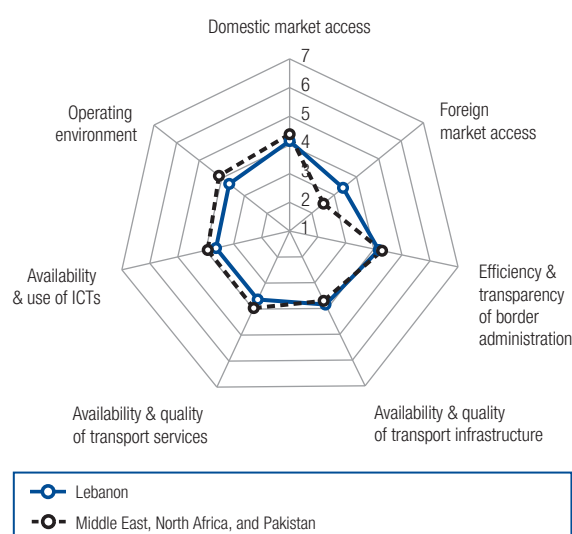
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>6.9</b> .....	<b>7.4</b>
<b>Intermediate goods</b> .....	<b>64.4</b> .....	<b>36.9</b>
Food and beverages (industrial) .....	0.6 .....	3.7
Industrial supplies (primary and processed) .....	61.1 .....	27.9
Parts and accessories .....	2.3 .....	3.9
Fuels and lubricants .....	0.4 .....	1.4
<b>Consumer goods</b> .....	<b>27.0</b> .....	<b>24.4</b>
Food and beverages (consumer) .....	12.2 .....	8.4
Transport equipment and consumer goods .....	14.8 .....	16.0
<b>Passenger motor cars</b> .....	<b>0.1</b> .....	<b>5.2</b>
<b>Others</b> .....	<b>1.6</b> .....	<b>26.1</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

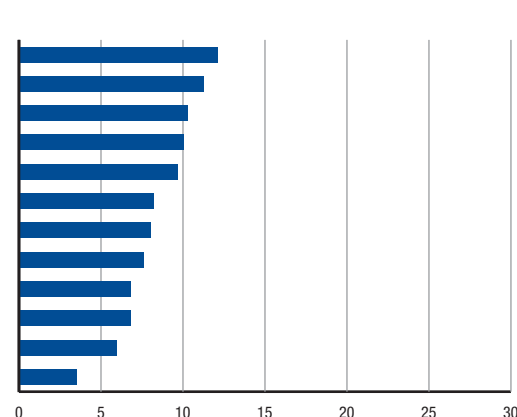
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>82</b> .....	<b>3.8</b>
<b>Subindex A: Market access (25%)</b> .....	<b>60</b> .....	<b>3.8</b>
Pillar 1: Domestic market access .....	101 .....	4.1
Pillar 2: Foreign market access .....	35 .....	3.4
<b>Subindex B: Border administration (25%)</b> .....	<b>77</b> .....	<b>4.2</b>
Pillar 3: Efficiency & transparency of border administration .....	77 .....	4.2
<b>Subindex C: Infrastructure (25%)</b> .....	<b>74</b> .....	<b>3.7</b>
Pillar 4: Availability & quality of transport infrastructure .....	47 .....	3.8
Pillar 5: Availability & quality of transport services .....	95 .....	3.6
Pillar 6: Availability & use of ICTs .....	88 .....	3.6
<b>Subindex D: Operating environment (25%)</b> .....	<b>102</b> .....	<b>3.7</b>
Pillar 7: Operating environment .....	102 .....	3.7



## The most problematic factors for trade, 2013

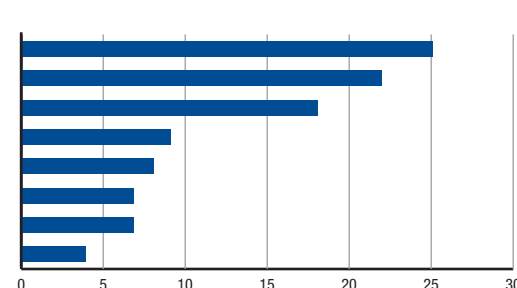
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	12.1
Difficulties in meeting quality/quantity requirements of buyers .....	11.3
Technical requirements and standards abroad .....	10.2
Access to imported inputs at competitive prices .....	10.0
High cost or delays caused by domestic transportation .....	9.6
Access to trade finance .....	8.2
High cost or delays caused by international transportation .....	8.0
Corruption at foreign borders .....	7.6
Tariff barriers abroad .....	6.8
Inappropriate production technology and skills .....	6.8
Burdensome procedures at foreign borders .....	5.9
Rules of origin requirements abroad .....	3.5



### Most problematic factors for importing

	Score*
Corruption at the border .....	25.1
Burdensome import procedures .....	22.0
Tariffs .....	18.0
Inappropriate telecommunications infrastructure .....	9.1
High cost or delays caused by international transportation .....	8.1
High cost or delays caused by domestic transportation .....	6.8
Domestic technical requirements and standards .....	6.8
Crime and theft .....	3.9



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Lebanon

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b> .....	<b>101</b> .....	<b>4.1</b>	<b>Multiple economies (2)</b> .....	<b>7.0</b>
1.01 Tariff rate (%).....	75.....	6.1	Multiple economies (2).....	0.0
1.02 Complexity of tariffs index (1–7).....	100.....	4.6	Multiple economies (2).....	7.0
Tariff dispersion (standard deviation).....	116.....	13.2	Multiple economies (2).....	0.0
Tariff peaks (% of tariff lines).....	92.....	9.4	Multiple economies (24).....	0.0
Specific tariffs (% of tariff lines).....	101.....	6.4	Multiple economies (54).....	0.0
Number of distinct tariffs.....	97.....	378	Multiple economies (2).....	1
1.03 Share of duty-free imports (%).....	96.....	38.3	Multiple economies (2).....	100.0
<b>Pillar 2: Foreign market access (1–7)</b> .....	<b>35</b> .....	<b>3.4</b>	<b>Cambodia</b> .....	<b>5.3</b>
2.01 Tariffs faced (%).....	45.....	5.3	Chile.....	3.5
2.02 Index of margin of preference in destination mkts (0–100).....	27.....	51.1	Mauritius.....	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b> .....	<b>77</b> .....	<b>4.2</b>	<b>Singapore</b> .....	<b>6.3</b>
3.01 Customs services index (0–1).....	55.....	0.63	Singapore.....	0.97
3.02 Efficiency of the clearance process (1–5).....	113.....	2.3	Norway.....	4.2
3.03 No. of days to import.....	106.....	30	Singapore.....	4
3.04 No. of documents to import.....	57.....	7	Multiple economies (2).....	2
3.05 Cost to import (US\$ per container).....	71.....	1,365	Singapore.....	440
3.06 No. of days to export.....	96.....	22	Multiple economies (5).....	6
3.07 No. of documents to export.....	16.....	4	Multiple economies (2).....	2
3.08 Cost to export (US\$ per container).....	59.....	1,080	Malaysia.....	450
3.09 Irregular payments in exports and imports*.....	125.....	2.2	New Zealand.....	6.6
3.10 Time predictability of import procedures*.....	107.....	3.3	Finland.....	6.0
3.11 Customs transparency index (0–1).....	39.....	0.90	Multiple economies (35).....	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b> .....	<b>47</b> .....	<b>3.8</b>	<b>United Arab Emirates</b> .....	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions.....	69.....	148.8	United States.....	11,481.7
4.02 Quality of air transport infrastructure*.....	50.....	4.9	Singapore.....	6.8
4.03 Quality of railroad infrastructure*.....	n/a.....	n/a	Japan.....	6.7
4.04 Liner Shipping Connectivity Index (0–157.1).....	28.....	43.2	China.....	157.5
4.05 Quality of port infrastructure*.....	59.....	4.3	Netherlands.....	6.8
4.06 Paved roads (% of total).....	39.....	84.9	Multiple economies (18).....	100.0
4.07 Quality of roads*.....	114.....	2.7	United Arab Emirates.....	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b> .....	<b>95</b> .....	<b>3.6</b>	<b>Singapore</b> .....	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5).....	114.....	2.5	Luxembourg.....	3.8
5.02 Logistics competence (1–5).....	66.....	2.9	Norway.....	4.2
5.03 Tracking and tracing ability (1–5).....	44.....	3.2	Germany.....	4.2
5.04 Timeliness of shipments in reaching destination (1–5).....	106.....	2.9	Luxembourg.....	4.7
5.05 Postal services efficiency*.....	95.....	3.8	Japan.....	6.8
5.06 Efficiency of transport mode change*.....	129.....	2.7	Hong Kong SAR.....	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b> .....	<b>88</b> .....	<b>3.6</b>	<b>Sweden</b> .....	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.....	107.....	80.8	Hong Kong SAR.....	229.2
6.02 Individuals using Internet (%).....	45.....	61.3	Iceland.....	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.....	59.....	9.7	Switzerland.....	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.....	58.....	27.7	Singapore.....	124.5
6.05 ICT use for business-to-business transactions*.....	127.....	3.7	Finland.....	6.2
6.06 Internet use for business-to-consumer transactions*.....	132.....	3.0	United Kingdom.....	6.3
6.07 Government Online Service Index (0–1).....	73.....	0.48	Multiple economies (3).....	1.00
<b>Pillar 7: Operating environment (1–7)</b> .....	<b>102</b> .....	<b>3.7</b>	<b>Hong Kong SAR</b> .....	<b>5.8</b>
7.01 Protection of property index (1–7).....	107.....	3.2	Finland.....	6.3
Property rights*.....	78.....	3.9	Finland.....	6.4
Intellectual property protection*.....	126.....	2.4	Finland.....	6.2
7.02 Efficiency and accountability of public institutions index (1–7).....	125.....	2.7	Singapore.....	6.0
Judicial efficiency & impartiality in commercial disputes (0–4).....	106.....	1.3	Multiple economies (7).....	4.0
Diversion of public funds*.....	124.....	2.2	New Zealand.....	6.5
Ease of compliance with government regulation*.....	106.....	2.9	Singapore.....	5.4
7.03 Access to finance index (1–7).....	48.....	4.0	Hong Kong SAR.....	5.7
Affordability of financial services*.....	52.....	4.3	Hong Kong SAR.....	6.1
Availability of financial services*.....	59.....	4.6	Switzerland.....	6.4
Ease of access to loans*.....	59.....	2.9	Qatar.....	4.9
Availability of trade finance*.....	36.....	4.3	Hong Kong SAR.....	5.8
7.04 Openness to foreign participation index (1–7).....	113.....	3.7	Ireland.....	5.5
Ease of hiring foreign labour*.....	123.....	3.2	United Arab Emirates.....	5.6
Business impact of rules on FDI*.....	104.....	3.9	Ireland.....	6.7
Openness to multilateral trade rules (0–100).....	91.....	58.7	Slovenia.....	92.2
7.05 Index of physical security (1–7).....	98.....	4.8	Qatar.....	6.8
Reliability of police services*.....	110.....	3.2	Finland.....	6.7
Business costs of crime and violence*.....	89.....	4.2	Qatar.....	6.8
Business costs of terrorism*.....	131.....	3.2	Slovenia.....	6.7
Homicide cases/100,000 pop.....	55.....	2.2	Hong Kong SAR.....	0.2
Index of terrorism incidence (1–7).....	118.....	6.4	Multiple economies (48).....	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



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For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions) .....	1.9..... 125
GDP (US\$ billions) .....	2.5..... 135
GDP per capita (US\$) .....	1,294.3..... 110

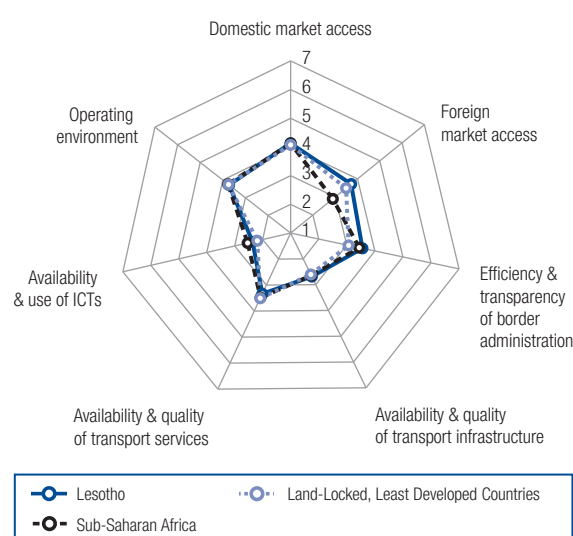
### Merchandise trade

Trade openness (imports+exports)/GDP .....	151.2..... 10
Share of world trade (%) .....	0.01..... 129
Total Exports (US\$ billions) .....	1.1..... 130
Total Imports (US\$ billions) .....	2.6..... 128

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

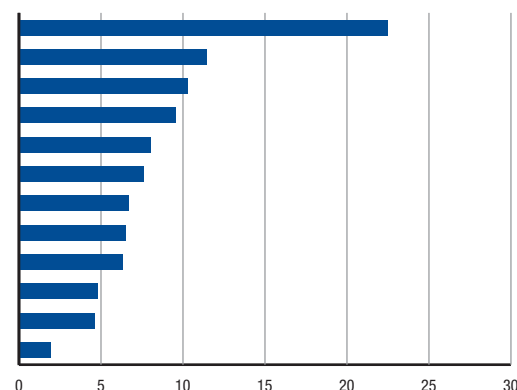
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014 .....</b>	<b>108.....</b>	<b>3.5</b>
<b>Subindex A: Market access (25%) .....</b>	<b>47.....</b>	<b>3.9</b>
Pillar 1: Domestic market access.....	102.....	4.1
Pillar 2: Foreign market access.....	23.....	3.7
<b>Subindex B: Border administration (25%) .....</b>	<b>104.....</b>	<b>3.6</b>
Pillar 3: Efficiency & transparency of border administration.....	104.....	3.6
<b>Subindex C: Infrastructure (25%) .....</b>	<b>117.....</b>	<b>2.8</b>
Pillar 4: Availability & quality of transport infrastructure.....	97.....	2.7
Pillar 5: Availability & quality of transport services.....	120.....	3.3
Pillar 6: Availability & use of ICTs .....	119.....	2.4
<b>Subindex D: Operating environment (25%) .....</b>	<b>98.....</b>	<b>3.7</b>
Pillar 7: Operating environment.....	98.....	3.7



## The most problematic factors for trade, 2013

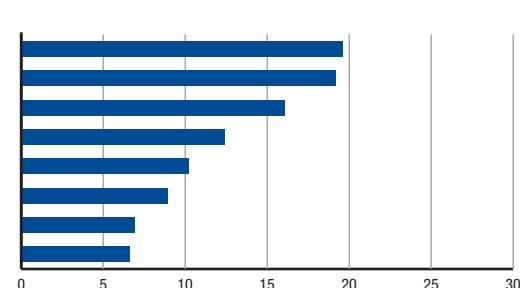
### Most problematic factors for exporting

	Score*
Access to trade finance .....	22.5
Identifying potential markets and buyers .....	11.4
Difficulties in meeting quality/quantity requirements of buyers .....	10.3
Corruption at foreign borders .....	9.5
Inappropriate production technology and skills .....	8.0
Burdensome procedures at foreign borders .....	7.6
Rules of origin requirements abroad.....	6.7
Tariff barriers abroad .....	6.5
Access to imported inputs at competitive prices .....	6.3
High cost or delays caused by international transportation .....	4.8
High cost or delays caused by domestic transportation .....	4.6
Technical requirements and standards abroad .....	1.9



### Most problematic factors for importing

	Score*
Corruption at the border .....	19.6
Burdensome import procedures .....	19.2
Inappropriate telecommunications infrastructure .....	16.1
Tariffs .....	12.4
High cost or delays caused by international transportation .....	10.2
Crime and theft.....	9.0
Domestic technical requirements and standards .....	6.9
High cost or delays caused by domestic transportation .....	6.6



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b> .....	<b>102</b> .....	<b>4.1</b>	<b>Multiple economies (2)</b> .....	<b>7.0</b>
1.01 Tariff rate (%).....	76.....	6.1	Multiple economies (2).....	0.0
1.02 Complexity of tariffs index (1–7).....	90.....	4.9	Multiple economies (2).....	7.0
Tariff dispersion (standard deviation).....	101.....	11.6	Multiple economies (2).....	0.0
Tariff peaks (% of tariff lines).....	95.....	9.7	Multiple economies (24).....	0.0
Specific tariffs (% of tariff lines).....	90.....	3.8	Multiple economies (54).....	0.0
Number of distinct tariffs.....	90.....	309	Multiple economies (2).....	1
1.03 Share of duty-free imports (%).....	100.....	32.1	Multiple economies (2).....	100.0
<b>Pillar 2: Foreign market access (1–7)</b> .....	<b>23</b> .....	<b>3.7</b>	<b>Cambodia</b> .....	<b>5.3</b>
2.01 Tariffs faced (%).....	69.....	5.4	Chile.....	3.5
2.02 Index of margin of preference in destination mkts (0–100).....	5.....	67.2	Mauritius.....	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b> .....	<b>104</b> .....	<b>3.6</b>	<b>Singapore</b> .....	<b>6.3</b>
3.01 Customs services index (0–1).....	n/a.....	n/a	Singapore.....	0.97
3.02 Efficiency of the clearance process (1–5).....	118.....	2.2	Norway.....	4.2
3.03 No. of days to import.....	114.....	33	Singapore.....	4
3.04 No. of documents to import.....	57.....	7	Multiple economies (2).....	2
3.05 Cost to import (US\$ per container).....	104.....	1,945	Singapore.....	440
3.06 No. of days to export.....	120.....	31	Multiple economies (5).....	6
3.07 No. of documents to export.....	85.....	7	Multiple economies (2).....	2
3.08 Cost to export (US\$ per container).....	107.....	1,695	Malaysia.....	450
3.09 Irregular payments in exports and imports*.....	71.....	3.6	New Zealand.....	6.6
3.10 Time predictability of import procedures*.....	72.....	3.8	Finland.....	6.0
3.11 Customs transparency index (0–1).....	n/a.....	n/a	Multiple economies (35).....	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b> .....	<b>97</b> .....	<b>2.7</b>	<b>United Arab Emirates</b> .....	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions.....	138.....	0.3	United States.....	11,481.7
4.02 Quality of air transport infrastructure*.....	135.....	2.3	Singapore.....	6.8
4.03 Quality of railroad infrastructure*.....	n/a.....	n/a	Japan.....	6.7
4.04 Liner Shipping Connectivity Index (0–157.1).....	n/a.....	n/a	China.....	157.5
4.05 Quality of port infrastructure*.....	118.....	2.9	Netherlands.....	6.8
4.06 Paved roads (% of total).....	66.....	53.0	Multiple economies (18).....	100.0
4.07 Quality of roads*.....	106.....	2.9	United Arab Emirates.....	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b> .....	<b>120</b> .....	<b>3.3</b>	<b>Singapore</b> .....	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5).....	118.....	2.5	Luxembourg.....	3.8
5.02 Logistics competence (1–5).....	128.....	2.2	Norway.....	4.2
5.03 Tracking and tracing ability (1–5).....	123.....	2.4	Germany.....	4.2
5.04 Timeliness of shipments in reaching destination (1–5).....	129.....	2.6	Luxembourg.....	4.7
5.05 Postal services efficiency*.....	81.....	4.2	Japan.....	6.8
5.06 Efficiency of transport mode change*.....	107.....	3.3	Hong Kong SAR.....	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b> .....	<b>119</b> .....	<b>2.4</b>	<b>Sweden</b> .....	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop. ....	112.....	75.3	Hong Kong SAR.....	229.2
6.02 Individuals using Internet (%).....	124.....	4.6	Iceland.....	96.2
6.03 Fixed broadband Internet subscriptions/100 pop. ....	123.....	0.1	Switzerland.....	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop. ....	87.....	7.4	Singapore.....	124.5
6.05 ICT use for business-to-business transactions*.....	134.....	3.5	Finland.....	6.2
6.06 Internet use for business-to-consumer transactions*.....	129.....	3.1	United Kingdom.....	6.3
6.07 Government Online Service Index (0–1).....	112.....	0.30	Multiple economies (3).....	1.00
<b>Pillar 7: Operating environment (1–7)</b> .....	<b>98</b> .....	<b>3.7</b>	<b>Hong Kong SAR</b> .....	<b>5.8</b>
7.01 Protection of property index (1–7).....	100.....	3.3	Finland.....	6.3
Property rights*.....	116.....	3.3	Finland.....	6.4
Intellectual property protection*.....	85.....	3.3	Finland.....	6.2
7.02 Efficiency and accountability of public institutions index (1–7).....	73.....	3.5	Singapore.....	6.0
Judicial efficiency & impartiality in commercial disputes (0–4).....	n/a.....	n/a	Multiple economies (7).....	4.0
Diversion of public funds*.....	60.....	3.3	New Zealand.....	6.5
Ease of compliance with government regulation*.....	38.....	3.8	Singapore.....	5.4
7.03 Access to finance index (1–7).....	100.....	3.4	Hong Kong SAR.....	5.7
Affordability of financial services*.....	114.....	3.5	Hong Kong SAR.....	6.1
Availability of financial services*.....	123.....	3.4	Switzerland.....	6.4
Ease of access to loans*.....	48.....	3.1	Qatar.....	4.9
Availability of trade finance*.....	93.....	3.4	Hong Kong SAR.....	5.8
7.04 Openness to foreign participation index (1–7).....	65.....	4.3	Ireland.....	5.5
Ease of hiring foreign labour*.....	71.....	4.1	United Arab Emirates.....	5.6
Business impact of rules on FDI*.....	23.....	5.1	Ireland.....	6.7
Openness to multilateral trade rules (0–100).....	96.....	56.1	Slovenia.....	92.2
7.05 Index of physical security (1–7).....	119.....	4.1	Qatar.....	6.8
Reliability of police services*.....	85.....	3.9	Finland.....	6.7
Business costs of crime and violence*.....	112.....	3.5	Qatar.....	6.8
Business costs of terrorism*.....	71.....	5.4	Slovenia.....	6.7
Homicide cases/100,000 pop. ....	131.....	35.2	Hong Kong SAR.....	0.2
Index of terrorism incidence (1–7).....	1.....	7.0	Multiple economies (48).....	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Liberia

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions) .....	4.0..... 107
GDP (US\$ billions) .....	1.7..... 137
GDP per capita (US\$) .....	436.0..... 136

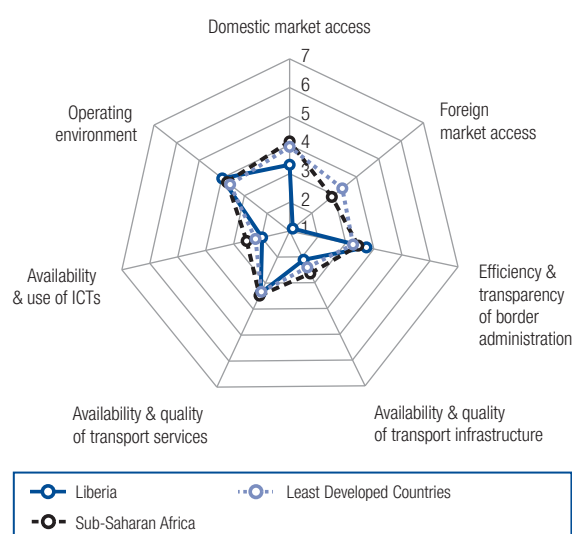
### Merchandise trade

Trade openness (imports+exports)/GDP .....	86.3..... 39
Share of world trade (%) .....	0.00..... 136
Total Exports (US\$ billions) .....	0.5..... 136
Total Imports (US\$ billions) .....	1.1..... 136

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

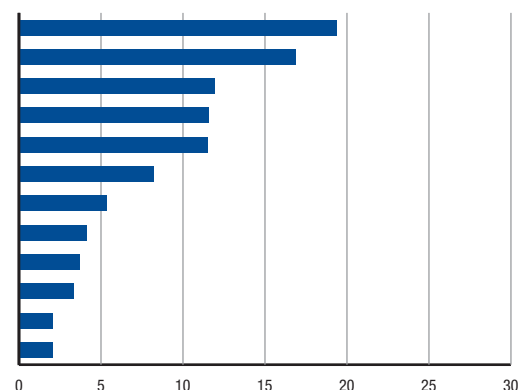
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014 .....</b>	<b>126.....</b>	<b>3.1</b>
<b>Subindex A: Market access (25%) .....</b>	<b>137 .....</b>	<b>2.2</b>
Pillar 1: Domestic market access.....	129 .....	3.3
Pillar 2: Foreign market access.....	136 .....	1.1
<b>Subindex B: Border administration (25%) .....</b>	<b>95 .....</b>	<b>3.7</b>
Pillar 3: Efficiency & transparency of border administration.....	95 .....	3.7
<b>Subindex C: Infrastructure (25%) .....</b>	<b>130 .....</b>	<b>2.5</b>
Pillar 4: Availability & quality of transport infrastructure .....	132 .....	2.1
Pillar 5: Availability & quality of transport services .....	117 .....	3.4
Pillar 6: Availability & use of ICTs .....	132 .....	2.0
<b>Subindex D: Operating environment (25%) .....</b>	<b>78 .....</b>	<b>4.0</b>
Pillar 7: Operating environment.....	78 .....	4.0



## The most problematic factors for trade, 2013

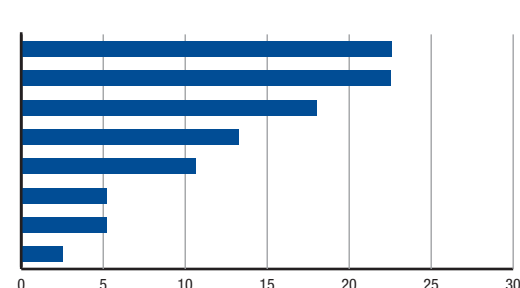
### Most problematic factors for exporting

	Score*
High cost or delays caused by domestic transportation .....	19.3
Difficulties in meeting quality/quantity requirements of buyers.....	16.9
Identifying potential markets and buyers .....	11.9
Inappropriate production technology and skills.....	11.5
Access to trade finance.....	11.5
Access to imported inputs at competitive prices .....	8.2
Technical requirements and standards abroad .....	5.3
Corruption at foreign borders .....	4.1
High cost or delays caused by international transportation .....	3.7
Rules of origin requirements abroad.....	3.3
Tariff barriers abroad .....	2.1
Burdensome procedures at foreign borders .....	2.1



### Most problematic factors for importing

	Score*
Corruption at the border.....	22.6
Burdensome import procedures .....	22.5
Tariffs.....	18.0
Crime and theft.....	13.3
High cost or delays caused by domestic transportation .....	10.6
High cost or delays caused by international transportation .....	5.2
Domestic technical requirements and standards .....	5.2
Inappropriate telecommunications infrastructure .....	2.5



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS		RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>		<b>129</b>	<b>3.3</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01	Tariff rate (%)	113	10.9	Multiple economies (2)	0.0
1.02	Complexity of tariffs index (1–7)	55	6.3	Multiple economies (2)	7.0
	Tariff dispersion (standard deviation)	37	7.3	Multiple economies (2)	0.0
	Tariff peaks (% of tariff lines)	55	1.2	Multiple economies (24)	0.0
	Specific tariffs (% of tariff lines)	86	1.8	Multiple economies (54)	0.0
	Number of distinct tariffs	79	121	Multiple economies (2)	1
1.03	Share of duty-free imports (%)	136	0.0	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>		<b>136</b>	<b>1.1</b>	<b>Cambodia</b>	<b>5.3</b>
2.01	Tariffs faced (%)	138	13.4	Chile	3.5
2.02	Index of margin of preference in destination mkt (0–100)	128	4.6	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>		<b>95</b>	<b>3.7</b>	<b>Singapore</b>	<b>6.3</b>
3.01	Customs services index (0–1)	91	0.42	Singapore	0.97
3.02	Efficiency of the clearance process (1–5)	81	2.6	Norway	4.2
3.03	No. of days to import	104	28	Singapore	4
3.04	No. of documents to import	134	12	Multiple economies (2)	2
3.05	Cost to import (US\$ per container)	67	1,320	Singapore	440
3.06	No. of days to export	59	15	Multiple economies (5)	6
3.07	No. of documents to export	130	10	Multiple economies (2)	2
3.08	Cost to export (US\$ per container)	76	1,220	Malaysia	450
3.09	Irregular payments in exports and imports*	99	2.9	New Zealand	6.6
3.10	Time predictability of import procedures*	95	3.5	Finland	6.0
3.11	Customs transparency index (0–1)	83	0.70	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>		<b>132</b>	<b>2.1</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01	Available int'l airline seat km/week, millions	134	5.0	United States	11,481.7
4.02	Quality of air transport infrastructure*	119	3.1	Singapore	6.8
4.03	Quality of railroad infrastructure*	88	2.0	Japan	6.7
4.04	Liner Shipping Connectivity Index (0–157.1)	94	5.9	China	157.5
4.05	Quality of port infrastructure*	108	3.4	Netherlands	6.8
4.06	Paved roads (% of total)	136	6.2	Multiple economies (18)	100.0
4.07	Quality of roads*	104	2.9	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>		<b>117</b>	<b>3.4</b>	<b>Singapore</b>	<b>5.7</b>
5.01	Ease and affordability of shipment (1–5)	110	2.6	Luxembourg	3.8
5.02	Logistics competence (1–5)	71	2.9	Norway	4.2
5.03	Tracking and tracing ability (1–5)	102	2.6	Germany	4.2
5.04	Timeliness of shipments in reaching destination (1–5)	131	2.6	Luxembourg	4.7
5.05	Postal services efficiency*	112	3.3	Japan	6.8
5.06	Efficiency of transport mode change*	114	3.1	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>		<b>132</b>	<b>2.0</b>	<b>Sweden</b>	<b>6.5</b>
6.01	Mobile phone subscriptions/100 pop.	126	57.1	Hong Kong SAR	229.2
6.02	Individuals using Internet (%)	128	3.8	Iceland	96.2
6.03	Fixed broadband Internet subscriptions/100 pop.	137	0.0	Switzerland	39.9
6.04	Active mobile broadband Internet subscriptions/100 pop.	125	0.0	Singapore	124.5
6.05	ICT use for business-to-business transactions*	123	3.9	Finland	6.2
6.06	Internet use for business-to-consumer transactions*	124	3.3	United Kingdom	6.3
6.07	Government Online Service Index (0–1)	126	0.19	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>		<b>78</b>	<b>4.0</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01	Protection of property index (1–7)	76	3.7	Finland	6.3
	Property rights*	92	3.8	Finland	6.4
	Intellectual property protection*	63	3.7	Finland	6.2
7.02	Efficiency and accountability of public institutions index (1–7)	70	3.6	Singapore	6.0
	Judicial efficiency & impartiality in commercial disputes (0–4)	106	1.3	Multiple economies (7)	4.0
	Diversion of public funds*	52	3.6	New Zealand	6.5
	Ease of compliance with government regulation*	21	4.1	Singapore	5.4
7.03	Access to finance index (1–7)	101	3.3	Hong Kong SAR	5.7
	Affordability of financial services*	101	3.7	Hong Kong SAR	6.1
	Availability of financial services*	107	3.8	Switzerland	6.4
	Ease of access to loans*	87	2.5	Qatar	4.9
	Availability of trade finance*	95	3.4	Hong Kong SAR	5.8
7.04	Openness to foreign participation index (1–7)	78	4.2	Ireland	5.5
	Ease of hiring foreign labour*	61	4.2	United Arab Emirates	5.6
	Business impact of rules on FDI*	81	4.4	Ireland	6.7
	Openness to multilateral trade rules (0–100)	80	60.5	Slovenia	92.2
7.05	Index of physical security (1–7)	85	5.1	Qatar	6.8
	Reliability of police services*	95	3.7	Finland	6.7
	Business costs of crime and violence*	92	4.2	Qatar	6.8
	Business costs of terrorism*	88	5.0	Slovenia	6.7
	Homicide cases/100,000 pop.	102	10.1	Hong Kong SAR	0.2
	Index of terrorism incidence (1–7)	49	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Libya

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

Rank/138

Population (millions) .....	6.4 .....	91
GDP (US\$ billions) .....	81.9 .....	64
GDP per capita (US\$) .....	12,777.8 .....	48

### Merchandise trade

Trade openness (imports+exports)/GDP, 2009 .....	79.9 .....	52
Share of world trade (%) .....	0.23 .....	59
Total Exports (US\$ billions) .....	62.2 .....	52
Total Imports (US\$ billions) .....	23.0 .....	71

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

Rank  
(out of 138)      Score  
(1–7)

**Enabling Trade Index 2014** ..... 106 ..... 3.5

**Subindex A: Market access (25%)** ..... 5 ..... 4.8

Pillar 1: Domestic market access..... 1 ..... 7.0

Pillar 2: Foreign market access..... 66 ..... 2.6

**Subindex B: Border administration (25%)** ..... 113 ..... 3.4

Pillar 3: Efficiency & transparency  
of border administration..... 113 ..... 3.4

**Subindex C: Infrastructure (25%)** ..... 118 ..... 2.8

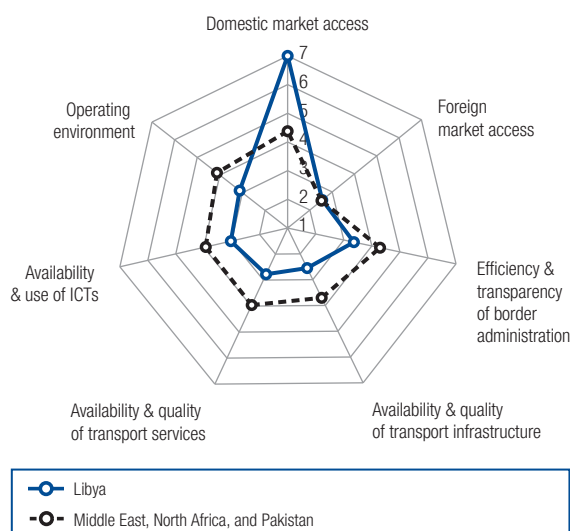
Pillar 4: Availability & quality of transport infrastructure. 109 ..... 2.6

Pillar 5: Availability & quality of transport services ..... 137 ..... 2.8

Pillar 6: Availability & use of ICTs ..... 100 ..... 3.0

**Subindex D: Operating environment (25%)** .... 132 ..... 3.1

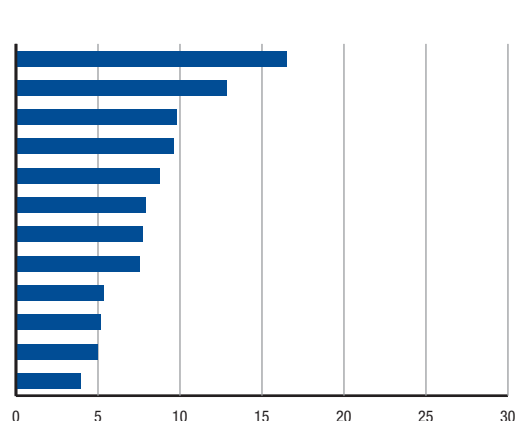
Pillar 7: Operating environment..... 132 ..... 3.1



## The most problematic factors for trade, 2013

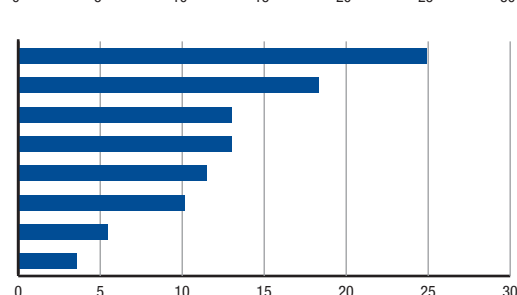
### Most problematic factors for exporting

Inappropriate production technology and skills.....	16.5
Access to trade finance.....	12.9
Difficulties in meeting quality/quantity requirements of buyers.....	9.8
Technical requirements and standards abroad .....	9.6
High cost or delays caused by domestic transportation .....	8.7
Burdensome procedures at foreign borders .....	7.9
Identifying potential markets and buyers.....	7.7
Rules of origin requirements abroad.....	7.5
Tariff barriers abroad .....	5.3
Access to imported inputs at competitive prices .....	5.1
High cost or delays caused by international transportation .....	5.0
Corruption at foreign borders .....	3.9



### Most problematic factors for importing

Burdensome import procedures .....	24.9
Corruption at the border.....	18.3
Tariffs.....	13.0
Inappropriate telecommunications infrastructure .....	13.0
High cost or delays caused by international transportation .....	11.5
High cost or delays caused by domestic transportation .....	10.2
Domestic technical requirements and standards .....	5.4
Crime and theft.....	3.6



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS		RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>		<b>1</b>	<b>7.0</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01	Tariff rate (%)	1	0.0	Multiple economies (2)	0.0
1.02	Complexity of tariffs index (1–7)	1	7.0	Multiple economies (2)	7.0
	Tariff dispersion (standard deviation)	1	0.0	Multiple economies (2)	0.0
	Tariff peaks (% of tariff lines)	1	0.0	Multiple economies (24)	0.0
	Specific tariffs (% of tariff lines)	1	0.0	Multiple economies (54)	0.0
	Number of distinct tariffs	1	1	Multiple economies (2)	1
1.03	Share of duty-free imports (%)	1	100.0	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>		<b>66</b>	<b>2.6</b>	<b>Cambodia</b>	<b>5.3</b>
2.01	Tariffs faced (%)	63	5.4	Chile	3.5
2.02	Index of margin of preference in destination mkt (0–100)	66	27.9	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>		<b>113</b>	<b>3.4</b>	<b>Singapore</b>	<b>6.3</b>
3.01	Customs services index (0–1)	n/a	n/a	Singapore	0.97
3.02	Efficiency of the clearance process (1–5)	98	2.4	Norway	4.2
3.03	No. of days to import	121	37	Singapore	4
3.04	No. of documents to import	101	9	Multiple economies (2)	2
3.05	Cost to import (US\$ per container)	111	2,255	Singapore	440
3.06	No. of days to export	101	23	Multiple economies (5)	6
3.07	No. of documents to export	85	7	Multiple economies (2)	2
3.08	Cost to export (US\$ per container)	66	1,140	Malaysia	450
3.09	Irregular payments in exports and imports*	95	2.9	New Zealand	6.6
3.10	Time predictability of import procedures*	120	3.0	Finland	6.0
3.11	Customs transparency index (0–1)	n/a	n/a	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>		<b>109</b>	<b>2.6</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01	Available int'l airline seat km/week, millions	89	69.3	United States	11,481.7
4.02	Quality of air transport infrastructure*	128	2.9	Singapore	6.8
4.03	Quality of railroad infrastructure*	n/a	n/a	Japan	6.7
4.04	Liner Shipping Connectivity Index (0–157.1)	86	7.3	China	157.5
4.05	Quality of port infrastructure*	115	3.0	Netherlands	6.8
4.06	Paved roads (% of total)	61	57.2	Multiple economies (18)	100.0
4.07	Quality of roads*	125	2.5	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>		<b>137</b>	<b>2.8</b>	<b>Singapore</b>	<b>5.7</b>
5.01	Ease and affordability of shipment (1–5)	131	2.3	Luxembourg	3.8
5.02	Logistics competence (1–5)	125	2.3	Norway	4.2
5.03	Tracking and tracing ability (1–5)	77	2.9	Germany	4.2
5.04	Timeliness of shipments in reaching destination (1–5)	111	2.9	Luxembourg	4.7
5.05	Postal services efficiency*	134	1.2	Japan	6.8
5.06	Efficiency of transport mode change*	136	2.0	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>		<b>100</b>	<b>3.0</b>	<b>Sweden</b>	<b>6.5</b>
6.01	Mobile phone subscriptions/100 pop.	16	155.8	Hong Kong SAR	229.2
6.02	Individuals using Internet (%)	n/a	n/a	Iceland	96.2
6.03	Fixed broadband Internet subscriptions/100 pop.	99	1.1	Switzerland	39.9
6.04	Active mobile broadband Internet subscriptions/100 pop.	n/a	n/a	Singapore	124.5
6.05	ICT use for business-to-business transactions*	133	3.5	Finland	6.2
6.06	Internet use for business-to-consumer transactions*	134	2.7	United Kingdom	6.3
6.07	Government Online Service Index (0–1)	135	0.00	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>		<b>132</b>	<b>3.1</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01	Protection of property index (1–7)	124	2.8	Finland	6.3
	Property rights*	107	3.4	Finland	6.4
	Intellectual property protection*	136	2.2	Finland	6.2
7.02	Efficiency and accountability of public institutions index (1–7)	130	2.6	Singapore	6.0
	Judicial efficiency & impartiality in commercial disputes (0–4)	113	1.0	Multiple economies (7)	4.0
	Diversion of public funds*	108	2.4	New Zealand	6.5
	Ease of compliance with government regulation*	111	2.9	Singapore	5.4
7.03	Access to finance index (1–7)	136	2.3	Hong Kong SAR	5.7
	Affordability of financial services*	138	2.3	Hong Kong SAR	6.1
	Availability of financial services*	137	2.5	Switzerland	6.4
	Ease of access to loans*	121	1.9	Qatar	4.9
	Availability of trade finance*	130	2.6	Hong Kong SAR	5.8
7.04	Openness to foreign participation index (1–7)	133	3.0	Ireland	5.5
	Ease of hiring foreign labour*	110	3.5	United Arab Emirates	5.6
	Business impact of rules on FDI*	125	3.3	Ireland	6.7
	Openness to multilateral trade rules (0–100)	130	35.1	Slovenia	92.2
7.05	Index of physical security (1–7)	91	4.9	Qatar	6.8
	Reliability of police services*	130	2.7	Finland	6.7
	Business costs of crime and violence*	83	4.3	Qatar	6.8
	Business costs of terrorism*	122	4.1	Slovenia	6.7
	Homicide cases/100,000 pop.	63	2.9	Hong Kong SAR	0.2
	Index of terrorism incidence (1–7)	119	6.4	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



# Lithuania

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	3.0.....	117
GDP (US\$ billions) .....	42.1.....	79
GDP per capita (US\$) .....	14,009.0.....	44
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	145.9.....	11
Share of world trade (%) .....	0.17.....	65
Total Exports (US\$ billions) .....	29.6.....	63
Total Imports (US\$ billions) .....	32.2.....	62

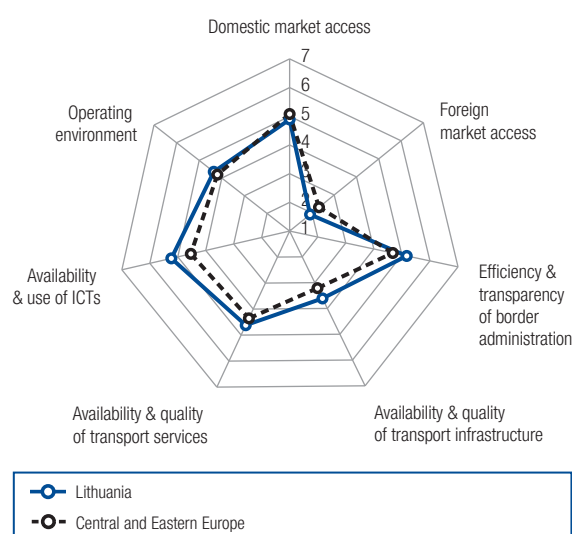
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>10.3.....</b>	<b>11.4</b>
<b>Intermediate goods</b> .....	<b>38.2.....</b>	<b>62.1</b>
Food and beverages (industrial) .....	4.5.....	1.1
Industrial supplies (primary and processed) .....	27.2.....	25.1
Parts and accessories .....	5.1.....	5.3
Fuels and lubricants .....	1.5.....	30.6
<b>Consumer goods</b> .....	<b>25.7.....</b>	<b>19.4</b>
Food and beverages (consumer) .....	11.2.....	10.0
Transport equipment and consumer goods .....	14.4.....	9.4
<b>Passenger motor cars</b> .....	<b>2.3.....</b>	<b>3.1</b>
<b>Others</b> .....	<b>23.6.....</b>	<b>4.1</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

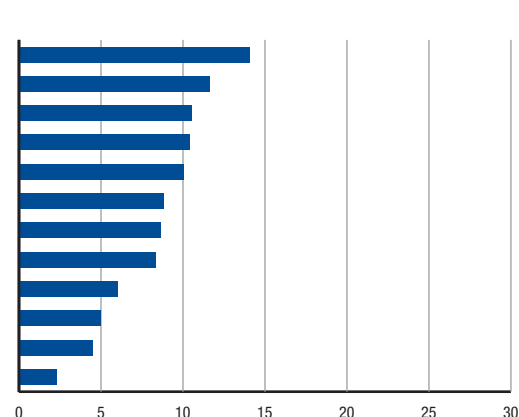
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>44.....</b>	<b>4.4</b>
<b>Subindex A: Market access (25%)</b> .....	<b>75.....</b>	<b>3.4</b>
Pillar 1: Domestic market access .....	46.....	4.9
Pillar 2: Foreign market access .....	97.....	1.9
<b>Subindex B: Border administration (25%)</b> .....	<b>34.....</b>	<b>5.2</b>
Pillar 3: Efficiency & transparency of border administration .....	34.....	5.2
<b>Subindex C: Infrastructure (25%)</b> .....	<b>39.....</b>	<b>4.5</b>
Pillar 4: Availability & quality of transport infrastructure .....	59.....	3.6
Pillar 5: Availability & quality of transport services .....	42.....	4.6
Pillar 6: Availability & use of ICTs .....	30.....	5.2
<b>Subindex D: Operating environment (25%)</b> .....	<b>54.....</b>	<b>4.4</b>
Pillar 7: Operating environment .....	54.....	4.4



## The most problematic factors for trade, 2013

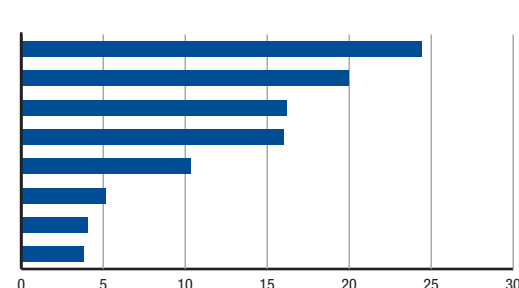
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	14.0
Access to imported inputs at competitive prices .....	11.6
Difficulties in meeting quality/quantity requirements of buyers .....	10.5
Access to trade finance .....	10.4
Technical requirements and standards abroad .....	10.0
Burdensome procedures at foreign borders .....	8.8
Inappropriate production technology and skills .....	8.6
Tariff barriers abroad .....	8.3
Corruption at foreign borders .....	6.0
Rules of origin requirements abroad .....	5.0
High cost or delays caused by international transportation .....	4.5
High cost or delays caused by domestic transportation .....	2.3



### Most problematic factors for importing

	Score*
Tariffs .....	24.4
Burdensome import procedures .....	20.0
High cost or delays caused by international transportation .....	16.2
Domestic technical requirements and standards .....	16.0
Corruption at the border .....	10.3
Crime and theft .....	5.1
Inappropriate telecommunications infrastructure .....	4.1
High cost or delays caused by domestic transportation .....	3.8



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS		RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>		<b>46</b>	<b>4.9</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01	Tariff rate (%)	5	0.8	Multiple economies (2)	0.0
1.02	Complexity of tariffs index (1–7)	110	3.1	Multiple economies (2)	7.0
	Tariff dispersion (standard deviation)	55	8.4	Multiple economies (2)	0.0
	Tariff peaks (% of tariff lines)	104	10.6	Multiple economies (24)	0.0
	Specific tariffs (% of tariff lines)	107	11.0	Multiple economies (54)	0.0
	Number of distinct tariffs	109	1,755	Multiple economies (2)	1
1.03	Share of duty-free imports (%)	42	65.4	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>		<b>97</b>	<b>1.9</b>	<b>Cambodia</b>	<b>5.3</b>
2.01	Tariffs faced (%)	73	5.5	Chile	3.5
2.02	Index of margin of preference in destination mkt (0–100)	96	9.1	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>		<b>34</b>	<b>5.2</b>	<b>Singapore</b>	<b>6.3</b>
3.01	Customs services index (0–1)	56	0.63	Singapore	0.97
3.02	Efficiency of the clearance process (1–5)	44	3.0	Norway	4.2
3.03	No. of days to import	21	9	Singapore	4
3.04	No. of documents to import	27	5	Multiple economies (2)	2
3.05	Cost to import (US\$ per container)	25	800	Singapore	440
3.06	No. of days to export	24	10	Multiple economies (5)	6
3.07	No. of documents to export	16	4	Multiple economies (2)	2
3.08	Cost to export (US\$ per container)	27	750	Malaysia	450
3.09	Irregular payments in exports and imports*	41	4.5	New Zealand	6.6
3.10	Time predictability of import procedures*	44	4.4	Finland	6.0
3.11	Customs transparency index (0–1)	39	0.90	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>		<b>59</b>	<b>3.6</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01	Available int'l airline seat km/week, millions	93	51.3	United States	11,481.7
4.02	Quality of air transport infrastructure*	70	4.3	Singapore	6.8
4.03	Quality of railroad infrastructure*	20	4.7	Japan	6.7
4.04	Liner Shipping Connectivity Index (0–157.1)	95	5.8	China	157.5
4.05	Quality of port infrastructure*	33	5.1	Netherlands	6.8
4.06	Paved roads (% of total)	88	29.3	Multiple economies (18)	100.0
4.07	Quality of roads*	32	5.0	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>		<b>42</b>	<b>4.6</b>	<b>Singapore</b>	<b>5.7</b>
5.01	Ease and affordability of shipment (1–5)	55	3.1	Luxembourg	3.8
5.02	Logistics competence (1–5)	57	3.0	Norway	4.2
5.03	Tracking and tracing ability (1–5)	49	3.2	Germany	4.2
5.04	Timeliness of shipments in reaching destination (1–5)	43	3.6	Luxembourg	4.7
5.05	Postal services efficiency*	38	5.4	Japan	6.8
5.06	Efficiency of transport mode change*	32	5.0	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>		<b>30</b>	<b>5.2</b>	<b>Sweden</b>	<b>6.5</b>
6.01	Mobile phone subscriptions/100 pop.	9	165.1	Hong Kong SAR	229.2
6.02	Individuals using Internet (%)	37	68.0	Iceland	96.2
6.03	Fixed broadband Internet subscriptions/100 pop.	34	21.1	Switzerland	39.9
6.04	Active mobile broadband Internet subscriptions/100 pop.	75	14.5	Singapore	124.5
6.05	ICT use for business-to-business transactions*	4	6.1	Finland	6.2
6.06	Internet use for business-to-consumer transactions*	10	5.8	United Kingdom	6.3
6.07	Government Online Service Index (0–1)	29	0.70	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>		<b>54</b>	<b>4.4</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01	Protection of property index (1–7)	62	4.0	Finland	6.3
	Property rights*	67	4.2	Finland	6.4
	Intellectual property protection*	61	3.7	Finland	6.2
7.02	Efficiency and accountability of public institutions index (1–7)	60	3.7	Singapore	6.0
	Judicial efficiency & impartiality in commercial disputes (0–4)	44	2.5	Multiple economies (7)	4.0
	Diversion of public funds*	67	3.2	New Zealand	6.5
	Ease of compliance with government regulation*	98	3.0	Singapore	5.4
7.03	Access to finance index (1–7)	65	3.9	Hong Kong SAR	5.7
	Affordability of financial services*	45	4.5	Hong Kong SAR	6.1
	Availability of financial services*	55	4.8	Switzerland	6.4
	Ease of access to loans*	102	2.4	Qatar	4.9
	Availability of trade finance*	68	3.8	Hong Kong SAR	5.8
7.04	Openness to foreign participation index (1–7)	60	4.4	Ireland	5.5
	Ease of hiring foreign labour*	100	3.7	United Arab Emirates	5.6
	Business impact of rules on FDI*	102	4.0	Ireland	6.7
	Openness to multilateral trade rules (0–100)	19	80.5	Slovenia	92.2
7.05	Index of physical security (1–7)	47	5.8	Qatar	6.8
	Reliability of police services*	64	4.2	Finland	6.7
	Business costs of crime and violence*	48	5.1	Qatar	6.8
	Business costs of terrorism*	22	6.3	Slovenia	6.7
	Homicide cases/100,000 pop.	88	6.4	Hong Kong SAR	0.2
	Index of terrorism incidence (1–7)	1	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Luxembourg

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

		Rank/138
Population (millions) .....	0.5 .....	136
GDP (US\$ billions) .....	57.1 .....	69
GDP per capita (US\$) .....	106,406.4 .....	1
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	81.8 .....	48
Share of world trade (%) .....	0.13 .....	69
Total Exports (US\$ billions) .....	19.4 .....	71
Total Imports (US\$ billions) .....	27.6 .....	65

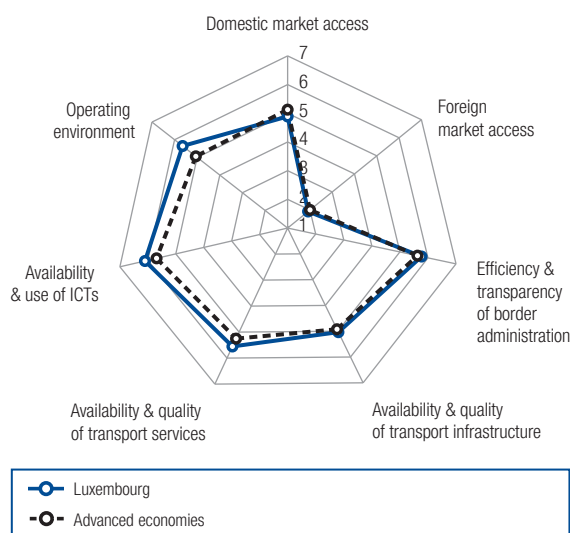
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>8.9</b> .....	<b>16.7</b>
<b>Intermediate goods</b> .....	<b>73.3</b> .....	<b>41.9</b>
Food and beverages (industrial) .....	1.0 .....	0.5
Industrial supplies (primary and processed) .....	54.9 .....	32.8
Parts and accessories .....	16.6 .....	8.5
Fuels and lubricants .....	0.9 .....	0.2
<b>Consumer goods</b> .....	<b>14.5</b> .....	<b>20.8</b>
Food and beverages (consumer) .....	6.9 .....	8.8
Transport equipment and consumer goods .....	7.6 .....	12.0
<b>Passenger motor cars</b> .....	<b>3.2</b> .....	<b>8.2</b>
<b>Others</b> .....	<b>0.1</b> .....	<b>12.4</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

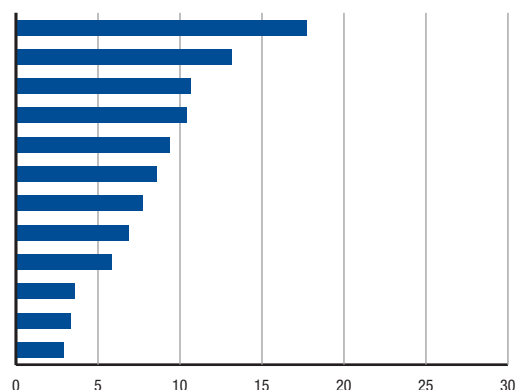
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>11</b> .....	<b>5.1</b>
<b>Subindex A: Market access (25%)</b> .....	<b>75</b> .....	<b>3.4</b>
Pillar 1: Domestic market access .....	46 .....	4.9
Pillar 2: Foreign market access .....	97 .....	1.9
<b>Subindex B: Border administration (25%)</b> .....	<b>15</b> .....	<b>5.8</b>
Pillar 3: Efficiency & transparency of border administration .....	15 .....	5.8
<b>Subindex C: Infrastructure (25%)</b> .....	<b>13</b> .....	<b>5.6</b>
Pillar 4: Availability & quality of transport infrastructure ...	17 .....	5.0
Pillar 5: Availability & quality of transport services .....	10 .....	5.6
Pillar 6: Availability & use of ICTs .....	9 .....	6.1
<b>Subindex D: Operating environment (25%)</b> .....	<b>6</b> .....	<b>5.6</b>
Pillar 7: Operating environment .....	6 .....	5.6



## The most problematic factors for trade, 2013

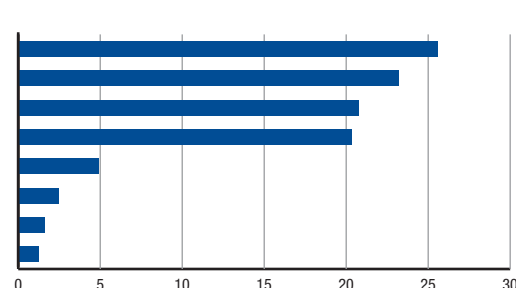
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	17.7
Access to imported inputs at competitive prices .....	13.1
Burdensome procedures at foreign borders .....	10.6
Tariff barriers abroad .....	10.4
Rules of origin requirements abroad .....	9.4
Corruption at foreign borders .....	8.5
High cost or delays caused by international transportation .....	7.7
Access to trade finance .....	6.9
Technical requirements and standards abroad .....	5.8
Inappropriate production technology and skills .....	3.5
Difficulties in meeting quality/quantity requirements of buyers .....	3.3
High cost or delays caused by domestic transportation .....	2.9



### Most problematic factors for importing

	Score*
Burdensome import procedures .....	25.6
High cost or delays caused by international transportation .....	23.2
Tariffs .....	20.7
Domestic technical requirements and standards .....	20.3
High cost or delays caused by domestic transportation .....	4.9
Crime and theft .....	2.4
Corruption at the border .....	1.6
Inappropriate telecommunications infrastructure .....	1.2



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Luxembourg

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS		RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>		<b>46</b>	<b>4.9</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01	Tariff rate (%)	5	0.8	Multiple economies (2)	0.0
1.02	Complexity of tariffs index (1–7)	110	3.1	Multiple economies (2)	7.0
	Tariff dispersion (standard deviation)	55	8.4	Multiple economies (2)	0.0
	Tariff peaks (% of tariff lines)	104	10.6	Multiple economies (24)	0.0
	Specific tariffs (% of tariff lines)	107	11.0	Multiple economies (54)	0.0
	Number of distinct tariffs	109	1,755	Multiple economies (2)	1
1.03	Share of duty-free imports (%)	42	65.4	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>		<b>97</b>	<b>1.9</b>	<b>Cambodia</b>	<b>5.3</b>
2.01	Tariffs faced (%)	73	5.5	Chile	3.5
2.02	Index of margin of preference in destination mkts (0–100)	96	9.1	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>		<b>15</b>	<b>5.8</b>	<b>Singapore</b>	<b>6.3</b>
3.01	Customs services index (0–1)	43	0.67	Singapore	0.97
3.02	Efficiency of the clearance process (1–5)	10	3.8	Norway	4.2
3.03	No. of days to import	10	7	Singapore	4
3.04	No. of documents to import	11	4	Multiple economies (2)	2
3.05	Cost to import (US\$ per container)	76	1,420	Singapore	440
3.06	No. of days to export	9	8	Multiple economies (5)	6
3.07	No. of documents to export	40	5	Multiple economies (2)	2
3.08	Cost to export (US\$ per container)	91	1,425	Malaysia	450
3.09	Irregular payments in exports and imports*	7	6.2	New Zealand	6.6
3.10	Time predictability of import procedures*	4	5.6	Finland	6.0
3.11	Customs transparency index (0–1)	1	1.00	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>		<b>17</b>	<b>5.0</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01	Available int'l airline seat km/week, millions	108	25.3	United States	11,481.7
4.02	Quality of air transport infrastructure*	28	5.6	Singapore	6.8
4.03	Quality of railroad infrastructure*	12	5.0	Japan	6.7
4.04	Liner Shipping Connectivity Index (0–157.1)	n/a	n/a	China	157.5
4.05	Quality of port infrastructure*	25	5.4	Netherlands	6.8
4.06	Paved roads (% of total)	1	100.0	Multiple economies (18)	100.0
4.07	Quality of roads*	16	5.8	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>		<b>10</b>	<b>5.6</b>	<b>Singapore</b>	<b>5.7</b>
5.01	Ease and affordability of shipment (1–5)	1	3.8	Luxembourg	3.8
5.02	Logistics competence (1–5)	14	3.8	Norway	4.2
5.03	Tracking and tracing ability (1–5)	22	3.7	Germany	4.2
5.04	Timeliness of shipments in reaching destination (1–5)	1	4.7	Luxembourg	4.7
5.05	Postal services efficiency*	9	6.3	Japan	6.8
5.06	Efficiency of transport mode change*	30	5.0	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>		<b>9</b>	<b>6.1</b>	<b>Sweden</b>	<b>6.5</b>
6.01	Mobile phone subscriptions/100 pop.	24	145.4	Hong Kong SAR	229.2
6.02	Individuals using Internet (%)	6	92.0	Iceland	96.2
6.03	Fixed broadband Internet subscriptions/100 pop.	12	32.4	Switzerland	39.9
6.04	Active mobile broadband Internet subscriptions/100 pop.	12	80.6	Singapore	124.5
6.05	ICT use for business-to-business transactions*	15	5.9	Finland	6.2
6.06	Internet use for business-to-consumer transactions*	26	5.3	United Kingdom	6.3
6.07	Government Online Service Index (0–1)	29	0.70	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>		<b>6</b>	<b>5.6</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01	Protection of property index (1–7)	6	6.0	Finland	6.3
	Property rights*	7	6.0	Finland	6.4
	Intellectual property protection*	6	5.9	Finland	6.2
7.02	Efficiency and accountability of public institutions index (1–7)	16	5.1	Singapore	6.0
	Judicial efficiency & impartiality in commercial disputes (0–4)	n/a	n/a	Multiple economies (7)	4.0
	Diversion of public funds*	7	6.0	New Zealand	6.5
	Ease of compliance with government regulation*	17	4.2	Singapore	5.4
7.03	Access to finance index (1–7)	5	5.3	Hong Kong SAR	5.7
	Affordability of financial services*	2	6.0	Hong Kong SAR	6.1
	Availability of financial services*	4	6.1	Switzerland	6.4
	Ease of access to loans*	13	4.2	Qatar	4.9
	Availability of trade finance*	15	5.0	Hong Kong SAR	5.8
7.04	Openness to foreign participation index (1–7)	3	5.3	Ireland	5.5
	Ease of hiring foreign labour*	8	5.0	United Arab Emirates	5.6
	Business impact of rules on FDI*	4	5.8	Ireland	6.7
	Openness to multilateral trade rules (0–100)	36	75.1	Slovenia	92.2
7.05	Index of physical security (1–7)	7	6.5	Qatar	6.8
	Reliability of police services*	15	6.0	Finland	6.7
	Business costs of crime and violence*	5	6.3	Qatar	6.8
	Business costs of terrorism*	18	6.3	Slovenia	6.7
	Homicide cases/100,000 pop.	9	0.8	Hong Kong SAR	0.2
	Index of terrorism incidence (1–7)	1	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Macedonia, FYR

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	2.1 .....	121
GDP (US\$ billions) .....	9.6 .....	121
GDP per capita (US\$) .....	4,660.1 .....	81
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	108.8 .....	25
Share of world trade (%) .....	0.03 .....	105
Total Exports (US\$ billions) .....	4.0 .....	107
Total Imports (US\$ billions) .....	6.5 .....	107

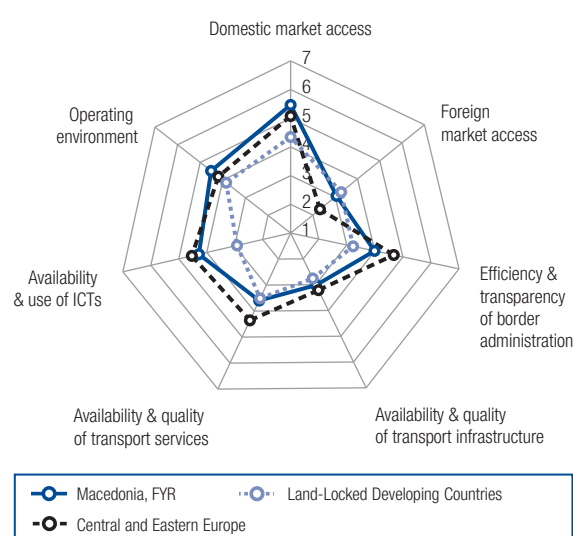
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>6.0</b> .....	<b>9.0</b>
<b>Intermediate goods</b> .....	<b>56.4</b> .....	<b>60.1</b>
Food and beverages (industrial) .....	0.7 .....	2.4
Industrial supplies (primary and processed) .....	51.1 .....	43.0
Parts and accessories .....	3.4 .....	4.7
Fuels and lubricants .....	1.2 .....	10.0
<b>Consumer goods</b> .....	<b>32.6</b> .....	<b>17.9</b>
Food and beverages (consumer) .....	10.2 .....	8.4
Transport equipment and consumer goods .....	22.4 .....	9.5
<b>Passenger motor cars</b> .....	<b>0.0</b> .....	<b>2.1</b>
<b>Others</b> .....	<b>4.9</b> .....	<b>10.8</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

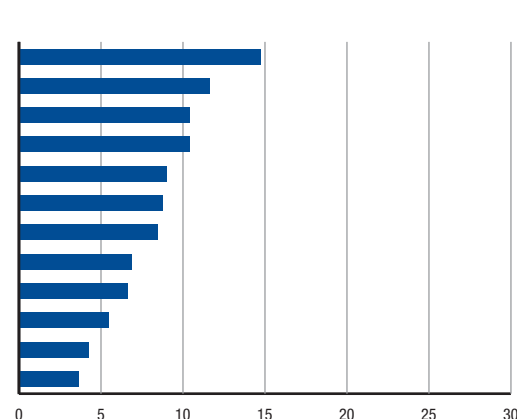
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>63</b> .....	<b>4.1</b>
<b>Subindex A: Market access (25%)</b> .....	<b>28</b> .....	<b>4.3</b>
Pillar 1: Domestic market access .....	23 .....	5.5
Pillar 2: Foreign market access .....	50 .....	3.1
<b>Subindex B: Border administration (25%)</b> .....	<b>85</b> .....	<b>4.0</b>
Pillar 3: Efficiency & transparency of border administration .....	85 .....	4.0
<b>Subindex C: Infrastructure (25%)</b> .....	<b>80</b> .....	<b>3.6</b>
Pillar 4: Availability & quality of transport infrastructure .....	82 .....	3.0
Pillar 5: Availability & quality of transport services .....	100 .....	3.6
Pillar 6: Availability & use of ICTs .....	58 .....	4.3
<b>Subindex D: Operating environment (25%)</b> .....	<b>43</b> .....	<b>4.5</b>
Pillar 7: Operating environment .....	43 .....	4.5



## The most problematic factors for trade, 2013

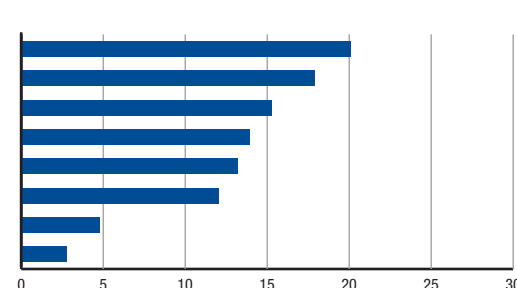
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	14.7
Access to trade finance .....	11.6
Technical requirements and standards abroad .....	10.4
Difficulties in meeting quality/quantity requirements of buyers .....	10.4
Access to imported inputs at competitive prices .....	9.0
Inappropriate production technology and skills .....	8.8
Burdensome procedures at foreign borders .....	8.4
High cost or delays caused by domestic transportation .....	6.8
High cost or delays caused by international transportation .....	6.6
Rules of origin requirements abroad .....	5.5
Tariff barriers abroad .....	4.2
Corruption at foreign borders .....	3.6



### Most problematic factors for importing

	Score*
Burdensome import procedures .....	20.1
High cost or delays caused by international transportation .....	17.9
Tariffs .....	15.3
High cost or delays caused by domestic transportation .....	13.9
Domestic technical requirements and standards .....	13.2
Corruption at the border .....	12.0
Inappropriate telecommunications infrastructure .....	4.8
Crime and theft .....	2.8



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Macedonia, FYR

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>23</b>	<b>5.5</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	69	5.3	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	84	5.2	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	83	8.6	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	89	8.0	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	89	3.2	Multiple economies (54)	0.0
Number of distinct tariffs	96	343	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	12	88.1	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>50</b>	<b>3.1</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	119	5.7	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	16	58.0	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>85</b>	<b>4.0</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	111	0.23	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	107	2.4	Norway	4.2
3.03 No. of days to import	36	11	Singapore	4
3.04 No. of documents to import	82	8	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	73	1,380	Singapore	440
3.06 No. of days to export	41	12	Multiple economies (5)	6
3.07 No. of documents to export	65	6	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	88	1,376	Malaysia	450
3.09 Irregular payments in exports and imports*	42	4.5	New Zealand	6.6
3.10 Time predictability of import procedures*	51	4.2	Finland	6.0
3.11 Customs transparency index (0–1)	102	0.50	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>82</b>	<b>3.0</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	126	13.1	United States	11,481.7
4.02 Quality of air transport infrastructure*	73	4.3	Singapore	6.8
4.03 Quality of railroad infrastructure*	91	1.9	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	n/a	n/a	China	157.5
4.05 Quality of port infrastructure*	84	3.8	Netherlands	6.8
4.06 Paved roads (% of total)	60	57.6	Multiple economies (18)	100.0
4.07 Quality of roads*	102	3.0	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>100</b>	<b>3.6</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	124	2.4	Luxembourg	3.8
5.02 Logistics competence (1–5)	105	2.5	Norway	4.2
5.03 Tracking and tracing ability (1–5)	114	2.5	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	114	2.8	Luxembourg	4.7
5.05 Postal services efficiency*	67	4.6	Japan	6.8
5.06 Efficiency of transport mode change*	82	3.7	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>58</b>	<b>4.3</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	77	106.2	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	42	63.1	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	45	13.7	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	62	24.0	Singapore	124.5
6.05 ICT use for business-to-business transactions*	55	5.0	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	82	4.3	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	82	0.45	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>43</b>	<b>4.5</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	52	4.2	Finland	6.3
Property rights*	53	4.5	Finland	6.4
Intellectual property protection*	49	3.9	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	48	3.8	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	n/a	n/a	Multiple economies (7)	4.0
Diversion of public funds*	45	3.8	New Zealand	6.5
Ease of compliance with government regulation*	34	3.8	Singapore	5.4
7.03 Access to finance index (1–7)	69	3.8	Hong Kong SAR	5.7
Affordability of financial services*	79	4.0	Hong Kong SAR	6.1
Availability of financial services*	77	4.3	Switzerland	6.4
Ease of access to loans*	60	2.9	Qatar	4.9
Availability of trade finance*	58	4.0	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	11	5.0	Ireland	5.5
Ease of hiring foreign labour*	41	4.4	United Arab Emirates	5.6
Business impact of rules on FDI*	41	4.9	Ireland	6.7
Openness to multilateral trade rules (0–100)	10	82.7	Slovenia	92.2
7.05 Index of physical security (1–7)	50	5.8	Qatar	6.8
Reliability of police services*	57	4.4	Finland	6.7
Business costs of crime and violence*	58	4.9	Qatar	6.8
Business costs of terrorism*	55	5.7	Slovenia	6.7
Homicide cases/100,000 pop.	41	1.5	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	71	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



# Madagascar

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions) .....	22.4..... 48
GDP (US\$ billions) .....	10.1..... 118
GDP per capita (US\$) .....	451.5..... 135
<b>Merchandise trade</b>	
Trade openness (imports+exports)/GDP .....	45.6..... 113
Share of world trade (%) .....	0.01..... 126
Total Exports (US\$ billions) .....	1.5..... 124
Total Imports (US\$ billions) .....	3.1..... 124

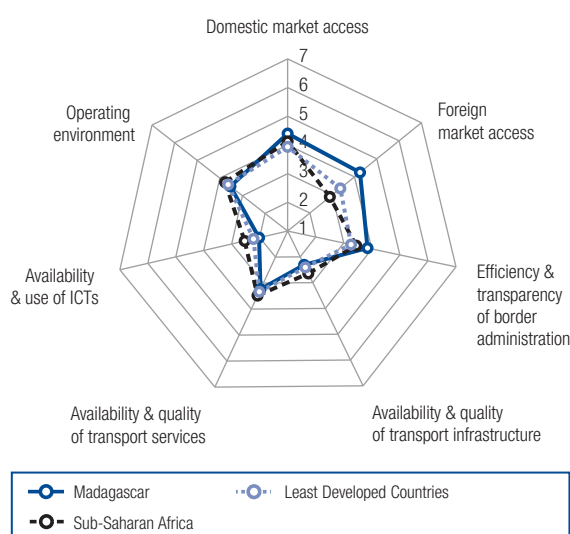
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>0.8</b> .....	<b>12.0</b>
<b>Intermediate goods</b> .....	<b>34.0</b> .....	<b>47.5</b>
Food and beverages (industrial) .....	3.5.....	5.0
Industrial supplies (primary and processed) .....	30.1.....	34.2
Parts and accessories .....	0.3.....	6.6
Fuels and lubricants .....	0.0.....	1.7
<b>Consumer goods</b> .....	<b>58.4</b> .....	<b>15.9</b>
Food and beverages (consumer) .....	29.1.....	8.1
Transport equipment and consumer goods .....	29.3.....	7.7
<b>Passenger motor cars</b> .....	<b>0.0</b> .....	<b>3.1</b>
<b>Others</b> .....	<b>6.8</b> .....	<b>21.5</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

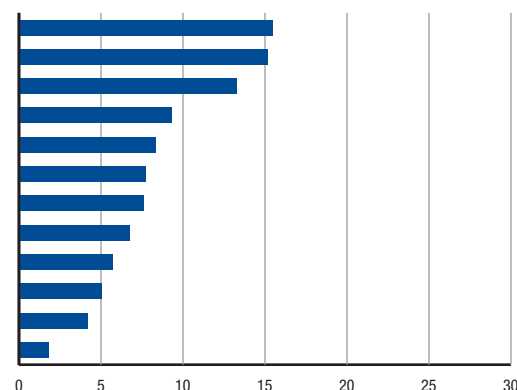
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>103</b> .....	<b>3.6</b>
<b>Subindex A: Market access (25%)</b> .....	<b>24</b> .....	<b>4.3</b>
Pillar 1: Domestic market access .....	91.....	4.4
Pillar 2: Foreign market access .....	8.....	4.2
<b>Subindex B: Border administration (25%)</b> .....	<b>91</b> .....	<b>3.8</b>
Pillar 3: Efficiency & transparency of border administration .....	91.....	3.8
<b>Subindex C: Infrastructure (25%)</b> .....	<b>129</b> .....	<b>2.5</b>
Pillar 4: Availability & quality of transport infrastructure .....	124.....	2.3
Pillar 5: Availability & quality of transport services .....	123.....	3.2
Pillar 6: Availability & use of ICTs .....	130.....	2.0
<b>Subindex D: Operating environment (25%)</b> .....	<b>117</b> .....	<b>3.5</b>
Pillar 7: Operating environment .....	117.....	3.5



## The most problematic factors for trade, 2013

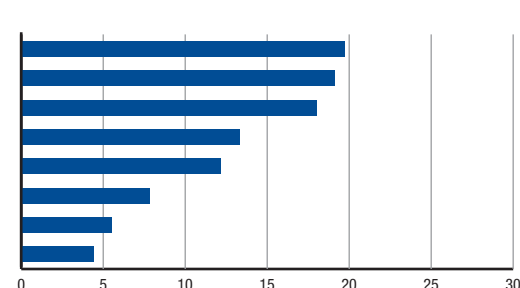
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	15.4
Access to trade finance .....	15.1
Difficulties in meeting quality/quantity requirements of buyers .....	13.2
Inappropriate production technology and skills .....	9.3
Burdensome procedures at foreign borders .....	8.3
Technical requirements and standards abroad .....	7.7
Access to imported inputs at competitive prices .....	7.6
High cost or delays caused by international transportation .....	6.7
High cost or delays caused by domestic transportation .....	5.7
Corruption at foreign borders .....	5.0
Rules of origin requirements abroad .....	4.2
Tariff barriers abroad .....	1.8



### Most problematic factors for importing

	Score*
Tariffs .....	19.7
Burdensome import procedures .....	19.1
Corruption at the border .....	18.0
High cost or delays caused by international transportation .....	13.3
Crime and theft .....	12.1
High cost or delays caused by domestic transportation .....	7.8
Inappropriate telecommunications infrastructure .....	5.5
Domestic technical requirements and standards .....	4.4



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

# Madagascar

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>91</b>	<b>4.4</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	88	8.0	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	12	6.7	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	32	7.0	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	1	0.0	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	1	0.0	Multiple economies (54)	0.0
Number of distinct tariffs	5	4	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	105	28.3	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>8</b>	<b>4.2</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	16	4.9	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	10	62.2	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>91</b>	<b>3.8</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	88	0.44	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	129	2.1	Norway	4.2
3.03 No. of days to import	83	21	Singapore	4
3.04 No. of documents to import	101	9	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	89	1,555	Singapore	440
3.06 No. of days to export	96	22	Multiple economies (5)	6
3.07 No. of documents to export	40	5	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	72	1,195	Malaysia	450
3.09 Irregular payments in exports and imports*	113	2.6	New Zealand	6.6
3.10 Time predictability of import procedures*	104	3.3	Finland	6.0
3.11 Customs transparency index (0–1)	73	0.77	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>124</b>	<b>2.3</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	102	39.9	United States	11,481.7
4.02 Quality of air transport infrastructure*	98	3.6	Singapore	6.8
4.03 Quality of railroad infrastructure*	86	2.0	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	73	11.9	China	157.5
4.05 Quality of port infrastructure*	96	3.5	Netherlands	6.8
4.06 Paved roads (% of total)	108	16.3	Multiple economies (18)	100.0
4.07 Quality of roads*	120	2.6	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>123</b>	<b>3.2</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	125	2.4	Luxembourg	3.8
5.02 Logistics competence (1–5)	122	2.3	Norway	4.2
5.03 Tracking and tracing ability (1–5)	126	2.3	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	90	3.1	Luxembourg	4.7
5.05 Postal services efficiency*	115	3.2	Japan	6.8
5.06 Efficiency of transport mode change*	117	3.1	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>130</b>	<b>2.0</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	132	39.4	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	133	2.1	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	126	0.0	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	122	0.1	Singapore	124.5
6.05 ICT use for business-to-business transactions*	105	4.4	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	97	4.0	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	106	0.32	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>117</b>	<b>3.5</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	121	2.9	Finland	6.3
Property rights*	126	2.9	Finland	6.4
Intellectual property protection*	100	2.9	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	131	2.6	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	120	0.8	Multiple economies (7)	4.0
Diversion of public funds*	122	2.3	New Zealand	6.5
Ease of compliance with government regulation*	85	3.3	Singapore	5.4
7.03 Access to finance index (1–7)	110	3.2	Hong Kong SAR	5.7
Affordability of financial services*	124	3.2	Hong Kong SAR	6.1
Availability of financial services*	117	3.6	Switzerland	6.4
Ease of access to loans*	77	2.7	Qatar	4.9
Availability of trade finance*	104	3.2	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	86	4.2	Ireland	5.5
Ease of hiring foreign labour*	75	4.1	United Arab Emirates	5.6
Business impact of rules on FDI*	101	4.0	Ireland	6.7
Openness to multilateral trade rules (0–100)	64	64.8	Slovenia	92.2
7.05 Index of physical security (1–7)	97	4.8	Qatar	6.8
Reliability of police services*	128	2.8	Finland	6.7
Business costs of crime and violence*	111	3.5	Qatar	6.8
Business costs of terrorism*	101	4.8	Slovenia	6.7
Homicide cases/100,000 pop.	95	8.1	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	74	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Malawi

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions).....	16.6..... 57
GDP (US\$ billions).....	4.2..... 131
GDP per capita (US\$).....	251.0..... 138
<b>Merchandise trade</b>	
Trade openness (imports+exports)/GDP.....	85.6..... 42
Share of world trade (%).....	0.01..... 128
Total Exports (US\$ billions).....	1.2..... 129
Total Imports (US\$ billions).....	2.7..... 127

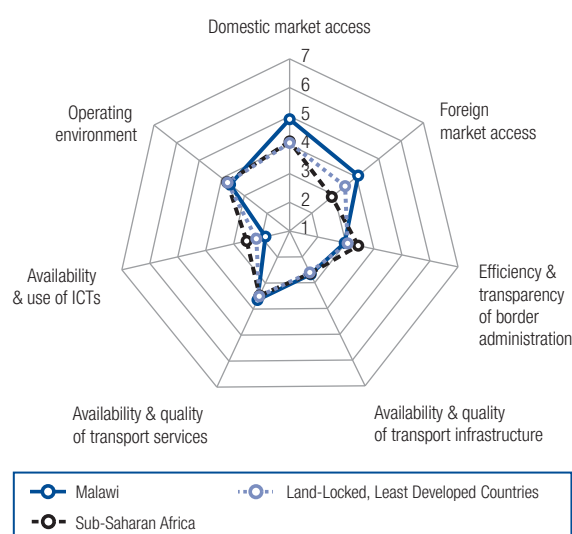
## Value chain indicators, 2011

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>2.4</b> .....	<b>17.4</b>
<b>Intermediate goods</b> .....	<b>81.8</b> .....	<b>54.6</b>
Food and beverages (industrial).....	18.2.....	6.4
Industrial supplies (primary and processed).....	63.2.....	42.8
Parts and accessories.....	0.3.....	5.3
Fuels and lubricants.....	0.1.....	0.1
<b>Consumer goods</b> .....	<b>14.4</b> .....	<b>17.6</b>
Food and beverages (consumer).....	11.5.....	2.0
Transport equipment and consumer goods.....	2.9.....	15.7
<b>Passenger motor cars</b> .....	<b>0.1</b> .....	<b>2.0</b>
<b>Others</b> .....	<b>1.3</b> .....	<b>8.4</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

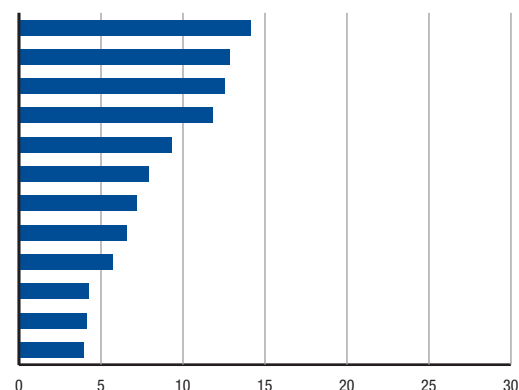
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>112</b> .....	<b>3.5</b>
<b>Subindex A: Market access (25%)</b> .....	<b>15</b> .....	<b>4.5</b>
Pillar 1: Domestic market access.....	45.....	4.9
Pillar 2: Foreign market access.....	11.....	4.1
<b>Subindex B: Border administration (25%)</b> .....	<b>130</b> .....	<b>3.0</b>
Pillar 3: Efficiency & transparency of border administration.....	130.....	3.0
<b>Subindex C: Infrastructure (25%)</b> .....	<b>121</b> .....	<b>2.7</b>
Pillar 4: Availability & quality of transport infrastructure.....	100.....	2.7
Pillar 5: Availability & quality of transport services.....	94.....	3.6
Pillar 6: Availability & use of ICTs.....	134.....	1.9
<b>Subindex D: Operating environment (25%)</b> .....	<b>108</b> .....	<b>3.6</b>
Pillar 7: Operating environment.....	108.....	3.6



## The most problematic factors for trade, 2013

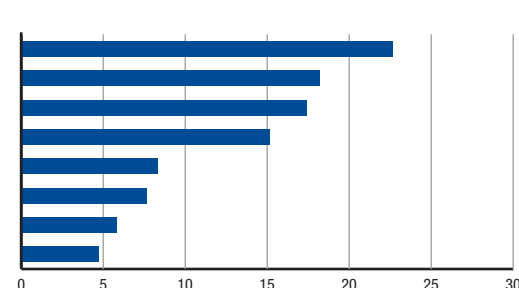
### Most problematic factors for exporting

	Score*
Access to trade finance.....	14.1
High cost or delays caused by domestic transportation.....	12.8
Identifying potential markets and buyers.....	12.5
Difficulties in meeting quality/quantity requirements of buyers.....	11.8
High cost or delays caused by international transportation.....	9.3
Inappropriate production technology and skills.....	7.9
Corruption at foreign borders.....	7.1
Access to imported inputs at competitive prices.....	6.6
Burdensome procedures at foreign borders.....	5.7
Tariff barriers abroad.....	4.2
Technical requirements and standards abroad.....	4.1
Rules of origin requirements abroad.....	3.9



### Most problematic factors for importing

	Score*
Tariffs.....	22.7
Corruption at the border.....	18.2
Burdensome import procedures.....	17.4
High cost or delays caused by international transportation.....	15.2
High cost or delays caused by domestic transportation.....	8.3
Crime and theft.....	7.6
Inappropriate telecommunications infrastructure.....	5.8
Domestic technical requirements and standards.....	4.7



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Malawi

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>45</b>	<b>4.9</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	101	9.7	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	39	6.5	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	110	12.0	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	27	0.1	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	1	0.0	Multiple economies (54)	0.0
Number of distinct tariffs	35	9	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	36	68.2	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>11</b>	<b>4.1</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	31	5.1	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	4	67.6	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>130</b>	<b>3.0</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	n/a	n/a	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	61	2.8	Norway	4.2
3.03 No. of days to import	127	43	Singapore	4
3.04 No. of documents to import	126	11	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	124	2,870	Singapore	440
3.06 No. of days to export	125	34	Multiple economies (5)	6
3.07 No. of documents to export	130	10	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	117	2,175	Malaysia	450
3.09 Irregular payments in exports and imports*	100	2.9	New Zealand	6.6
3.10 Time predictability of import procedures*	84	3.6	Finland	6.0
3.11 Customs transparency index (0–1)	n/a	n/a	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>100</b>	<b>2.7</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	133	5.8	United States	11,481.7
4.02 Quality of air transport infrastructure*	129	2.9	Singapore	6.8
4.03 Quality of railroad infrastructure*	89	1.9	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	n/a	n/a	China	157.5
4.05 Quality of port infrastructure*	109	3.3	Netherlands	6.8
4.06 Paved roads (% of total)	73	45.0	Multiple economies (18)	100.0
4.07 Quality of roads*	88	3.3	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>94</b>	<b>3.6</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	105	2.6	Luxembourg	3.8
5.02 Logistics competence (1–5)	70	2.9	Norway	4.2
5.03 Tracking and tracing ability (1–5)	97	2.6	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	100	3.0	Luxembourg	4.7
5.05 Postal services efficiency*	92	3.9	Japan	6.8
5.06 Efficiency of transport mode change*	103	3.4	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>134</b>	<b>1.9</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	135	29.2	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	125	4.4	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	133	0.0	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	102	3.5	Singapore	124.5
6.05 ICT use for business-to-business transactions*	104	4.4	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	118	3.4	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	123	0.22	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>108</b>	<b>3.6</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	82	3.6	Finland	6.3
Property rights*	88	3.8	Finland	6.4
Intellectual property protection*	83	3.4	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	78	3.4	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	n/a	n/a	Multiple economies (7)	4.0
Diversion of public funds*	71	3.1	New Zealand	6.5
Ease of compliance with government regulation*	44	3.7	Singapore	5.4
7.03 Access to finance index (1–7)	106	3.2	Hong Kong SAR	5.7
Affordability of financial services*	113	3.5	Hong Kong SAR	6.1
Availability of financial services*	109	3.7	Switzerland	6.4
Ease of access to loans*	86	2.6	Qatar	4.9
Availability of trade finance*	111	3.1	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	118	3.6	Ireland	5.5
Ease of hiring foreign labour*	83	3.9	United Arab Emirates	5.6
Business impact of rules on FDI*	99	4.1	Ireland	6.7
Openness to multilateral trade rules (0–100)	120	43.3	Slovenia	92.2
7.05 Index of physical security (1–7)	113	4.3	Qatar	6.8
Reliability of police services*	79	3.9	Finland	6.7
Business costs of crime and violence*	103	3.9	Qatar	6.8
Business costs of terrorism*	56	5.7	Slovenia	6.7
Homicide cases/100,000 pop.	132	36.0	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	1	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Malaysia

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions) .....	29.5..... 39
GDP (US\$ billions) .....	304.7..... 35
GDP per capita (US\$) .....	10,344.9..... 56
<b>Merchandise trade</b>	
Trade openness (imports+exports)/GDP .....	139.7..... 13
Share of world trade (%) .....	1.15..... 24
Total Exports (US\$ billions) .....	227.4..... 24
Total Imports (US\$ billions) .....	196.6..... 25

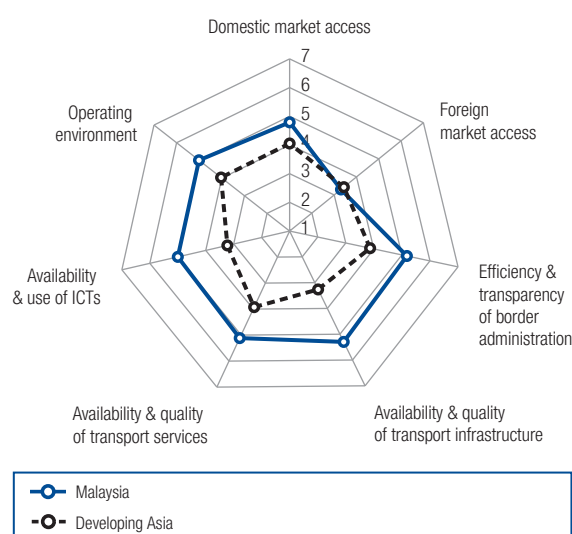
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>12.9</b> .....	<b>16.6</b>
<b>Intermediate goods</b> .....	<b>68.1</b> .....	<b>65.5</b>
Food and beverages (industrial) .....	7.0.....	2.8
Industrial supplies (primary and processed) .....	22.8.....	28.4
Parts and accessories.....	25.0.....	28.1
Fuels and lubricants .....	13.3.....	6.1
<b>Consumer goods</b> .....	<b>12.1</b> .....	<b>8.4</b>
Food and beverages (consumer).....	2.4.....	3.5
Transport equipment and consumer goods.....	9.7.....	4.9
<b>Passenger motor cars</b> .....	<b>0.1</b> .....	<b>1.5</b>
<b>Others</b> .....	<b>6.8</b> .....	<b>8.0</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

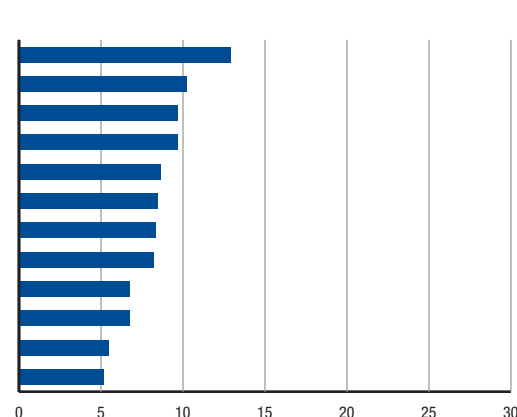
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>25</b> .....	<b>4.8</b>
<b>Subindex A: Market access (25%)</b> .....	<b>40</b> .....	<b>4.0</b>
Pillar 1: Domestic market access.....	75.....	4.8
Pillar 2: Foreign market access.....	42.....	3.3
<b>Subindex B: Border administration (25%)</b> .....	<b>33</b> .....	<b>5.2</b>
Pillar 3: Efficiency & transparency of border administration.....	33.....	5.2
<b>Subindex C: Infrastructure (25%)</b> .....	<b>23</b> .....	<b>5.1</b>
Pillar 4: Availability & quality of transport infrastructure ...	14.....	5.3
Pillar 5: Availability & quality of transport services .....	26.....	5.1
Pillar 6: Availability & use of ICTs .....	38.....	5.0
<b>Subindex D: Operating environment (25%)</b> .....	<b>27</b> .....	<b>5.0</b>
Pillar 7: Operating environment.....	27.....	5.0



## The most problematic factors for trade, 2013

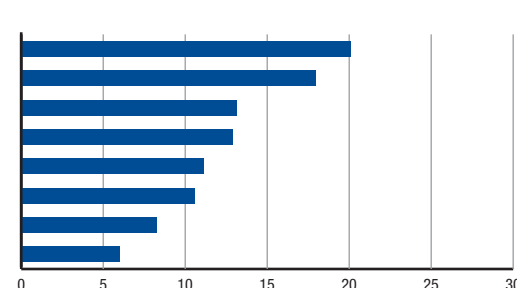
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	12.9
Access to imported inputs at competitive prices .....	10.2
Technical requirements and standards abroad .....	9.6
Tariff barriers abroad .....	9.6
Burdensome procedures at foreign borders .....	8.6
Difficulties in meeting quality/quantity requirements of buyers .....	8.5
Rules of origin requirements abroad.....	8.3
Inappropriate production technology and skills.....	8.2
High cost or delays caused by domestic transportation .....	6.7
Corruption at foreign borders .....	6.7
High cost or delays caused by international transportation .....	5.5
Access to trade finance.....	5.1



### Most problematic factors for importing

	Score*
Tariffs .....	20.1
Burdensome import procedures .....	18.0
Domestic technical requirements and standards .....	13.1
High cost or delays caused by international transportation .....	12.9
Corruption at the border.....	11.1
High cost or delays caused by domestic transportation .....	10.6
Crime and theft.....	8.3
Inappropriate telecommunications infrastructure .....	6.0



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

# Malaysia

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS		RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>		<b>75</b>	<b>4.8</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01	Tariff rate (%)	78	6.2	Multiple economies (2)	0.0
1.02	Complexity of tariffs index (1–7)	101	4.3	Multiple economies (2)	7.0
	Tariff dispersion (standard deviation)	130	24.3	Multiple economies (2)	0.0
	Tariff peaks (% of tariff lines)	138	19.2	Multiple economies (24)	0.0
	Specific tariffs (% of tariff lines)	78	0.7	Multiple economies (54)	0.0
	Number of distinct tariffs	77	91	Multiple economies (2)	1
1.03	Share of duty-free imports (%)	29	75.7	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>		<b>42</b>	<b>3.3</b>	<b>Cambodia</b>	<b>5.3</b>
2.01	Tariffs faced (%)	10	4.5	Chile	3.5
2.02	Index of margin of preference in destination mkt (0–100)	84	16.5	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>		<b>33</b>	<b>5.2</b>	<b>Singapore</b>	<b>6.3</b>
3.01	Customs services index (0–1)	84	0.47	Singapore	0.97
3.02	Efficiency of the clearance process (1–5)	27	3.4	Norway	4.2
3.03	No. of days to import	16	8	Singapore	4
3.04	No. of documents to import	11	4	Multiple economies (2)	2
3.05	Cost to import (US\$ per container)	2	485	Singapore	440
3.06	No. of days to export	35	11	Multiple economies (5)	6
3.07	No. of documents to export	16	4	Multiple economies (2)	2
3.08	Cost to export (US\$ per container)	1	450	Malaysia	450
3.09	Irregular payments in exports and imports*	44	4.4	New Zealand	6.6
3.10	Time predictability of import procedures*	23	5.0	Finland	6.0
3.11	Customs transparency index (0–1)	59	0.80	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>		<b>14</b>	<b>5.3</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01	Available int'l airline seat km/week, millions	21	1,266.9	United States	11,481.7
4.02	Quality of air transport infrastructure*	19	5.8	Singapore	6.8
4.03	Quality of railroad infrastructure*	17	4.8	Japan	6.7
4.04	Liner Shipping Connectivity Index (0–157.1)	5	98.2	China	157.5
4.05	Quality of port infrastructure*	23	5.4	Netherlands	6.8
4.06	Paved roads (% of total)	44	80.4	Multiple economies (18)	100.0
4.07	Quality of roads*	23	5.4	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>		<b>26</b>	<b>5.1</b>	<b>Singapore</b>	<b>5.7</b>
5.01	Ease and affordability of shipment (1–5)	10	3.6	Luxembourg	3.8
5.02	Logistics competence (1–5)	32	3.5	Norway	4.2
5.03	Tracking and tracing ability (1–5)	23	3.6	Germany	4.2
5.04	Timeliness of shipments in reaching destination (1–5)	31	3.9	Luxembourg	4.7
5.05	Postal services efficiency*	34	5.6	Japan	6.8
5.06	Efficiency of transport mode change*	22	5.2	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>		<b>38</b>	<b>5.0</b>	<b>Sweden</b>	<b>6.5</b>
6.01	Mobile phone subscriptions/100 pop.	25	141.3	Hong Kong SAR	229.2
6.02	Individuals using Internet (%)	38	65.8	Iceland	96.2
6.03	Fixed broadband Internet subscriptions/100 pop.	64	8.4	Switzerland	39.9
6.04	Active mobile broadband Internet subscriptions/100 pop.	78	11.3	Singapore	124.5
6.05	ICT use for business-to-business transactions*	28	5.6	Finland	6.2
6.06	Internet use for business-to-consumer transactions*	22	5.4	United Kingdom	6.3
6.07	Government Online Service Index (0–1)	20	0.79	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>		<b>27</b>	<b>5.0</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01	Protection of property index (1–7)	29	5.0	Finland	6.3
	Property rights*	30	5.2	Finland	6.4
	Intellectual property protection*	29	4.8	Finland	6.2
7.02	Efficiency and accountability of public institutions index (1–7)	28	4.5	Singapore	6.0
	Judicial efficiency & impartiality in commercial disputes (0–4)	44	2.5	Multiple economies (7)	4.0
	Diversion of public funds*	39	4.2	New Zealand	6.5
	Ease of compliance with government regulation*	8	4.6	Singapore	5.4
7.03	Access to finance index (1–7)	12	5.1	Hong Kong SAR	5.7
	Affordability of financial services*	15	5.4	Hong Kong SAR	6.1
	Availability of financial services*	22	5.5	Switzerland	6.4
	Ease of access to loans*	5	4.4	Qatar	4.9
	Availability of trade finance*	12	5.1	Hong Kong SAR	5.8
7.04	Openness to foreign participation index (1–7)	41	4.6	Ireland	5.5
	Ease of hiring foreign labour*	29	4.5	United Arab Emirates	5.6
	Business impact of rules on FDI*	14	5.4	Ireland	6.7
	Openness to multilateral trade rules (0–100)	85	59.8	Slovenia	92.2
7.05	Index of physical security (1–7)	54	5.8	Qatar	6.8
	Reliability of police services*	40	4.9	Finland	6.7
	Business costs of crime and violence*	74	4.6	Qatar	6.8
	Business costs of terrorism*	76	5.3	Slovenia	6.7
	Homicide cases/100,000 pop.	57	2.3	Hong Kong SAR	0.2
	Index of terrorism incidence (1–7)	80	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



# Mali

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	16.3 .....	58
GDP (US\$ billions) .....	10.3 .....	116
GDP per capita (US\$) .....	631.3 .....	129
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	49.5 .....	100
Share of world trade (%) .....	0.01 .....	124
Total Exports (US\$ billions) .....	2.2 .....	118
Total Imports (US\$ billions) .....	2.9 .....	125

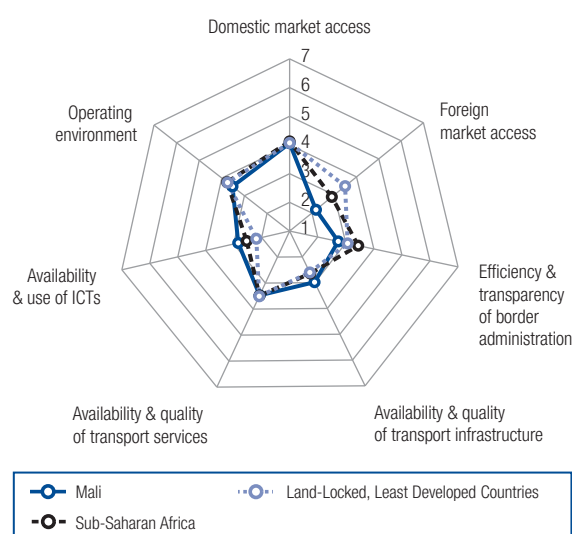
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>3.9</b> .....	<b>11.4</b>
<b>Intermediate goods</b> .....	<b>94.9</b> .....	<b>40.5</b>
Food and beverages (industrial) .....	1.7 .....	3.4
Industrial supplies (primary and processed) .....	92.7 .....	26.8
Parts and accessories .....	0.4 .....	9.8
Fuels and lubricants .....	0.0 .....	0.4
<b>Consumer goods</b> .....	<b>1.2</b> .....	<b>18.8</b>
Food and beverages (consumer) .....	1.0 .....	8.7
Transport equipment and consumer goods .....	0.3 .....	10.0
<b>Passenger motor cars</b> .....	<b>0.0</b> .....	<b>1.5</b>
<b>Others</b> .....	<b>0.0</b> .....	<b>27.9</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>123</b> .....	<b>3.1</b>
<b>Subindex A: Market access (25%)</b> .....	<b>116</b> .....	<b>3.1</b>
Pillar 1: Domestic market access .....	105 .....	4.1
Pillar 2: Foreign market access .....	90 .....	2.2
<b>Subindex B: Border administration (25%)</b> .....	<b>132</b> .....	<b>2.7</b>
Pillar 3: Efficiency & transparency of border administration .....	132 .....	2.7
<b>Subindex C: Infrastructure (25%)</b> .....	<b>98</b> .....	<b>3.1</b>
Pillar 4: Availability & quality of transport infrastructure .....	84 .....	3.0
Pillar 5: Availability & quality of transport services .....	111 .....	3.5
Pillar 6: Availability & use of ICTs .....	106 .....	2.8
<b>Subindex D: Operating environment (25%)</b> .....	<b>118</b> .....	<b>3.5</b>
Pillar 7: Operating environment .....	118 .....	3.5



## The most problematic factors for trade, 2013

### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	20.1
Access to trade finance .....	17.2
Difficulties in meeting quality/quantity requirements of buyers .....	11.8
Burdensome procedures at foreign borders .....	10.7
Inappropriate production technology and skills .....	7.1
Access to imported inputs at competitive prices .....	6.3
Corruption at foreign borders .....	6.1
Tariff barriers abroad .....	6.0
High cost or delays caused by domestic transportation .....	4.9
High cost or delays caused by international transportation .....	4.5
Technical requirements and standards abroad .....	3.6
Rules of origin requirements abroad .....	1.8

### Most problematic factors for importing

	Score*
Tariffs .....	25.3
Burdensome import procedures .....	21.1
Corruption at the border .....	20.9
High cost or delays caused by international transportation .....	9.1
High cost or delays caused by domestic transportation .....	8.1
Crime and theft .....	8.1
Domestic technical requirements and standards .....	3.9
Inappropriate telecommunications infrastructure .....	3.4

\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>105</b>	<b>4.1</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	109	10.8	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	6	6.7	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	26	6.8	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	1	0.0	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	1	0.0	Multiple economies (54)	0.0
Number of distinct tariffs	5	4	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	103	30.1	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>90</b>	<b>2.2</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	47	5.3	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	93	11.1	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>132</b>	<b>2.7</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	n/a	n/a	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	127	2.1	Norway	4.2
3.03 No. of days to import	113	32	Singapore	4
3.04 No. of documents to import	115	10	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	131	4,405	Singapore	440
3.06 No. of days to export	110	26	Multiple economies (5)	6
3.07 No. of documents to export	65	6	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	124	2,440	Malaysia	450
3.09 Irregular payments in exports and imports*	138	1.7	New Zealand	6.6
3.10 Time predictability of import procedures*	86	3.6	Finland	6.0
3.11 Customs transparency index (0–1)	n/a	n/a	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>84</b>	<b>3.0</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	118	20.7	United States	11,481.7
4.02 Quality of air transport infrastructure*	81	4.1	Singapore	6.8
4.03 Quality of railroad infrastructure*	73	2.4	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	n/a	n/a	China	157.5
4.05 Quality of port infrastructure*	76	4.0	Netherlands	6.8
4.06 Paved roads (% of total)	92	24.6	Multiple economies (18)	100.0
4.07 Quality of roads*	81	3.5	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>111</b>	<b>3.5</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	82	2.8	Luxembourg	3.8
5.02 Logistics competence (1–5)	131	2.2	Norway	4.2
5.03 Tracking and tracing ability (1–5)	89	2.7	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	104	2.9	Luxembourg	4.7
5.05 Postal services efficiency*	116	3.2	Japan	6.8
5.06 Efficiency of transport mode change*	83	3.7	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>106</b>	<b>2.8</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	87	98.4	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	131	2.2	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	129	0.0	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	115	0.7	Singapore	124.5
6.05 ICT use for business-to-business transactions*	81	4.7	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	111	3.6	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	106	0.32	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>118</b>	<b>3.5</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	117	3.0	Finland	6.3
Property rights*	117	3.3	Finland	6.4
Intellectual property protection*	118	2.7	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	123	2.7	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	113	1.0	Multiple economies (7)	4.0
Diversion of public funds*	120	2.3	New Zealand	6.5
Ease of compliance with government regulation*	81	3.4	Singapore	5.4
7.03 Access to finance index (1–7)	104	3.3	Hong Kong SAR	5.7
Affordability of financial services*	97	3.7	Hong Kong SAR	6.1
Availability of financial services*	118	3.6	Switzerland	6.4
Ease of access to loans*	70	2.8	Qatar	4.9
Availability of trade finance*	105	3.2	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	84	4.2	Ireland	5.5
Ease of hiring foreign labour*	36	4.4	United Arab Emirates	5.6
Business impact of rules on FDI*	103	3.9	Ireland	6.7
Openness to multilateral trade rules (0–100)	77	61.8	Slovenia	92.2
7.05 Index of physical security (1–7)	109	4.5	Qatar	6.8
Reliability of police services*	103	3.5	Finland	6.7
Business costs of crime and violence*	119	3.3	Qatar	6.8
Business costs of terrorism*	133	2.9	Slovenia	6.7
Homicide cases/100,000 pop.	94	8.0	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	109	6.7	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Malta

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

		Rank/138
Population (millions) .....	0.4 .....	137
GDP (US\$ billions) .....	8.8 .....	123
GDP per capita (US\$) .....	20,998.4 .....	35
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	115.9 .....	21
Share of world trade (%) .....	0.03 .....	104
Total Exports (US\$ billions) .....	4.3 .....	104
Total Imports (US\$ billions) .....	6.6 .....	105

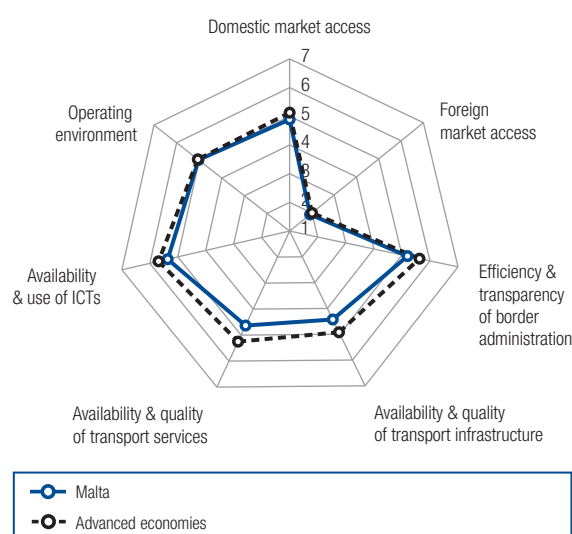
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>4.2</b> .....	<b>6.0</b>
<b>Intermediate goods</b> .....	<b>33.7</b> .....	<b>27.3</b>
Food and beverages (industrial) .....	0.5 .....	0.9
Industrial supplies (primary and processed) .....	6.3 .....	11.8
Parts and accessories .....	26.9 .....	14.2
Fuels and lubricants .....	0.0 .....	0.4
<b>Consumer goods</b> .....	<b>16.5</b> .....	<b>20.9</b>
Food and beverages (consumer) .....	3.8 .....	7.2
Transport equipment and consumer goods .....	12.7 .....	13.7
<b>Passenger motor cars</b> .....	<b>0.3</b> .....	<b>1.1</b>
<b>Others</b> .....	<b>45.3</b> .....	<b>44.9</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

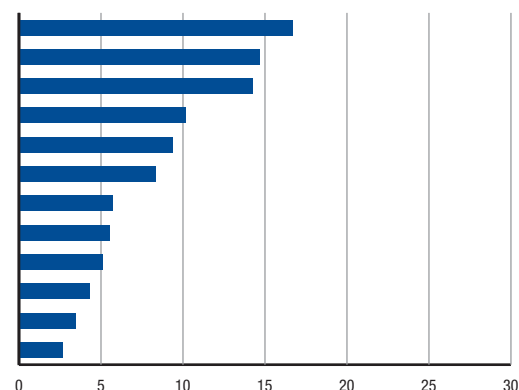
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>34</b> .....	<b>4.6</b>
<b>Subindex A: Market access (25%)</b> .....	<b>75</b> .....	<b>3.4</b>
Pillar 1: Domestic market access .....	46 .....	4.9
Pillar 2: Foreign market access .....	97 .....	1.9
<b>Subindex B: Border administration (25%)</b> .....	<b>32</b> .....	<b>5.2</b>
Pillar 3: Efficiency & transparency of border administration .....	32 .....	5.2
<b>Subindex C: Infrastructure (25%)</b> .....	<b>31</b> .....	<b>4.8</b>
Pillar 4: Availability & quality of transport infrastructure .....	29 .....	4.4
Pillar 5: Availability & quality of transport services .....	40 .....	4.6
Pillar 6: Availability & use of ICTs .....	27 .....	5.4
<b>Subindex D: Operating environment (25%)</b> .....	<b>26</b> .....	<b>5.0</b>
Pillar 7: Operating environment .....	26 .....	5.0



## The most problematic factors for trade, 2013

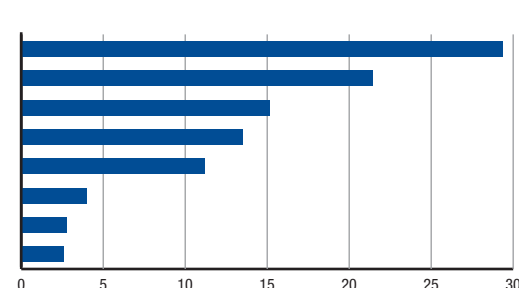
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	16.7
High cost or delays caused by international transportation .....	14.6
Access to imported inputs at competitive prices .....	14.2
Difficulties in meeting quality/quantity requirements of buyers .....	10.2
Access to trade finance .....	9.3
High cost or delays caused by domestic transportation .....	8.3
Inappropriate production technology and skills .....	5.7
Technical requirements and standards abroad .....	5.5
Rules of origin requirements abroad .....	5.1
Burdensome procedures at foreign borders .....	4.3
Tariff barriers abroad .....	3.5
Corruption at foreign borders .....	2.6



### Most problematic factors for importing

	Score*
High cost or delays caused by international transportation .....	29.4
Burdensome import procedures .....	21.4
Tariffs .....	15.2
High cost or delays caused by domestic transportation .....	13.5
Domestic technical requirements and standards .....	11.2
Crime and theft .....	4.0
Corruption at the border .....	2.8
Inappropriate telecommunications infrastructure .....	2.6



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS		RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>		<b>46</b>	<b>4.9</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01	Tariff rate (%)	5	0.8	Multiple economies (2)	0.0
1.02	Complexity of tariffs index (1–7)	110	3.1	Multiple economies (2)	7.0
	Tariff dispersion (standard deviation)	55	8.4	Multiple economies (2)	0.0
	Tariff peaks (% of tariff lines)	104	10.6	Multiple economies (24)	0.0
	Specific tariffs (% of tariff lines)	107	11.0	Multiple economies (54)	0.0
	Number of distinct tariffs	109	1,755	Multiple economies (2)	1
1.03	Share of duty-free imports (%)	42	65.4	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>		<b>97</b>	<b>1.9</b>	<b>Cambodia</b>	<b>5.3</b>
2.01	Tariffs faced (%)	73	5.5	Chile	3.5
2.02	Index of margin of preference in destination mkt (0–100)	96	9.1	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>		<b>32</b>	<b>5.2</b>	<b>Singapore</b>	<b>6.3</b>
3.01	Customs services index (0–1)	35	0.70	Singapore	0.97
3.02	Efficiency of the clearance process (1–5)	45	3.0	Norway	4.2
3.03	No. of days to import	21	9	Singapore	4
3.04	No. of documents to import	57	7	Multiple economies (2)	2
3.05	Cost to import (US\$ per container)	37	970	Singapore	440
3.06	No. of days to export	35	11	Multiple economies (5)	6
3.07	No. of documents to export	40	5	Multiple economies (2)	2
3.08	Cost to export (US\$ per container)	34	855	Malaysia	450
3.09	Irregular payments in exports and imports*	48	4.2	New Zealand	6.6
3.10	Time predictability of import procedures*	33	4.6	Finland	6.0
3.11	Customs transparency index (0–1)	1	1.00	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>		<b>29</b>	<b>4.4</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01	Available int'l airline seat km/week, millions	88	70.3	United States	11,481.7
4.02	Quality of air transport infrastructure*	22	5.7	Singapore	6.8
4.03	Quality of railroad infrastructure*	n/a	n/a	Japan	6.7
4.04	Liner Shipping Connectivity Index (0–157.1)	21	49.8	China	157.5
4.05	Quality of port infrastructure*	13	5.8	Netherlands	6.8
4.06	Paved roads (% of total)	34	87.5	Multiple economies (18)	100.0
4.07	Quality of roads*	83	3.4	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>		<b>40</b>	<b>4.6</b>	<b>Singapore</b>	<b>5.7</b>
5.01	Ease and affordability of shipment (1–5)	41	3.2	Luxembourg	3.8
5.02	Logistics competence (1–5)	54	3.0	Norway	4.2
5.03	Tracking and tracing ability (1–5)	52	3.2	Germany	4.2
5.04	Timeliness of shipments in reaching destination (1–5)	83	3.2	Luxembourg	4.7
5.05	Postal services efficiency*	21	6.0	Japan	6.8
5.06	Efficiency of transport mode change*	34	5.0	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>		<b>27</b>	<b>5.4</b>	<b>Sweden</b>	<b>6.5</b>
6.01	Mobile phone subscriptions/100 pop.	37	127.0	Hong Kong SAR	229.2
6.02	Individuals using Internet (%)	35	70.0	Iceland	96.2
6.03	Fixed broadband Internet subscriptions/100 pop.	14	32.0	Switzerland	39.9
6.04	Active mobile broadband Internet subscriptions/100 pop.	44	34.3	Singapore	124.5
6.05	ICT use for business-to-business transactions*	12	5.9	Finland	6.2
6.06	Internet use for business-to-consumer transactions*	42	5.0	United Kingdom	6.3
6.07	Government Online Service Index (0–1)	41	0.61	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>		<b>26</b>	<b>5.0</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01	Protection of property index (1–7)	25	5.2	Finland	6.3
	Property rights*	21	5.5	Finland	6.4
	Intellectual property protection*	27	4.9	Finland	6.2
7.02	Efficiency and accountability of public institutions index (1–7)	34	4.3	Singapore	6.0
	Judicial efficiency & impartiality in commercial disputes (0–4)	26	2.8	Multiple economies (7)	4.0
	Diversion of public funds*	37	4.3	New Zealand	6.5
	Ease of compliance with government regulation*	79	3.4	Singapore	5.4
7.03	Access to finance index (1–7)	20	4.8	Hong Kong SAR	5.7
	Affordability of financial services*	26	5.1	Hong Kong SAR	6.1
	Availability of financial services*	26	5.4	Switzerland	6.4
	Ease of access to loans*	15	3.9	Qatar	4.9
	Availability of trade finance*	21	4.8	Hong Kong SAR	5.8
7.04	Openness to foreign participation index (1–7)	35	4.7	Ireland	5.5
	Ease of hiring foreign labour*	38	4.4	United Arab Emirates	5.6
	Business impact of rules on FDI*	13	5.4	Ireland	6.7
	Openness to multilateral trade rules (0–100)	70	63.7	Slovenia	92.2
7.05	Index of physical security (1–7)	26	6.2	Qatar	6.8
	Reliability of police services*	31	5.3	Finland	6.7
	Business costs of crime and violence*	18	5.8	Qatar	6.8
	Business costs of terrorism*	46	5.8	Slovenia	6.7
	Homicide cases/100,000 pop.	8	0.7	Hong Kong SAR	0.2
	Index of terrorism incidence (1–7)	1	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Mauritania

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	3.6.....	111
GDP (US\$ billions) .....	3.9.....	132
GDP per capita (US\$) .....	1,085.7.....	115
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	126.2.....	17
Share of world trade (%) .....	0.02.....	121
Total Exports (US\$ billions) .....	2.6.....	112
Total Imports (US\$ billions) .....	3.2.....	121

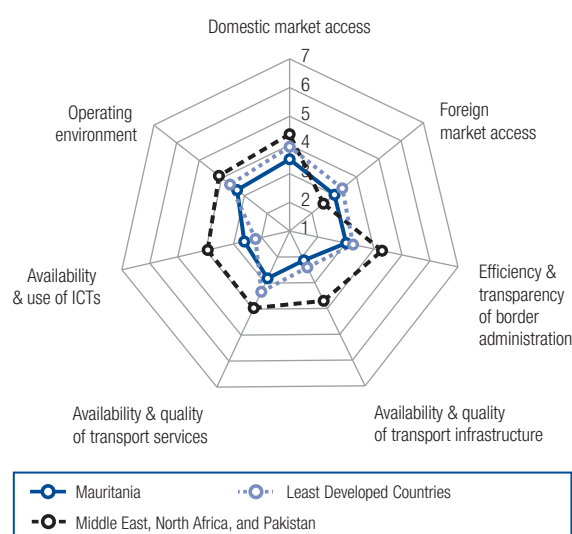
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>0.0</b> .....	<b>16.4</b>
<b>Intermediate goods</b> .....	<b>75.4</b> .....	<b>45.3</b>
Food and beverages (industrial) .....	0.2.....	7.3
Industrial supplies (primary and processed) .....	64.8.....	16.7
Parts and accessories .....	0.0.....	19.6
Fuels and lubricants .....	10.3.....	1.6
<b>Consumer goods</b> .....	<b>21.8</b> .....	<b>10.1</b>
Food and beverages (consumer) .....	21.8.....	6.4
Transport equipment and consumer goods .....	0.0.....	3.7
<b>Passenger motor cars</b> .....	<b>0.0</b> .....	<b>3.6</b>
<b>Others</b> .....	<b>2.8</b> .....	<b>24.6</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

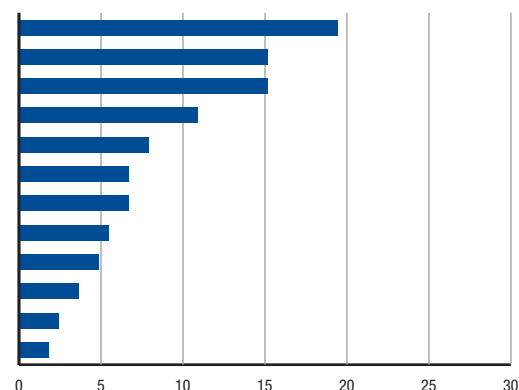
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>129</b> .....	<b>3.0</b>
<b>Subindex A: Market access (25%)</b> .....	<b>106</b> .....	<b>3.3</b>
Pillar 1: Domestic market access .....	118.....	3.5
Pillar 2: Foreign market access .....	52.....	3.0
<b>Subindex B: Border administration (25%)</b> .....	<b>128</b> .....	<b>3.0</b>
Pillar 3: Efficiency & transparency of border administration .....	128.....	3.0
<b>Subindex C: Infrastructure (25%)</b> .....	<b>128</b> .....	<b>2.5</b>
Pillar 4: Availability & quality of transport infrastructure .....	130.....	2.1
Pillar 5: Availability & quality of transport services .....	136.....	2.8
Pillar 6: Availability & use of ICTs .....	113.....	2.6
<b>Subindex D: Operating environment (25%)</b> .....	<b>127</b> .....	<b>3.3</b>
Pillar 7: Operating environment .....	127.....	3.3



## The most problematic factors for trade, 2013

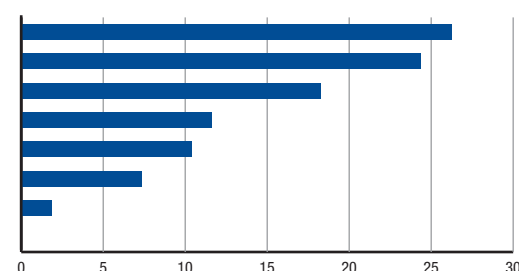
### Most problematic factors for exporting

	Score*
Access to trade finance .....	19.4
Identifying potential markets and buyers .....	15.2
High cost or delays caused by international transportation .....	15.2
High cost or delays caused by domestic transportation .....	10.9
Tariff barriers abroad .....	7.9
Corruption at foreign borders .....	6.7
Burdensome procedures at foreign borders .....	6.7
Inappropriate production technology and skills .....	5.5
Access to imported inputs at competitive prices .....	4.8
Difficulties in meeting quality/quantity requirements of buyers .....	3.6
Technical requirements and standards abroad .....	2.4
Rules of origin requirements abroad .....	1.8



### Most problematic factors for importing

	Score*
High cost or delays caused by international transportation .....	26.2
Corruption at the border .....	24.4
Burdensome import procedures .....	18.3
Tariffs .....	11.6
High cost or delays caused by domestic transportation .....	10.4
Inappropriate telecommunications infrastructure .....	7.3
Domestic technical requirements and standards .....	1.8
Crime and theft .....	0.0



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Mauritania

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>118</b>	<b>3.5</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	115	11.1	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	15	6.7	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	39	7.3	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	1	0.0	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	1	0.0	Multiple economies (54)	0.0
Number of distinct tariffs	5	4	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	128	4.4	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>52</b>	<b>3.0</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	50	5.3	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	49	39.2	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>128</b>	<b>3.0</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	n/a	n/a	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	135	1.9	Norway	4.2
3.03 No. of days to import	123	38	Singapore	4
3.04 No. of documents to import	82	8	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	88	1,523	Singapore	440
3.06 No. of days to export	120	31	Multiple economies (5)	6
3.07 No. of documents to export	108	8	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	104	1,640	Malaysia	450
3.09 Irregular payments in exports and imports*	120	2.4	New Zealand	6.6
3.10 Time predictability of import procedures*	118	3.1	Finland	6.0
3.11 Customs transparency index (0–1)	n/a	n/a	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>130</b>	<b>2.1</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	129	10.2	United States	11,481.7
4.02 Quality of air transport infrastructure*	134	2.3	Singapore	6.8
4.03 Quality of railroad infrastructure*	84	2.0	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	89	6.5	China	157.5
4.05 Quality of port infrastructure*	117	2.9	Netherlands	6.8
4.06 Paved roads (% of total)	87	29.7	Multiple economies (18)	100.0
4.07 Quality of roads*	115	2.7	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>136</b>	<b>2.8</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	138	2.1	Luxembourg	3.8
5.02 Logistics competence (1–5)	138	2.1	Norway	4.2
5.03 Tracking and tracing ability (1–5)	128	2.2	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	122	2.8	Luxembourg	4.7
5.05 Postal services efficiency*	128	2.4	Japan	6.8
5.06 Efficiency of transport mode change*	123	2.9	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>113</b>	<b>2.6</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	78	106.0	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	121	5.4	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	114	0.2	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	104	3.1	Singapore	124.5
6.05 ICT use for business-to-business transactions*	82	4.7	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	128	3.1	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	134	0.08	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>127</b>	<b>3.3</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	128	2.6	Finland	6.3
Property rights*	129	2.8	Finland	6.4
Intellectual property protection*	122	2.5	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	106	3.1	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	77	1.8	Multiple economies (7)	4.0
Diversion of public funds*	111	2.4	New Zealand	6.5
Ease of compliance with government regulation*	83	3.3	Singapore	5.4
7.03 Access to finance index (1–7)	128	2.7	Hong Kong SAR	5.7
Affordability of financial services*	127	3.1	Hong Kong SAR	6.1
Availability of financial services*	130	3.1	Switzerland	6.4
Ease of access to loans*	123	1.9	Qatar	4.9
Availability of trade finance*	124	2.6	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	124	3.3	Ireland	5.5
Ease of hiring foreign labour*	124	3.2	United Arab Emirates	5.6
Business impact of rules on FDI*	114	3.5	Ireland	6.7
Openness to multilateral trade rules (0–100)	112	49.9	Slovenia	92.2
7.05 Index of physical security (1–7)	96	4.8	Qatar	6.8
Reliability of police services*	118	3.0	Finland	6.7
Business costs of crime and violence*	37	5.3	Qatar	6.8
Business costs of terrorism*	99	4.8	Slovenia	6.7
Homicide cases/100,000 pop.	112	14.7	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	86	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



# Mauritius

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	1.3.....	130
GDP (US\$ billions) .....	11.5.....	113
GDP per capita (US\$) .....	8,850.2.....	61
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	74.8.....	57
Share of world trade (%) .....	0.02.....	115
Total Exports (US\$ billions) .....	2.7.....	111
Total Imports (US\$ billions) .....	5.4.....	114

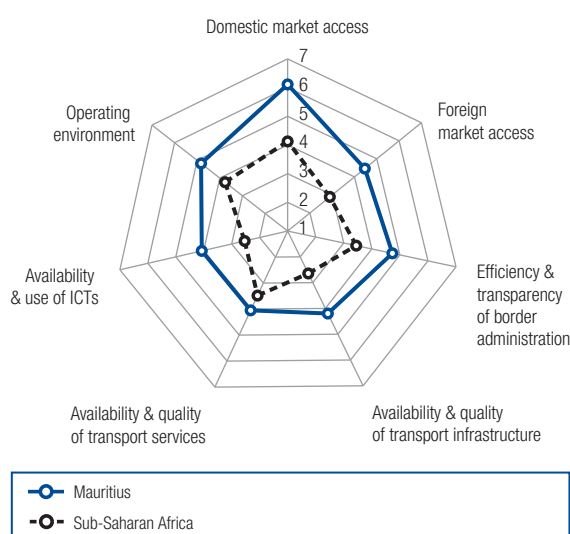
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>1.0.....</b>	<b>11.3</b>
<b>Intermediate goods</b> .....	<b>20.3.....</b>	<b>39.4</b>
Food and beverages (industrial) .....	6.9.....	3.9
Industrial supplies (primary and processed) .....	13.2.....	27.1
Parts and accessories .....	0.2.....	5.5
Fuels and lubricants .....	0.0.....	2.9
<b>Consumer goods</b> .....	<b>78.7.....</b>	<b>28.5</b>
Food and beverages (consumer) .....	28.7.....	15.1
Transport equipment and consumer goods .....	50.0.....	13.4
<b>Passenger motor cars</b> .....	<b>0.0.....</b>	<b>3.2</b>
<b>Others</b> .....	<b>0.0.....</b>	<b>17.7</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

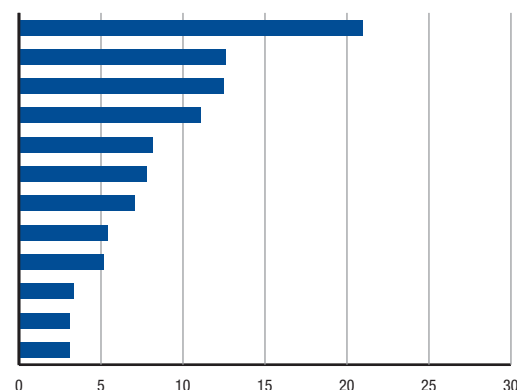
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>29.....</b>	<b>4.7</b>
<b>Subindex A: Market access (25%)</b> .....	<b>3.....</b>	<b>5.3</b>
Pillar 1: Domestic market access .....	4.....	6.1
Pillar 2: Foreign market access .....	5.....	4.5
<b>Subindex B: Border administration (25%)</b> .....	<b>53.....</b>	<b>4.7</b>
Pillar 3: Efficiency & transparency of border administration .....	53.....	4.7
<b>Subindex C: Infrastructure (25%)</b> .....	<b>56.....</b>	<b>4.1</b>
Pillar 4: Availability & quality of transport infrastructure .....	37.....	4.2
Pillar 5: Availability & quality of transport services .....	67.....	4.0
Pillar 6: Availability & use of ICTs .....	66.....	4.1
<b>Subindex D: Operating environment (25%)</b> .....	<b>32.....</b>	<b>4.8</b>
Pillar 7: Operating environment .....	32.....	4.8



## The most problematic factors for trade, 2013

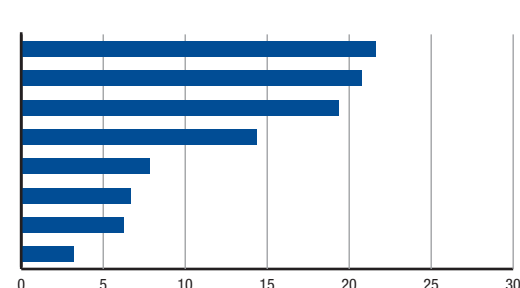
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	20.9
High cost or delays caused by international transportation .....	12.6
Access to imported inputs at competitive prices .....	12.5
Access to trade finance .....	11.1
Inappropriate production technology and skills .....	8.1
Technical requirements and standards abroad .....	7.8
Burdensome procedures at foreign borders .....	7.1
Tariff barriers abroad .....	5.4
Difficulties in meeting quality/quantity requirements of buyers .....	5.2
Rules of origin requirements abroad .....	3.3
High cost or delays caused by domestic transportation .....	3.1
Corruption at foreign borders .....	3.1



### Most problematic factors for importing

	Score*
High cost or delays caused by international transportation .....	21.6
Burdensome import procedures .....	20.7
Tariffs .....	19.3
Domestic technical requirements and standards .....	14.3
Corruption at the border .....	7.8
Inappropriate telecommunications infrastructure .....	6.7
High cost or delays caused by domestic transportation .....	6.3
Crime and theft .....	3.2



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Mauritius

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>4</b>	<b>6.1</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	4	0.8	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	86	5.1	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	9	4.0	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	102	10.3	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	98	4.8	Multiple economies (54)	0.0
Number of distinct tariffs	89	308	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	7	93.1	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>5</b>	<b>4.5</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	103	5.5	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	1	97.1	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>53</b>	<b>4.7</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	n/a	n/a	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	116	2.3	Norway	4.2
3.03 No. of days to import	28	10	Singapore	4
3.04 No. of documents to import	27	5	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	14	710	Singapore	440
3.06 No. of days to export	24	10	Multiple economies (5)	6
3.07 No. of documents to export	16	4	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	21	675	Malaysia	450
3.09 Irregular payments in exports and imports*	52	4.0	New Zealand	6.6
3.10 Time predictability of import procedures*	36	4.5	Finland	6.0
3.11 Customs transparency index (0–1)	n/a	n/a	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>37</b>	<b>4.2</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	67	159.9	United States	11,481.7
4.02 Quality of air transport infrastructure*	48	5.0	Singapore	6.8
4.03 Quality of railroad infrastructure*	n/a	n/a	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	52	24.7	China	157.5
4.05 Quality of port infrastructure*	41	4.9	Netherlands	6.8
4.06 Paved roads (% of total)	22	98.0	Multiple economies (18)	100.0
4.07 Quality of roads*	48	4.5	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>67</b>	<b>4.0</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	106	2.6	Luxembourg	3.8
5.02 Logistics competence (1–5)	109	2.5	Norway	4.2
5.03 Tracking and tracing ability (1–5)	124	2.3	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	108	2.9	Luxembourg	4.7
5.05 Postal services efficiency*	28	5.8	Japan	6.8
5.06 Efficiency of transport mode change*	31	5.0	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>66</b>	<b>4.1</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	49	119.9	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	75	41.4	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	51	11.2	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	65	22.8	Singapore	124.5
6.05 ICT use for business-to-business transactions*	58	5.0	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	95	4.0	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	84	0.43	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>32</b>	<b>4.8</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	39	4.5	Finland	6.3
Property rights*	36	5.1	Finland	6.4
Intellectual property protection*	45	4.0	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	35	4.3	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	26	2.8	Multiple economies (7)	4.0
Diversion of public funds*	46	3.8	New Zealand	6.5
Ease of compliance with government regulation*	31	3.8	Singapore	5.4
7.03 Access to finance index (1–7)	30	4.5	Hong Kong SAR	5.7
Affordability of financial services*	33	4.9	Hong Kong SAR	6.1
Availability of financial services*	32	5.2	Switzerland	6.4
Ease of access to loans*	25	3.5	Qatar	4.9
Availability of trade finance*	32	4.4	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	30	4.8	Ireland	5.5
Ease of hiring foreign labour*	63	4.2	United Arab Emirates	5.6
Business impact of rules on FDI*	9	5.6	Ireland	6.7
Openness to multilateral trade rules (0–100)	53	69.1	Slovenia	92.2
7.05 Index of physical security (1–7)	34	6.0	Qatar	6.8
Reliability of police services*	50	4.6	Finland	6.7
Business costs of crime and violence*	45	5.2	Qatar	6.8
Business costs of terrorism*	19	6.3	Slovenia	6.7
Homicide cases/100,000 pop.	71	3.4	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	1	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Mexico

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions) .....	117.1.....11
GDP (US\$ billions) .....	1,177.4.....14
GDP per capita (US\$) .....	10,058.5.....58
<b>Merchandise trade</b>	
Trade openness (imports+exports)/GDP .....	63.8.....72
Share of world trade (%) .....	2.03.....16
Total Exports (US\$ billions) .....	370.8.....16
Total Imports (US\$ billions) .....	380.5.....14

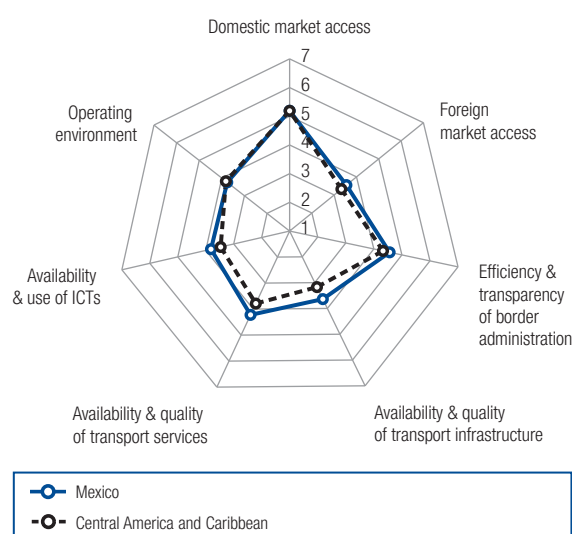
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>23.9</b> .....	<b>17.9</b>
<b>Intermediate goods</b> .....	<b>50.0</b> .....	<b>61.9</b>
Food and beverages (industrial) .....	0.7.....	1.9
Industrial supplies (primary and processed) .....	19.0.....	29.3
Parts and accessories .....	17.6.....	29.2
Fuels and lubricants .....	12.9.....	1.5
<b>Consumer goods</b> .....	<b>16.8</b> .....	<b>10.5</b>
Food and beverages (consumer) .....	4.9.....	3.0
Transport equipment and consumer goods .....	11.8.....	7.5
<b>Passenger motor cars</b> .....	<b>8.0</b> .....	<b>2.1</b>
<b>Others</b> .....	<b>1.4</b> .....	<b>7.6</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

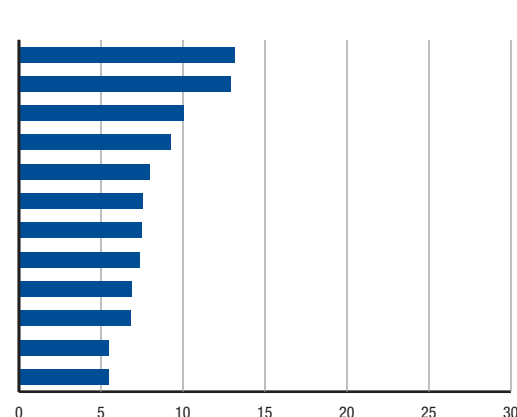
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>61</b> .....	<b>4.1</b>
<b>Subindex A: Market access (25%)</b> .....	<b>18</b> .....	<b>4.4</b>
Pillar 1: Domestic market access .....	33.....	5.2
Pillar 2: Foreign market access .....	29.....	3.5
<b>Subindex B: Border administration (25%)</b> .....	<b>62</b> .....	<b>4.6</b>
Pillar 3: Efficiency & transparency of border administration .....	62.....	4.6
<b>Subindex C: Infrastructure (25%)</b> .....	<b>63</b> .....	<b>3.9</b>
Pillar 4: Availability & quality of transport infrastructure .....	58.....	3.6
Pillar 5: Availability & quality of transport services .....	59.....	4.2
Pillar 6: Availability & use of ICTs .....	73.....	3.8
<b>Subindex D: Operating environment (25%)</b> .....	<b>97</b> .....	<b>3.8</b>
Pillar 7: Operating environment .....	97.....	3.8



## The most problematic factors for trade, 2013

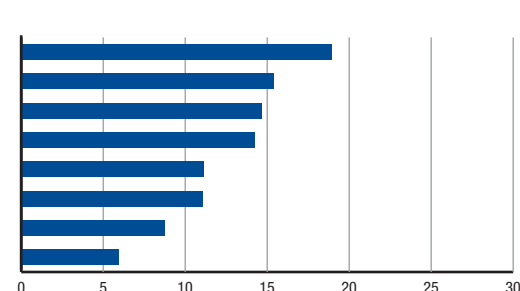
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	13.1
Access to trade finance .....	12.9
Technical requirements and standards abroad .....	10.0
High cost or delays caused by domestic transportation .....	9.3
Inappropriate production technology and skills .....	7.9
Tariff barriers abroad .....	7.5
Access to imported inputs at competitive prices .....	7.5
Burdensome procedures at foreign borders .....	7.3
Difficulties in meeting quality/quantity requirements of buyers .....	6.8
Rules of origin requirements abroad .....	6.8
High cost or delays caused by international transportation .....	5.5
Corruption at foreign borders .....	5.4



### Most problematic factors for importing

	Score*
Burdensome import procedures .....	19.0
Corruption at the border .....	15.4
Tariffs .....	14.6
Crime and theft .....	14.2
High cost or delays caused by international transportation .....	11.1
Domestic technical requirements and standards .....	11.0
High cost or delays caused by domestic transportation .....	8.7
Inappropriate telecommunications infrastructure .....	5.9



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Mexico

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>33</b>	<b>5.2</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	90	8.5	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	70	5.9	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	123	15.8	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	62	2.6	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	73	0.5	Multiple economies (54)	0.0
Number of distinct tariffs	76	87	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	16	83.7	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>29</b>	<b>3.5</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	28	5.1	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	37	47.8	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>62</b>	<b>4.6</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	95	0.40	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	69	2.7	Norway	4.2
3.03 No. of days to import	36	11	Singapore	4
3.04 No. of documents to import	11	4	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	97	1,740	Singapore	440
3.06 No. of days to export	35	11	Multiple economies (5)	6
3.07 No. of documents to export	16	4	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	94	1,450	Malaysia	450
3.09 Irregular payments in exports and imports*	72	3.6	New Zealand	6.6
3.10 Time predictability of import procedures*	61	3.9	Finland	6.0
3.11 Customs transparency index (0–1)	39	0.90	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>58</b>	<b>3.6</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	22	1,056.8	United States	11,481.7
4.02 Quality of air transport infrastructure*	59	4.7	Singapore	6.8
4.03 Quality of railroad infrastructure*	57	2.8	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	32	41.8	China	157.5
4.05 Quality of port infrastructure*	57	4.4	Netherlands	6.8
4.06 Paved roads (% of total)	81	36.4	Multiple economies (18)	100.0
4.07 Quality of roads*	47	4.6	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>59</b>	<b>4.2</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	46	3.2	Luxembourg	3.8
5.02 Logistics competence (1–5)	47	3.1	Norway	4.2
5.03 Tracking and tracing ability (1–5)	55	3.1	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	47	3.6	Luxembourg	4.7
5.05 Postal services efficiency*	100	3.7	Japan	6.8
5.06 Efficiency of transport mode change*	61	4.1	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>73</b>	<b>3.8</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	106	83.4	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	80	38.4	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	55	10.5	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	82	9.3	Singapore	124.5
6.05 ICT use for business-to-business transactions*	62	4.9	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	74	4.4	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	28	0.73	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>97</b>	<b>3.8</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	69	3.9	Finland	6.3
Property rights*	70	4.2	Finland	6.4
Intellectual property protection*	72	3.6	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	128	2.6	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	120	0.8	Multiple economies (7)	4.0
Diversion of public funds*	96	2.7	New Zealand	6.5
Ease of compliance with government regulation*	102	3.0	Singapore	5.4
7.03 Access to finance index (1–7)	74	3.7	Hong Kong SAR	5.7
Affordability of financial services*	80	4.0	Hong Kong SAR	6.1
Availability of financial services*	58	4.6	Switzerland	6.4
Ease of access to loans*	88	2.5	Qatar	4.9
Availability of trade finance*	75	3.8	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	31	4.8	Ireland	5.5
Ease of hiring foreign labour*	52	4.3	United Arab Emirates	5.6
Business impact of rules on FDI*	44	4.8	Ireland	6.7
Openness to multilateral trade rules (0–100)	26	77.5	Slovenia	92.2
7.05 Index of physical security (1–7)	130	3.8	Qatar	6.8
Reliability of police services*	116	3.0	Finland	6.7
Business costs of crime and violence*	130	2.8	Qatar	6.8
Business costs of terrorism*	100	4.8	Slovenia	6.7
Homicide cases/100,000 pop.	125	23.7	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	102	6.8	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Moldova

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	3.6.....	112
GDP (US\$ billions) .....	7.3.....	126
GDP per capita (US\$).....	2,037.3.....	101
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	101.7.....	29
Share of world trade (%) .....	0.02.....	116
Total Exports (US\$ billions).....	2.2.....	119
Total Imports (US\$ billions) .....	5.2.....	115

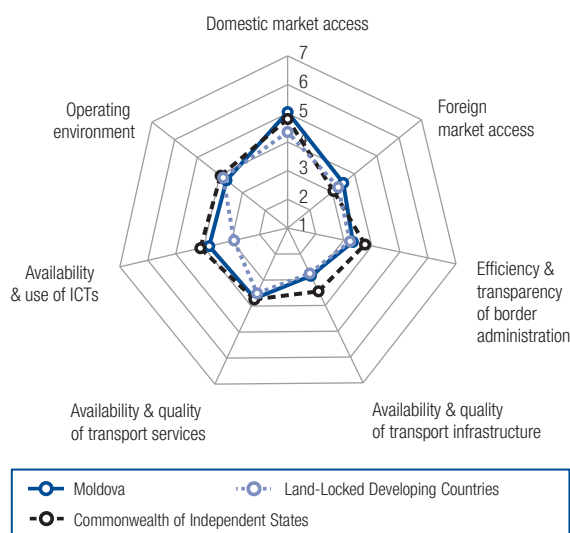
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>5.3.....</b>	<b>12.3</b>
<b>Intermediate goods</b> .....	<b>42.1.....</b>	<b>41.8</b>
Food and beverages (industrial) .....	10.2.....	1.9
Industrial supplies (primary and processed) .....	29.8.....	31.8
Parts and accessories.....	2.1.....	6.1
Fuels and lubricants .....	0.0.....	2.1
<b>Consumer goods</b> .....	<b>52.2.....</b>	<b>31.2</b>
Food and beverages (consumer).....	37.3.....	10.9
Transport equipment and consumer goods.....	14.9.....	20.3
<b>Passenger motor cars</b> .....	<b>0.1.....</b>	<b>2.4</b>
<b>Others</b> .....	<b>0.3.....</b>	<b>12.4</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

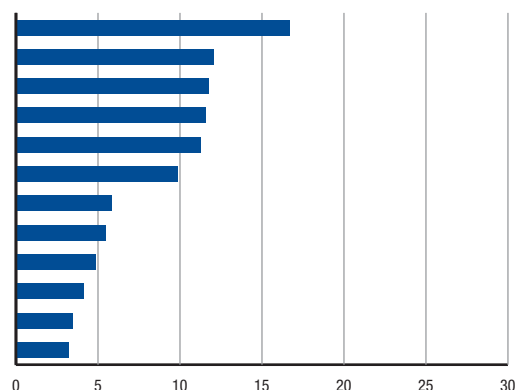
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>92.....</b>	<b>3.7</b>
<b>Subindex A: Market access (25%)</b> .....	<b>27.....</b>	<b>4.3</b>
Pillar 1: Domestic market access.....	38.....	5.0
Pillar 2: Foreign market access.....	33.....	3.5
<b>Subindex B: Border administration (25%)</b> .....	<b>116.....</b>	<b>3.3</b>
Pillar 3: Efficiency & transparency of border administration.....	116.....	3.3
<b>Subindex C: Infrastructure (25%)</b> .....	<b>87.....</b>	<b>3.5</b>
Pillar 4: Availability & quality of transport infrastructure .....	86.....	2.9
Pillar 5: Availability & quality of transport services .....	91.....	3.7
Pillar 6: Availability & use of ICTs .....	77.....	3.8
<b>Subindex D: Operating environment (25%)</b> .....	<b>100.....</b>	<b>3.7</b>
Pillar 7: Operating environment.....	100.....	3.7



## The most problematic factors for trade, 2013

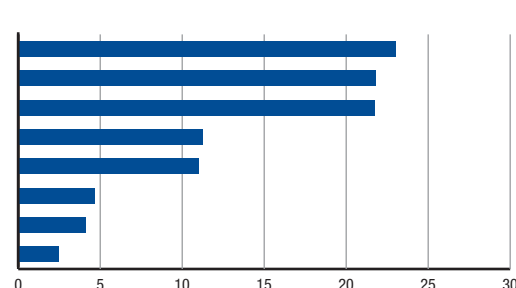
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	16.7
Inappropriate production technology and skills.....	12.0
Access to imported inputs at competitive prices .....	11.8
Difficulties in meeting quality/quantity requirements of buyers.....	11.6
Technical requirements and standards abroad .....	11.2
Access to trade finance.....	9.9
Burdensome procedures at foreign borders .....	5.8
High cost or delays caused by international transportation .....	5.4
Tariff barriers abroad .....	4.8
Corruption at foreign borders .....	4.1
High cost or delays caused by domestic transportation .....	3.5
Rules of origin requirements abroad.....	3.2



### Most problematic factors for importing

	Score*
Burdensome import procedures .....	23.0
Tariffs .....	21.8
Corruption at the border.....	21.7
High cost or delays caused by international transportation .....	11.2
Domestic technical requirements and standards .....	11.0
High cost or delays caused by domestic transportation .....	4.6
Crime and theft.....	4.1
Inappropriate telecommunications infrastructure .....	2.5



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Moldova

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>38</b>	<b>5.0</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	55	4.2	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	93	4.9	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	15	5.5	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	132	11.9	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	96	3.9	Multiple economies (54)	0.0
Number of distinct tariffs	98	404	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	41	65.4	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>33</b>	<b>3.5</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	57	5.4	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	18	57.3	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>116</b>	<b>3.3</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	n/a	n/a	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	93	2.5	Norway	4.2
3.03 No. of days to import	118	35	Singapore	4
3.04 No. of documents to import	82	8	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	101	1,870	Singapore	440
3.06 No. of days to export	122	32	Multiple economies (5)	6
3.07 No. of documents to export	85	7	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	102	1,545	Malaysia	450
3.09 Irregular payments in exports and imports*	110	2.6	New Zealand	6.6
3.10 Time predictability of import procedures*	100	3.4	Finland	6.0
3.11 Customs transparency index (0–1)	n/a	n/a	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>86</b>	<b>2.9</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	120	18.9	United States	11,481.7
4.02 Quality of air transport infrastructure*	108	3.5	Singapore	6.8
4.03 Quality of railroad infrastructure*	63	2.6	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	n/a	n/a	China	157.5
4.05 Quality of port infrastructure*	129	2.6	Netherlands	6.8
4.06 Paved roads (% of total)	36	86.2	Multiple economies (18)	100.0
4.07 Quality of roads*	138	1.7	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>91</b>	<b>3.7</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	52	3.1	Luxembourg	3.8
5.02 Logistics competence (1–5)	114	2.4	Norway	4.2
5.03 Tracking and tracing ability (1–5)	122	2.4	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	107	2.9	Luxembourg	4.7
5.05 Postal services efficiency*	70	4.5	Japan	6.8
5.06 Efficiency of transport mode change*	96	3.5	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>77</b>	<b>3.8</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	82	102.0	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	72	43.4	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	50	11.9	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	94	5.1	Singapore	124.5
6.05 ICT use for business-to-business transactions*	94	4.5	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	91	4.1	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	61	0.52	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>100</b>	<b>3.7</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	120	2.9	Finland	6.3
Property rights*	122	3.2	Finland	6.4
Intellectual property protection*	116	2.7	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	129	2.6	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	n/a	n/a	Multiple economies (7)	4.0
Diversion of public funds*	113	2.4	New Zealand	6.5
Ease of compliance with government regulation*	112	2.8	Singapore	5.4
7.03 Access to finance index (1–7)	109	3.2	Hong Kong SAR	5.7
Affordability of financial services*	107	3.6	Hong Kong SAR	6.1
Availability of financial services*	111	3.7	Switzerland	6.4
Ease of access to loans*	98	2.4	Qatar	4.9
Availability of trade finance*	113	3.0	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	69	4.3	Ireland	5.5
Ease of hiring foreign labour*	82	3.9	United Arab Emirates	5.6
Business impact of rules on FDI*	105	3.9	Ireland	6.7
Openness to multilateral trade rules (0–100)	38	74.8	Slovenia	92.2
7.05 Index of physical security (1–7)	69	5.5	Qatar	6.8
Reliability of police services*	114	3.0	Finland	6.7
Business costs of crime and violence*	53	5.0	Qatar	6.8
Business costs of terrorism*	9	6.4	Slovenia	6.7
Homicide cases/100,000 pop.	96	8.6	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	49	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



# Mongolia

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions) .....	2.8..... 118
GDP (US\$ billions) .....	10.3..... 117
GDP per capita (US\$) .....	3,627.2..... 89

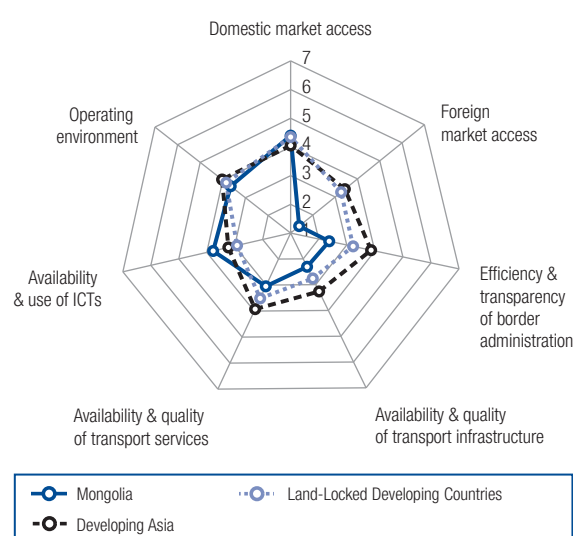
### Merchandise trade

Trade openness (imports+exports)/GDP .....	108.3..... 27
Share of world trade (%) .....	0.03..... 102
Total Exports (US\$ billions) .....	4.4..... 103
Total Imports (US\$ billions) .....	6.7..... 104

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

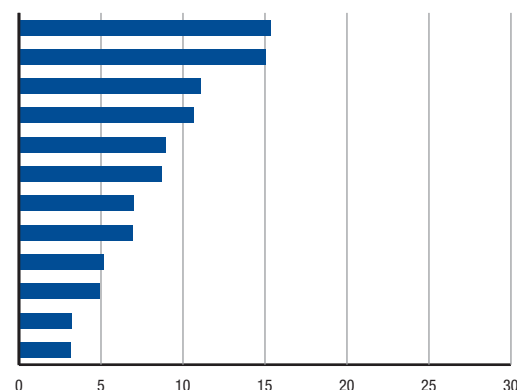
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014 .....</b>	<b>130.....</b>	<b>3.0</b>
<b>Subindex A: Market access (25%) .....</b>	<b>126.....</b>	<b>2.9</b>
Pillar 1: Domestic market access.....	92.....	4.4
Pillar 2: Foreign market access.....	132.....	1.4
<b>Subindex B: Border administration (25%) .....</b>	<b>137.....</b>	<b>2.4</b>
Pillar 3: Efficiency & transparency of border administration.....	137.....	2.4
<b>Subindex C: Infrastructure (25%) .....</b>	<b>103.....</b>	<b>3.0</b>
Pillar 4: Availability & quality of transport infrastructure.....	125.....	2.3
Pillar 5: Availability & quality of transport services.....	129.....	3.0
Pillar 6: Availability & use of ICTs .....	78.....	3.8
<b>Subindex D: Operating environment (25%) ....</b>	<b>105.....</b>	<b>3.7</b>
Pillar 7: Operating environment.....	105.....	3.7



## The most problematic factors for trade, 2013

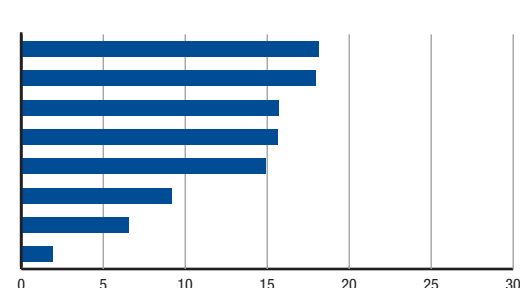
### Most problematic factors for exporting

	Score*
Inappropriate production technology and skills.....	15.4
Technical requirements and standards abroad .....	15.0
Difficulties in meeting quality/quantity requirements of buyers.....	11.1
Identifying potential markets and buyers .....	10.6
High cost or delays caused by international transportation .....	8.9
High cost or delays caused by domestic transportation .....	8.7
Access to trade finance .....	7.0
Rules of origin requirements abroad.....	6.9
Burdensome procedures at foreign borders .....	5.1
Access to imported inputs at competitive prices .....	4.9
Corruption at foreign borders .....	3.2
Tariff barriers abroad .....	3.1



### Most problematic factors for importing

	Score*
Burdensome import procedures .....	18.1
High cost or delays caused by international transportation .....	18.0
Tariffs.....	15.7
Corruption at the border.....	15.6
High cost or delays caused by domestic transportation .....	14.9
Domestic technical requirements and standards .....	9.2
Inappropriate telecommunications infrastructure .....	6.6
Crime and theft.....	1.9



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS		RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>		<b>92</b>	<b>4.4</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01	Tariff rate (%)	63	4.6	Multiple economies (2)	0.0
1.02	Complexity of tariffs index (1–7)	4	6.9	Multiple economies (2)	7.0
	Tariff dispersion (standard deviation)	4	0.7	Multiple economies (2)	0.0
	Tariff peaks (% of tariff lines)	29	0.2	Multiple economies (24)	0.0
	Specific tariffs (% of tariff lines)	1	0.0	Multiple economies (54)	0.0
	Number of distinct tariffs	5	4	Multiple economies (2)	1
1.03	Share of duty-free imports (%)	133	1.4	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>		<b>132</b>	<b>1.4</b>	<b>Cambodia</b>	<b>5.3</b>
2.01	Tariffs faced (%)	124	5.8	Chile	3.5
2.02	Index of margin of preference in destination mkt (0–100)	133	3.2	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>		<b>137</b>	<b>2.4</b>	<b>Singapore</b>	<b>6.3</b>
3.01	Customs services index (0–1)	n/a	n/a	Singapore	0.97
3.02	Efficiency of the clearance process (1–5)	121	2.2	Norway	4.2
3.03	No. of days to import	133	50	Singapore	4
3.04	No. of documents to import	137	13	Multiple economies (2)	2
3.05	Cost to import (US\$ per container)	125	2,950	Singapore	440
3.06	No. of days to export	133	49	Multiple economies (5)	6
3.07	No. of documents to export	136	11	Multiple economies (2)	2
3.08	Cost to export (US\$ per container)	127	2,745	Malaysia	450
3.09	Irregular payments in exports and imports*	83	3.3	New Zealand	6.6
3.10	Time predictability of import procedures*	121	3.0	Finland	6.0
3.11	Customs transparency index (0–1)	n/a	n/a	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>		<b>125</b>	<b>2.3</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01	Available int'l airline seat km/week, millions	110	24.8	United States	11,481.7
4.02	Quality of air transport infrastructure*	118	3.2	Singapore	6.8
4.03	Quality of railroad infrastructure*	62	2.6	Japan	6.7
4.04	Liner Shipping Connectivity Index (0–157.1)	n/a	n/a	China	157.5
4.05	Quality of port infrastructure*	131	2.6	Netherlands	6.8
4.06	Paved roads (% of total)	128	9.7	Multiple economies (18)	100.0
4.07	Quality of roads*	132	2.3	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>		<b>129</b>	<b>3.0</b>	<b>Singapore</b>	<b>5.7</b>
5.01	Ease and affordability of shipment (1–5)	107	2.6	Luxembourg	3.8
5.02	Logistics competence (1–5)	121	2.3	Norway	4.2
5.03	Tracking and tracing ability (1–5)	134	2.1	Germany	4.2
5.04	Timeliness of shipments in reaching destination (1–5)	134	2.5	Luxembourg	4.7
5.05	Postal services efficiency*	121	3.0	Japan	6.8
5.06	Efficiency of transport mode change*	121	2.9	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>		<b>78</b>	<b>3.8</b>	<b>Sweden</b>	<b>6.5</b>
6.01	Mobile phone subscriptions/100 pop.	44	120.7	Hong Kong SAR	229.2
6.02	Individuals using Internet (%)	102	16.4	Iceland	96.2
6.03	Fixed broadband Internet subscriptions/100 pop.	81	3.8	Switzerland	39.9
6.04	Active mobile broadband Internet subscriptions/100 pop.	71	18.2	Singapore	124.5
6.05	ICT use for business-to-business transactions*	84	4.6	Finland	6.2
6.06	Internet use for business-to-consumer transactions*	78	4.3	United Kingdom	6.3
6.07	Government Online Service Index (0–1)	44	0.59	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>		<b>105</b>	<b>3.7</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01	Protection of property index (1–7)	116	3.0	Finland	6.3
	Property rights*	101	3.6	Finland	6.4
	Intellectual property protection*	124	2.5	Finland	6.2
7.02	Efficiency and accountability of public institutions index (1–7)	118	2.8	Singapore	6.0
	Judicial efficiency & impartiality in commercial disputes (0–4)	100	1.5	Multiple economies (7)	4.0
	Diversion of public funds*	110	2.4	New Zealand	6.5
	Ease of compliance with government regulation*	109	2.9	Singapore	5.4
7.03	Access to finance index (1–7)	118	3.0	Hong Kong SAR	5.7
	Affordability of financial services*	108	3.6	Hong Kong SAR	6.1
	Availability of financial services*	115	3.6	Switzerland	6.4
	Ease of access to loans*	132	1.7	Qatar	4.9
	Availability of trade finance*	109	3.1	Hong Kong SAR	5.8
7.04	Openness to foreign participation index (1–7)	100	4.0	Ireland	5.5
	Ease of hiring foreign labour*	121	3.3	United Arab Emirates	5.6
	Business impact of rules on FDI*	100	4.1	Ireland	6.7
	Openness to multilateral trade rules (0–100)	56	68.1	Slovenia	92.2
7.05	Index of physical security (1–7)	76	5.4	Qatar	6.8
	Reliability of police services*	91	3.7	Finland	6.7
	Business costs of crime and violence*	64	4.7	Qatar	6.8
	Business costs of terrorism*	45	5.8	Slovenia	6.7
	Homicide cases/100,000 pop.	99	9.5	Hong Kong SAR	0.2
	Index of terrorism incidence (1–7)	1	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Montenegro

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

Rank/138

Population (millions) .....	0.6 .....	135
GDP (US\$ billions) .....	4.2 .....	130
GDP per capita (US\$) .....	6,777.6 .....	69

### Merchandise trade

Trade openness (imports+exports)/GDP .....	66.4 .....	67
Share of world trade (%) .....	0.01 .....	134
Total Exports (US\$ billions) .....	0.5 .....	135
Total Imports (US\$ billions) .....	2.3 .....	131

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

Rank  
(out of 138)      Score  
(1–7)

**Enabling Trade Index 2014** ..... 49 ..... 4.3

**Subindex A: Market access (25%)** ..... 33 ..... 4.2

Pillar 1: Domestic market access..... 15 ..... 5.7

Pillar 2: Foreign market access..... 60 ..... 2.7

**Subindex B: Border administration (25%)** ..... 54 ..... 4.7

Pillar 3: Efficiency & transparency  
of border administration..... 54 ..... 4.7

**Subindex C: Infrastructure (25%)** ..... 65 ..... 3.9

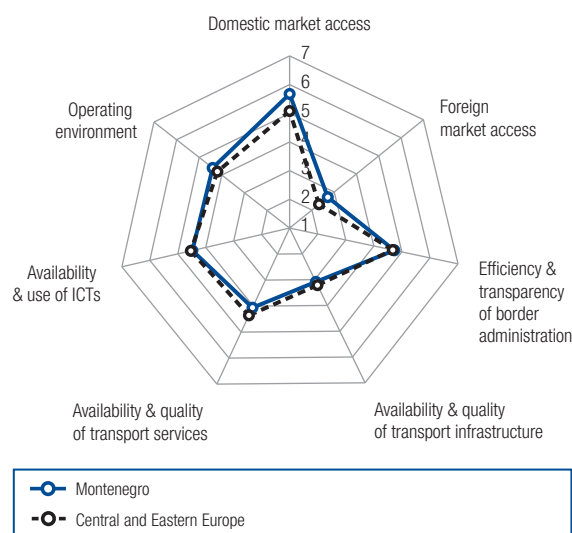
Pillar 4: Availability & quality of transport infrastructure... 81 ..... 3.1

Pillar 5: Availability & quality of transport services..... 66 ..... 4.1

Pillar 6: Availability & use of ICTs ..... 52 ..... 4.5

**Subindex D: Operating environment (25%)** ..... 51 ..... 4.4

Pillar 7: Operating environment..... 51 ..... 4.4

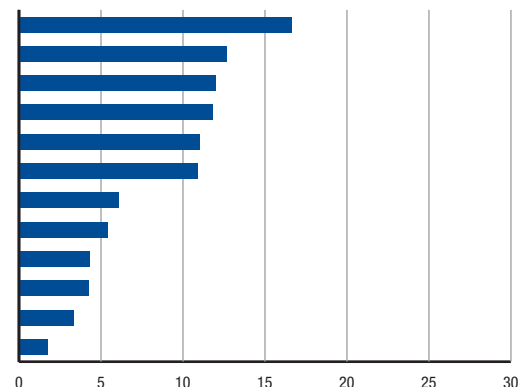


## The most problematic factors for trade, 2013

### Most problematic factors for exporting

Score\*

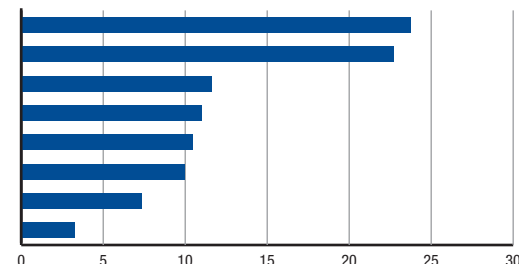
Access to trade finance .....	16.6
Inappropriate production technology and skills.....	12.6
Identifying potential markets and buyers .....	12.0
Technical requirements and standards abroad .....	11.8
Difficulties in meeting quality/quantity requirements of buyers.....	11.0
Access to imported inputs at competitive prices .....	10.9
Rules of origin requirements abroad.....	6.0
High cost or delays caused by international transportation .....	5.4
Burdensome procedures at foreign borders .....	4.3
Tariff barriers abroad .....	4.2
High cost or delays caused by domestic transportation .....	3.3
Corruption at foreign borders .....	1.7



### Most problematic factors for importing

Score\*

Tariffs .....	23.7
Burdensome import procedures .....	22.7
High cost or delays caused by international transportation .....	11.6
Corruption at the border.....	11.0
High cost or delays caused by domestic transportation .....	10.5
Domestic technical requirements and standards .....	9.9
Inappropriate telecommunications infrastructure .....	7.3
Crime and theft.....	3.2



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Montenegro

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b> .....	<b>15</b> .....	<b>5.7</b>	<b>Multiple economies (2)</b> .....	<b>7.0</b>
1.01 Tariff rate (%).....	42	3.0	Multiple economies (2).....	0.0
1.02 Complexity of tariffs index (1–7).....	88	5.0	Multiple economies (2).....	7.0
Tariff dispersion (standard deviation).....	18	6.1	Multiple economies (2).....	0.0
Tariff peaks (% of tariff lines).....	134	12.3	Multiple economies (24).....	0.0
Specific tariffs (% of tariff lines).....	88	2.8	Multiple economies (54).....	0.0
Number of distinct tariffs.....	95	339	Multiple economies (2).....	1
1.03 Share of duty-free imports (%).....	13	87.5	Multiple economies (2).....	100.0
<b>Pillar 2: Foreign market access (1–7)</b> .....	<b>60</b> .....	<b>2.7</b>	<b>Cambodia</b> .....	<b>5.3</b>
2.01 Tariffs faced (%).....	129	5.9	Chile.....	3.5
2.02 Index of margin of preference in destination mkts (0–100).....	26	51.6	Mauritius.....	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b> .....	<b>54</b> .....	<b>4.7</b>	<b>Singapore</b> .....	<b>6.3</b>
3.01 Customs services index (0–1).....	70	0.54	Singapore.....	0.97
3.02 Efficiency of the clearance process (1–5).....	59	2.8	Norway.....	4.2
3.03 No. of days to import.....	47	14	Singapore.....	4
3.04 No. of documents to import.....	27	5	Multiple economies (2).....	2
3.05 Cost to import (US\$ per container).....	42	985	Singapore.....	440
3.06 No. of days to export.....	56	14	Multiple economies (5).....	6
3.07 No. of documents to export.....	65	6	Multiple economies (2).....	2
3.08 Cost to export (US\$ per container).....	48	985	Malaysia.....	450
3.09 Irregular payments in exports and imports*.....	53	4.0	New Zealand.....	6.6
3.10 Time predictability of import procedures*.....	76	3.8	Finland.....	6.0
3.11 Customs transparency index (0–1).....	39	0.90	Multiple economies (35).....	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b> .....	<b>81</b> .....	<b>3.1</b>	<b>United Arab Emirates</b> .....	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions.....	113	21.6	United States.....	11,481.7
4.02 Quality of air transport infrastructure*.....	77	4.2	Singapore.....	6.8
4.03 Quality of railroad infrastructure*.....	54	3.0	Japan.....	6.7
4.04 Liner Shipping Connectivity Index (0–157.1).....	106	2.4	China.....	157.5
4.05 Quality of port infrastructure*.....	79	3.9	Netherlands.....	6.8
4.06 Paved roads (% of total).....	54	69.1	Multiple economies (18).....	100.0
4.07 Quality of roads*.....	87	3.3	United Arab Emirates.....	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b> .....	<b>66</b> .....	<b>4.1</b>	<b>Singapore</b> .....	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5).....	51	3.1	Luxembourg.....	3.8
5.02 Logistics competence (1–5).....	113	2.5	Norway.....	4.2
5.03 Tracking and tracing ability (1–5).....	83	2.8	Germany.....	4.2
5.04 Timeliness of shipments in reaching destination (1–5).....	75	3.2	Luxembourg.....	4.7
5.05 Postal services efficiency*.....	66	4.6	Japan.....	6.8
5.06 Efficiency of transport mode change*.....	48	4.4	Hong Kong SAR.....	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b> .....	<b>52</b> .....	<b>4.5</b>	<b>Sweden</b> .....	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.....	5	181.3	Hong Kong SAR.....	229.2
6.02 Individuals using Internet (%).....	49	56.8	Iceland.....	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.....	63	8.4	Switzerland.....	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.....	59	27.5	Singapore.....	124.5
6.05 ICT use for business-to-business transactions*.....	68	4.8	Finland.....	6.2
6.06 Internet use for business-to-consumer transactions*.....	66	4.6	United Kingdom.....	6.3
6.07 Government Online Service Index (0–1).....	64	0.51	Multiple economies (3).....	1.00
<b>Pillar 7: Operating environment (1–7)</b> .....	<b>51</b> .....	<b>4.4</b>	<b>Hong Kong SAR</b> .....	<b>5.8</b>
7.01 Protection of property index (1–7).....	67	3.9	Finland.....	6.3
Property rights*.....	69	4.2	Finland.....	6.4
Intellectual property protection*.....	71	3.6	Finland.....	6.2
7.02 Efficiency and accountability of public institutions index (1–7).....	47	3.8	Singapore.....	6.0
Judicial efficiency & impartiality in commercial disputes (0–4).....	n/a	n/a	Multiple economies (7).....	4.0
Diversion of public funds*.....	40	4.1	New Zealand.....	6.5
Ease of compliance with government regulation*.....	54	3.6	Singapore.....	5.4
7.03 Access to finance index (1–7).....	70	3.8	Hong Kong SAR.....	5.7
Affordability of financial services*.....	74	4.1	Hong Kong SAR.....	6.1
Availability of financial services*.....	81	4.2	Switzerland.....	6.4
Ease of access to loans*.....	33	3.3	Qatar.....	4.9
Availability of trade finance*.....	86	3.6	Hong Kong SAR.....	5.8
7.04 Openness to foreign participation index (1–7).....	53	4.5	Ireland.....	5.5
Ease of hiring foreign labour*.....	45	4.3	United Arab Emirates.....	5.6
Business impact of rules on FDI*.....	73	4.5	Ireland.....	6.7
Openness to multilateral trade rules (0–100).....	51	69.6	Slovenia.....	92.2
7.05 Index of physical security (1–7).....	37	6.0	Qatar.....	6.8
Reliability of police services*.....	47	4.7	Finland.....	6.7
Business costs of crime and violence*.....	46	5.2	Qatar.....	6.8
Business costs of terrorism*.....	37	6.1	Slovenia.....	6.7
Homicide cases/100,000 pop.....	74	3.6	Hong Kong SAR.....	0.2
Index of terrorism incidence (1–7).....	1	7.0	Multiple economies (48).....	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Morocco

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

Rank/138

Population (millions) .....	32.5 .....	36
GDP (US\$ billions) .....	96.1 .....	61
GDP per capita (US\$) .....	2,955.9 .....	95

### Merchandise trade

Trade openness (imports+exports)/GDP .....	67.7 .....	65
Share of world trade (%) .....	0.18 .....	63
Total Exports (US\$ billions) .....	21.4 .....	69
Total Imports (US\$ billions) .....	44.8 .....	54

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

Rank  
(out of 138)      Score  
(1–7)

**Enabling Trade Index 2014** ..... 43 ..... 4.4

**Subindex A: Market access (25%)** ..... 53 ..... 3.8

Pillar 1: Domestic market access..... 100 ..... 4.2

Pillar 2: Foreign market access..... 32 ..... 3.5

**Subindex B: Border administration (25%)** ..... 45 ..... 4.9

Pillar 3: Efficiency & transparency  
of border administration..... 45 ..... 4.9

**Subindex C: Infrastructure (25%)** ..... 50 ..... 4.2

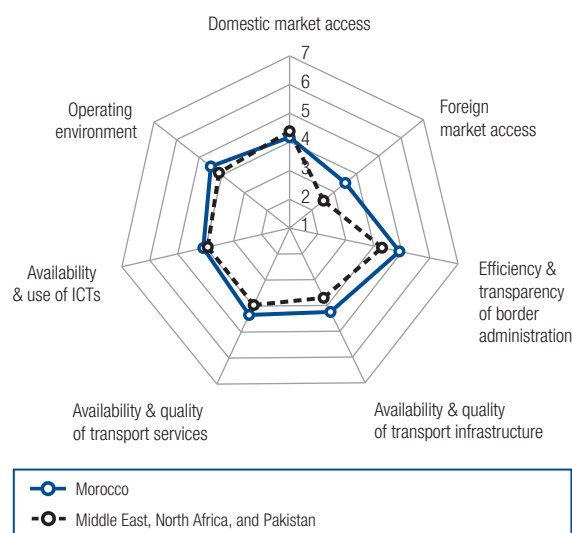
Pillar 4: Availability & quality of transport infrastructure ... 36 ..... 4.3

Pillar 5: Availability & quality of transport services ..... 53 ..... 4.3

Pillar 6: Availability & use of ICTs ..... 65 ..... 4.1

**Subindex D: Operating environment (25%)** ..... 45 ..... 4.5

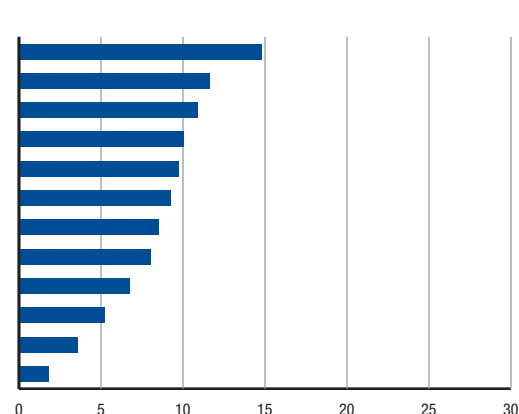
Pillar 7: Operating environment..... 45 ..... 4.5



## The most problematic factors for trade, 2013

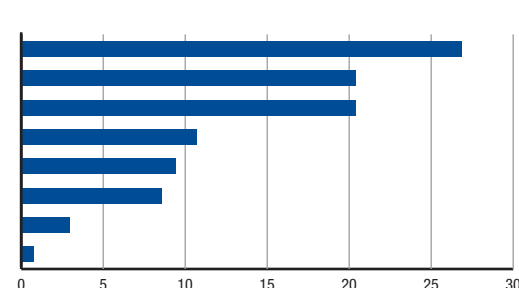
### Most problematic factors for exporting

Factor	Score*
Identifying potential markets and buyers .....	14.8
Difficulties in meeting quality/quantity requirements of buyers.....	11.6
Access to trade finance .....	10.9
Technical requirements and standards abroad .....	10.0
High cost or delays caused by international transportation .....	9.7
Access to imported inputs at competitive prices .....	9.2
Tariff barriers abroad .....	8.5
Rules of origin requirements abroad.....	8.0
Burdensome procedures at foreign borders .....	6.7
Inappropriate production technology and skills.....	5.2
High cost or delays caused by domestic transportation .....	3.5
Corruption at foreign borders .....	1.8



### Most problematic factors for importing

Factor	Score*
Burdensome import procedures .....	26.9
Tariffs .....	20.4
High cost or delays caused by international transportation .....	20.4
Corruption at the border.....	10.7
High cost or delays caused by domestic transportation .....	9.4
Domestic technical requirements and standards .....	8.5
Inappropriate telecommunications infrastructure .....	2.9
Crime and theft.....	0.8



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

## Morocco

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b> .....	<b>100</b> .....	<b>4.2</b>	<b>Multiple economies (2)</b> .....	<b>7.0</b>
1.01 Tariff rate (%).....	120	11.7	Multiple economies (2).....	0.0
1.02 Complexity of tariffs index (1–7).....	83	5.2	Multiple economies (2).....	7.0
Tariff dispersion (standard deviation).....	129	21.8	Multiple economies (2).....	0.0
Tariff peaks (% of tariff lines).....	87	7.9	Multiple economies (24).....	0.0
Specific tariffs (% of tariff lines).....	1	0.0	Multiple economies (54).....	0.0
Number of distinct tariffs.....	72	38	Multiple economies (2).....	1
1.03 Share of duty-free imports (%).....	39	65.6	Multiple economies (2).....	100.0
<b>Pillar 2: Foreign market access (1–7)</b> .....	<b>32</b> .....	<b>3.5</b>	<b>Cambodia</b> .....	<b>5.3</b>
2.01 Tariffs faced (%).....	32	5.1	Chile.....	3.5
2.02 Index of margin of preference in destination mkt (0–100).....	35	48.5	Mauritius.....	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b> .....	<b>45</b> .....	<b>4.9</b>	<b>Singapore</b> .....	<b>6.3</b>
3.01 Customs services index (0–1).....	49	0.65	Singapore.....	0.97
3.02 Efficiency of the clearance process (1–5).....	73	2.6	Norway.....	4.2
3.03 No. of days to import.....	60	16	Singapore.....	4
3.04 No. of documents to import.....	57	7	Multiple economies (2).....	2
3.05 Cost to import (US\$ per container).....	37	970	Singapore.....	440
3.06 No. of days to export.....	35	11	Multiple economies (5).....	6
3.07 No. of documents to export.....	40	5	Multiple economies (2).....	2
3.08 Cost to export (US\$ per container).....	5	595	Malaysia.....	450
3.09 Irregular payments in exports and imports*.....	50	4.1	New Zealand.....	6.6
3.10 Time predictability of import procedures*.....	77	3.7	Finland.....	6.0
3.11 Customs transparency index (0–1).....	1	1.00	Multiple economies (35).....	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b> .....	<b>36</b> .....	<b>4.3</b>	<b>United Arab Emirates</b> .....	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions.....	42	400.5	United States.....	11,481.7
4.02 Quality of air transport infrastructure*.....	47	5.0	Singapore.....	6.8
4.03 Quality of railroad infrastructure*.....	36	3.9	Japan.....	6.7
4.04 Liner Shipping Connectivity Index (0–157.1).....	19	55.5	China.....	157.5
4.05 Quality of port infrastructure*.....	39	5.0	Netherlands.....	6.8
4.06 Paved roads (% of total).....	52	70.4	Multiple economies (18).....	100.0
4.07 Quality of roads*.....	49	4.5	United Arab Emirates.....	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b> .....	<b>53</b> .....	<b>4.3</b>	<b>Singapore</b> .....	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5).....	62	3.0	Luxembourg.....	3.8
5.02 Logistics competence (1–5).....	67	2.9	Norway.....	4.2
5.03 Tracking and tracing ability (1–5).....	63	3.0	Germany.....	4.2
5.04 Timeliness of shipments in reaching destination (1–5).....	53	3.5	Luxembourg.....	4.7
5.05 Postal services efficiency*.....	44	5.0	Japan.....	6.8
5.06 Efficiency of transport mode change*.....	51	4.4	Hong Kong SAR.....	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b> .....	<b>65</b> .....	<b>4.1</b>	<b>Sweden</b> .....	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.....	47	120.0	Hong Kong SAR.....	229.2
6.02 Individuals using Internet (%).....	54	55.0	Iceland.....	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.....	90	2.1	Switzerland.....	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.....	80	10.1	Singapore.....	124.5
6.05 ICT use for business-to-business transactions*.....	108	4.3	Finland.....	6.2
6.06 Internet use for business-to-consumer transactions*.....	102	3.9	United Kingdom.....	6.3
6.07 Government Online Service Index (0–1).....	52	0.54	Multiple economies (3).....	1.00
<b>Pillar 7: Operating environment (1–7)</b> .....	<b>45</b> .....	<b>4.5</b>	<b>Hong Kong SAR</b> .....	<b>5.8</b>
7.01 Protection of property index (1–7).....	59	4.1	Finland.....	6.3
Property rights*.....	43	4.8	Finland.....	6.4
Intellectual property protection*.....	84	3.3	Finland.....	6.2
7.02 Efficiency and accountability of public institutions index (1–7).....	41	4.0	Singapore.....	6.0
Judicial efficiency & impartiality in commercial disputes (0–4).....	44	2.5	Multiple economies (7).....	4.0
Diversion of public funds*.....	47	3.8	New Zealand.....	6.5
Ease of compliance with government regulation*.....	59	3.5	Singapore.....	5.4
7.03 Access to finance index (1–7).....	61	3.9	Hong Kong SAR.....	5.7
Affordability of financial services*.....	63	4.2	Hong Kong SAR.....	6.1
Availability of financial services*.....	61	4.6	Switzerland.....	6.4
Ease of access to loans*.....	66	2.8	Qatar.....	4.9
Availability of trade finance*.....	49	4.0	Hong Kong SAR.....	5.8
7.04 Openness to foreign participation index (1–7).....	40	4.6	Ireland.....	5.5
Ease of hiring foreign labour*.....	89	3.9	United Arab Emirates.....	5.6
Business impact of rules on FDI*.....	12	5.4	Ireland.....	6.7
Openness to multilateral trade rules (0–100).....	58	67.7	Slovenia.....	92.2
7.05 Index of physical security (1–7).....	48	5.8	Qatar.....	6.8
Reliability of police services*.....	46	4.7	Finland.....	6.7
Business costs of crime and violence*.....	40	5.3	Qatar.....	6.8
Business costs of terrorism*.....	72	5.3	Slovenia.....	6.7
Homicide cases/100,000 pop.....	38	1.4	Hong Kong SAR.....	0.2
Index of terrorism incidence (1–7).....	99	6.9	Multiple economies (48).....	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



# Mozambique

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

		Rank/138
Population (millions) .....	22.5 .....	47
GDP (US\$ billions) .....	14.2 .....	106
GDP per capita (US\$) .....	634.3 .....	128
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	74.7 .....	58
Share of world trade (%) .....	0.03 .....	103
Total Exports (US\$ billions) .....	4.1 .....	105
Total Imports (US\$ billions) .....	6.8 .....	103

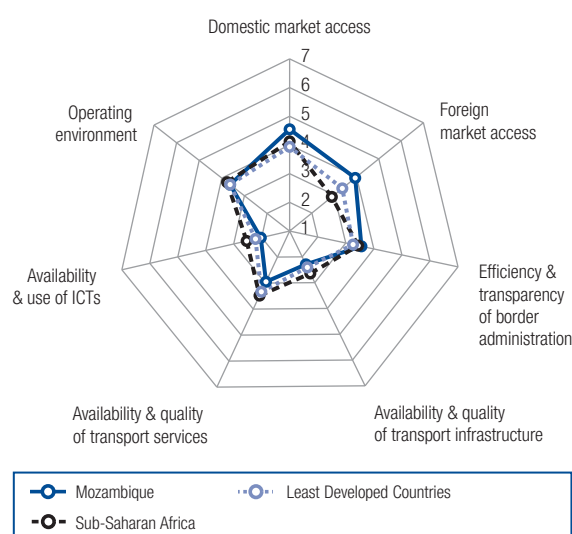
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>3.2</b> .....	<b>17.6</b>
<b>Intermediate goods</b> .....	<b>91.4</b> .....	<b>50.5</b>
Food and beverages (industrial) .....	6.6 .....	3.0
Industrial supplies (primary and processed) .....	54.6 .....	33.7
Parts and accessories .....	3.7 .....	8.5
Fuels and lubricants .....	26.4 .....	5.3
<b>Consumer goods</b> .....	<b>3.3</b> .....	<b>12.2</b>
Food and beverages (consumer) .....	3.0 .....	5.1
Transport equipment and consumer goods .....	0.3 .....	7.0
<b>Passenger motor cars</b> .....	<b>0.4</b> .....	<b>1.4</b>
<b>Others</b> .....	<b>1.8</b> .....	<b>18.4</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

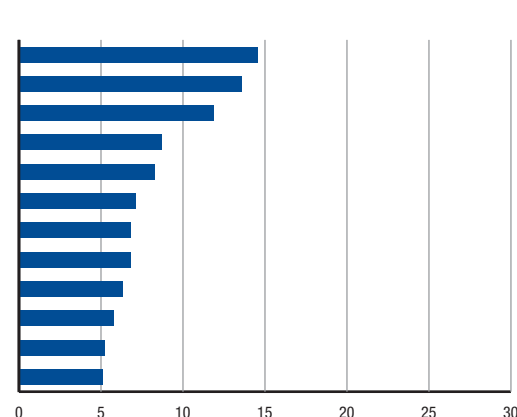
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>110</b> .....	<b>3.5</b>
<b>Subindex A: Market access (25%)</b> .....	<b>29</b> .....	<b>4.2</b>
Pillar 1: Domestic market access .....	89 .....	4.5
Pillar 2: Foreign market access .....	14 .....	3.9
<b>Subindex B: Border administration (25%)</b> .....	<b>105</b> .....	<b>3.6</b>
Pillar 3: Efficiency & transparency of border administration .....	105 .....	3.6
<b>Subindex C: Infrastructure (25%)</b> .....	<b>132</b> .....	<b>2.4</b>
Pillar 4: Availability & quality of transport infrastructure .....	126 .....	2.3
Pillar 5: Availability & quality of transport services .....	132 .....	2.9
Pillar 6: Availability & use of ICTs .....	128 .....	2.0
<b>Subindex D: Operating environment (25%)</b> .....	<b>109</b> .....	<b>3.6</b>
Pillar 7: Operating environment .....	109 .....	3.6



## The most problematic factors for trade, 2013

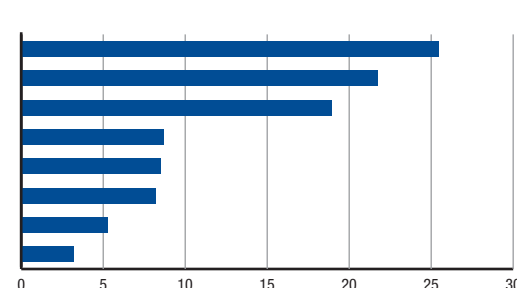
### Most problematic factors for exporting

	Score*
Difficulties in meeting quality/quantity requirements of buyers .....	14.6
Inappropriate production technology and skills .....	13.6
Access to trade finance .....	11.9
High cost or delays caused by domestic transportation .....	8.7
Technical requirements and standards abroad .....	8.2
Access to imported inputs at competitive prices .....	7.1
Identifying potential markets and buyers .....	6.8
Burdensome procedures at foreign borders .....	6.8
Corruption at foreign borders .....	6.3
Rules of origin requirements abroad .....	5.8
High cost or delays caused by international transportation .....	5.2
Tariff barriers abroad .....	5.1



### Most problematic factors for importing

	Score*
Tariffs .....	25.5
Corruption at the border .....	21.7
Burdensome import procedures .....	18.9
Domestic technical requirements and standards .....	8.7
High cost or delays caused by domestic transportation .....	8.5
High cost or delays caused by international transportation .....	8.2
Crime and theft .....	5.3
Inappropriate telecommunications infrastructure .....	3.2



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Mozambique

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>89</b>	<b>4.5</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	86	7.7	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	14	6.7	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	38	7.3	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	1	0.0	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	1	0.0	Multiple economies (54)	0.0
Number of distinct tariffs	19	5	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	98	33.7	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>14</b>	<b>3.9</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	18	4.9	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	25	52.5	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>105</b>	<b>3.6</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	n/a	n/a	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	115	2.3	Norway	4.2
3.03 No. of days to import	94	25	Singapore	4
3.04 No. of documents to import	101	9	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	92	1,600	Singapore	440
3.06 No. of days to export	90	21	Multiple economies (5)	6
3.07 No. of documents to export	85	7	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	64	1,100	Malaysia	450
3.09 Irregular payments in exports and imports*	97	2.9	New Zealand	6.6
3.10 Time predictability of import procedures*	110	3.2	Finland	6.0
3.11 Customs transparency index (0–1)	n/a	n/a	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>126</b>	<b>2.3</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	116	21.0	United States	11,481.7
4.02 Quality of air transport infrastructure*	101	3.6	Singapore	6.8
4.03 Quality of railroad infrastructure*	80	2.1	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	79	10.2	China	157.5
4.05 Quality of port infrastructure*	98	3.5	Netherlands	6.8
4.06 Paved roads (% of total)	99	20.8	Multiple economies (18)	100.0
4.07 Quality of roads*	133	2.3	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>132</b>	<b>2.9</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	137	2.1	Luxembourg	3.8
5.02 Logistics competence (1–5)	136	2.1	Norway	4.2
5.03 Tracking and tracing ability (1–5)	136	2.1	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	125	2.7	Luxembourg	4.7
5.05 Postal services efficiency*	108	3.4	Japan	6.8
5.06 Efficiency of transport mode change*	126	2.8	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>128</b>	<b>2.0</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	133	36.2	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	123	4.8	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	122	0.1	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	109	1.8	Singapore	124.5
6.05 ICT use for business-to-business transactions*	114	4.2	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	110	3.6	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	95	0.37	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>109</b>	<b>3.6</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	113	3.1	Finland	6.3
Property rights*	106	3.5	Finland	6.4
Intellectual property protection*	119	2.7	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	84	3.4	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	55	2.3	Multiple economies (7)	4.0
Diversion of public funds*	115	2.4	New Zealand	6.5
Ease of compliance with government regulation*	70	3.4	Singapore	5.4
7.03 Access to finance index (1–7)	120	3.0	Hong Kong SAR	5.7
Affordability of financial services*	120	3.3	Hong Kong SAR	6.1
Availability of financial services*	113	3.7	Switzerland	6.4
Ease of access to loans*	129	1.8	Qatar	4.9
Availability of trade finance*	107	3.1	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	122	3.5	Ireland	5.5
Ease of hiring foreign labour*	118	3.3	United Arab Emirates	5.6
Business impact of rules on FDI*	58	4.6	Ireland	6.7
Openness to multilateral trade rules (0–100)	125	39.7	Slovenia	92.2
7.05 Index of physical security (1–7)	79	5.2	Qatar	6.8
Reliability of police services*	109	3.2	Finland	6.7
Business costs of crime and violence*	97	3.9	Qatar	6.8
Business costs of terrorism*	86	5.1	Slovenia	6.7
Homicide cases/100,000 pop.	69	3.3	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	71	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Myanmar

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions) .....	63.7..... 20
GDP (US\$ billions) .....	55.3..... 71
GDP per capita (US\$) .....	868.1..... 120
<b>Merchandise trade</b>	
Trade openness (imports+exports)/GDP .....	32.7..... 132
Share of world trade (%) .....	0.05..... 93
Total Exports (US\$ billions) .....	8.9..... 86
Total Imports (US\$ billions) .....	9.2..... 96

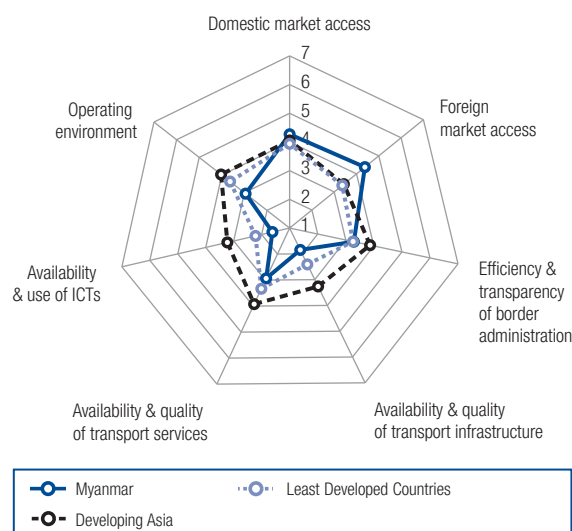
## Value chain indicators, 2010

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>0.0</b> .....	<b>18.9</b>
<b>Intermediate goods</b> .....	<b>76.3</b> .....	<b>48.3</b>
Food and beverages (industrial) .....	1.1.....	4.7
Industrial supplies (primary and processed) .....	36.5.....	35.1
Parts and accessories .....	0.0.....	8.4
Fuels and lubricants .....	38.6.....	0.0
<b>Consumer goods</b> .....	<b>23.7</b> .....	<b>10.6</b>
Food and beverages (consumer) .....	18.4.....	3.5
Transport equipment and consumer goods .....	5.3.....	7.2
<b>Passenger motor cars</b> .....	<b>0.0</b> .....	<b>0.2</b>
<b>Others</b> .....	<b>0.0</b> .....	<b>21.9</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>121</b> .....	<b>3.2</b>
<b>Subindex A: Market access (25%)</b> .....	<b>25</b> .....	<b>4.3</b>
Pillar 1: Domestic market access .....	97.....	4.3
Pillar 2: Foreign market access .....	6.....	4.4
<b>Subindex B: Border administration (25%)</b> .....	<b>117</b> .....	<b>3.3</b>
Pillar 3: Efficiency & transparency of border administration .....	117.....	3.3
<b>Subindex C: Infrastructure (25%)</b> .....	<b>136</b> .....	<b>2.1</b>
Pillar 4: Availability & quality of transport infrastructure .....	138.....	1.8
Pillar 5: Availability & quality of transport services .....	133.....	2.9
Pillar 6: Availability & use of ICTs .....	135.....	1.6
<b>Subindex D: Operating environment (25%)</b> .....	<b>134</b> .....	<b>2.9</b>
Pillar 7: Operating environment .....	134.....	2.9



## The most problematic factors for trade, 2013

### Most problematic factors for exporting

	Score*
Inappropriate production technology and skills .....	18.1
Technical requirements and standards abroad .....	15.8
Difficulties in meeting quality/quantity requirements of buyers .....	14.5
High cost or delays caused by domestic transportation .....	11.0
Access to trade finance .....	9.4
Identifying potential markets and buyers .....	8.9
Access to imported inputs at competitive prices .....	7.3
Corruption at foreign borders .....	4.8
Tariff barriers abroad .....	2.9
High cost or delays caused by international transportation .....	2.9
Rules of origin requirements abroad .....	2.7
Burdensome procedures at foreign borders .....	1.7

### Most problematic factors for importing

	Score*
Burdensome import procedures .....	21.7
Tariffs .....	19.5
Domestic technical requirements and standards .....	14.3
Corruption at the border .....	14.1
High cost or delays caused by domestic transportation .....	11.8
Inappropriate telecommunications infrastructure .....	8.6
High cost or delays caused by international transportation .....	8.5
Crime and theft .....	1.5

\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Myanmar

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b> .....	<b>97</b> .....	<b>4.3</b>	<b>Multiple economies (2)</b> .....	<b>7.0</b>
1.01 Tariff rate (%).....	47.....	3.9	Multiple economies (2).....	0.0
1.02 Complexity of tariffs index (1–7).....	63.....	6.2	Multiple economies (2).....	7.0
Tariff dispersion (standard deviation).....	20.....	6.2	Multiple economies (2).....	0.0
Tariff peaks (% of tariff lines).....	75.....	5.2	Multiple economies (24).....	0.0
Specific tariffs (% of tariff lines).....	1.....	0.0	Multiple economies (54).....	0.0
Number of distinct tariffs.....	44.....	15	Multiple economies (2).....	1
1.03 Share of duty-free imports (%).....	132.....	2.7	Multiple economies (2).....	100.0
<b>Pillar 2: Foreign market access (1–7)</b> .....	<b>6</b> .....	<b>4.4</b>	<b>Cambodia</b> .....	<b>5.3</b>
2.01 Tariffs faced (%).....	4.....	4.2	Chile.....	3.5
2.02 Index of margin of preference in destination mkt (0–100).....	50.....	39.1	Mauritius.....	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b> .....	<b>117</b> .....	<b>3.3</b>	<b>Singapore</b> .....	<b>6.3</b>
3.01 Customs services index (0–1).....	n/a.....	n/a	Singapore.....	0.97
3.02 Efficiency of the clearance process (1–5).....	133.....	2.0	Norway.....	4.2
3.03 No. of days to import.....	101.....	27	Singapore.....	4
3.04 No. of documents to import.....	101.....	9	Multiple economies (2).....	2
3.05 Cost to import (US\$ per container).....	9.....	660	Singapore.....	440
3.06 No. of days to export.....	105.....	25	Multiple economies (5).....	6
3.07 No. of documents to export.....	121.....	9	Multiple economies (2).....	2
3.08 Cost to export (US\$ per container).....	19.....	670	Malaysia.....	450
3.09 Irregular payments in exports and imports*.....	128.....	2.2	New Zealand.....	6.6
3.10 Time predictability of import procedures*.....	123.....	3.0	Finland.....	6.0
3.11 Customs transparency index (0–1).....	n/a.....	n/a	Multiple economies (35).....	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b> .....	<b>138</b> .....	<b>1.8</b>	<b>United Arab Emirates</b> .....	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions.....	91.....	55.1	United States.....	11,481.7
4.02 Quality of air transport infrastructure*.....	136.....	2.2	Singapore.....	6.8
4.03 Quality of railroad infrastructure*.....	96.....	1.8	Japan.....	6.7
4.04 Liner Shipping Connectivity Index (0–157.1).....	91.....	6.0	China.....	157.5
4.05 Quality of port infrastructure*.....	127.....	2.6	Netherlands.....	6.8
4.06 Paved roads (% of total).....	123.....	11.9	Multiple economies (18).....	100.0
4.07 Quality of roads*.....	129.....	2.4	United Arab Emirates.....	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b> .....	<b>133</b> .....	<b>2.9</b>	<b>Singapore</b> .....	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5).....	135.....	2.1	Luxembourg.....	3.8
5.02 Logistics competence (1–5).....	137.....	2.1	Norway.....	4.2
5.03 Tracking and tracing ability (1–5).....	121.....	2.4	Germany.....	4.2
5.04 Timeliness of shipments in reaching destination (1–5).....	113.....	2.8	Luxembourg.....	4.7
5.05 Postal services efficiency*.....	124.....	2.7	Japan.....	6.8
5.06 Efficiency of transport mode change*.....	125.....	2.8	Hong Kong SAR.....	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b> .....	<b>135</b> .....	<b>1.6</b>	<b>Sweden</b> .....	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop. ....	138.....	10.3	Hong Kong SAR.....	229.2
6.02 Individuals using Internet (%).....	137.....	1.1	Iceland.....	96.2
6.03 Fixed broadband Internet subscriptions/100 pop. ....	130.....	0.0	Switzerland.....	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop. ....	123.....	0.0	Singapore.....	124.5
6.05 ICT use for business-to-business transactions*.....	131.....	3.7	Finland.....	6.2
6.06 Internet use for business-to-consumer transactions*.....	125.....	3.2	United Kingdom.....	6.3
6.07 Government Online Service Index (0–1).....	131.....	0.10	Multiple economies (3).....	1.00
<b>Pillar 7: Operating environment (1–7)</b> .....	<b>134</b> .....	<b>2.9</b>	<b>Hong Kong SAR</b> .....	<b>5.8</b>
7.01 Protection of property index (1–7).....	130.....	2.6	Finland.....	6.3
Property rights*.....	134.....	2.5	Finland.....	6.4
Intellectual property protection*.....	117.....	2.7	Finland.....	6.2
7.02 Efficiency and accountability of public institutions index (1–7).....	116.....	2.9	Singapore.....	6.0
Judicial efficiency & impartiality in commercial disputes (0–4).....	77.....	1.8	Multiple economies (7).....	4.0
Diversion of public funds*.....	118.....	2.3	New Zealand.....	6.5
Ease of compliance with government regulation*.....	121.....	2.7	Singapore.....	5.4
7.03 Access to finance index (1–7).....	134.....	2.5	Hong Kong SAR.....	5.7
Affordability of financial services*.....	129.....	3.0	Hong Kong SAR.....	6.1
Availability of financial services*.....	133.....	2.9	Switzerland.....	6.4
Ease of access to loans*.....	137.....	1.5	Qatar.....	4.9
Availability of trade finance*.....	135.....	2.4	Hong Kong SAR.....	5.8
7.04 Openness to foreign participation index (1–7).....	136.....	2.7	Ireland.....	5.5
Ease of hiring foreign labour*.....	108.....	3.6	United Arab Emirates.....	5.6
Business impact of rules on FDI*.....	122.....	3.3	Ireland.....	6.7
Openness to multilateral trade rules (0–100).....	134.....	20.5	Slovenia.....	92.2
7.05 Index of physical security (1–7).....	122.....	4.1	Qatar.....	6.8
Reliability of police services*.....	115.....	3.0	Finland.....	6.7
Business costs of crime and violence*.....	126.....	3.0	Qatar.....	6.8
Business costs of terrorism*.....	136.....	2.7	Slovenia.....	6.7
Homicide cases/100,000 pop. ....	103.....	10.2	Hong Kong SAR.....	0.2
Index of terrorism incidence (1–7).....	117.....	6.4	Multiple economies (48).....	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Namibia

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	2.2 .....	120
GDP (US\$ billions) .....	13.1 .....	110
GDP per capita (US\$) .....	6,063.8 .....	72
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	84.7 .....	46
Share of world trade (%) .....	0.03 .....	106
Total Exports (US\$ billions) .....	4.0 .....	106
Total Imports (US\$ billions) .....	6.4 .....	109

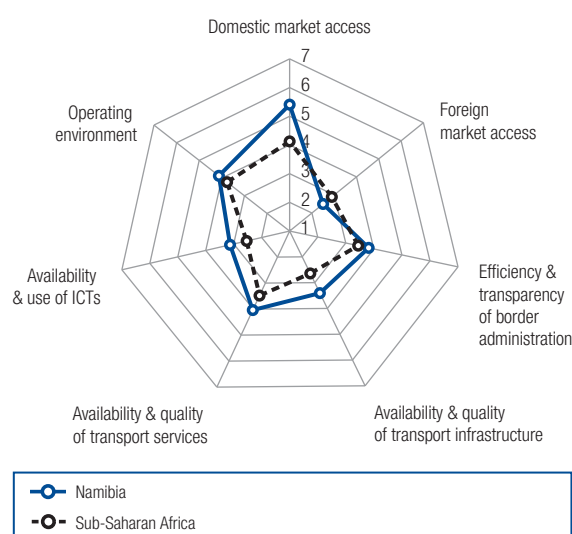
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>3.7</b> .....	<b>18.2</b>
<b>Intermediate goods</b> .....	<b>66.6</b> .....	<b>41.4</b>
Food and beverages (industrial) .....	1.1 .....	2.2
Industrial supplies (primary and processed) .....	63.6 .....	30.5
Parts and accessories .....	1.5 .....	8.3
Fuels and lubricants .....	0.4 .....	0.4
<b>Consumer goods</b> .....	<b>27.4</b> .....	<b>22.8</b>
Food and beverages (consumer) .....	24.7 .....	8.4
Transport equipment and consumer goods .....	2.7 .....	14.4
<b>Passenger motor cars</b> .....	<b>1.4</b> .....	<b>6.0</b>
<b>Others</b> .....	<b>0.8</b> .....	<b>11.7</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>81</b> .....	<b>3.9</b>
<b>Subindex A: Market access (25%)</b> .....	<b>46</b> .....	<b>4.0</b>
Pillar 1: Domestic market access .....	25 .....	5.4
Pillar 2: Foreign market access .....	69 .....	2.5
<b>Subindex B: Border administration (25%)</b> .....	<b>92</b> .....	<b>3.8</b>
Pillar 3: Efficiency & transparency of border administration .....	92 .....	3.8
<b>Subindex C: Infrastructure (25%)</b> .....	<b>82</b> .....	<b>3.5</b>
Pillar 4: Availability & quality of transport infrastructure .....	68 .....	3.4
Pillar 5: Availability & quality of transport services .....	68 .....	4.0
Pillar 6: Availability & use of ICTs .....	96 .....	3.1
<b>Subindex D: Operating environment (25%)</b> .....	<b>70</b> .....	<b>4.1</b>
Pillar 7: Operating environment .....	70 .....	4.1



## The most problematic factors for trade, 2013

### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	11.9
Burdensome procedures at foreign borders .....	10.2
Inappropriate production technology and skills .....	9.9
Access to trade finance .....	9.2
Tariff barriers abroad .....	8.3
High cost or delays caused by domestic transportation .....	8.3
Access to imported inputs at competitive prices .....	8.3
Difficulties in meeting quality/quantity requirements of buyers .....	7.9
Technical requirements and standards abroad .....	7.8
Corruption at foreign borders .....	7.5
High cost or delays caused by international transportation .....	6.4
Rules of origin requirements abroad .....	4.2

### Most problematic factors for importing

	Score*
Burdensome import procedures .....	20.8
Tariffs .....	20.3
High cost or delays caused by international transportation .....	16.2
High cost or delays caused by domestic transportation .....	11.1
Domestic technical requirements and standards .....	10.5
Corruption at the border .....	9.8
Crime and theft .....	9.4
Inappropriate telecommunications infrastructure .....	1.9

\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Namibia

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b> .....	<b>25</b> .....	<b>5.4</b>	<b>Multiple economies (2)</b> .....	<b>7.0</b>
1.01 Tariff rate (%).....	77.....	6.2	Multiple economies (2).....	0.0
1.02 Complexity of tariffs index (1–7).....	90.....	4.9	Multiple economies (2).....	7.0
Tariff dispersion (standard deviation).....	101.....	11.6	Multiple economies (2).....	0.0
Tariff peaks (% of tariff lines).....	95.....	9.7	Multiple economies (24).....	0.0
Specific tariffs (% of tariff lines).....	90.....	3.8	Multiple economies (54).....	0.0
Number of distinct tariffs.....	90.....	309	Multiple economies (2).....	1
1.03 Share of duty-free imports (%).....	4.....	96.0	Multiple economies (2).....	100.0
<b>Pillar 2: Foreign market access (1–7)</b> .....	<b>69</b> .....	<b>2.5</b>	<b>Cambodia</b> .....	<b>5.3</b>
2.01 Tariffs faced (%).....	109.....	5.6	Chile.....	3.5
2.02 Index of margin of preference in destination mkt (0–100).....	61.....	32.7	Mauritius.....	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b> .....	<b>92</b> .....	<b>3.8</b>	<b>Singapore</b> .....	<b>6.3</b>
3.01 Customs services index (0–1).....	n/a.....	n/a	Singapore.....	0.97
3.02 Efficiency of the clearance process (1–5).....	114.....	2.3	Norway.....	4.2
3.03 No. of days to import.....	80.....	20	Singapore.....	4
3.04 No. of documents to import.....	57.....	7	Multiple economies (2).....	2
3.05 Cost to import (US\$ per container).....	102.....	1,905	Singapore.....	440
3.06 No. of days to export.....	105.....	25	Multiple economies (5).....	6
3.07 No. of documents to export.....	108.....	8	Multiple economies (2).....	2
3.08 Cost to export (US\$ per container).....	109.....	1,750	Malaysia.....	450
3.09 Irregular payments in exports and imports*.....	62.....	3.9	New Zealand.....	6.6
3.10 Time predictability of import procedures*.....	55.....	4.1	Finland.....	6.0
3.11 Customs transparency index (0–1).....	n/a.....	n/a	Multiple economies (35).....	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b> .....	<b>68</b> .....	<b>3.4</b>	<b>United Arab Emirates</b> .....	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions.....	105.....	29.4	United States.....	11,481.7
4.02 Quality of air transport infrastructure*.....	53.....	4.8	Singapore.....	6.8
4.03 Quality of railroad infrastructure*.....	43.....	3.5	Japan.....	6.7
4.04 Liner Shipping Connectivity Index (0–157.1).....	68.....	15.5	China.....	157.5
4.05 Quality of port infrastructure*.....	26.....	5.3	Netherlands.....	6.8
4.06 Paved roads (% of total).....	113.....	14.5	Multiple economies (18).....	100.0
4.07 Quality of roads*.....	30.....	5.3	United Arab Emirates.....	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b> .....	<b>68</b> .....	<b>4.0</b>	<b>Singapore</b> .....	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5).....	94.....	2.7	Luxembourg.....	3.8
5.02 Logistics competence (1–5).....	84.....	2.7	Norway.....	4.2
5.03 Tracking and tracing ability (1–5).....	103.....	2.6	Germany.....	4.2
5.04 Timeliness of shipments in reaching destination (1–5).....	84.....	3.1	Luxembourg.....	4.7
5.05 Postal services efficiency*.....	46.....	5.0	Japan.....	6.8
5.06 Efficiency of transport mode change*.....	41.....	4.5	Hong Kong SAR.....	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b> .....	<b>96</b> .....	<b>3.1</b>	<b>Sweden</b> .....	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.....	93.....	95.0	Hong Kong SAR.....	229.2
6.02 Individuals using Internet (%).....	109.....	12.9	Iceland.....	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.....	98.....	1.2	Switzerland.....	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.....	47.....	33.2	Singapore.....	124.5
6.05 ICT use for business-to-business transactions*.....	49.....	5.2	Finland.....	6.2
6.06 Internet use for business-to-consumer transactions*.....	87.....	4.2	United Kingdom.....	6.3
6.07 Government Online Service Index (0–1).....	112.....	0.30	Multiple economies (3).....	1.00
<b>Pillar 7: Operating environment (1–7)</b> .....	<b>70</b> .....	<b>4.1</b>	<b>Hong Kong SAR</b> .....	<b>5.8</b>
7.01 Protection of property index (1–7).....	36.....	4.7	Finland.....	6.3
Property rights*.....	35.....	5.1	Finland.....	6.4
Intellectual property protection*.....	38.....	4.3	Finland.....	6.2
7.02 Efficiency and accountability of public institutions index (1–7).....	43.....	4.0	Singapore.....	6.0
Judicial efficiency & impartiality in commercial disputes (0–4).....	26.....	2.8	Multiple economies (7).....	4.0
Diversion of public funds*.....	65.....	3.2	New Zealand.....	6.5
Ease of compliance with government regulation*.....	62.....	3.5	Singapore.....	5.4
7.03 Access to finance index (1–7).....	51.....	4.0	Hong Kong SAR.....	5.7
Affordability of financial services*.....	57.....	4.2	Hong Kong SAR.....	6.1
Availability of financial services*.....	53.....	4.8	Switzerland.....	6.4
Ease of access to loans*.....	57.....	2.9	Qatar.....	4.9
Availability of trade finance*.....	52.....	4.0	Hong Kong SAR.....	5.8
7.04 Openness to foreign participation index (1–7).....	128.....	3.1	Ireland.....	5.5
Ease of hiring foreign labour*.....	137.....	2.4	United Arab Emirates.....	5.6
Business impact of rules on FDI*.....	94.....	4.2	Ireland.....	6.7
Openness to multilateral trade rules (0–100).....	123.....	42.2	Slovenia.....	92.2
7.05 Index of physical security (1–7).....	93.....	4.8	Qatar.....	6.8
Reliability of police services*.....	72.....	4.0	Finland.....	6.7
Business costs of crime and violence*.....	104.....	3.9	Qatar.....	6.8
Business costs of terrorism*.....	38.....	6.0	Slovenia.....	6.7
Homicide cases/100,000 pop.....	118.....	17.2	Hong Kong SAR.....	0.2
Index of terrorism incidence (1–7).....	1.....	7.0	Multiple economies (48).....	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



# Nepal

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions) .....	27.5..... 41
GDP (US\$ billions) .....	19.0..... 99
GDP per capita (US\$) .....	690.0..... 125
<b>Merchandise trade</b>	
Trade openness (imports+exports)/GDP .....	38.4..... 125
Share of world trade (%) .....	0.02..... 119
Total Exports (US\$ billions) .....	0.9..... 131
Total Imports (US\$ billions) .....	6.1..... 110

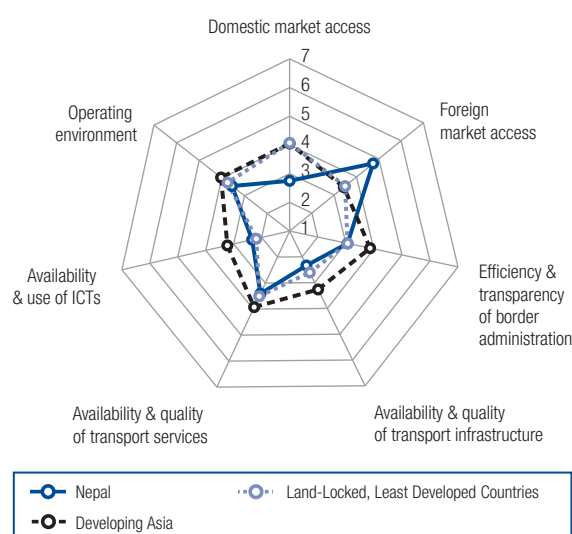
## Value chain indicators, 2011

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>0.4</b> .....	<b>11.4</b>
<b>Intermediate goods</b> .....	<b>55.0</b> .....	<b>54.6</b>
Food and beverages (industrial) .....	0.9.....	4.7
Industrial supplies (primary and processed) .....	53.8.....	41.2
Parts and accessories .....	0.3.....	4.6
Fuels and lubricants .....	0.0.....	4.2
<b>Consumer goods</b> .....	<b>44.6</b> .....	<b>16.9</b>
Food and beverages (consumer) .....	16.1.....	5.6
Transport equipment and consumer goods .....	28.5.....	11.2
<b>Passenger motor cars</b> .....	<b>0.0</b> .....	<b>0.9</b>
<b>Others</b> .....	<b>0.0</b> .....	<b>16.2</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

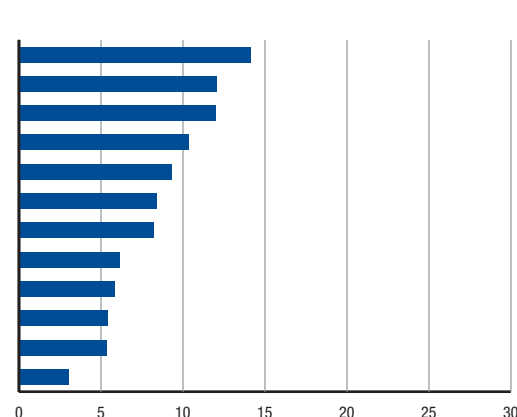
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>116</b> .....	<b>3.3</b>
<b>Subindex A: Market access (25%)</b> .....	<b>61</b> .....	<b>3.7</b>
Pillar 1: Domestic market access .....	136.....	2.8
Pillar 2: Foreign market access .....	3.....	4.7
<b>Subindex B: Border administration (25%)</b> .....	<b>125</b> .....	<b>3.1</b>
Pillar 3: Efficiency & transparency of border administration .....	125.....	3.1
<b>Subindex C: Infrastructure (25%)</b> .....	<b>123</b> .....	<b>2.7</b>
Pillar 4: Availability & quality of transport infrastructure .....	121.....	2.3
Pillar 5: Availability & quality of transport services .....	116.....	3.4
Pillar 6: Availability & use of ICTs .....	120.....	2.3
<b>Subindex D: Operating environment (25%)</b> .....	<b>113</b> .....	<b>3.5</b>
Pillar 7: Operating environment .....	113.....	3.5



## The most problematic factors for trade, 2013

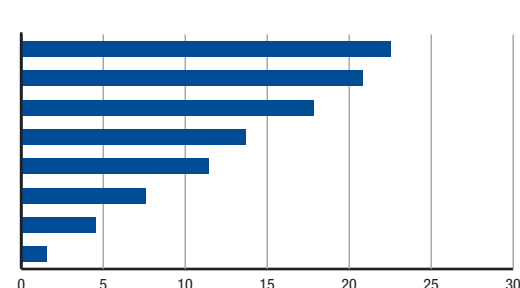
### Most problematic factors for exporting

	Score*
Difficulties in meeting quality/quantity requirements of buyers .....	14.1
Identifying potential markets and buyers .....	12.0
Inappropriate production technology and skills .....	11.9
Technical requirements and standards abroad .....	10.3
Access to imported inputs at competitive prices .....	9.3
High cost or delays caused by domestic transportation .....	8.4
High cost or delays caused by international transportation .....	8.2
Corruption at foreign borders .....	6.1
Access to trade finance .....	5.8
Tariff barriers abroad .....	5.4
Burdensome procedures at foreign borders .....	5.4
Rules of origin requirements abroad .....	3.0



### Most problematic factors for importing

	Score*
Corruption at the border .....	22.6
Burdensome import procedures .....	20.8
Tariffs .....	17.8
High cost or delays caused by international transportation .....	13.7
High cost or delays caused by domestic transportation .....	11.4
Domestic technical requirements and standards .....	7.6
Crime and theft .....	4.6
Inappropriate telecommunications infrastructure .....	1.6



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>136</b>	<b>2.8</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	135	17.7	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	71	5.9	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	128	21.5	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	51	1.0	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	77	0.7	Multiple economies (54)	0.0
Number of distinct tariffs	73	44	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	127	6.3	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>3</b>	<b>4.7</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	20	4.9	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	2	80.6	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>125</b>	<b>3.1</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	99	0.36	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	112	2.3	Norway	4.2
3.03 No. of days to import	125	39	Singapore	4
3.04 No. of documents to import	126	11	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	117	2,400	Singapore	440
3.06 No. of days to export	130	42	Multiple economies (5)	6
3.07 No. of documents to export	136	11	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	122	2,295	Malaysia	450
3.09 Irregular payments in exports and imports*	122	2.3	New Zealand	6.6
3.10 Time predictability of import procedures*	105	3.3	Finland	6.0
3.11 Customs transparency index (0–1)	78	0.73	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>121</b>	<b>2.3</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	83	83.8	United States	11,481.7
4.02 Quality of air transport infrastructure*	123	3.0	Singapore	6.8
4.03 Quality of railroad infrastructure*	108	1.1	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	n/a	n/a	China	157.5
4.05 Quality of port infrastructure*	125	2.7	Netherlands	6.8
4.06 Paved roads (% of total)	64	53.9	Multiple economies (18)	100.0
4.07 Quality of roads*	117	2.7	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>116</b>	<b>3.4</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	101	2.6	Luxembourg	3.8
5.02 Logistics competence (1–5)	107	2.5	Norway	4.2
5.03 Tracking and tracing ability (1–5)	86	2.7	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	93	3.1	Luxembourg	4.7
5.05 Postal services efficiency*	113	3.3	Japan	6.8
5.06 Efficiency of transport mode change*	127	2.8	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>120</b>	<b>2.3</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	124	59.6	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	113	11.1	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	109	0.5	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	63	23.6	Singapore	124.5
6.05 ICT use for business-to-business transactions*	120	4.0	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	116	3.5	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	119	0.29	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>113</b>	<b>3.5</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	108	3.2	Finland	6.3
Property rights*	105	3.5	Finland	6.4
Intellectual property protection*	109	2.9	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	101	3.2	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	77	1.8	Multiple economies (7)	4.0
Diversion of public funds*	87	2.8	New Zealand	6.5
Ease of compliance with government regulation*	94	3.1	Singapore	5.4
7.03 Access to finance index (1–7)	85	3.6	Hong Kong SAR	5.7
Affordability of financial services*	83	3.9	Hong Kong SAR	6.1
Availability of financial services*	85	4.1	Switzerland	6.4
Ease of access to loans*	101	2.4	Qatar	4.9
Availability of trade finance*	66	3.9	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	129	3.1	Ireland	5.5
Ease of hiring foreign labour*	130	2.9	United Arab Emirates	5.6
Business impact of rules on FDI*	110	3.6	Ireland	6.7
Openness to multilateral trade rules (0–100)	119	44.1	Slovenia	92.2
7.05 Index of physical security (1–7)	101	4.7	Qatar	6.8
Reliability of police services*	94	3.7	Finland	6.7
Business costs of crime and violence*	120	3.3	Qatar	6.8
Business costs of terrorism*	124	4.0	Slovenia	6.7
Homicide cases/100,000 pop.	62	2.8	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	125	5.7	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Netherlands

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions) .....	16.8..... 56
GDP (US\$ billions) .....	770.9..... 18
GDP per capita (US\$) .....	46,010.9..... 14
<b>Merchandise trade</b>	
Trade openness (imports+exports)/GDP .....	161.4..... 5
Share of world trade (%) .....	3.37..... 5
Total Exports (US\$ billions) .....	655.7..... 5
Total Imports (US\$ billions) .....	591.2..... 7

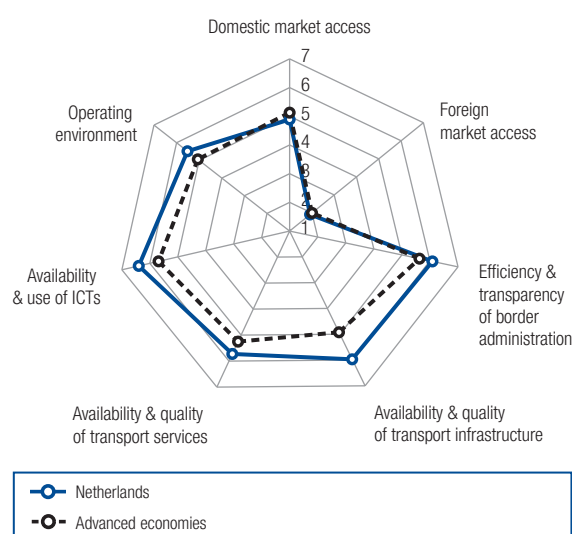
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>17.4</b> .....	<b>15.3</b>
<b>Intermediate goods</b> .....	<b>44.2</b> .....	<b>52.5</b>
Food and beverages (industrial) .....	2.6.....	2.8
Industrial supplies (primary and processed) .....	29.3.....	25.2
Parts and accessories.....	11.3.....	11.9
Fuels and lubricants .....	1.0.....	12.5
<b>Consumer goods</b> .....	<b>23.4</b> .....	<b>19.4</b>
Food and beverages (consumer).....	10.7.....	6.7
Transport equipment and consumer goods.....	12.7.....	12.7
<b>Passenger motor cars</b> .....	<b>0.8</b> .....	<b>2.3</b>
<b>Others</b> .....	<b>14.2</b> .....	<b>10.5</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

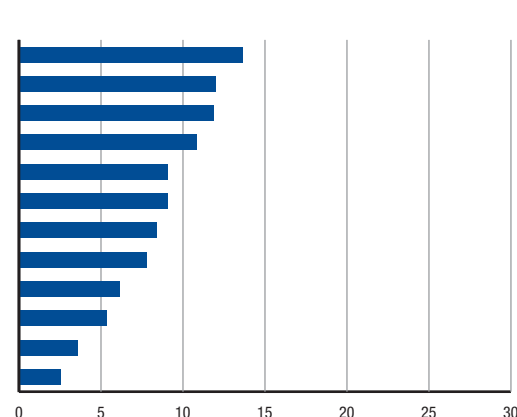
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>3</b> .....	<b>5.3</b>
<b>Subindex A: Market access (25%)</b> .....	<b>75</b> .....	<b>3.4</b>
Pillar 1: Domestic market access.....	46.....	4.9
Pillar 2: Foreign market access.....	97.....	1.9
<b>Subindex B: Border administration (25%)</b> .....	<b>4</b> .....	<b>6.1</b>
Pillar 3: Efficiency & transparency of border administration.....	4.....	6.1
<b>Subindex C: Infrastructure (25%)</b> .....	<b>3</b> .....	<b>6.0</b>
Pillar 4: Availability & quality of transport infrastructure.....	9.....	6.0
Pillar 5: Availability & quality of transport services.....	2.....	5.7
Pillar 6: Availability & use of ICTs .....	4.....	6.4
<b>Subindex D: Operating environment (25%)</b> .....	<b>8</b> .....	<b>5.5</b>
Pillar 7: Operating environment.....	8.....	5.5



## The most problematic factors for trade, 2013

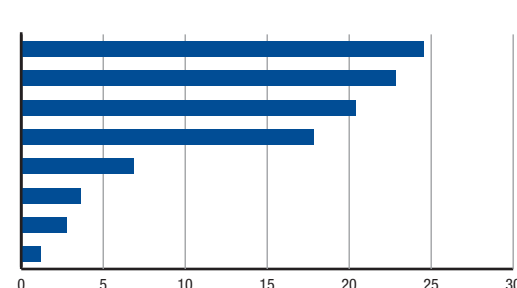
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	13.6
Tariff barriers abroad .....	12.0
Burdensome procedures at foreign borders .....	11.8
Access to trade finance.....	10.8
Technical requirements and standards abroad .....	9.0
Access to imported inputs at competitive prices .....	9.0
Rules of origin requirements abroad.....	8.4
Corruption at foreign borders .....	7.8
Difficulties in meeting quality/quantity requirements of buyers.....	6.1
Inappropriate production technology and skills.....	5.3
High cost or delays caused by international transportation .....	3.6
High cost or delays caused by domestic transportation .....	2.5



### Most problematic factors for importing

	Score*
Tariffs .....	24.5
Burdensome import procedures .....	22.8
Domestic technical requirements and standards .....	20.4
High cost or delays caused by international transportation .....	17.8
High cost or delays caused by domestic transportation .....	6.9
Inappropriate telecommunications infrastructure .....	3.6
Crime and theft.....	2.7
Corruption at the border.....	1.2



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Netherlands

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b> .....	<b>46</b> .....	<b>4.9</b>	<b>Multiple economies (2)</b> .....	<b>7.0</b>
1.01 Tariff rate (%).....	5	0.8	Multiple economies (2) .....	0.0
1.02 Complexity of tariffs index (1–7).....	110	3.1	Multiple economies (2) .....	7.0
Tariff dispersion (standard deviation) .....	55	8.4	Multiple economies (2) .....	0.0
Tariff peaks (% of tariff lines) .....	104	10.6	Multiple economies (24) .....	0.0
Specific tariffs (% of tariff lines) .....	107	11.0	Multiple economies (54) .....	0.0
Number of distinct tariffs.....	109	1,755	Multiple economies (2) .....	1
1.03 Share of duty-free imports (%).....	42	65.4	Multiple economies (2) .....	100.0
<b>Pillar 2: Foreign market access (1–7)</b> .....	<b>97</b> .....	<b>1.9</b>	<b>Cambodia</b> .....	<b>5.3</b>
2.01 Tariffs faced (%).....	73	5.5	Chile.....	3.5
2.02 Index of margin of preference in destination mkts (0–100) .....	96	9.1	Mauritius .....	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b> .....	<b>4</b> .....	<b>6.1</b>	<b>Singapore</b> .....	<b>6.3</b>
3.01 Customs services index (0–1) .....	3	0.92	Singapore.....	0.97
3.02 Efficiency of the clearance process (1–5) .....	4	4.0	Norway .....	4.2
3.03 No. of days to import .....	7	6	Singapore.....	4
3.04 No. of documents to import .....	11	4	Multiple economies (2) .....	2
3.05 Cost to import (US\$ per container).....	41	975	Singapore.....	440
3.06 No. of days to export.....	6	7	Multiple economies (5) .....	6
3.07 No. of documents to export .....	16	4	Multiple economies (2) .....	2
3.08 Cost to export (US\$ per container) .....	44	925	Malaysia.....	450
3.09 Irregular payments in exports and imports*.....	12	5.9	New Zealand.....	6.6
3.10 Time predictability of import procedures*.....	9	5.4	Finland .....	6.0
3.11 Customs transparency index (0–1) .....	1	1.00	Multiple economies (35) .....	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b> .....	<b>9</b> .....	<b>6.0</b>	<b>United Arab Emirates</b> .....	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions .....	17	1,759.3	United States .....	11,481.7
4.02 Quality of air transport infrastructure*.....	4	6.5	Singapore.....	6.8
4.03 Quality of railroad infrastructure* .....	10	5.5	Japan .....	6.7
4.04 Liner Shipping Connectivity Index (0–157.1) .....	9	87.5	China .....	157.5
4.05 Quality of port infrastructure*.....	1	6.8	Netherlands.....	6.8
4.06 Paved roads (% of total).....	30	90.0	Multiple economies (18) .....	100.0
4.07 Quality of roads* .....	10	6.0	United Arab Emirates .....	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b> .....	<b>2</b> .....	<b>5.7</b>	<b>Singapore</b> .....	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5).....	11	3.6	Luxembourg.....	3.8
5.02 Logistics competence (1–5).....	2	4.1	Norway .....	4.2
5.03 Tracking and tracing ability (1–5).....	6	4.1	Germany .....	4.2
5.04 Timeliness of shipments in reaching destination (1–5).....	6	4.3	Luxembourg.....	4.7
5.05 Postal services efficiency* .....	17	6.1	Japan.....	6.8
5.06 Efficiency of transport mode change* .....	6	6.0	Hong Kong SAR .....	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b> .....	<b>4</b> .....	<b>6.4</b>	<b>Sweden</b> .....	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop. ....	51	118.0	Hong Kong SAR .....	229.2
6.02 Individuals using Internet (%) .....	4	93.0	Iceland .....	96.2
6.03 Fixed broadband Internet subscriptions/100 pop. ....	2	39.8	Switzerland .....	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop. ....	20	61.3	Singapore.....	124.5
6.05 ICT use for business-to-business transactions* .....	11	5.9	Finland .....	6.2
6.06 Internet use for business-to-consumer transactions*.....	4	6.0	United Kingdom.....	6.3
6.07 Government Online Service Index (0–1) .....	5	0.96	Multiple economies (3) .....	1.00
<b>Pillar 7: Operating environment (1–7)</b> .....	<b>8</b> .....	<b>5.5</b>	<b>Hong Kong SAR</b> .....	<b>5.8</b>
7.01 Protection of property index (1–7).....	9	5.9	Finland .....	6.3
Property rights* .....	9	6.0	Finland .....	6.4
Intellectual property protection* .....	8	5.7	Finland .....	6.2
7.02 Efficiency and accountability of public institutions index (1–7).....	3	5.6	Singapore.....	6.0
Judicial efficiency & impartiality in commercial disputes (0–4).....	1	4.0	Multiple economies (7) .....	4.0
Diversion of public funds* .....	10	5.8	New Zealand.....	6.5
Ease of compliance with government regulation*.....	25	4.0	Singapore.....	5.4
7.03 Access to finance index (1–7) .....	19	4.8	Hong Kong SAR .....	5.7
Affordability of financial services* .....	22	5.3	Hong Kong SAR .....	6.1
Availability of financial services* .....	12	6.0	Switzerland .....	6.4
Ease of access to loans* .....	45	3.2	Qatar.....	4.9
Availability of trade finance* .....	19	4.8	Hong Kong SAR .....	5.8
7.04 Openness to foreign participation index (1–7) .....	10	5.0	Ireland.....	5.5
Ease of hiring foreign labour* .....	62	4.2	United Arab Emirates .....	5.6
Business impact of rules on FDI* .....	18	5.3	Ireland.....	6.7
Openness to multilateral trade rules (0–100).....	21	80.0	Slovenia .....	92.2
7.05 Index of physical security (1–7).....	14	6.3	Qatar.....	6.8
Reliability of police services* .....	10	6.1	Finland .....	6.7
Business costs of crime and violence*.....	31	5.5	Qatar.....	6.8
Business costs of terrorism* .....	35	6.1	Slovenia .....	6.7
Homicide cases/100,000 pop. ....	20	0.9	Hong Kong SAR .....	0.2
Index of terrorism incidence (1–7) .....	73	7.0	Multiple economies (48) .....	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# New Zealand

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	4.4.....	104
GDP (US\$ billions) .....	169.8.....	55
GDP per capita (US\$) .....	38,254.6.....	23
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP, 2010 .....	44.4.....	116
Share of world trade (%) .....	0.20.....	61
Total Exports (US\$ billions) .....	37.3.....	59
Total Imports (US\$ billions) .....	38.3.....	58

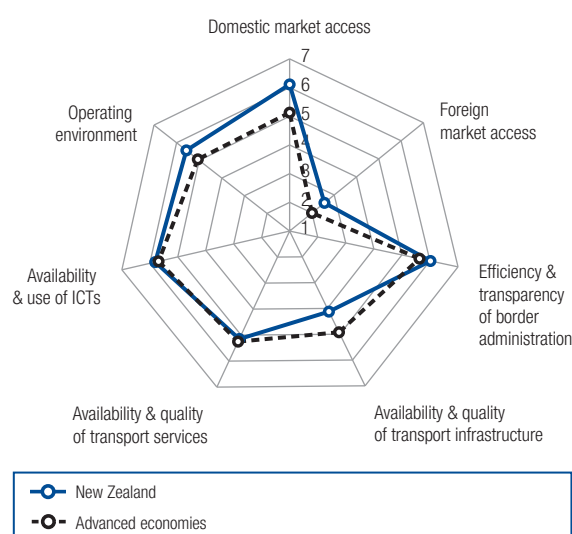
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>4.6.....</b>	<b>18.1</b>
<b>Intermediate goods</b> .....	<b>39.7.....</b>	<b>44.9</b>
Food and beverages (industrial) .....	4.8.....	2.2
Industrial supplies (primary and processed) .....	28.2.....	21.4
Parts and accessories .....	2.4.....	9.0
Fuels and lubricants .....	4.3.....	12.3
<b>Consumer goods</b> .....	<b>55.1.....</b>	<b>24.4</b>
Food and beverages (consumer) .....	51.8.....	6.8
Transport equipment and consumer goods .....	3.4.....	17.6
<b>Passenger motor cars</b> .....	<b>0.0.....</b>	<b>7.1</b>
<b>Others</b> .....	<b>0.6.....</b>	<b>5.5</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>4.....</b>	<b>5.2</b>
<b>Subindex A: Market access (25%)</b> .....	<b>22.....</b>	<b>4.3</b>
Pillar 1: Domestic market access .....	5.....	6.1
Pillar 2: Foreign market access .....	65.....	2.6
<b>Subindex B: Border administration (25%)</b> .....	<b>6.....</b>	<b>6.0</b>
Pillar 3: Efficiency & transparency of border administration .....	6.....	6.0
<b>Subindex C: Infrastructure (25%)</b> .....	<b>25.....</b>	<b>5.0</b>
Pillar 4: Availability & quality of transport infrastructure .....	39.....	4.1
Pillar 5: Availability & quality of transport services .....	25.....	5.2
Pillar 6: Availability & use of ICTs .....	16.....	5.8
<b>Subindex D: Operating environment (25%)</b> .....	<b>7.....</b>	<b>5.6</b>
Pillar 7: Operating environment .....	7.....	5.6



## The most problematic factors for trade, 2013

### Most problematic factors for exporting

	Score*
High cost or delays caused by international transportation .....	18.7
Tariff barriers abroad .....	18.4
Identifying potential markets and buyers .....	17.1
Burdensome procedures at foreign borders .....	8.8
Technical requirements and standards abroad .....	8.1
Access to imported inputs at competitive prices .....	6.8
Rules of origin requirements abroad .....	6.5
High cost or delays caused by domestic transportation .....	4.9
Corruption at foreign borders .....	3.1
Inappropriate production technology and skills .....	2.9
Difficulties in meeting quality/quantity requirements of buyers .....	2.3
Access to trade finance .....	2.3

### Most problematic factors for importing

	Score*
High cost or delays caused by international transportation .....	37.3
Domestic technical requirements and standards .....	16.8
Burdensome import procedures .....	16.8
High cost or delays caused by domestic transportation .....	16.5
Tariffs .....	6.3
Inappropriate telecommunications infrastructure .....	4.6
Crime and theft .....	1.3
Corruption at the border .....	0.3

\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# New Zealand

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b> .....	<b>5</b> .....	<b>6.1</b>	<b>Multiple economies (2)</b> .....	<b>7.0</b>
1.01 Tariff rate (%).....	34	1.5	Multiple economies (2) .....	0.0
1.02 Complexity of tariffs index (1–7).....	53	6.3	Multiple economies (2) .....	7.0
Tariff dispersion (standard deviation) .....	6	2.8	Multiple economies (2) .....	0.0
Tariff peaks (% of tariff lines) .....	76	5.6	Multiple economies (24) .....	0.0
Specific tariffs (% of tariff lines) .....	57	0.1	Multiple economies (54) .....	0.0
Number of distinct tariffs.....	35	9	Multiple economies (2) .....	1
1.03 Share of duty-free imports (%).....	27	77.1	Multiple economies (2) .....	100.0
<b>Pillar 2: Foreign market access (1–7)</b> .....	<b>65</b> .....	<b>2.6</b>	<b>Cambodia</b> .....	<b>5.3</b>
2.01 Tariffs faced (%).....	23	4.9	Chile.....	3.5
2.02 Index of margin of preference in destination mkts (0–100) .....	94	9.6	Mauritius .....	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b> .....	<b>6</b> .....	<b>6.0</b>	<b>Singapore</b> .....	<b>6.3</b>
3.01 Customs services index (0–1) .....	13	0.82	Singapore.....	0.97
3.02 Efficiency of the clearance process (1–5) .....	6	3.9	Norway .....	4.2
3.03 No. of days to import .....	21	9	Singapore.....	4
3.04 No. of documents to import .....	43	6	Multiple economies (2) .....	2
3.05 Cost to import (US\$ per container).....	27	825	Singapore.....	440
3.06 No. of days to export.....	24	10	Multiple economies (5) .....	6
3.07 No. of documents to export .....	16	4	Multiple economies (2) .....	2
3.08 Cost to export (US\$ per container) .....	36	870	Malaysia.....	450
3.09 Irregular payments in exports and imports*.....	1	6.6	New Zealand.....	6.6
3.10 Time predictability of import procedures*.....	11	5.4	Finland .....	6.0
3.11 Customs transparency index (0–1) .....	1	1.00	Multiple economies (35) .....	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b> .....	<b>39</b> .....	<b>4.1</b>	<b>United Arab Emirates</b> .....	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions .....	33	567.0	United States .....	11,481.7
4.02 Quality of air transport infrastructure*.....	16	6.0	Singapore.....	6.8
4.03 Quality of railroad infrastructure* .....	37	3.7	Japan .....	6.7
4.04 Liner Shipping Connectivity Index (0–157.1) .....	62	19.0	China .....	157.5
4.05 Quality of port infrastructure*.....	18	5.5	Netherlands.....	6.8
4.06 Paved roads (% of total).....	55	66.2	Multiple economies (18) .....	100.0
4.07 Quality of roads* .....	34	5.0	United Arab Emirates .....	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b> .....	<b>25</b> .....	<b>5.2</b>	<b>Singapore</b> .....	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5).....	8	3.7	Luxembourg.....	3.8
5.02 Logistics competence (1–5).....	27	3.6	Norway .....	4.2
5.03 Tracking and tracing ability (1–5).....	38	3.3	Germany .....	4.2
5.04 Timeliness of shipments in reaching destination (1–5).....	40	3.7	Luxembourg.....	4.7
5.05 Postal services efficiency* .....	12	6.2	Japan.....	6.8
5.06 Efficiency of transport mode change* .....	21	5.3	Hong Kong SAR .....	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b> .....	<b>16</b> .....	<b>5.8</b>	<b>Sweden</b> .....	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop. ....	67	110.4	Hong Kong SAR .....	229.2
6.02 Individuals using Internet (%) .....	8	89.5	Iceland .....	96.2
6.03 Fixed broadband Internet subscriptions/100 pop. ....	18	27.8	Switzerland .....	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop. ....	17	65.2	Singapore.....	124.5
6.05 ICT use for business-to-business transactions* .....	19	5.7	Finland .....	6.2
6.06 Internet use for business-to-consumer transactions*.....	15	5.7	United Kingdom.....	6.3
6.07 Government Online Service Index (0–1) .....	21	0.78	Multiple economies (3) .....	1.00
<b>Pillar 7: Operating environment (1–7)</b> .....	<b>7</b> .....	<b>5.6</b>	<b>Hong Kong SAR</b> .....	<b>5.8</b>
7.01 Protection of property index (1–7).....	5	6.0	Finland .....	6.3
Property rights* .....	11	5.9	Finland .....	6.4
Intellectual property protection* .....	3	6.0	Finland .....	6.2
7.02 Efficiency and accountability of public institutions index (1–7).....	4	5.6	Singapore.....	6.0
Judicial efficiency & impartiality in commercial disputes (0–4).....	20	3.3	Multiple economies (7) .....	4.0
Diversion of public funds* .....	1	6.5	New Zealand.....	6.5
Ease of compliance with government regulation*.....	13	4.3	Singapore.....	5.4
7.03 Access to finance index (1–7) .....	9	5.2	Hong Kong SAR .....	5.7
Affordability of financial services* .....	14	5.4	Hong Kong SAR .....	6.1
Availability of financial services* .....	18	5.7	Switzerland .....	6.4
Ease of access to loans* .....	9	4.2	Qatar.....	4.9
Availability of trade finance* .....	6	5.5	Hong Kong SAR .....	5.8
7.04 Openness to foreign participation index (1–7) .....	50	4.5	Ireland.....	5.5
Ease of hiring foreign labour* .....	76	4.0	United Arab Emirates .....	5.6
Business impact of rules on FDI* .....	60	4.6	Ireland.....	6.7
Openness to multilateral trade rules (0–100).....	42	72.5	Slovenia .....	92.2
7.05 Index of physical security (1–7).....	6	6.5	Qatar.....	6.8
Reliability of police services* .....	2	6.4	Finland .....	6.7
Business costs of crime and violence*.....	16	5.8	Qatar.....	6.8
Business costs of terrorism* .....	13	6.4	Slovenia .....	6.7
Homicide cases/100,000 pop. ....	21	0.9	Hong Kong SAR .....	0.2
Index of terrorism incidence (1–7) .....	1	7.0	Multiple economies (48) .....	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



# Nicaragua

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions) .....	6.1..... 94
GDP (US\$ billions) .....	10.5..... 115
GDP per capita (US\$) .....	1,733.1..... 103
<b>Merchandise trade</b>	
Trade openness (imports+exports)/GDP .....	81.2..... 49
Share of world trade (%) .....	0.02..... 111
Total Exports (US\$ billions) .....	2.7..... 110
Total Imports (US\$ billions) .....	5.9..... 112

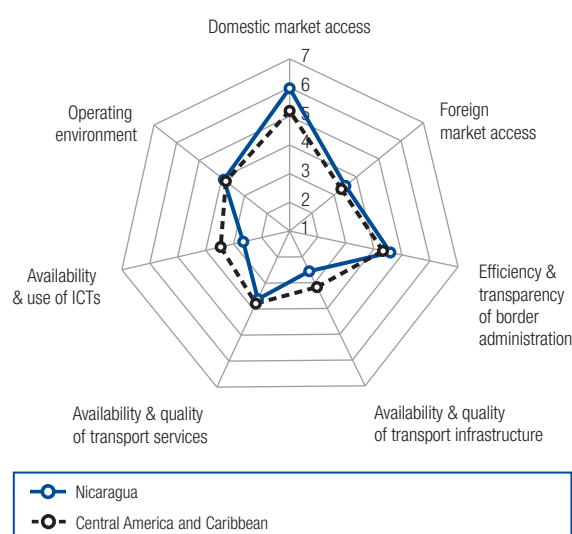
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>0.4</b> .....	<b>13.9</b>
<b>Intermediate goods</b> .....	<b>59.0</b> .....	<b>42.9</b>
Food and beverages (industrial) .....	34.5.....	4.7
Industrial supplies (primary and processed) .....	22.9.....	24.4
Parts and accessories .....	0.4.....	6.3
Fuels and lubricants .....	1.3.....	7.5
<b>Consumer goods</b> .....	<b>39.9</b> .....	<b>24.8</b>
Food and beverages (consumer) .....	38.8.....	7.8
Transport equipment and consumer goods .....	1.2.....	17.0
<b>Passenger motor cars</b> .....	<b>0.0</b> .....	<b>2.1</b>
<b>Others</b> .....	<b>0.6</b> .....	<b>16.2</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>68</b> .....	<b>4.0</b>
<b>Subindex A: Market access (25%)</b> .....	<b>7</b> .....	<b>4.7</b>
Pillar 1: Domestic market access .....	6.....	6.0
Pillar 2: Foreign market access .....	30.....	3.5
<b>Subindex B: Border administration (25%)</b> .....	<b>60</b> .....	<b>4.6</b>
Pillar 3: Efficiency & transparency of border administration .....	60.....	4.6
<b>Subindex C: Infrastructure (25%)</b> .....	<b>111</b> .....	<b>2.9</b>
Pillar 4: Availability & quality of transport infrastructure .....	108.....	2.6
Pillar 5: Availability & quality of transport services .....	96.....	3.6
Pillar 6: Availability & use of ICTs .....	111.....	2.7
<b>Subindex D: Operating environment (25%)</b> .....	<b>86</b> .....	<b>3.9</b>
Pillar 7: Operating environment .....	86.....	3.9



## The most problematic factors for trade, 2013

### Most problematic factors for exporting

	Score*
Access to imported inputs at competitive prices .....	16.0
High cost or delays caused by international transportation .....	14.0
Inappropriate production technology and skills .....	12.9
Difficulties in meeting quality/quantity requirements of buyers .....	12.4
High cost or delays caused by domestic transportation .....	12.0
Technical requirements and standards abroad .....	10.5
Burdensome procedures at foreign borders .....	8.0
Access to trade finance .....	5.1
Rules of origin requirements abroad .....	3.5
Identifying potential markets and buyers .....	2.6
Corruption at foreign borders .....	1.8
Tariff barriers abroad .....	1.2

### Most problematic factors for importing

	Score*
Burdensome import procedures .....	19.7
Corruption at the border .....	16.2
High cost or delays caused by domestic transportation .....	13.9
Inappropriate telecommunications infrastructure .....	13.3
High cost or delays caused by international transportation .....	13.3
Domestic technical requirements and standards .....	9.7
Crime and theft .....	7.2
Tariffs .....	6.7

\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Nicaragua

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>6</b>	<b>6.0</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	51	4.1	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	31	6.6	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	33	7.0	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	57	1.3	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	1	0.0	Multiple economies (54)	0.0
Number of distinct tariffs	40	12	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	17	83.5	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>30</b>	<b>3.5</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	46	5.3	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	21	55.1	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>60</b>	<b>4.6</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	n/a	n/a	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	71	2.7	Norway	4.2
3.03 No. of days to import	80	20	Singapore	4
3.04 No. of documents to import	27	5	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	63	1,245	Singapore	440
3.06 No. of days to export	90	21	Multiple economies (5)	6
3.07 No. of documents to export	40	5	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	66	1,140	Malaysia	450
3.09 Irregular payments in exports and imports*	68	3.6	New Zealand	6.6
3.10 Time predictability of import procedures*	90	3.5	Finland	6.0
3.11 Customs transparency index (0–1)	36	0.93	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>108</b>	<b>2.6</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	117	21.0	United States	11,481.7
4.02 Quality of air transport infrastructure*	92	3.9	Singapore	6.8
4.03 Quality of railroad infrastructure*	n/a	n/a	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	83	8.3	China	157.5
4.05 Quality of port infrastructure*	102	3.5	Netherlands	6.8
4.06 Paved roads (% of total)	120	12.9	Multiple economies (18)	100.0
4.07 Quality of roads*	71	3.7	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>96</b>	<b>3.6</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	95	2.7	Luxembourg	3.8
5.02 Logistics competence (1–5)	99	2.6	Norway	4.2
5.03 Tracking and tracing ability (1–5)	101	2.6	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	81	3.2	Luxembourg	4.7
5.05 Postal services efficiency*	101	3.7	Japan	6.8
5.06 Efficiency of transport mode change*	97	3.5	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>111</b>	<b>2.7</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	102	86.1	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	107	13.5	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	93	1.6	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	114	1.0	Singapore	124.5
6.05 ICT use for business-to-business transactions*	119	4.0	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	106	3.8	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	109	0.31	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>86</b>	<b>3.9</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	92	3.4	Finland	6.3
Property rights*	115	3.3	Finland	6.4
Intellectual property protection*	77	3.5	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	75	3.5	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	63	2.0	Multiple economies (7)	4.0
Diversion of public funds*	81	2.9	New Zealand	6.5
Ease of compliance with government regulation*	53	3.6	Singapore	5.4
7.03 Access to finance index (1–7)	83	3.6	Hong Kong SAR	5.7
Affordability of financial services*	92	3.8	Hong Kong SAR	6.1
Availability of financial services*	119	3.6	Switzerland	6.4
Ease of access to loans*	40	3.2	Qatar	4.9
Availability of trade finance*	76	3.7	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	82	4.2	Ireland	5.5
Ease of hiring foreign labour*	37	4.4	United Arab Emirates	5.6
Business impact of rules on FDI*	97	4.2	Ireland	6.7
Openness to multilateral trade rules (0–100)	89	59.1	Slovenia	92.2
7.05 Index of physical security (1–7)	94	4.8	Qatar	6.8
Reliability of police services*	84	3.9	Finland	6.7
Business costs of crime and violence*	93	4.1	Qatar	6.8
Business costs of terrorism*	111	4.5	Slovenia	6.7
Homicide cases/100,000 pop.	109	12.6	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	1	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Nigeria

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	164.8.....	7
GDP (US\$ billions) .....	270.2.....	37
GDP per capita (US\$) .....	1,640.1.....	104
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	62.8.....	77
Share of world trade (%) .....	0.45.....	39
Total Exports (US\$ billions) .....	116.0.....	36
Total Imports (US\$ billions) .....	51.0.....	52

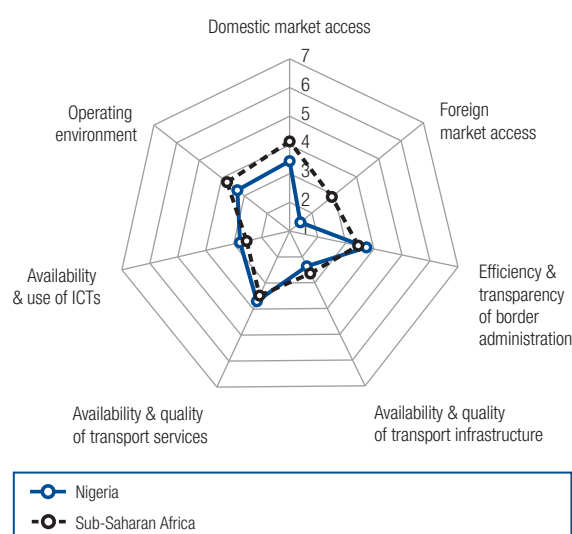
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>1.2.....</b>	<b>20.6</b>
<b>Intermediate goods</b> .....	<b>88.1.....</b>	<b>47.0</b>
Food and beverages (industrial) .....	3.5.....	8.5
Industrial supplies (primary and processed) .....	9.0.....	28.6
Parts and accessories .....	0.1.....	9.9
Fuels and lubricants .....	75.5.....	0.0
<b>Consumer goods</b> .....	<b>2.1.....</b>	<b>20.5</b>
Food and beverages (consumer) .....	1.6.....	13.3
Transport equipment and consumer goods .....	0.5.....	7.2
<b>Passenger motor cars</b> .....	<b>0.0.....</b>	<b>10.1</b>
<b>Others</b> .....	<b>8.6.....</b>	<b>1.8</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>124.....</b>	<b>3.1</b>
<b>Subindex A: Market access (25%)</b> .....	<b>135.....</b>	<b>2.5</b>
Pillar 1: Domestic market access .....	122.....	3.4
Pillar 2: Foreign market access .....	131.....	1.5
<b>Subindex B: Border administration (25%)</b> .....	<b>97.....</b>	<b>3.7</b>
Pillar 3: Efficiency & transparency of border administration .....	97.....	3.7
<b>Subindex C: Infrastructure (25%)</b> .....	<b>110.....</b>	<b>2.9</b>
Pillar 4: Availability & quality of transport infrastructure .....	119.....	2.4
Pillar 5: Availability & quality of transport services .....	92.....	3.7
Pillar 6: Availability & use of ICTs .....	107.....	2.8
<b>Subindex D: Operating environment (25%)</b> ....	<b>128.....</b>	<b>3.3</b>
Pillar 7: Operating environment .....	128.....	3.3



## The most problematic factors for trade, 2013

### Most problematic factors for exporting

	Score*
Access to trade finance .....	18.6
Inappropriate production technology and skills .....	14.0
Difficulties in meeting quality/quantity requirements of buyers .....	13.2
Identifying potential markets and buyers .....	11.0
High cost or delays caused by domestic transportation .....	8.7
Access to imported inputs at competitive prices .....	6.8
Technical requirements and standards abroad .....	6.3
Corruption at foreign borders .....	5.4
High cost or delays caused by international transportation .....	5.0
Burdensome procedures at foreign borders .....	5.0
Tariff barriers abroad .....	4.4
Rules of origin requirements abroad .....	1.6

### Most problematic factors for importing

	Score*
Corruption at the border .....	24.4
Burdensome import procedures .....	21.8
Tariffs .....	20.7
Crime and theft .....	11.6
High cost or delays caused by domestic transportation .....	7.8
High cost or delays caused by international transportation .....	6.2
Domestic technical requirements and standards .....	5.3
Inappropriate telecommunications infrastructure .....	2.2

\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

## Nigeria

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b> .....	<b>122</b> .....	<b>3.4</b>	<b>Multiple economies (2)</b> .....	<b>7.0</b>
1.01 Tariff rate (%).....	118	11.4	Multiple economies (2) .....	0.0
1.02 Complexity of tariffs index (1–7).....	18	6.7	Multiple economies (2) .....	7.0
Tariff dispersion (standard deviation) .....	44	7.7	Multiple economies (2) .....	0.0
Tariff peaks (% of tariff lines) .....	1	0.0	Multiple economies (24) .....	0.0
Specific tariffs (% of tariff lines) .....	1	0.0	Multiple economies (54) .....	0.0
Number of distinct tariffs.....	19	5	Multiple economies (2) .....	1
1.03 Share of duty-free imports (%).....	131	3.8	Multiple economies (2) .....	100.0
<b>Pillar 2: Foreign market access (1–7)</b> .....	<b>131</b> .....	<b>1.5</b>	<b>Cambodia</b> .....	<b>5.3</b>
2.01 Tariffs faced (%).....	122	5.8	Chile.....	3.5
2.02 Index of margin of preference in destination mkts (0–100) .....	127	6.4	Mauritius .....	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b> .....	<b>97</b> .....	<b>3.7</b>	<b>Singapore</b> .....	<b>6.3</b>
3.01 Customs services index (0–1) .....	82	0.49	Singapore.....	0.97
3.02 Efficiency of the clearance process (1–5) .....	108	2.3	Norway .....	4.2
3.03 No. of days to import .....	114	33	Singapore.....	4
3.04 No. of documents to import .....	137	13	Multiple economies (2) .....	2
3.05 Cost to import (US\$ per container).....	96	1,695	Singapore.....	440
3.06 No. of days to export.....	96	22	Multiple economies (5) .....	6
3.07 No. of documents to export .....	121	9	Multiple economies (2) .....	2
3.08 Cost to export (US\$ per container) .....	90	1,380	Malaysia.....	450
3.09 Irregular payments in exports and imports*.....	130	2.1	New Zealand.....	6.6
3.10 Time predictability of import procedures*.....	113	3.2	Finland .....	6.0
3.11 Customs transparency index (0–1) .....	1	1.00	Multiple economies (35) .....	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b> .....	<b>119</b> .....	<b>2.4</b>	<b>United Arab Emirates</b> .....	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions .....	55	237.7	United States .....	11,481.7
4.02 Quality of air transport infrastructure*.....	100	3.6	Singapore.....	6.8
4.03 Quality of railroad infrastructure* .....	93	1.8	Japan .....	6.7
4.04 Liner Shipping Connectivity Index (0–157.1) .....	55	21.4	China .....	157.5
4.05 Quality of port infrastructure*.....	103	3.4	Netherlands.....	6.8
4.06 Paved roads (% of total).....	110	15.0	Multiple economies (18) .....	100.0
4.07 Quality of roads* .....	118	2.7	United Arab Emirates .....	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b> .....	<b>92</b> .....	<b>3.7</b>	<b>Singapore</b> .....	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5).....	104	2.6	Luxembourg.....	3.8
5.02 Logistics competence (1–5).....	83	2.7	Norway .....	4.2
5.03 Tracking and tracing ability (1–5).....	51	3.2	Germany .....	4.2
5.04 Timeliness of shipments in reaching destination (1–5).....	60	3.5	Luxembourg.....	4.7
5.05 Postal services efficiency* .....	114	3.3	Japan.....	6.8
5.06 Efficiency of transport mode change* .....	119	3.0	Hong Kong SAR .....	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b> .....	<b>107</b> .....	<b>2.8</b>	<b>Sweden</b> .....	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop. ....	118	66.8	Hong Kong SAR .....	229.2
6.02 Individuals using Internet (%) .....	87	32.9	Iceland .....	96.2
6.03 Fixed broadband Internet subscriptions/100 pop. ....	131	0.0	Switzerland .....	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop. ....	70	18.3	Singapore.....	124.5
6.05 ICT use for business-to-business transactions* .....	89	4.6	Finland .....	6.2
6.06 Internet use for business-to-consumer transactions*.....	80	4.3	United Kingdom.....	6.3
6.07 Government Online Service Index (0–1) .....	122	0.22	Multiple economies (3) .....	1.00
<b>Pillar 7: Operating environment (1–7)</b> .....	<b>128</b> .....	<b>3.3</b>	<b>Hong Kong SAR</b> .....	<b>5.8</b>
7.01 Protection of property index (1–7).....	110	3.1	Finland .....	6.3
Property rights* .....	108	3.4	Finland .....	6.4
Intellectual property protection* .....	112	2.8	Finland .....	6.2
7.02 Efficiency and accountability of public institutions index (1–7).....	127	2.6	Singapore.....	6.0
Judicial efficiency & impartiality in commercial disputes (0–4).....	113	1.0	Multiple economies (7) .....	4.0
Diversion of public funds* .....	133	1.9	New Zealand.....	6.5
Ease of compliance with government regulation*.....	58	3.5	Singapore.....	5.4
7.03 Access to finance index (1–7) .....	105	3.3	Hong Kong SAR .....	5.7
Affordability of financial services* .....	88	3.8	Hong Kong SAR .....	6.1
Availability of financial services* .....	92	4.0	Switzerland .....	6.4
Ease of access to loans* .....	125	1.9	Qatar.....	4.9
Availability of trade finance* .....	98	3.3	Hong Kong SAR .....	5.8
7.04 Openness to foreign participation index (1–7) .....	38	4.6	Ireland.....	5.5
Ease of hiring foreign labour* .....	25	4.5	United Arab Emirates .....	5.6
Business impact of rules on FDI* .....	61	4.6	Ireland.....	6.7
Openness to multilateral trade rules (0–100).....	47	70.6	Slovenia .....	92.2
7.05 Index of physical security (1–7).....	137	2.9	Qatar.....	6.8
Reliability of police services* .....	121	2.9	Finland .....	6.7
Business costs of crime and violence*.....	127	2.9	Qatar.....	6.8
Business costs of terrorism* .....	132	2.9	Slovenia .....	6.7
Homicide cases/100,000 pop. ....	108	12.2	Hong Kong SAR .....	0.2
Index of terrorism incidence (1–7) .....	132	1.0	Multiple economies (48) .....	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Norway

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	5.0.....	100
GDP (US\$ billions) .....	499.6.....	23
GDP per capita (US\$) .....	99,170.2.....	3
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	49.4.....	101
Share of world trade (%) .....	0.67.....	32
Total Exports (US\$ billions) .....	161.0.....	30
Total Imports (US\$ billions) .....	87.3.....	36

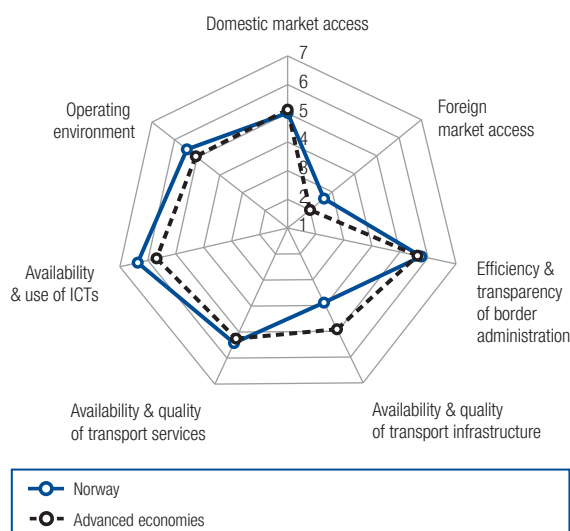
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>4.3.....</b>	<b>20.3</b>
<b>Intermediate goods</b> .....	<b>82.2.....</b>	<b>45.2</b>
Food and beverages (industrial) .....	0.2.....	1.7
Industrial supplies (primary and processed) .....	11.3.....	29.8
Parts and accessories .....	4.5.....	11.7
Fuels and lubricants .....	66.2.....	1.9
<b>Consumer goods</b> .....	<b>7.3.....</b>	<b>23.6</b>
Food and beverages (consumer) .....	5.9.....	5.8
Transport equipment and consumer goods .....	1.4.....	17.8
<b>Passenger motor cars</b> .....	<b>0.0.....</b>	<b>6.1</b>
<b>Others</b> .....	<b>6.2.....</b>	<b>4.8</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

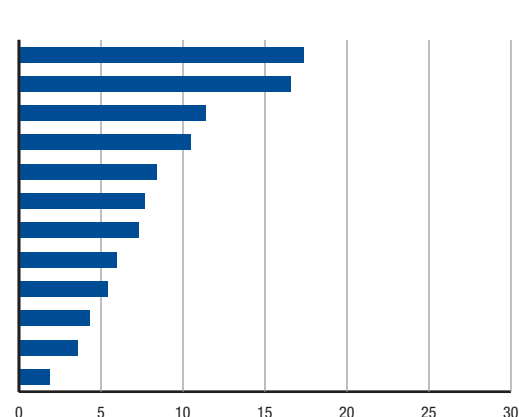
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>12.....</b>	<b>5.1</b>
<b>Subindex A: Market access (25%)</b> .....	<b>56.....</b>	<b>3.8</b>
Pillar 1: Domestic market access .....	41.....	5.0
Pillar 2: Foreign market access .....	63.....	2.6
<b>Subindex B: Border administration (25%)</b> .....	<b>16.....</b>	<b>5.8</b>
Pillar 3: Efficiency & transparency of border administration .....	16.....	5.8
<b>Subindex C: Infrastructure (25%)</b> .....	<b>21.....</b>	<b>5.2</b>
Pillar 4: Availability & quality of transport infrastructure .....	44.....	3.9
Pillar 5: Availability & quality of transport services .....	14.....	5.4
Pillar 6: Availability & use of ICTs .....	7.....	6.4
<b>Subindex D: Operating environment (25%)</b> .....	<b>10.....</b>	<b>5.5</b>
Pillar 7: Operating environment .....	10.....	5.5



## The most problematic factors for trade, 2013

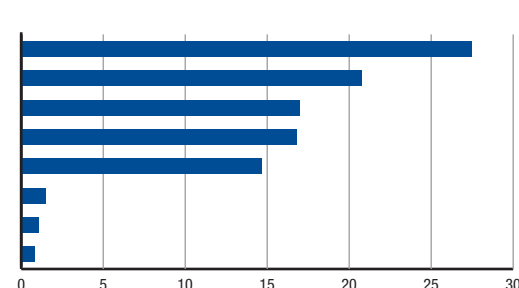
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	17.3
High cost or delays caused by domestic transportation .....	16.6
Tariff barriers abroad .....	11.4
Access to imported inputs at competitive prices .....	10.4
High cost or delays caused by international transportation .....	8.4
Burdensome procedures at foreign borders .....	7.6
Technical requirements and standards abroad .....	7.3
Rules of origin requirements abroad .....	6.0
Difficulties in meeting quality/quantity requirements of buyers .....	5.4
Corruption at foreign borders .....	4.3
Access to trade finance .....	3.5
Inappropriate production technology and skills .....	1.9



### Most problematic factors for importing

	Score*
Burdensome import procedures .....	27.5
Tariffs .....	20.8
High cost or delays caused by international transportation .....	17.0
Domestic technical requirements and standards .....	16.8
High cost or delays caused by domestic transportation .....	14.7
Inappropriate telecommunications infrastructure .....	1.5
Crime and theft .....	1.0
Corruption at the border .....	0.8



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Norway

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b> .....	<b>41</b> .....	<b>5.0</b>	<b>Multiple economies (2)</b> .....	<b>7.0</b>
1.01 Tariff rate (%).....	49	3.9	Multiple economies (2).....	0.0
1.02 Complexity of tariffs index (1–7).....	137	2.9	Multiple economies (2).....	7.0
Tariff dispersion (standard deviation).....	136	40.4	Multiple economies (2).....	0.0
Tariff peaks (% of tariff lines).....	90	8.5	Multiple economies (24).....	0.0
Specific tariffs (% of tariff lines).....	134	11.3	Multiple economies (54).....	0.0
Number of distinct tariffs.....	107	855	Multiple economies (2).....	1
1.03 Share of duty-free imports (%).....	6	95.5	Multiple economies (2).....	100.0
<b>Pillar 2: Foreign market access (1–7)</b> .....	<b>63</b> .....	<b>2.6</b>	<b>Cambodia</b> .....	<b>5.3</b>
2.01 Tariffs faced (%).....	52	5.3	Chile.....	3.5
2.02 Index of margin of preference in destination mkt (0–100).....	67	27.0	Mauritius.....	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b> .....	<b>16</b> .....	<b>5.8</b>	<b>Singapore</b> .....	<b>6.3</b>
3.01 Customs services index (0–1).....	38	0.69	Singapore.....	0.97
3.02 Efficiency of the clearance process (1–5).....	1	4.2	Norway.....	4.2
3.03 No. of days to import.....	10	7	Singapore.....	4
3.04 No. of documents to import.....	27	5	Multiple economies (2).....	2
3.05 Cost to import (US\$ per container).....	50	1,100	Singapore.....	440
3.06 No. of days to export.....	9	8	Multiple economies (5).....	6
3.07 No. of documents to export.....	16	4	Multiple economies (2).....	2
3.08 Cost to export (US\$ per container).....	77	1,225	Malaysia.....	450
3.09 Irregular payments in exports and imports*.....	8	6.1	New Zealand.....	6.6
3.10 Time predictability of import procedures*.....	20	5.1	Finland.....	6.0
3.11 Customs transparency index (0–1).....	39	0.90	Multiple economies (35).....	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b> .....	<b>44</b> .....	<b>3.9</b>	<b>United Arab Emirates</b> .....	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions.....	43	389.9	United States.....	11,481.7
4.02 Quality of air transport infrastructure*.....	9	6.1	Singapore.....	6.8
4.03 Quality of railroad infrastructure*.....	41	3.6	Japan.....	6.7
4.04 Liner Shipping Connectivity Index (0–157.1).....	98	5.3	China.....	157.5
4.05 Quality of port infrastructure*.....	21	5.5	Netherlands.....	6.8
4.06 Paved roads (% of total).....	41	80.7	Multiple economies (18).....	100.0
4.07 Quality of roads*.....	75	3.7	United Arab Emirates.....	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b> .....	<b>14</b> .....	<b>5.4</b>	<b>Singapore</b> .....	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5).....	30	3.4	Luxembourg.....	3.8
5.02 Logistics competence (1–5).....	1	4.2	Norway.....	4.2
5.03 Tracking and tracing ability (1–5).....	31	3.5	Germany.....	4.2
5.04 Timeliness of shipments in reaching destination (1–5).....	5	4.4	Luxembourg.....	4.7
5.05 Postal services efficiency*.....	13	6.2	Japan.....	6.8
5.06 Efficiency of transport mode change*.....	24	5.1	Hong Kong SAR.....	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b> .....	<b>7</b> .....	<b>6.4</b>	<b>Sweden</b> .....	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.....	54	116.7	Hong Kong SAR.....	229.2
6.02 Individuals using Internet (%).....	2	95.0	Iceland.....	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.....	6	36.3	Switzerland.....	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.....	9	84.1	Singapore.....	124.5
6.05 ICT use for business-to-business transactions*.....	8	6.0	Finland.....	6.2
6.06 Internet use for business-to-consumer transactions*.....	8	5.8	United Kingdom.....	6.3
6.07 Government Online Service Index (0–1).....	13	0.86	Multiple economies (3).....	1.00
<b>Pillar 7: Operating environment (1–7)</b> .....	<b>10</b> .....	<b>5.5</b>	<b>Hong Kong SAR</b> .....	<b>5.8</b>
7.01 Protection of property index (1–7).....	12	5.7	Finland.....	6.3
Property rights*.....	10	6.0	Finland.....	6.4
Intellectual property protection*.....	14	5.5	Finland.....	6.2
7.02 Efficiency and accountability of public institutions index (1–7).....	11	5.2	Singapore.....	6.0
Judicial efficiency & impartiality in commercial disputes (0–4).....	13	3.5	Multiple economies (7).....	4.0
Diversion of public funds*.....	9	5.8	New Zealand.....	6.5
Ease of compliance with government regulation*.....	57	3.6	Singapore.....	5.4
7.03 Access to finance index (1–7).....	6	5.3	Hong Kong SAR.....	5.7
Affordability of financial services*.....	8	5.7	Hong Kong SAR.....	6.1
Availability of financial services*.....	11	6.0	Switzerland.....	6.4
Ease of access to loans*.....	11	4.2	Qatar.....	4.9
Availability of trade finance*.....	9	5.2	Hong Kong SAR.....	5.8
7.04 Openness to foreign participation index (1–7).....	26	4.8	Ireland.....	5.5
Ease of hiring foreign labour*.....	58	4.2	United Arab Emirates.....	5.6
Business impact of rules on FDI*.....	54	4.7	Ireland.....	6.7
Openness to multilateral trade rules (0–100).....	15	81.4	Slovenia.....	92.2
7.05 Index of physical security (1–7).....	25	6.2	Qatar.....	6.8
Reliability of police services*.....	13	6.0	Finland.....	6.7
Business costs of crime and violence*.....	23	5.7	Qatar.....	6.8
Business costs of terrorism*.....	52	5.7	Slovenia.....	6.7
Homicide cases/100,000 pop.....	56	2.3	Hong Kong SAR.....	0.2
Index of terrorism incidence (1–7).....	113	6.5	Multiple economies (48).....	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



# Oman

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	3.1 .....	116
GDP (US\$ billions) .....	78.3 .....	65
GDP per capita (US\$) .....	25,356.1 .....	29
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP, 2011 .....	98.8 .....	30
Share of world trade (%) .....	0.22 .....	60
Total Exports (US\$ billions) .....	52.1 .....	56
Total Imports (US\$ billions) .....	28.6 .....	64

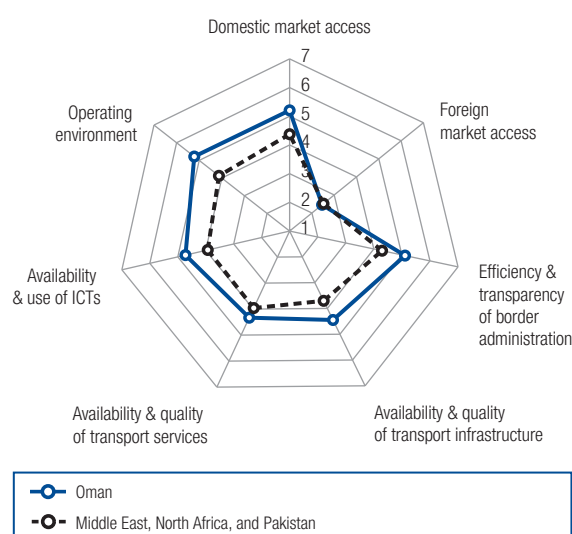
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>0.1</b> .....	<b>13.8</b>
<b>Intermediate goods</b> .....	<b>90.7</b> .....	<b>56.6</b>
Food and beverages (industrial) .....	0.3 .....	2.7
Industrial supplies (primary and processed) .....	13.9 .....	41.9
Parts and accessories .....	0.1 .....	11.8
Fuels and lubricants .....	76.4 .....	0.2
<b>Consumer goods</b> .....	<b>2.1</b> .....	<b>20.2</b>
Food and beverages (consumer) .....	1.7 .....	9.2
Transport equipment and consumer goods .....	0.4 .....	11.0
<b>Passenger motor cars</b> .....	<b>0.0</b> .....	<b>0.0</b>
<b>Others</b> .....	<b>7.1</b> .....	<b>9.4</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

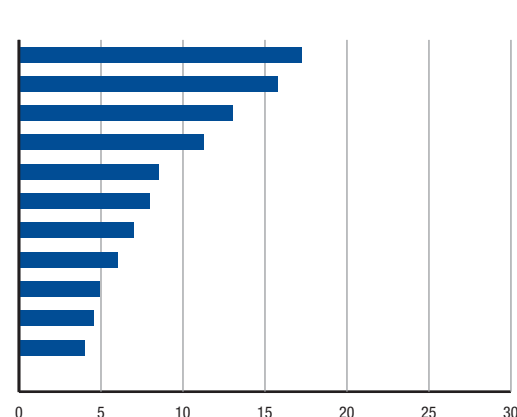
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>31</b> .....	<b>4.7</b>
<b>Subindex A: Market access (25%)</b> .....	<b>54</b> .....	<b>3.8</b>
Pillar 1: Domestic market access .....	32 .....	5.2
Pillar 2: Foreign market access .....	72 .....	2.5
<b>Subindex B: Border administration (25%)</b> .....	<b>40</b> .....	<b>5.1</b>
Pillar 3: Efficiency & transparency of border administration .....	40 .....	5.1
<b>Subindex C: Infrastructure (25%)</b> .....	<b>38</b> .....	<b>4.5</b>
Pillar 4: Availability & quality of transport infrastructure .....	27 .....	4.4
Pillar 5: Availability & quality of transport services .....	56 .....	4.3
Pillar 6: Availability & use of ICTs .....	47 .....	4.7
<b>Subindex D: Operating environment (25%)</b> .....	<b>17</b> .....	<b>5.2</b>
Pillar 7: Operating environment .....	17 .....	5.2



## The most problematic factors for trade, 2013

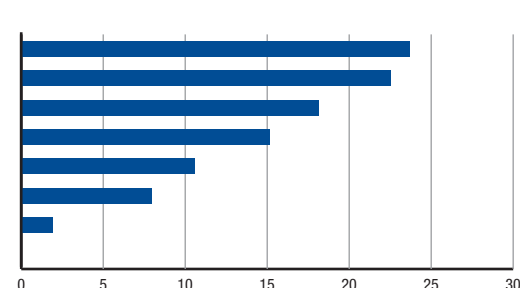
### Most problematic factors for exporting

	Score*
Access to imported inputs at competitive prices .....	17.2
Identifying potential markets and buyers .....	15.7
Inappropriate production technology and skills .....	13.0
Technical requirements and standards abroad .....	11.2
Difficulties in meeting quality/quantity requirements of buyers .....	8.5
Tariff barriers abroad .....	7.9
High cost or delays caused by international transportation .....	7.0
Access to trade finance .....	6.0
Rules of origin requirements abroad .....	4.9
Burdensome procedures at foreign borders .....	4.5
High cost or delays caused by domestic transportation .....	4.0



### Most problematic factors for importing

	Score*
High cost or delays caused by international transportation .....	23.7
Burdensome import procedures .....	22.5
Domestic technical requirements and standards .....	18.1
Tariffs .....	15.2
High cost or delays caused by domestic transportation .....	10.6
Inappropriate telecommunications infrastructure .....	8.0
Corruption at the border .....	1.9
Crime and theft .....	0.0



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS		RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>		<b>32</b>	<b>5.2</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01	Tariff rate (%)	59	4.5	Multiple economies (2)	0.0
1.02	Complexity of tariffs index (1–7)	59	6.2	Multiple economies (2)	7.0
	Tariff dispersion (standard deviation)	125	16.1	Multiple economies (2)	0.0
	Tariff peaks (% of tariff lines)	30	0.3	Multiple economies (24)	0.0
	Specific tariffs (% of tariff lines)	64	0.3	Multiple economies (54)	0.0
	Number of distinct tariffs	59	22	Multiple economies (2)	1
1.03	Share of duty-free imports (%)	85	52.8	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>		<b>72</b>	<b>2.5</b>	<b>Cambodia</b>	<b>5.3</b>
2.01	Tariffs faced (%)	35	5.2	Chile	3.5
2.02	Index of margin of preference in destination mkt (0–100)	85	16.3	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>		<b>40</b>	<b>5.1</b>	<b>Singapore</b>	<b>6.3</b>
3.01	Customs services index (0–1)	70	0.54	Singapore	0.97
3.02	Efficiency of the clearance process (1–5)	74	2.6	Norway	4.2
3.03	No. of days to import	21	9	Singapore	4
3.04	No. of documents to import	82	8	Multiple economies (2)	2
3.05	Cost to import (US\$ per container)	12	680	Singapore	440
3.06	No. of days to export	24	10	Multiple economies (5)	6
3.07	No. of documents to export	85	7	Multiple economies (2)	2
3.08	Cost to export (US\$ per container)	24	745	Malaysia	450
3.09	Irregular payments in exports and imports*	20	5.5	New Zealand	6.6
3.10	Time predictability of import procedures*	n/a	n/a	Finland	6.0
3.11	Customs transparency index (0–1)	38	0.92	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>		<b>27</b>	<b>4.4</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01	Available int'l airline seat km/week, millions	61	188.3	United States	11,481.7
4.02	Quality of air transport infrastructure*	33	5.5	Singapore	6.8
4.03	Quality of railroad infrastructure*	n/a	n/a	Japan	6.7
4.04	Liner Shipping Connectivity Index (0–157.1)	22	48.5	China	157.5
4.05	Quality of port infrastructure*	22	5.5	Netherlands	6.8
4.06	Paved roads (% of total)	72	46.0	Multiple economies (18)	100.0
4.07	Quality of roads*	3	6.4	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>		<b>56</b>	<b>4.3</b>	<b>Singapore</b>	<b>5.7</b>
5.01	Ease and affordability of shipment (1–5)	31	3.4	Luxembourg	3.8
5.02	Logistics competence (1–5)	73	2.8	Norway	4.2
5.03	Tracking and tracing ability (1–5)	79	2.8	Germany	4.2
5.04	Timeliness of shipments in reaching destination (1–5)	70	3.3	Luxembourg	4.7
5.05	Postal services efficiency*	n/a	n/a	Japan	6.8
5.06	Efficiency of transport mode change*	25	5.1	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>		<b>47</b>	<b>4.7</b>	<b>Sweden</b>	<b>6.5</b>
6.01	Mobile phone subscriptions/100 pop.	14	159.3	Hong Kong SAR	229.2
6.02	Individuals using Internet (%)	47	60.0	Iceland	96.2
6.03	Fixed broadband Internet subscriptions/100 pop.	88	2.1	Switzerland	39.9
6.04	Active mobile broadband Internet subscriptions/100 pop.	31	49.7	Singapore	124.5
6.05	ICT use for business-to-business transactions*	63	4.9	Finland	6.2
6.06	Internet use for business-to-consumer transactions*	86	4.2	United Kingdom	6.3
6.07	Government Online Service Index (0–1)	35	0.67	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>		<b>17</b>	<b>5.2</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01	Protection of property index (1–7)	20	5.4	Finland	6.3
	Property rights*	20	5.6	Finland	6.4
	Intellectual property protection*	23	5.2	Finland	6.2
7.02	Efficiency and accountability of public institutions index (1–7)	27	4.6	Singapore	6.0
	Judicial efficiency & impartiality in commercial disputes (0–4)	77	1.8	Multiple economies (7)	4.0
	Diversion of public funds*	15	5.4	New Zealand	6.5
	Ease of compliance with government regulation*	7	4.7	Singapore	5.4
7.03	Access to finance index (1–7)	17	5.0	Hong Kong SAR	5.7
	Affordability of financial services*	16	5.4	Hong Kong SAR	6.1
	Availability of financial services*	38	5.1	Switzerland	6.4
	Ease of access to loans*	6	4.4	Qatar	4.9
	Availability of trade finance*	8	5.2	Hong Kong SAR	5.8
7.04	Openness to foreign participation index (1–7)	51	4.5	Ireland	5.5
	Ease of hiring foreign labour*	98	3.7	United Arab Emirates	5.6
	Business impact of rules on FDI*	22	5.2	Ireland	6.7
	Openness to multilateral trade rules (0–100)	54	68.9	Slovenia	92.2
7.05	Index of physical security (1–7)	5	6.5	Qatar	6.8
	Reliability of police services*	22	5.8	Finland	6.7
	Business costs of crime and violence*	4	6.3	Qatar	6.8
	Business costs of terrorism*	4	6.6	Slovenia	6.7
	Homicide cases/100,000 pop.	7	0.7	Hong Kong SAR	0.2
	Index of terrorism incidence (1–7)	1	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Pakistan

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	178.9.....	6
GDP (US\$ billions) .....	225.6.....	45
GDP per capita (US\$) .....	1,260.7.....	111
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	29.7.....	135
Share of world trade (%) .....	0.19.....	62
Total Exports (US\$ billions) .....	24.6.....	67
Total Imports (US\$ billions) .....	44.2.....	56

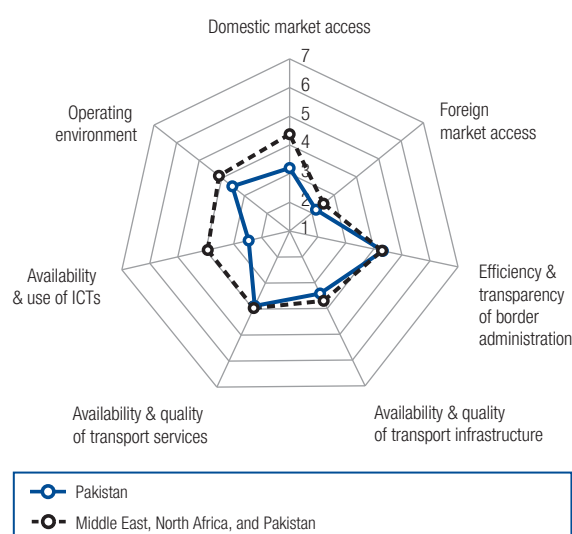
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>1.8.....</b>	<b>11.2</b>
<b>Intermediate goods</b> .....	<b>40.6.....</b>	<b>57.7</b>
Food and beverages (industrial) .....	2.6.....	5.9
Industrial supplies (primary and processed) .....	37.6.....	33.3
Parts and accessories .....	0.4.....	4.9
Fuels and lubricants .....	0.0.....	13.6
<b>Consumer goods</b> .....	<b>56.2.....</b>	<b>6.2</b>
Food and beverages (consumer) .....	13.9.....	3.2
Transport equipment and consumer goods .....	42.2.....	3.0
<b>Passenger motor cars</b> .....	<b>0.0.....</b>	<b>2.1</b>
<b>Others</b> .....	<b>1.4.....</b>	<b>22.8</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

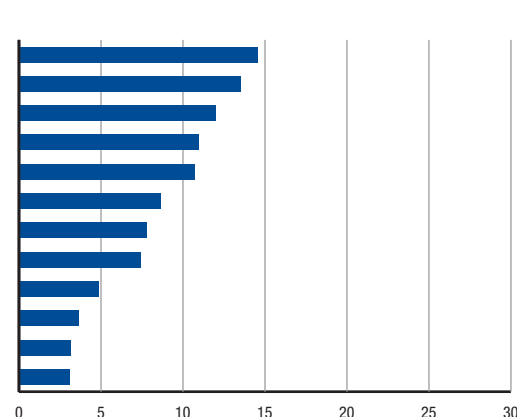
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>114.....</b>	<b>3.5</b>
<b>Subindex A: Market access (25%)</b> .....	<b>133.....</b>	<b>2.7</b>
Pillar 1: Domestic market access .....	131.....	3.2
Pillar 2: Foreign market access .....	89.....	2.2
<b>Subindex B: Border administration (25%)</b> .....	<b>72.....</b>	<b>4.3</b>
Pillar 3: Efficiency & transparency of border administration .....	72.....	4.3
<b>Subindex C: Infrastructure (25%)</b> .....	<b>94.....</b>	<b>3.3</b>
Pillar 4: Availability & quality of transport infrastructure .....	67.....	3.4
Pillar 5: Availability & quality of transport services .....	78.....	3.9
Pillar 6: Availability & use of ICTs .....	116.....	2.5
<b>Subindex D: Operating environment (25%)</b> ....	<b>116.....</b>	<b>3.5</b>
Pillar 7: Operating environment .....	116.....	3.5



## The most problematic factors for trade, 2013

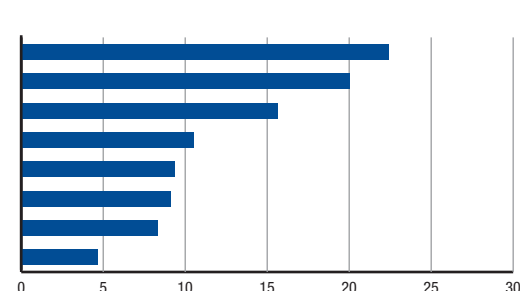
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	14.5
Access to trade finance .....	13.5
Inappropriate production technology and skills .....	12.0
Access to imported inputs at competitive prices .....	10.9
Difficulties in meeting quality/quantity requirements of buyers .....	10.7
Technical requirements and standards abroad .....	8.6
High cost or delays caused by domestic transportation .....	7.8
Tariff barriers abroad .....	7.4
Burdensome procedures at foreign borders .....	4.8
High cost or delays caused by international transportation .....	3.6
Rules of origin requirements abroad .....	3.1
Corruption at foreign borders .....	3.1



### Most problematic factors for importing

	Score*
Tariffs .....	22.4
Corruption at the border .....	20.0
Burdensome import procedures .....	15.6
Crime and theft .....	10.5
High cost or delays caused by domestic transportation .....	9.3
High cost or delays caused by international transportation .....	9.1
Domestic technical requirements and standards .....	8.3
Inappropriate telecommunications infrastructure .....	4.7



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Pakistan

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>131</b>	<b>3.2</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	134	16.9	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	54	6.3	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	99	11.1	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	53	1.1	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	76	0.7	Multiple economies (54)	0.0
Number of distinct tariffs	74	62	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	109	21.6	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>89</b>	<b>2.2</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	39	5.3	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	95	9.3	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>72</b>	<b>4.3</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	53	0.64	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	56	2.8	Norway	4.2
3.03 No. of days to import	74	18	Singapore	4
3.04 No. of documents to import	82	8	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	17	725	Singapore	440
3.06 No. of days to export	90	21	Multiple economies (5)	6
3.07 No. of documents to export	108	8	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	18	660	Malaysia	450
3.09 Irregular payments in exports and imports*	112	2.6	New Zealand	6.6
3.10 Time predictability of import procedures*	94	3.5	Finland	6.0
3.11 Customs transparency index (0–1)	59	0.80	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>67</b>	<b>3.4</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	51	321.3	United States	11,481.7
4.02 Quality of air transport infrastructure*	83	4.1	Singapore	6.8
4.03 Quality of railroad infrastructure*	68	2.5	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	46	27.7	China	157.5
4.05 Quality of port infrastructure*	50	4.5	Netherlands	6.8
4.06 Paved roads (% of total)	51	72.2	Multiple economies (18)	100.0
4.07 Quality of roads*	65	4.0	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>78</b>	<b>3.9</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	56	3.1	Luxembourg	3.8
5.02 Logistics competence (1–5)	74	2.8	Norway	4.2
5.03 Tracking and tracing ability (1–5)	85	2.7	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	118	2.8	Luxembourg	4.7
5.05 Postal services efficiency*	78	4.3	Japan	6.8
5.06 Efficiency of transport mode change*	77	3.9	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>116</b>	<b>2.5</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	117	67.1	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	115	10.0	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	108	0.5	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	118	0.3	Singapore	124.5
6.05 ICT use for business-to-business transactions*	98	4.4	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	99	4.0	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	95	0.37	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>116</b>	<b>3.5</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	109	3.1	Finland	6.3
Property rights*	114	3.3	Finland	6.4
Intellectual property protection*	101	2.9	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	53	3.7	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	26	2.8	Multiple economies (7)	4.0
Diversion of public funds*	94	2.7	New Zealand	6.5
Ease of compliance with government regulation*	76	3.4	Singapore	5.4
7.03 Access to finance index (1–7)	84	3.6	Hong Kong SAR	5.7
Affordability of financial services*	93	3.8	Hong Kong SAR	6.1
Availability of financial services*	83	4.1	Switzerland	6.4
Ease of access to loans*	68	2.8	Qatar	4.9
Availability of trade finance*	88	3.6	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	87	4.1	Ireland	5.5
Ease of hiring foreign labour*	64	4.1	United Arab Emirates	5.6
Business impact of rules on FDI*	71	4.5	Ireland	6.7
Openness to multilateral trade rules (0–100)	97	55.6	Slovenia	92.2
7.05 Index of physical security (1–7)	136	3.1	Qatar	6.8
Reliability of police services*	125	2.8	Finland	6.7
Business costs of crime and violence*	129	2.8	Qatar	6.8
Business costs of terrorism*	134	2.7	Slovenia	6.7
Homicide cases/100,000 pop.	93	7.8	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	132	1.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Panama

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	3.7	110
GDP (US\$ billions) .....	36.3	84
GDP per capita (US\$) .....	9,918.7	59
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	108.7	26
Share of world trade (%) .....	0.11	72
Total Exports (US\$ billions) .....	16.2	73
Total Imports (US\$ billions) .....	23.4	70

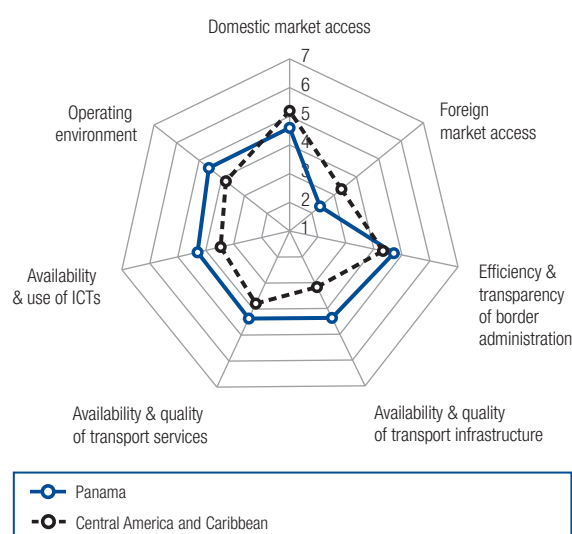
## Value chain indicators, 2011

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>6.7</b>	<b>12.9</b>
<b>Intermediate goods</b> .....	<b>37.7</b>	<b>38.7</b>
Food and beverages (industrial) .....	0.4	0.8
Industrial supplies (primary and processed) .....	32.5	31.0
Parts and accessories .....	4.7	6.4
Fuels and lubricants .....	0.0	0.4
<b>Consumer goods</b> .....	<b>55.6</b>	<b>44.7</b>
Food and beverages (consumer) .....	4.3	5.0
Transport equipment and consumer goods .....	51.2	39.7
<b>Passenger motor cars</b> .....	<b>0.0</b>	<b>2.9</b>
<b>Others</b> .....	<b>0.0</b>	<b>0.7</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>52</b>	<b>4.3</b>
<b>Subindex A: Market access (25%)</b> .....	<b>73</b>	<b>3.5</b>
Pillar 1: Domestic market access .....	86	4.6
Pillar 2: Foreign market access .....	78	2.4
<b>Subindex B: Border administration (25%)</b> .....	<b>55</b>	<b>4.7</b>
Pillar 3: Efficiency & transparency of border administration .....	55	4.7
<b>Subindex C: Infrastructure (25%)</b> .....	<b>45</b>	<b>4.3</b>
Pillar 4: Availability & quality of transport infrastructure .....	31	4.4
Pillar 5: Availability & quality of transport services .....	52	4.4
Pillar 6: Availability & use of ICTs .....	57	4.3
<b>Subindex D: Operating environment (25%)</b> .....	<b>38</b>	<b>4.6</b>
Pillar 7: Operating environment .....	38	4.6



## The most problematic factors for trade, 2013

### Most problematic factors for exporting

	Score*
Difficulties in meeting quality/quantity requirements of buyers .....	13.6
Inappropriate production technology and skills .....	13.5
Identifying potential markets and buyers .....	10.1
Technical requirements and standards abroad .....	9.9
Access to trade finance .....	9.7
Access to imported inputs at competitive prices .....	8.9
Rules of origin requirements abroad .....	6.6
Tariff barriers abroad .....	6.6
Burdensome procedures at foreign borders .....	6.2
Corruption at foreign borders .....	5.5
High cost or delays caused by international transportation .....	5.1
High cost or delays caused by domestic transportation .....	4.4

### Most problematic factors for importing

	Score*
Burdensome import procedures .....	21.0
Tariffs .....	17.9
Domestic technical requirements and standards .....	14.8
Corruption at the border .....	12.0
High cost or delays caused by domestic transportation .....	10.8
High cost or delays caused by international transportation .....	10.5
Crime and theft .....	7.5
Inappropriate telecommunications infrastructure .....	5.5

\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Panama

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>86</b>	<b>4.6</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	65	4.9	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	38	6.5	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	49	8.0	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	58	1.6	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	1	0.0	Multiple economies (54)	0.0
Number of distinct tariffs	67	28	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	111	21.2	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>78</b>	<b>2.4</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	100	5.5	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	72	24.5	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>55</b>	<b>4.7</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	93	0.41	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	40	3.1	Norway	4.2
3.03 No. of days to import	21	9	Singapore	4
3.04 No. of documents to import	3	3	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	36	965	Singapore	440
3.06 No. of days to export	24	10	Multiple economies (5)	6
3.07 No. of documents to export	3	3	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	14	625	Malaysia	450
3.09 Irregular payments in exports and imports*	76	3.5	New Zealand	6.6
3.10 Time predictability of import procedures*	34	4.6	Finland	6.0
3.11 Customs transparency index (0–1)	92	0.60	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>31</b>	<b>4.4</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	48	338.2	United States	11,481.7
4.02 Quality of air transport infrastructure*	5	6.3	Singapore	6.8
4.03 Quality of railroad infrastructure*	29	4.2	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	25	44.9	China	157.5
4.05 Quality of port infrastructure*	6	6.4	Netherlands	6.8
4.06 Paved roads (% of total)	75	42.0	Multiple economies (18)	100.0
4.07 Quality of roads*	44	4.8	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>52</b>	<b>4.4</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	47	3.2	Luxembourg	3.8
5.02 Logistics competence (1–5)	68	2.9	Norway	4.2
5.03 Tracking and tracing ability (1–5)	37	3.3	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	42	3.6	Luxembourg	4.7
5.05 Postal services efficiency*	103	3.6	Japan	6.8
5.06 Efficiency of transport mode change*	27	5.1	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>57</b>	<b>4.3</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	7	178.0	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	67	45.2	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	68	7.8	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	76	14.3	Singapore	124.5
6.05 ICT use for business-to-business transactions*	43	5.3	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	25	5.4	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	76	0.46	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>38</b>	<b>4.6</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	35	4.7	Finland	6.3
Property rights*	42	4.8	Finland	6.4
Intellectual property protection*	34	4.6	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	58	3.7	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	63	2.0	Multiple economies (7)	4.0
Diversion of public funds*	77	3.0	New Zealand	6.5
Ease of compliance with government regulation*	24	4.1	Singapore	5.4
7.03 Access to finance index (1–7)	7	5.3	Hong Kong SAR	5.7
Affordability of financial services*	7	5.8	Hong Kong SAR	6.1
Availability of financial services*	10	6.0	Switzerland	6.4
Ease of access to loans*	8	4.4	Qatar	4.9
Availability of trade finance*	17	4.9	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	42	4.6	Ireland	5.5
Ease of hiring foreign labour*	111	3.4	United Arab Emirates	5.6
Business impact of rules on FDI*	5	5.8	Ireland	6.7
Openness to multilateral trade rules (0–100)	58	67.7	Slovenia	92.2
7.05 Index of physical security (1–7)	104	4.6	Qatar	6.8
Reliability of police services*	45	4.7	Finland	6.7
Business costs of crime and violence*	107	3.7	Qatar	6.8
Business costs of terrorism*	73	5.3	Slovenia	6.7
Homicide cases/100,000 pop.	122	21.3	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	1	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



# Paraguay

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	6.7 .....	89
GDP (US\$ billions) .....	26.1 .....	91
GDP per capita (US\$) .....	3,903.7 .....	84
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	73.5 .....	60
Share of world trade (%) .....	0.05 .....	92
Total Exports (US\$ billions) .....	7.3 .....	93
Total Imports (US\$ billions) .....	11.6 .....	88

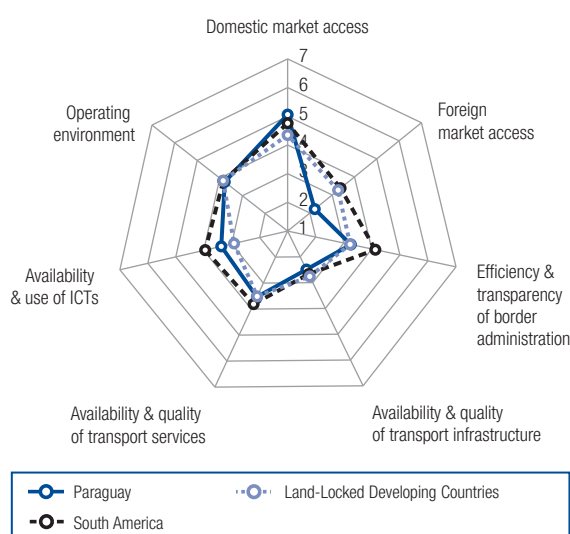
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>0.6</b> .....	<b>23.7</b>
<b>Intermediate goods</b> .....	<b>83.6</b> .....	<b>34.0</b>
Food and beverages (industrial) .....	31.6 .....	0.6
Industrial supplies (primary and processed) .....	20.0 .....	25.6
Parts and accessories .....	0.3 .....	7.0
Fuels and lubricants .....	31.7 .....	0.8
<b>Consumer goods</b> .....	<b>15.7</b> .....	<b>23.2</b>
Food and beverages (consumer) .....	12.3 .....	4.7
Transport equipment and consumer goods .....	3.4 .....	18.5
<b>Passenger motor cars</b> .....	<b>0.0</b> .....	<b>4.1</b>
<b>Others</b> .....	<b>0.1</b> .....	<b>15.1</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

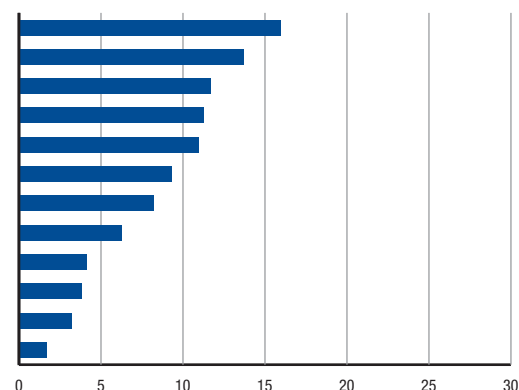
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>113</b> .....	<b>3.5</b>
<b>Subindex A: Market access (25%)</b> .....	<b>64</b> .....	<b>3.6</b>
Pillar 1: Domestic market access .....	37 .....	5.1
Pillar 2: Foreign market access .....	88 .....	2.2
<b>Subindex B: Border administration (25%)</b> .....	<b>120</b> .....	<b>3.3</b>
Pillar 3: Efficiency & transparency of border administration .....	120 .....	3.3
<b>Subindex C: Infrastructure (25%)</b> .....	<b>97</b> .....	<b>3.1</b>
Pillar 4: Availability & quality of transport infrastructure .....	111 .....	2.5
Pillar 5: Availability & quality of transport services .....	108 .....	3.5
Pillar 6: Availability & use of ICTs .....	92 .....	3.4
<b>Subindex D: Operating environment (25%)</b> .....	<b>93</b> .....	<b>3.8</b>
Pillar 7: Operating environment .....	93 .....	3.8



## The most problematic factors for trade, 2013

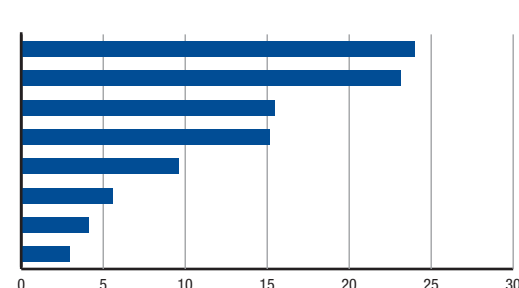
### Most problematic factors for exporting

	Score*
High cost or delays caused by international transportation .....	16.0
Difficulties in meeting quality/quantity requirements of buyers .....	13.7
Access to imported inputs at competitive prices .....	11.7
Identifying potential markets and buyers .....	11.2
Inappropriate production technology and skills .....	10.9
Access to trade finance .....	9.3
Technical requirements and standards abroad .....	8.2
High cost or delays caused by domestic transportation .....	6.2
Burdensome procedures at foreign borders .....	4.1
Rules of origin requirements abroad .....	3.8
Corruption at foreign borders .....	3.2
Tariff barriers abroad .....	1.7



### Most problematic factors for importing

	Score*
High cost or delays caused by domestic transportation .....	24.0
Corruption at the border .....	23.1
Tariffs .....	15.5
Burdensome import procedures .....	15.2
High cost or delays caused by international transportation .....	9.6
Domestic technical requirements and standards .....	5.6
Inappropriate telecommunications infrastructure .....	4.1
Crime and theft .....	2.9



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Paraguay

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>37</b>	<b>5.1</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	82	6.8	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	13	6.7	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	25	6.7	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	1	0.0	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	1	0.0	Multiple economies (54)	0.0
Number of distinct tariffs	65	24	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	83	53.7	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>88</b>	<b>2.2</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	102	5.5	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	78	21.1	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>120</b>	<b>3.3</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	80	0.50	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	88	2.5	Norway	4.2
3.03 No. of days to import	106	30	Singapore	4
3.04 No. of documents to import	101	9	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	113	2,275	Singapore	440
3.06 No. of days to export	116	29	Multiple economies (5)	6
3.07 No. of documents to export	85	7	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	110	1,850	Malaysia	450
3.09 Irregular payments in exports and imports*	106	2.7	New Zealand	6.6
3.10 Time predictability of import procedures*	67	3.9	Finland	6.0
3.11 Customs transparency index (0–1)	109	0.20	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>111</b>	<b>2.5</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	115	21.1	United States	11,481.7
4.02 Quality of air transport infrastructure*	132	2.7	Singapore	6.8
4.03 Quality of railroad infrastructure*	n/a	n/a	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	n/a	n/a	China	157.5
4.05 Quality of port infrastructure*	106	3.4	Netherlands	6.8
4.06 Paved roads (% of total)	109	15.2	Multiple economies (18)	100.0
4.07 Quality of roads*	123	2.5	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>108</b>	<b>3.5</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	79	2.8	Luxembourg	3.8
5.02 Logistics competence (1–5)	77	2.8	Norway	4.2
5.03 Tracking and tracing ability (1–5)	74	2.9	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	73	3.2	Luxembourg	4.7
5.05 Postal services efficiency*	120	3.0	Japan	6.8
5.06 Efficiency of transport mode change*	131	2.7	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>92</b>	<b>3.4</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	84	101.6	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	89	27.1	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	97	1.2	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	93	5.1	Singapore	124.5
6.05 ICT use for business-to-business transactions*	103	4.4	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	75	4.4	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	79	0.46	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>93</b>	<b>3.8</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	127	2.7	Finland	6.3
Property rights*	123	3.1	Finland	6.4
Intellectual property protection*	131	2.3	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	105	3.1	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	77	1.8	Multiple economies (7)	4.0
Diversion of public funds*	131	2.0	New Zealand	6.5
Ease of compliance with government regulation*	36	3.8	Singapore	5.4
7.03 Access to finance index (1–7)	68	3.8	Hong Kong SAR	5.7
Affordability of financial services*	76	4.0	Hong Kong SAR	6.1
Availability of financial services*	75	4.3	Switzerland	6.4
Ease of access to loans*	56	2.9	Qatar	4.9
Availability of trade finance*	63	3.9	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	33	4.8	Ireland	5.5
Ease of hiring foreign labour*	12	4.9	United Arab Emirates	5.6
Business impact of rules on FDI*	88	4.3	Ireland	6.7
Openness to multilateral trade rules (0–100)	37	74.9	Slovenia	92.2
7.05 Index of physical security (1–7)	106	4.5	Qatar	6.8
Reliability of police services*	136	2.2	Finland	6.7
Business costs of crime and violence*	113	3.4	Qatar	6.8
Business costs of terrorism*	92	5.0	Slovenia	6.7
Homicide cases/100,000 pop.	107	11.4	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	95	6.9	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Peru

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions) .....	30.5..... 37
GDP (US\$ billions) .....	198.9..... 50
GDP per capita (US\$) .....	6,525.4..... 70
<b>Merchandise trade</b>	
Trade openness (imports+exports)/GDP .....	44.7..... 115
Share of world trade (%) .....	0.24..... 58
Total Exports (US\$ billions) .....	45.6..... 58
Total Imports (US\$ billions) .....	42.5..... 57

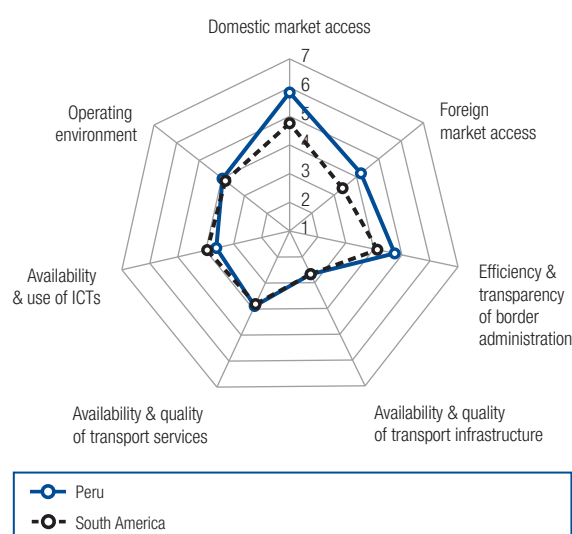
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>0.6</b> .....	<b>22.5</b>
<b>Intermediate goods</b> .....	<b>79.7</b> .....	<b>53.1</b>
Food and beverages (industrial) .....	4.1.....	3.4
Industrial supplies (primary and processed) .....	70.5.....	30.9
Parts and accessories .....	0.7.....	9.8
Fuels and lubricants .....	4.5.....	9.0
<b>Consumer goods</b> .....	<b>12.5</b> .....	<b>14.7</b>
Food and beverages (consumer) .....	7.5.....	3.5
Transport equipment and consumer goods .....	5.1.....	11.2
<b>Passenger motor cars</b> .....	<b>0.0</b> .....	<b>4.2</b>
<b>Others</b> .....	<b>7.2</b> .....	<b>5.5</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

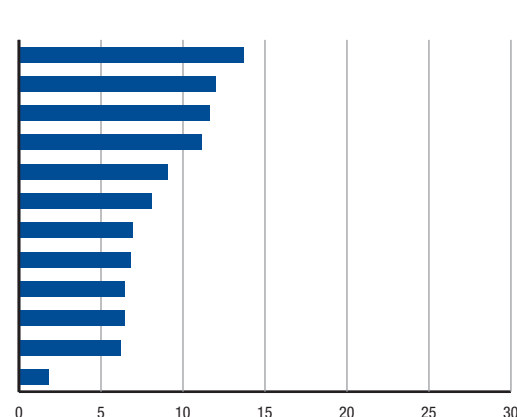
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>51</b> .....	<b>4.3</b>
<b>Subindex A: Market access (25%)</b> .....	<b>4</b> .....	<b>5.0</b>
Pillar 1: Domestic market access .....	13.....	5.8
Pillar 2: Foreign market access .....	9.....	4.2
<b>Subindex B: Border administration (25%)</b> .....	<b>51</b> .....	<b>4.7</b>
Pillar 3: Efficiency & transparency of border administration .....	51.....	4.7
<b>Subindex C: Infrastructure (25%)</b> .....	<b>91</b> .....	<b>3.4</b>
Pillar 4: Availability & quality of transport infrastructure .....	101.....	2.7
Pillar 5: Availability & quality of transport services .....	77.....	3.9
Pillar 6: Availability & use of ICTs .....	89.....	3.6
<b>Subindex D: Operating environment (25%)</b> .....	<b>80</b> .....	<b>4.0</b>
Pillar 7: Operating environment .....	80.....	4.0



## The most problematic factors for trade, 2013

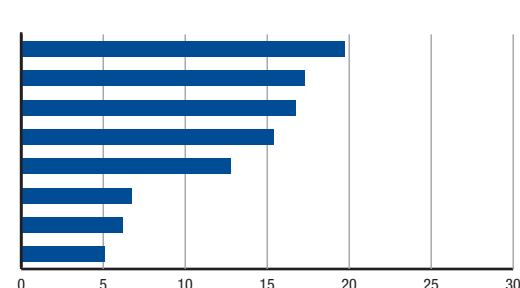
### Most problematic factors for exporting

	Score*
High cost or delays caused by domestic transportation .....	13.7
Difficulties in meeting quality/quantity requirements of buyers .....	12.0
Technical requirements and standards abroad .....	11.6
Inappropriate production technology and skills .....	11.1
Identifying potential markets and buyers .....	9.1
High cost or delays caused by international transportation .....	8.1
Burdensome procedures at foreign borders .....	6.9
Rules of origin requirements abroad .....	6.8
Tariff barriers abroad .....	6.4
Access to trade finance .....	6.4
Access to imported inputs at competitive prices .....	6.2
Corruption at foreign borders .....	1.8



### Most problematic factors for importing

	Score*
Burdensome import procedures .....	19.7
High cost or delays caused by international transportation .....	17.3
Domestic technical requirements and standards .....	16.7
Tariffs .....	15.4
High cost or delays caused by domestic transportation .....	12.7
Crime and theft .....	6.8
Corruption at the border .....	6.2
Inappropriate telecommunications infrastructure .....	5.1



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS		RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>		<b>13</b>	<b>5.8</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01	Tariff rate (%)	35	1.8	Multiple economies (2)	0.0
1.02	Complexity of tariffs index (1–7)	72	5.8	Multiple economies (2)	7.0
	Tariff dispersion (standard deviation)	8	3.9	Multiple economies (2)	0.0
	Tariff peaks (% of tariff lines)	103	10.5	Multiple economies (24)	0.0
	Specific tariffs (% of tariff lines)	1	0.0	Multiple economies (54)	0.0
	Number of distinct tariffs	4	3	Multiple economies (2)	1
1.03	Share of duty-free imports (%)	30	73.7	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>		<b>9</b>	<b>4.2</b>	<b>Cambodia</b>	<b>5.3</b>
2.01	Tariffs faced (%)	11	4.6	Chile	3.5
2.02	Index of margin of preference in destination mkt (0–100)	32	48.8	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>		<b>51</b>	<b>4.7</b>	<b>Singapore</b>	<b>6.3</b>
3.01	Customs services index (0–1)	49	0.65	Singapore	0.97
3.02	Efficiency of the clearance process (1–5)	91	2.5	Norway	4.2
3.03	No. of days to import	64	17	Singapore	4
3.04	No. of documents to import	57	7	Multiple economies (2)	2
3.05	Cost to import (US\$ per container)	44	1,010	Singapore	440
3.06	No. of days to export	41	12	Multiple economies (5)	6
3.07	No. of documents to export	40	5	Multiple economies (2)	2
3.08	Cost to export (US\$ per container)	40	890	Malaysia	450
3.09	Irregular payments in exports and imports*	64	3.8	New Zealand	6.6
3.10	Time predictability of import procedures*	52	4.1	Finland	6.0
3.11	Customs transparency index (0–1)	39	0.90	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>		<b>101</b>	<b>2.7</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01	Available int'l airline seat km/week, millions	45	386.0	United States	11,481.7
4.02	Quality of air transport infrastructure*	80	4.2	Singapore	6.8
4.03	Quality of railroad infrastructure*	94	1.8	Japan	6.7
4.04	Liner Shipping Connectivity Index (0–157.1)	42	32.8	China	157.5
4.05	Quality of port infrastructure*	85	3.7	Netherlands	6.8
4.06	Paved roads (% of total)	116	13.9	Multiple economies (18)	100.0
4.07	Quality of roads*	90	3.3	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>		<b>77</b>	<b>3.9</b>	<b>Singapore</b>	<b>5.7</b>
5.01	Ease and affordability of shipment (1–5)	69	2.9	Luxembourg	3.8
5.02	Logistics competence (1–5)	75	2.8	Norway	4.2
5.03	Tracking and tracing ability (1–5)	82	2.8	Germany	4.2
5.04	Timeliness of shipments in reaching destination (1–5)	69	3.3	Luxembourg	4.7
5.05	Postal services efficiency*	82	4.2	Japan	6.8
5.06	Efficiency of transport mode change*	102	3.4	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>		<b>89</b>	<b>3.6</b>	<b>Sweden</b>	<b>6.5</b>
6.01	Mobile phone subscriptions/100 pop.	88	98.0	Hong Kong SAR	229.2
6.02	Individuals using Internet (%)	81	38.2	Iceland	96.2
6.03	Fixed broadband Internet subscriptions/100 pop.	76	4.7	Switzerland	39.9
6.04	Active mobile broadband Internet subscriptions/100 pop.	105	2.8	Singapore	124.5
6.05	ICT use for business-to-business transactions*	70	4.8	Finland	6.2
6.06	Internet use for business-to-consumer transactions*	71	4.5	United Kingdom	6.3
6.07	Government Online Service Index (0–1)	61	0.52	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>		<b>80</b>	<b>4.0</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01	Protection of property index (1–7)	101	3.3	Finland	6.3
	Property rights*	94	3.7	Finland	6.4
	Intellectual property protection*	111	2.8	Finland	6.2
7.02	Efficiency and accountability of public institutions index (1–7)	95	3.3	Singapore	6.0
	Judicial efficiency & impartiality in commercial disputes (0–4)	55	2.3	Multiple economies (7)	4.0
	Diversion of public funds*	101	2.6	New Zealand	6.5
	Ease of compliance with government regulation*	104	2.9	Singapore	5.4
7.03	Access to finance index (1–7)	38	4.3	Hong Kong SAR	5.7
	Affordability of financial services*	55	4.3	Hong Kong SAR	6.1
	Availability of financial services*	48	4.9	Switzerland	6.4
	Ease of access to loans*	28	3.5	Qatar	4.9
	Availability of trade finance*	33	4.4	Hong Kong SAR	5.8
7.04	Openness to foreign participation index (1–7)	45	4.6	Ireland	5.5
	Ease of hiring foreign labour*	90	3.9	United Arab Emirates	5.6
	Business impact of rules on FDI*	24	5.1	Ireland	6.7
	Openness to multilateral trade rules (0–100)	50	69.7	Slovenia	92.2
7.05	Index of physical security (1–7)	111	4.5	Qatar	6.8
	Reliability of police services*	127	2.8	Finland	6.7
	Business costs of crime and violence*	123	3.2	Qatar	6.8
	Business costs of terrorism*	123	4.0	Slovenia	6.7
	Homicide cases/100,000 pop.	104	10.3	Hong Kong SAR	0.2
	Index of terrorism incidence (1–7)	91	6.9	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Philippines

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions) .....	95.8..... 12
GDP (US\$ billions) .....	250.2..... 42
GDP per capita (US\$) .....	2,611.5..... 98

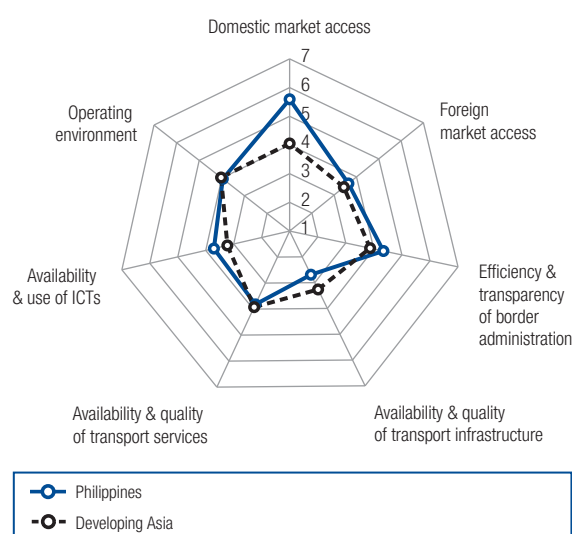
### Merchandise trade

Trade openness (imports+exports)/GDP .....	46.9..... 109
Share of world trade (%) .....	0.32..... 54
Total Exports (US\$ billions) .....	52.0..... 57
Total Imports (US\$ billions) .....	65.3..... 46

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

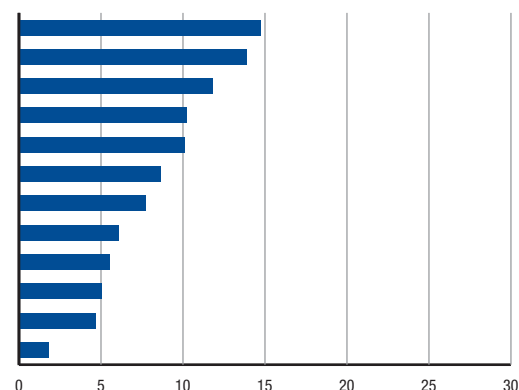
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014 .....</b>	<b>64.....</b>	<b>4.1</b>
<b>Subindex A: Market access (25%) .....</b>	<b>11 .....</b>	<b>4.6</b>
Pillar 1: Domestic market access.....	19 .....	5.6
Pillar 2: Foreign market access.....	26 .....	3.6
<b>Subindex B: Border administration (25%) .....</b>	<b>71 .....</b>	<b>4.3</b>
Pillar 3: Efficiency & transparency of border administration.....	71 .....	4.3
<b>Subindex C: Infrastructure (25%) .....</b>	<b>89 .....</b>	<b>3.4</b>
Pillar 4: Availability & quality of transport infrastructure .....	96 .....	2.7
Pillar 5: Availability & quality of transport services .....	84 .....	3.8
Pillar 6: Availability & use of ICTs .....	85 .....	3.7
<b>Subindex D: Operating environment (25%) .....</b>	<b>82 .....</b>	<b>4.0</b>
Pillar 7: Operating environment.....	82 .....	4.0



## The most problematic factors for trade, 2013

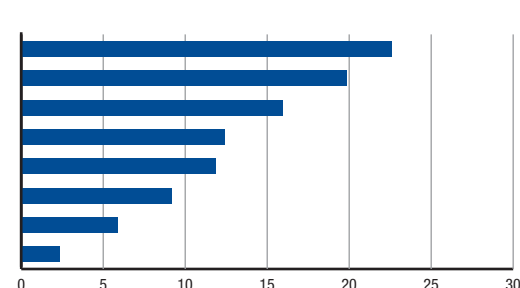
### Most problematic factors for exporting

	Score*
High cost or delays caused by domestic transportation .....	14.7
Access to imported inputs at competitive prices .....	13.8
Technical requirements and standards abroad .....	11.8
Identifying potential markets and buyers .....	10.2
Difficulties in meeting quality/quantity requirements of buyers .....	10.1
High cost or delays caused by international transportation .....	8.6
Inappropriate production technology and skills .....	7.7
Tariff barriers abroad .....	6.0
Burdensome procedures at foreign borders .....	5.5
Access to trade finance.....	5.0
Rules of origin requirements abroad.....	4.6
Corruption at foreign borders .....	1.8



### Most problematic factors for importing

	Score*
Burdensome import procedures .....	22.6
Corruption at the border.....	19.8
Tariffs.....	15.9
High cost or delays caused by domestic transportation .....	12.4
High cost or delays caused by international transportation .....	11.9
Domestic technical requirements and standards .....	9.2
Crime and theft.....	5.9
Inappropriate telecommunications infrastructure .....	2.3



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Philippines

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>19</b>	<b>5.6</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	46	3.6	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	62	6.2	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	22	6.4	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	72	4.9	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	1	0.0	Multiple economies (54)	0.0
Number of distinct tariffs	44	15	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	37	66.8	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>26</b>	<b>3.6</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	7	4.4	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	75	22.5	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>71</b>	<b>4.3</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	31	0.71	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	45	3.0	Norway	4.2
3.03 No. of days to import	47	14	Singapore	4
3.04 No. of documents to import	57	7	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	9	660	Singapore	440
3.06 No. of days to export	59	15	Multiple economies (5)	6
3.07 No. of documents to export	65	6	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	3	585	Malaysia	450
3.09 Irregular payments in exports and imports*	103	2.7	New Zealand	6.6
3.10 Time predictability of import procedures*	92	3.5	Finland	6.0
3.11 Customs transparency index (0–1)	102	0.50	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>96</b>	<b>2.7</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	29	729.1	United States	11,481.7
4.02 Quality of air transport infrastructure*	105	3.5	Singapore	6.8
4.03 Quality of railroad infrastructure*	81	2.1	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	64	18.1	China	157.5
4.05 Quality of port infrastructure*	107	3.4	Netherlands	6.8
4.06 Paved roads (% of total)	91	25.6	Multiple economies (18)	100.0
4.07 Quality of roads*	79	3.6	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>84</b>	<b>3.8</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	35	3.3	Luxembourg	3.8
5.02 Logistics competence (1–5)	61	2.9	Norway	4.2
5.03 Tracking and tracing ability (1–5)	64	3.0	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	91	3.1	Luxembourg	4.7
5.05 Postal services efficiency*	117	3.1	Japan	6.8
5.06 Efficiency of transport mode change*	106	3.3	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>85</b>	<b>3.7</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	75	106.5	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	82	36.2	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	87	2.2	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	100	3.8	Singapore	124.5
6.05 ICT use for business-to-business transactions*	50	5.2	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	62	4.7	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	67	0.50	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>82</b>	<b>4.0</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	65	4.0	Finland	6.3
Property rights*	57	4.3	Finland	6.4
Intellectual property protection*	73	3.6	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	93	3.3	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	77	1.8	Multiple economies (7)	4.0
Diversion of public funds*	73	3.1	New Zealand	6.5
Ease of compliance with government regulation*	90	3.2	Singapore	5.4
7.03 Access to finance index (1–7)	34	4.4	Hong Kong SAR	5.7
Affordability of financial services*	30	5.0	Hong Kong SAR	6.1
Availability of financial services*	39	5.1	Switzerland	6.4
Ease of access to loans*	35	3.3	Qatar	4.9
Availability of trade finance*	38	4.3	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	95	4.0	Ireland	5.5
Ease of hiring foreign labour*	103	3.6	United Arab Emirates	5.6
Business impact of rules on FDI*	80	4.4	Ireland	6.7
Openness to multilateral trade rules (0–100)	82	60.3	Slovenia	92.2
7.05 Index of physical security (1–7)	124	4.0	Qatar	6.8
Reliability of police services*	86	3.8	Finland	6.7
Business costs of crime and violence*	94	4.1	Qatar	6.8
Business costs of terrorism*	114	4.4	Slovenia	6.7
Homicide cases/100,000 pop.	84	5.4	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	132	1.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



# Poland

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	38.5 .....	32
GDP (US\$ billions) .....	489.8 .....	24
GDP per capita (US\$) .....	12,709.3 .....	49
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	77.5 .....	53
Share of world trade (%) .....	1.03 .....	27
Total Exports (US\$ billions) .....	183.4 .....	27
Total Imports (US\$ billions) .....	196.0 .....	26

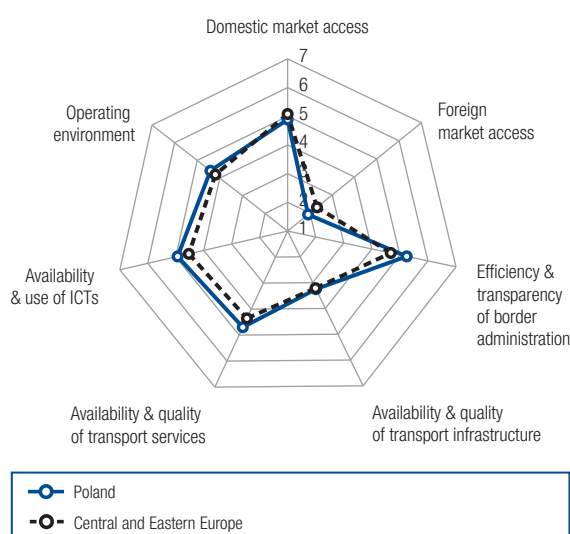
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>13.1</b> .....	<b>15.4</b>
<b>Intermediate goods</b> .....	<b>50.3</b> .....	<b>63.1</b>
Food and beverages (industrial) .....	1.4 .....	1.7
Industrial supplies (primary and processed) .....	29.9 .....	33.7
Parts and accessories .....	16.7 .....	15.2
Fuels and lubricants .....	2.3 .....	12.5
<b>Consumer goods</b> .....	<b>30.3</b> .....	<b>17.4</b>
Food and beverages (consumer) .....	8.9 .....	5.2
Transport equipment and consumer goods .....	21.3 .....	12.2
<b>Passenger motor cars</b> .....	<b>3.8</b> .....	<b>2.6</b>
<b>Others</b> .....	<b>2.6</b> .....	<b>1.4</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

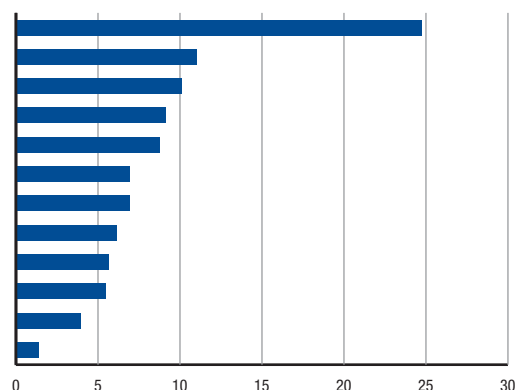
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>45</b> .....	<b>4.3</b>
<b>Subindex A: Market access (25%)</b> .....	<b>75</b> .....	<b>3.4</b>
Pillar 1: Domestic market access .....	46 .....	4.9
Pillar 2: Foreign market access .....	97 .....	1.9
<b>Subindex B: Border administration (25%)</b> .....	<b>31</b> .....	<b>5.2</b>
Pillar 3: Efficiency & transparency of border administration .....	31 .....	5.2
<b>Subindex C: Infrastructure (25%)</b> .....	<b>49</b> .....	<b>4.3</b>
Pillar 4: Availability & quality of transport infrastructure .....	76 .....	3.3
Pillar 5: Availability & quality of transport services .....	38 .....	4.7
Pillar 6: Availability & use of ICTs .....	41 .....	4.9
<b>Subindex D: Operating environment (25%)</b> .....	<b>50</b> .....	<b>4.4</b>
Pillar 7: Operating environment .....	50 .....	4.4



## The most problematic factors for trade, 2013

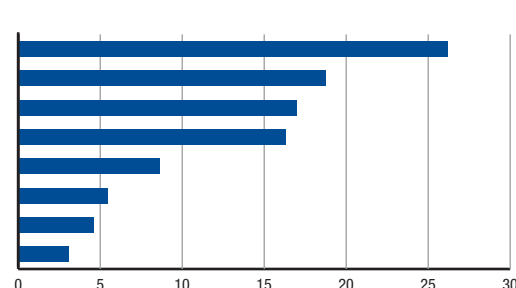
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	24.7
Access to trade finance .....	11.0
Difficulties in meeting quality/quantity requirements of buyers .....	10.1
Technical requirements and standards abroad .....	9.1
Burdensome procedures at foreign borders .....	8.8
Tariff barriers abroad .....	6.9
Inappropriate production technology and skills .....	6.9
Rules of origin requirements abroad .....	6.1
Access to imported inputs at competitive prices .....	5.6
High cost or delays caused by international transportation .....	5.5
High cost or delays caused by domestic transportation .....	3.9
Corruption at foreign borders .....	1.4



### Most problematic factors for importing

	Score*
Burdensome import procedures .....	26.2
Tariffs .....	18.8
Domestic technical requirements and standards .....	17.0
High cost or delays caused by international transportation .....	16.3
High cost or delays caused by domestic transportation .....	8.6
Inappropriate telecommunications infrastructure .....	5.4
Corruption at the border .....	4.6
Crime and theft .....	3.0



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS		RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>		<b>46</b>	<b>4.9</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01	Tariff rate (%)	5	0.8	Multiple economies (2)	0.0
1.02	Complexity of tariffs index (1–7)	110	3.1	Multiple economies (2)	7.0
	Tariff dispersion (standard deviation)	55	8.4	Multiple economies (2)	0.0
	Tariff peaks (% of tariff lines)	104	10.6	Multiple economies (24)	0.0
	Specific tariffs (% of tariff lines)	107	11.0	Multiple economies (54)	0.0
	Number of distinct tariffs	109	1,755	Multiple economies (2)	1
1.03	Share of duty-free imports (%)	42	65.4	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>		<b>97</b>	<b>1.9</b>	<b>Cambodia</b>	<b>5.3</b>
2.01	Tariffs faced (%)	73	5.5	Chile	3.5
2.02	Index of margin of preference in destination mkt (0–100)	96	9.1	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>		<b>31</b>	<b>5.2</b>	<b>Singapore</b>	<b>6.3</b>
3.01	Customs services index (0–1)	22	0.77	Singapore	0.97
3.02	Efficiency of the clearance process (1–5)	32	3.3	Norway	4.2
3.03	No. of days to import	47	14	Singapore	4
3.04	No. of documents to import	11	4	Multiple economies (2)	2
3.05	Cost to import (US\$ per container)	46	1,025	Singapore	440
3.06	No. of days to export	71	17	Multiple economies (5)	6
3.07	No. of documents to export	40	5	Multiple economies (2)	2
3.08	Cost to export (US\$ per container)	56	1,050	Malaysia	450
3.09	Irregular payments in exports and imports*	39	4.5	New Zealand	6.6
3.10	Time predictability of import procedures*	59	4.0	Finland	6.0
3.11	Customs transparency index (0–1)	1	1.00	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>		<b>76</b>	<b>3.3</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01	Available int'l airline seat km/week, millions	49	332.0	United States	11,481.7
4.02	Quality of air transport infrastructure*	96	3.9	Singapore	6.8
4.03	Quality of railroad infrastructure*	65	2.6	Japan	6.7
4.04	Liner Shipping Connectivity Index (0–157.1)	37	38.0	China	157.5
4.05	Quality of port infrastructure*	89	3.7	Netherlands	6.8
4.06	Paved roads (% of total)	53	69.9	Multiple economies (18)	100.0
4.07	Quality of roads*	97	3.0	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>		<b>38</b>	<b>4.7</b>	<b>Singapore</b>	<b>5.7</b>
5.01	Ease and affordability of shipment (1–5)	24	3.5	Luxembourg	3.8
5.02	Logistics competence (1–5)	33	3.5	Norway	4.2
5.03	Tracking and tracing ability (1–5)	27	3.5	Germany	4.2
5.04	Timeliness of shipments in reaching destination (1–5)	15	4.1	Luxembourg	4.7
5.05	Postal services efficiency*	59	4.7	Japan	6.8
5.06	Efficiency of transport mode change*	92	3.5	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>		<b>41</b>	<b>4.9</b>	<b>Sweden</b>	<b>6.5</b>
6.01	Mobile phone subscriptions/100 pop.	26	140.3	Hong Kong SAR	229.2
6.02	Individuals using Internet (%)	40	65.0	Iceland	96.2
6.03	Fixed broadband Internet subscriptions/100 pop.	41	15.5	Switzerland	39.9
6.04	Active mobile broadband Internet subscriptions/100 pop.	21	58.5	Singapore	124.5
6.05	ICT use for business-to-business transactions*	97	4.4	Finland	6.2
6.06	Internet use for business-to-consumer transactions*	45	4.9	United Kingdom	6.3
6.07	Government Online Service Index (0–1)	55	0.54	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>		<b>50</b>	<b>4.4</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01	Protection of property index (1–7)	64	4.0	Finland	6.3
	Property rights*	62	4.3	Finland	6.4
	Intellectual property protection*	67	3.7	Finland	6.2
7.02	Efficiency and accountability of public institutions index (1–7)	46	3.8	Singapore	6.0
	Judicial efficiency & impartiality in commercial disputes (0–4)	26	2.8	Multiple economies (7)	4.0
	Diversion of public funds*	48	3.7	New Zealand	6.5
	Ease of compliance with government regulation*	123	2.7	Singapore	5.4
7.03	Access to finance index (1–7)	62	3.9	Hong Kong SAR	5.7
	Affordability of financial services*	42	4.6	Hong Kong SAR	6.1
	Availability of financial services*	51	4.9	Switzerland	6.4
	Ease of access to loans*	91	2.5	Qatar	4.9
	Availability of trade finance*	84	3.6	Hong Kong SAR	5.8
7.04	Openness to foreign participation index (1–7)	58	4.4	Ireland	5.5
	Ease of hiring foreign labour*	96	3.7	United Arab Emirates	5.6
	Business impact of rules on FDI*	92	4.2	Ireland	6.7
	Openness to multilateral trade rules (0–100)	28	77.3	Slovenia	92.2
7.05	Index of physical security (1–7)	40	5.9	Qatar	6.8
	Reliability of police services*	68	4.1	Finland	6.7
	Business costs of crime and violence*	33	5.4	Qatar	6.8
	Business costs of terrorism*	26	6.2	Slovenia	6.7
	Homicide cases/100,000 pop.	34	1.2	Hong Kong SAR	0.2
	Index of terrorism incidence (1–7)	1	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Portugal

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	10.6.....	71
GDP (US\$ billions) .....	212.4.....	46
GDP per capita (US\$) .....	20,037.7.....	37
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	61.3.....	78
Share of world trade (%) .....	0.35.....	50
Total Exports (US\$ billions) .....	58.3.....	54
Total Imports (US\$ billions) .....	72.2.....	42

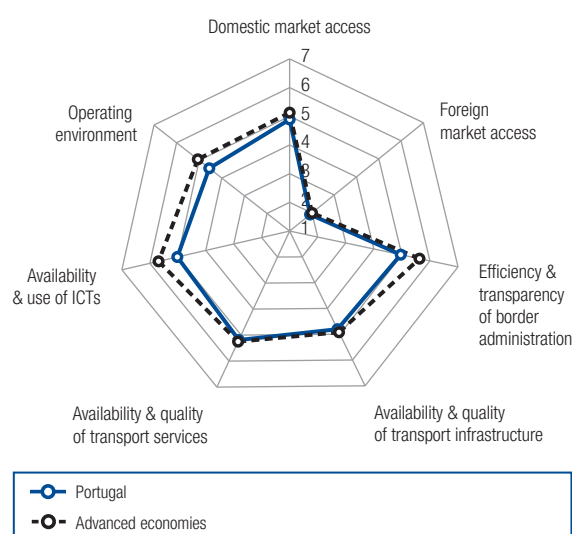
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>9.3.....</b>	<b>8.8</b>
<b>Intermediate goods</b> .....	<b>48.3.....</b>	<b>61.3</b>
Food and beverages (industrial) .....	0.7.....	3.4
Industrial supplies (primary and processed) .....	35.2.....	29.0
Parts and accessories .....	12.0.....	11.2
Fuels and lubricants .....	0.4.....	17.7
<b>Consumer goods</b> .....	<b>30.1.....</b>	<b>24.4</b>
Food and beverages (consumer) .....	9.2.....	9.7
Transport equipment and consumer goods .....	20.9.....	14.7
<b>Passenger motor cars</b> .....	<b>4.5.....</b>	<b>3.0</b>
<b>Others</b> .....	<b>7.7.....</b>	<b>2.5</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

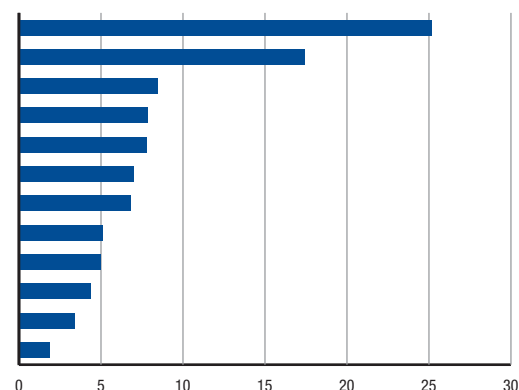
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>35.....</b>	<b>4.5</b>
<b>Subindex A: Market access (25%)</b> .....	<b>75.....</b>	<b>3.4</b>
Pillar 1: Domestic market access .....	46.....	4.9
Pillar 2: Foreign market access .....	97.....	1.9
<b>Subindex B: Border administration (25%)</b> .....	<b>43.....</b>	<b>5.0</b>
Pillar 3: Efficiency & transparency of border administration .....	43.....	5.0
<b>Subindex C: Infrastructure (25%)</b> .....	<b>26.....</b>	<b>5.0</b>
Pillar 4: Availability & quality of transport infrastructure .....	21.....	4.8
Pillar 5: Availability & quality of transport services .....	24.....	5.2
Pillar 6: Availability & use of ICTs .....	37.....	5.0
<b>Subindex D: Operating environment (25%)</b> .....	<b>39.....</b>	<b>4.6</b>
Pillar 7: Operating environment .....	39.....	4.6



## The most problematic factors for trade, 2013

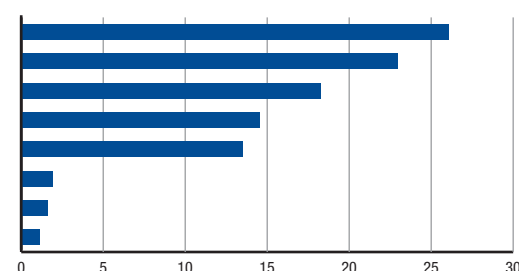
### Most problematic factors for exporting

	Score*
Access to trade finance .....	25.2
Identifying potential markets and buyers .....	17.4
Inappropriate production technology and skills .....	8.4
High cost or delays caused by international transportation .....	7.8
Tariff barriers abroad .....	7.7
Difficulties in meeting quality/quantity requirements of buyers .....	7.0
Access to imported inputs at competitive prices .....	6.8
Technical requirements and standards abroad .....	5.1
Rules of origin requirements abroad .....	5.0
High cost or delays caused by domestic transportation .....	4.4
Burdensome procedures at foreign borders .....	3.4
Corruption at foreign borders .....	1.8



### Most problematic factors for importing

	Score*
High cost or delays caused by international transportation .....	26.1
Tariffs .....	23.0
Burdensome import procedures .....	18.3
High cost or delays caused by domestic transportation .....	14.5
Domestic technical requirements and standards .....	13.5
Crime and theft .....	1.9
Inappropriate telecommunications infrastructure .....	1.6
Corruption at the border .....	1.1



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Portugal

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS		RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>		<b>46</b>	<b>4.9</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01	Tariff rate (%)	5	0.8	Multiple economies (2)	0.0
1.02	Complexity of tariffs index (1–7)	110	3.1	Multiple economies (2)	7.0
	Tariff dispersion (standard deviation)	55	8.4	Multiple economies (2)	0.0
	Tariff peaks (% of tariff lines)	104	10.6	Multiple economies (24)	0.0
	Specific tariffs (% of tariff lines)	107	11.0	Multiple economies (54)	0.0
	Number of distinct tariffs	109	1,755	Multiple economies (2)	1
1.03	Share of duty-free imports (%)	42	65.4	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>		<b>97</b>	<b>1.9</b>	<b>Cambodia</b>	<b>5.3</b>
2.01	Tariffs faced (%)	73	5.5	Chile	3.5
2.02	Index of margin of preference in destination mkt (0–100)	96	9.1	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>		<b>43</b>	<b>5.0</b>	<b>Singapore</b>	<b>6.3</b>
3.01	Customs services index (0–1)	84	0.47	Singapore	0.97
3.02	Efficiency of the clearance process (1–5)	31	3.3	Norway	4.2
3.03	No. of days to import	42	13	Singapore	4
3.04	No. of documents to import	11	4	Multiple economies (2)	2
3.05	Cost to import (US\$ per container)	32	925	Singapore	440
3.06	No. of days to export	59	15	Multiple economies (5)	6
3.07	No. of documents to export	16	4	Multiple economies (2)	2
3.08	Cost to export (US\$ per container)	30	780	Malaysia	450
3.09	Irregular payments in exports and imports*	26	5.2	New Zealand	6.6
3.10	Time predictability of import procedures*	22	5.1	Finland	6.0
3.11	Customs transparency index (0–1)	92	0.60	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>		<b>21</b>	<b>4.8</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01	Available int'l airline seat km/week, millions	31	679.6	United States	11,481.7
4.02	Quality of air transport infrastructure*	26	5.6	Singapore	6.8
4.03	Quality of railroad infrastructure*	25	4.4	Japan	6.7
4.04	Liner Shipping Connectivity Index (0–157.1)	23	46.1	China	157.5
4.05	Quality of port infrastructure*	32	5.2	Netherlands	6.8
4.06	Paved roads (% of total)	37	86.0	Multiple economies (18)	100.0
4.07	Quality of roads*	4	6.3	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>		<b>24</b>	<b>5.2</b>	<b>Singapore</b>	<b>5.7</b>
5.01	Ease and affordability of shipment (1–5)	29	3.4	Luxembourg	3.8
5.02	Logistics competence (1–5)	20	3.7	Norway	4.2
5.03	Tracking and tracing ability (1–5)	20	3.7	Germany	4.2
5.04	Timeliness of shipments in reaching destination (1–5)	35	3.9	Luxembourg	4.7
5.05	Postal services efficiency*	14	6.2	Japan	6.8
5.06	Efficiency of transport mode change*	35	4.9	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>		<b>37</b>	<b>5.0</b>	<b>Sweden</b>	<b>6.5</b>
6.01	Mobile phone subscriptions/100 pop.	55	116.1	Hong Kong SAR	229.2
6.02	Individuals using Internet (%)	41	64.0	Iceland	96.2
6.03	Fixed broadband Internet subscriptions/100 pop.	32	22.5	Switzerland	39.9
6.04	Active mobile broadband Internet subscriptions/100 pop.	50	32.8	Singapore	124.5
6.05	ICT use for business-to-business transactions*	29	5.6	Finland	6.2
6.06	Internet use for business-to-consumer transactions*	32	5.2	United Kingdom	6.3
6.07	Government Online Service Index (0–1)	38	0.65	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>		<b>39</b>	<b>4.6</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01	Protection of property index (1–7)	37	4.7	Finland	6.3
	Property rights*	41	4.8	Finland	6.4
	Intellectual property protection*	36	4.5	Finland	6.2
7.02	Efficiency and accountability of public institutions index (1–7)	81	3.4	Singapore	6.0
	Judicial efficiency & impartiality in commercial disputes (0–4)	77	1.8	Multiple economies (7)	4.0
	Diversion of public funds*	42	3.9	New Zealand	6.5
	Ease of compliance with government regulation*	122	2.7	Singapore	5.4
7.03	Access to finance index (1–7)	88	3.5	Hong Kong SAR	5.7
	Affordability of financial services*	73	4.1	Hong Kong SAR	6.1
	Availability of financial services*	47	5.0	Switzerland	6.4
	Ease of access to loans*	112	2.1	Qatar	4.9
	Availability of trade finance*	112	3.0	Hong Kong SAR	5.8
7.04	Openness to foreign participation index (1–7)	29	4.8	Ireland	5.5
	Ease of hiring foreign labour*	10	4.9	United Arab Emirates	5.6
	Business impact of rules on FDI*	91	4.2	Ireland	6.7
	Openness to multilateral trade rules (0–100)	31	76.3	Slovenia	92.2
7.05	Index of physical security (1–7)	12	6.3	Qatar	6.8
	Reliability of police services*	33	5.2	Finland	6.7
	Business costs of crime and violence*	10	5.9	Qatar	6.8
	Business costs of terrorism*	7	6.5	Slovenia	6.7
	Homicide cases/100,000 pop.	30	1.1	Hong Kong SAR	0.2
	Index of terrorism incidence (1–7)	68	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Qatar

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions) .....	1.8..... 126
GDP (US\$ billions) .....	192.4..... 52
GDP per capita (US\$) .....	104,755.8..... 2

### Merchandise trade

Trade openness (imports+exports)/GDP, 2011 .....	83.4..... 47
Share of world trade (%) .....	0.45..... 38
Total Exports (US\$ billions) .....	133.0..... 33
Total Imports (US\$ billions) .....	34.2..... 59

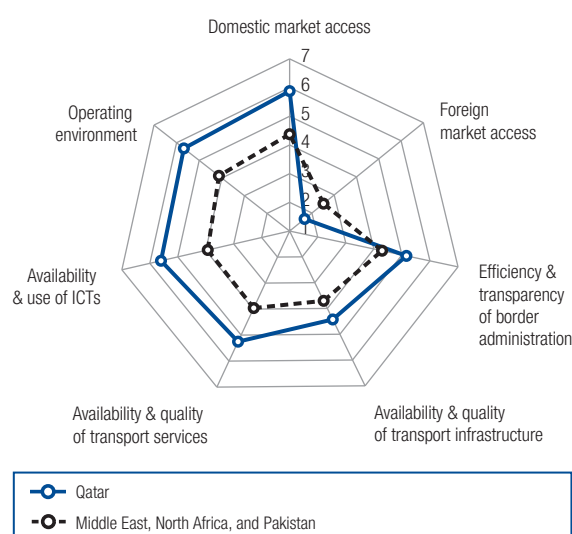
## Value chain indicators, 2011

Share (%) of merchandise trade	Exports
<b>Capital goods</b> .....	<b>0.0</b>
<b>Intermediate goods</b> .....	<b>91.9</b>
Food and beverages (industrial) .....	0.0
Industrial supplies (primary and processed) .....	7.7
Parts and accessories .....	0.0
Fuels and lubricants .....	84.1
<b>Consumer goods</b> .....	<b>0.0</b>
Food and beverages (consumer) .....	0.0
Transport equipment and consumer goods .....	0.0
<b>Passenger motor cars</b> .....	<b>0.0</b>
<b>Others</b> .....	<b>8.0</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

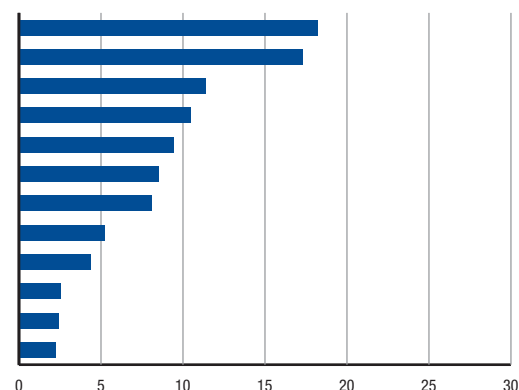
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>19</b>	<b>4.9</b>
<b>Subindex A: Market access (25%)</b> .....	<b>59</b>	<b>3.8</b>
Pillar 1: Domestic market access .....	10	5.9
Pillar 2: Foreign market access .....	129	1.7
<b>Subindex B: Border administration (25%)</b> .....	<b>36</b>	<b>5.2</b>
Pillar 3: Efficiency & transparency of border administration .....	36	5.2
<b>Subindex C: Infrastructure (25%)</b> .....	<b>24</b>	<b>5.1</b>
Pillar 4: Availability & quality of transport infrastructure .....	30	4.4
Pillar 5: Availability & quality of transport services .....	22	5.3
Pillar 6: Availability & use of ICTs .....	25	5.6
<b>Subindex D: Operating environment (25%)</b> .....	<b>4</b>	<b>5.7</b>
Pillar 7: Operating environment .....	4	5.7



## The most problematic factors for trade, 2013

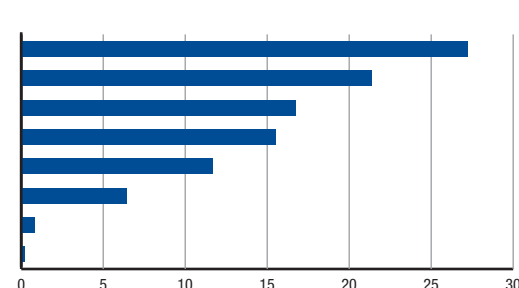
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	18.2
Access to trade finance .....	17.3
Rules of origin requirements abroad .....	11.3
Access to imported inputs at competitive prices .....	10.4
High cost or delays caused by international transportation .....	9.4
High cost or delays caused by domestic transportation .....	8.5
Technical requirements and standards abroad .....	8.1
Tariff barriers abroad .....	5.2
Inappropriate production technology and skills .....	4.3
Burdensome procedures at foreign borders .....	2.5
Difficulties in meeting quality/quantity requirements of buyers .....	2.4
Corruption at foreign borders .....	2.2



### Most problematic factors for importing

	Score*
High cost or delays caused by international transportation .....	27.2
Burdensome import procedures .....	21.4
Tariffs .....	16.7
High cost or delays caused by domestic transportation .....	15.5
Domestic technical requirements and standards .....	11.7
Inappropriate telecommunications infrastructure .....	6.5
Corruption at the border .....	0.8
Crime and theft .....	0.2



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS		RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>		<b>10</b>	<b>5.9</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01	Tariff rate (%)	54	4.2	Multiple economies (2)	0.0
1.02	Complexity of tariffs index (1–7)	25	6.6	Multiple economies (2)	7.0
	Tariff dispersion (standard deviation)	47	7.8	Multiple economies (2)	0.0
	Tariff peaks (% of tariff lines)	30	0.3	Multiple economies (24)	0.0
	Specific tariffs (% of tariff lines)	64	0.3	Multiple economies (54)	0.0
	Number of distinct tariffs	59	22	Multiple economies (2)	1
1.03	Share of duty-free imports (%)	24	78.4	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>		<b>129</b>	<b>1.7</b>	<b>Cambodia</b>	<b>5.3</b>
2.01	Tariffs faced (%)	71	5.5	Chile	3.5
2.02	Index of margin of preference in destination mkt (0–100)	137	0.5	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>		<b>36</b>	<b>5.2</b>	<b>Singapore</b>	<b>6.3</b>
3.01	Customs services index (0–1)	83	0.48	Singapore	0.97
3.02	Efficiency of the clearance process (1–5)	37	3.2	Norway	4.2
3.03	No. of days to import	64	17	Singapore	4
3.04	No. of documents to import	57	7	Multiple economies (2)	2
3.05	Cost to import (US\$ per container)	47	1,033	Singapore	440
3.06	No. of days to export	71	17	Multiple economies (5)	6
3.07	No. of documents to export	40	5	Multiple economies (2)	2
3.08	Cost to export (US\$ per container)	38	885	Malaysia	450
3.09	Irregular payments in exports and imports*	4	6.3	New Zealand	6.6
3.10	Time predictability of import procedures*	14	5.3	Finland	6.0
3.11	Customs transparency index (0–1)	59	0.80	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>		<b>30</b>	<b>4.4</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01	Available int'l airline seat km/week, millions	24	1,007.3	United States	11,481.7
4.02	Quality of air transport infrastructure*	14	6.0	Singapore	6.8
4.03	Quality of railroad infrastructure*	n/a	n/a	Japan	6.7
4.04	Liner Shipping Connectivity Index (0–157.1)	105	3.4	China	157.5
4.05	Quality of port infrastructure*	29	5.2	Netherlands	6.8
4.06	Paved roads (% of total)	30	90.0	Multiple economies (18)	100.0
4.07	Quality of roads*	35	5.0	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>		<b>22</b>	<b>5.3</b>	<b>Singapore</b>	<b>5.7</b>
5.01	Ease and affordability of shipment (1–5)	16	3.6	Luxembourg	3.8
5.02	Logistics competence (1–5)	28	3.6	Norway	4.2
5.03	Tracking and tracing ability (1–5)	32	3.5	Germany	4.2
5.04	Timeliness of shipments in reaching destination (1–5)	34	3.9	Luxembourg	4.7
5.05	Postal services efficiency*	7	6.3	Japan	6.8
5.06	Efficiency of transport mode change*	16	5.5	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>		<b>25</b>	<b>5.6</b>	<b>Sweden</b>	<b>6.5</b>
6.01	Mobile phone subscriptions/100 pop.	38	126.9	Hong Kong SAR	229.2
6.02	Individuals using Internet (%)	9	88.1	Iceland	96.2
6.03	Fixed broadband Internet subscriptions/100 pop.	56	10.5	Switzerland	39.9
6.04	Active mobile broadband Internet subscriptions/100 pop.	19	61.7	Singapore	124.5
6.05	ICT use for business-to-business transactions*	16	5.9	Finland	6.2
6.06	Internet use for business-to-consumer transactions*	37	5.1	United Kingdom	6.3
6.07	Government Online Service Index (0–1)	27	0.74	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>		<b>4</b>	<b>5.7</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01	Protection of property index (1–7)	7	6.0	Finland	6.3
	Property rights*	8	6.0	Finland	6.4
	Intellectual property protection*	4	6.0	Finland	6.2
7.02	Efficiency and accountability of public institutions index (1–7)	14	5.2	Singapore	6.0
	Judicial efficiency & impartiality in commercial disputes (0–4)	63	2.0	Multiple economies (7)	4.0
	Diversion of public funds*	3	6.3	New Zealand	6.5
	Ease of compliance with government regulation*	2	5.2	Singapore	5.4
7.03	Access to finance index (1–7)	2	5.6	Hong Kong SAR	5.7
	Affordability of financial services*	3	5.9	Hong Kong SAR	6.1
	Availability of financial services*	14	5.8	Switzerland	6.4
	Ease of access to loans*	1	4.9	Qatar	4.9
	Availability of trade finance*	2	5.7	Hong Kong SAR	5.8
7.04	Openness to foreign participation index (1–7)	18	4.9	Ireland	5.5
	Ease of hiring foreign labour*	2	5.4	United Arab Emirates	5.6
	Business impact of rules on FDI*	17	5.3	Ireland	6.7
	Openness to multilateral trade rules (0–100)	82	60.3	Slovenia	92.2
7.05	Index of physical security (1–7)	1	6.8	Qatar	6.8
	Reliability of police services*	3	6.3	Finland	6.7
	Business costs of crime and violence*	1	6.8	Qatar	6.8
	Business costs of terrorism*	2	6.7	Slovenia	6.7
	Homicide cases/100,000 pop.	25	0.9	Hong Kong SAR	0.2
	Index of terrorism incidence (1–7)	1	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



# Romania

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

Rank/138

Population (millions) .....	21.3 .....	50
GDP (US\$ billions) .....	169.4 .....	56
GDP per capita (US\$) .....	7,939.3 .....	62

### Merchandise trade

Trade openness (imports+exports)/GDP .....	75.5 .....	56
Share of world trade (%) .....	0.35 .....	51
Total Exports (US\$ billions) .....	57.8 .....	55
Total Imports (US\$ billions) .....	70.2 .....	43

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

Rank  
(out of 138)      Score  
(1–7)

**Enabling Trade Index 2014** ..... **75** ..... **3.9**

**Subindex A: Market access (25%)** ..... **75** ..... **3.4**

Pillar 1: Domestic market access.....46 .....4.9

Pillar 2: Foreign market access.....97 .....1.9

**Subindex B: Border administration (25%)** ..... **58** ..... **4.6**

Pillar 3: Efficiency & transparency  
of border administration.....58 .....4.6

**Subindex C: Infrastructure (25%)** ..... **68** ..... **3.8**

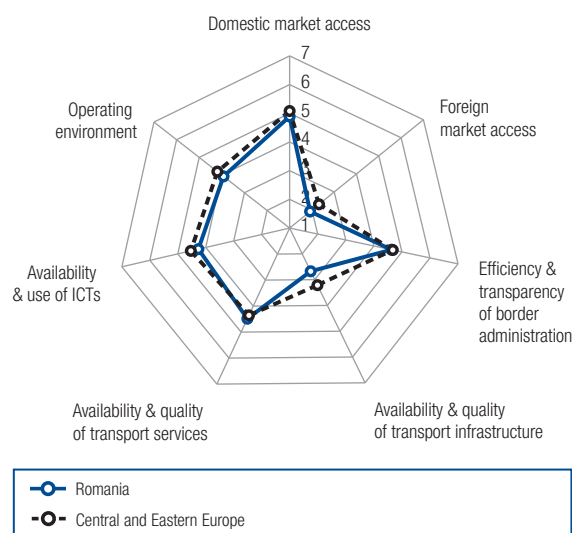
Pillar 4: Availability & quality of transport infrastructure...99 .....2.7

Pillar 5: Availability & quality of transport services.....47 .....4.5

Pillar 6: Availability & use of ICTs .....59 .....4.3

**Subindex D: Operating environment (25%)** ..... **84** ..... **3.9**

Pillar 7: Operating environment.....84 .....3.9

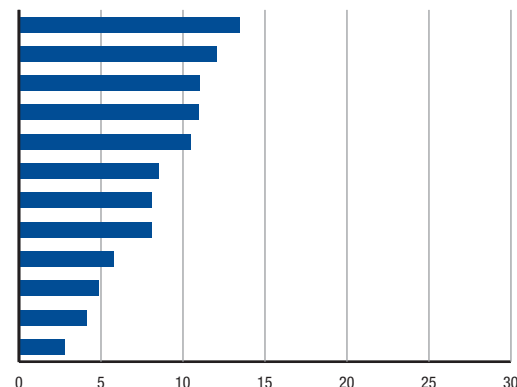


## The most problematic factors for trade, 2013

### Most problematic factors for exporting

Score\*

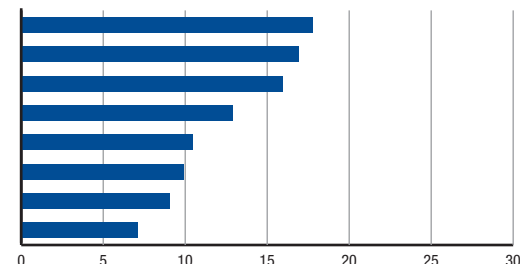
Access to trade finance .....	13.4
Identifying potential markets and buyers .....	12.1
High cost or delays caused by domestic transportation .....	11.0
Difficulties in meeting quality/quantity requirements of buyers .....	10.9
Access to imported inputs at competitive prices .....	10.4
Technical requirements and standards abroad .....	8.5
Inappropriate production technology and skills .....	8.1
Corruption at foreign borders .....	8.1
Tariff barriers abroad .....	5.7
High cost or delays caused by international transportation .....	4.9
Burdensome procedures at foreign borders .....	4.1
Rules of origin requirements abroad .....	2.8



### Most problematic factors for importing

Score\*

Burdensome import procedures .....	17.8
Tariffs .....	16.9
High cost or delays caused by domestic transportation .....	15.9
Crime and theft .....	12.9
Inappropriate telecommunications infrastructure .....	10.4
Corruption at the border .....	9.9
Domestic technical requirements and standards .....	9.0
High cost or delays caused by international transportation .....	7.1



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

## Romania

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b> .....	<b>46</b> .....	<b>4.9</b>	<b>Multiple economies (2)</b> .....	<b>7.0</b>
1.01 Tariff rate (%).....	5	0.8	Multiple economies (2).....	0.0
1.02 Complexity of tariffs index (1–7).....	110	3.1	Multiple economies (2).....	7.0
Tariff dispersion (standard deviation).....	55	8.4	Multiple economies (2).....	0.0
Tariff peaks (% of tariff lines).....	104	10.6	Multiple economies (24).....	0.0
Specific tariffs (% of tariff lines).....	107	11.0	Multiple economies (54).....	0.0
Number of distinct tariffs.....	109	1,755	Multiple economies (2).....	1
1.03 Share of duty-free imports (%).....	42	65.4	Multiple economies (2).....	100.0
<b>Pillar 2: Foreign market access (1–7)</b> .....	<b>97</b> .....	<b>1.9</b>	<b>Cambodia</b> .....	<b>5.3</b>
2.01 Tariffs faced (%).....	73	5.5	Chile.....	3.5
2.02 Index of margin of preference in destination mkt (0–100).....	96	9.1	Mauritius.....	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b> .....	<b>58</b> .....	<b>4.6</b>	<b>Singapore</b> .....	<b>6.3</b>
3.01 Customs services index (0–1).....	18	0.80	Singapore.....	0.97
3.02 Efficiency of the clearance process (1–5).....	58	2.8	Norway.....	4.2
3.03 No. of days to import.....	42	13	Singapore.....	4
3.04 No. of documents to import.....	43	6	Multiple economies (2).....	2
3.05 Cost to import (US\$ per container).....	83	1,495	Singapore.....	440
3.06 No. of days to export.....	48	13	Multiple economies (5).....	6
3.07 No. of documents to export.....	40	5	Multiple economies (2).....	2
3.08 Cost to export (US\$ per container).....	97	1,485	Malaysia.....	450
3.09 Irregular payments in exports and imports*.....	75	3.5	New Zealand.....	6.6
3.10 Time predictability of import procedures*.....	112	3.2	Finland.....	6.0
3.11 Customs transparency index (0–1).....	59	0.80	Multiple economies (35).....	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b> .....	<b>99</b> .....	<b>2.7</b>	<b>United Arab Emirates</b> .....	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions.....	65	170.3	United States.....	11,481.7
4.02 Quality of air transport infrastructure*.....	111	3.4	Singapore.....	6.8
4.03 Quality of railroad infrastructure*.....	74	2.3	Japan.....	6.7
4.04 Liner Shipping Connectivity Index (0–157.1).....	49	25.7	China.....	157.5
4.05 Quality of port infrastructure*.....	114	3.0	Netherlands.....	6.8
4.06 Paved roads (% of total).....	63	56.5	Multiple economies (18).....	100.0
4.07 Quality of roads*.....	136	2.1	United Arab Emirates.....	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b> .....	<b>47</b> .....	<b>4.5</b>	<b>Singapore</b> .....	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5).....	36	3.3	Luxembourg.....	3.8
5.02 Logistics competence (1–5).....	43	3.2	Norway.....	4.2
5.03 Tracking and tracing ability (1–5).....	34	3.4	Germany.....	4.2
5.04 Timeliness of shipments in reaching destination (1–5).....	27	4.0	Luxembourg.....	4.7
5.05 Postal services efficiency*.....	72	4.5	Japan.....	6.8
5.06 Efficiency of transport mode change*.....	91	3.6	Hong Kong SAR.....	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b> .....	<b>59</b> .....	<b>4.3</b>	<b>Sweden</b> .....	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop. ....	80	105.0	Hong Kong SAR.....	229.2
6.02 Individuals using Internet (%).....	60	50.0	Iceland.....	96.2
6.03 Fixed broadband Internet subscriptions/100 pop. ....	40	16.2	Switzerland.....	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop. ....	60	26.9	Singapore.....	124.5
6.05 ICT use for business-to-business transactions*.....	80	4.7	Finland.....	6.2
6.06 Internet use for business-to-consumer transactions*.....	41	5.0	United Kingdom.....	6.3
6.07 Government Online Service Index (0–1).....	61	0.52	Multiple economies (3).....	1.00
<b>Pillar 7: Operating environment (1–7)</b> .....	<b>84</b> .....	<b>3.9</b>	<b>Hong Kong SAR</b> .....	<b>5.8</b>
7.01 Protection of property index (1–7).....	93	3.4	Finland.....	6.3
Property rights*.....	76	3.9	Finland.....	6.4
Intellectual property protection*.....	102	2.9	Finland.....	6.2
7.02 Efficiency and accountability of public institutions index (1–7).....	132	2.5	Singapore.....	6.0
Judicial efficiency & impartiality in commercial disputes (0–4).....	120	0.8	Multiple economies (7).....	4.0
Diversion of public funds*.....	104	2.5	New Zealand.....	6.5
Ease of compliance with government regulation*.....	117	2.8	Singapore.....	5.4
7.03 Access to finance index (1–7).....	97	3.4	Hong Kong SAR.....	5.7
Affordability of financial services*.....	85	3.9	Hong Kong SAR.....	6.1
Availability of financial services*.....	96	3.9	Switzerland.....	6.4
Ease of access to loans*.....	74	2.7	Qatar.....	4.9
Availability of trade finance*.....	114	3.0	Hong Kong SAR.....	5.8
7.04 Openness to foreign participation index (1–7).....	36	4.7	Ireland.....	5.5
Ease of hiring foreign labour*.....	49	4.3	United Arab Emirates.....	5.6
Business impact of rules on FDI*.....	106	3.7	Ireland.....	6.7
Openness to multilateral trade rules (0–100).....	4	87.5	Slovenia.....	92.2
7.05 Index of physical security (1–7).....	57	5.7	Qatar.....	6.8
Reliability of police services*.....	98	3.6	Finland.....	6.7
Business costs of crime and violence*.....	50	5.1	Qatar.....	6.8
Business costs of terrorism*.....	61	5.6	Slovenia.....	6.7
Homicide cases/100,000 pop. ....	43	1.6	Hong Kong SAR.....	0.2
Index of terrorism incidence (1–7).....	1	7.0	Multiple economies (48).....	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Russian Federation

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	141.9.....	9
GDP (US\$ billions) .....	2,029.8.....	8
GDP per capita (US\$) .....	14,302.1.....	43
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	42.9.....	118
Share of world trade (%) .....	2.34.....	13
Total Exports (US\$ billions) .....	529.3.....	8
Total Imports (US\$ billions) .....	335.4.....	16

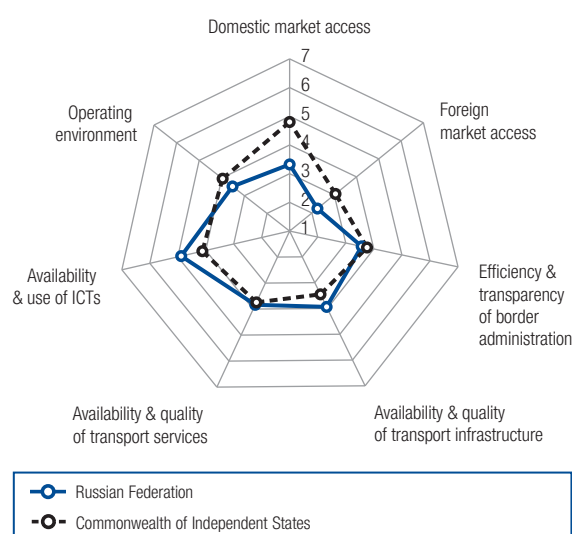
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>2.3.....</b>	<b>26.8</b>
<b>Intermediate goods</b> .....	<b>74.9.....</b>	<b>39.4</b>
Food and beverages (industrial) .....	1.2.....	1.5
Industrial supplies (primary and processed) .....	20.5.....	21.8
Parts and accessories .....	1.6.....	15.3
Fuels and lubricants .....	51.7.....	0.7
<b>Consumer goods</b> .....	<b>2.2.....</b>	<b>26.7</b>
Food and beverages (consumer) .....	1.2.....	9.9
Transport equipment and consumer goods .....	1.0.....	16.8
<b>Passenger motor cars</b> .....	<b>0.2.....</b>	<b>6.4</b>
<b>Others</b> .....	<b>20.4.....</b>	<b>0.7</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>105.....</b>	<b>3.5</b>
<b>Subindex A: Market access (25%)</b> .....	<b>132.....</b>	<b>2.8</b>
Pillar 1: Domestic market access .....	127.....	3.3
Pillar 2: Foreign market access .....	84.....	2.2
<b>Subindex B: Border administration (25%)</b> .....	<b>103.....</b>	<b>3.6</b>
Pillar 3: Efficiency & transparency of border administration .....	103.....	3.6
<b>Subindex C: Infrastructure (25%)</b> .....	<b>52.....</b>	<b>4.2</b>
Pillar 4: Availability & quality of transport infrastructure .....	42.....	3.9
Pillar 5: Availability & quality of transport services .....	82.....	3.8
Pillar 6: Availability & use of ICTs .....	44.....	4.9
<b>Subindex D: Operating environment (25%)</b> .....	<b>119.....</b>	<b>3.5</b>
Pillar 7: Operating environment .....	119.....	3.5



## The most problematic factors for trade, 2013

### Most problematic factors for exporting

	Score*
Technical requirements and standards abroad .....	11.6
Inappropriate production technology and skills .....	10.4
High cost or delays caused by domestic transportation .....	10.4
Identifying potential markets and buyers .....	9.5
Difficulties in meeting quality/quantity requirements of buyers .....	9.0
Tariff barriers abroad .....	8.5
Access to imported inputs at competitive prices .....	8.6
High cost or delays caused by international transportation .....	8.5
Access to trade finance .....	8.1
Burdensome procedures at foreign borders .....	7.1
Corruption at foreign borders .....	5.0
Rules of origin requirements abroad .....	3.5

### Most problematic factors for importing

	Score*
Tariffs .....	18.4
Burdensome import procedures .....	17.7
Corruption at the border .....	16.6
High cost or delays caused by domestic transportation .....	11.7
High cost or delays caused by international transportation .....	11.6
Domestic technical requirements and standards .....	9.8
Crime and theft .....	9.0
Inappropriate telecommunications infrastructure .....	5.2

\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Russian Federation

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b> .....	<b>127</b> .....	<b>3.3</b>	<b>Multiple economies (2)</b> .....	<b>7.0</b>
1.01 Tariff rate (%).....	100.....	9.5	Multiple economies (2).....	0.0
1.02 Complexity of tariffs index (1–7).....	108.....	3.4	Multiple economies (2).....	7.0
Tariff dispersion (standard deviation).....	90.....	9.1	Multiple economies (2).....	0.0
Tariff peaks (% of tariff lines).....	61.....	2.4	Multiple economies (24).....	0.0
Specific tariffs (% of tariff lines).....	137.....	15.9	Multiple economies (54).....	0.0
Number of distinct tariffs.....	137.....	1,808	Multiple economies (2).....	1
1.03 Share of duty-free imports (%).....	95.....	39.8	Multiple economies (2).....	100.0
<b>Pillar 2: Foreign market access (1–7)</b> .....	<b>84</b> .....	<b>2.2</b>	<b>Cambodia</b> .....	<b>5.3</b>
2.01 Tariffs faced (%).....	115.....	5.7	Chile.....	3.5
2.02 Index of margin of preference in destination mkts (0–100).....	65.....	28.4	Mauritius.....	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b> .....	<b>103</b> .....	<b>3.6</b>	<b>Singapore</b> .....	<b>6.3</b>
3.01 Customs services index (0–1).....	43.....	0.67	Singapore.....	0.97
3.02 Efficiency of the clearance process (1–5).....	121.....	2.2	Norway.....	4.2
3.03 No. of days to import.....	83.....	21	Singapore.....	4
3.04 No. of documents to import.....	115.....	10	Multiple economies (2).....	2
3.05 Cost to import (US\$ per container).....	123.....	2,810	Singapore.....	440
3.06 No. of days to export.....	96.....	22	Multiple economies (5).....	6
3.07 No. of documents to export.....	121.....	9	Multiple economies (2).....	2
3.08 Cost to export (US\$ per container).....	126.....	2,615	Malaysia.....	450
3.09 Irregular payments in exports and imports*.....	87.....	3.1	New Zealand.....	6.6
3.10 Time predictability of import procedures*.....	109.....	3.2	Finland.....	6.0
3.11 Customs transparency index (0–1).....	92.....	0.60	Multiple economies (35).....	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b> .....	<b>42</b> .....	<b>3.9</b>	<b>United Arab Emirates</b> .....	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions.....	18.....	1,661.2	United States.....	11,481.7
4.02 Quality of air transport infrastructure*.....	95.....	3.9	Singapore.....	6.8
4.03 Quality of railroad infrastructure*.....	30.....	4.2	Japan.....	6.7
4.04 Liner Shipping Connectivity Index (0–157.1).....	36.....	38.2	China.....	157.5
4.05 Quality of port infrastructure*.....	81.....	3.9	Netherlands.....	6.8
4.06 Paved roads (% of total).....	50.....	72.3	Multiple economies (18).....	100.0
4.07 Quality of roads*.....	127.....	2.5	United Arab Emirates.....	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b> .....	<b>82</b> .....	<b>3.8</b>	<b>Singapore</b> .....	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5).....	99.....	2.6	Luxembourg.....	3.8
5.02 Logistics competence (1–5).....	79.....	2.7	Norway.....	4.2
5.03 Tracking and tracing ability (1–5).....	78.....	2.9	Germany.....	4.2
5.04 Timeliness of shipments in reaching destination (1–5).....	86.....	3.1	Luxembourg.....	4.7
5.05 Postal services efficiency*.....	86.....	4.0	Japan.....	6.8
5.06 Efficiency of transport mode change*.....	73.....	3.9	Hong Kong SAR.....	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b> .....	<b>44</b> .....	<b>4.9</b>	<b>Sweden</b> .....	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.....	4.....	182.9	Hong Kong SAR.....	229.2
6.02 Individuals using Internet (%).....	59.....	53.3	Iceland.....	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.....	43.....	14.5	Switzerland.....	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.....	27.....	52.7	Singapore.....	124.5
6.05 ICT use for business-to-business transactions*.....	90.....	4.6	Finland.....	6.2
6.06 Internet use for business-to-consumer transactions*.....	48.....	4.9	United Kingdom.....	6.3
6.07 Government Online Service Index (0–1).....	37.....	0.66	Multiple economies (3).....	1.00
<b>Pillar 7: Operating environment (1–7)</b> .....	<b>119</b> .....	<b>3.5</b>	<b>Hong Kong SAR</b> .....	<b>5.8</b>
7.01 Protection of property index (1–7).....	119.....	3.0	Finland.....	6.3
Property rights*.....	124.....	3.0	Finland.....	6.4
Intellectual property protection*.....	105.....	2.9	Finland.....	6.2
7.02 Efficiency and accountability of public institutions index (1–7).....	86.....	3.4	Singapore.....	6.0
Judicial efficiency & impartiality in commercial disputes (0–4).....	44.....	2.5	Multiple economies (7).....	4.0
Diversion of public funds*.....	103.....	2.5	New Zealand.....	6.5
Ease of compliance with government regulation*.....	110.....	2.9	Singapore.....	5.4
7.03 Access to finance index (1–7).....	90.....	3.5	Hong Kong SAR.....	5.7
Affordability of financial services*.....	89.....	3.8	Hong Kong SAR.....	6.1
Availability of financial services*.....	86.....	4.1	Switzerland.....	6.4
Ease of access to loans*.....	65.....	2.9	Qatar.....	4.9
Availability of trade finance*.....	106.....	3.2	Hong Kong SAR.....	5.8
7.04 Openness to foreign participation index (1–7).....	96.....	4.0	Ireland.....	5.5
Ease of hiring foreign labour*.....	104.....	3.6	United Arab Emirates.....	5.6
Business impact of rules on FDI*.....	111.....	3.6	Ireland.....	6.7
Openness to multilateral trade rules (0–100).....	45.....	71.8	Slovenia.....	92.2
7.05 Index of physical security (1–7).....	129.....	3.8	Qatar.....	6.8
Reliability of police services*.....	112.....	3.0	Finland.....	6.7
Business costs of crime and violence*.....	78.....	4.5	Qatar.....	6.8
Business costs of terrorism*.....	102.....	4.7	Slovenia.....	6.7
Homicide cases/100,000 pop.....	100.....	9.7	Hong Kong SAR.....	0.2
Index of terrorism incidence (1–7).....	132.....	1.0	Multiple economies (48).....	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Rwanda

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions).....	10.4..... 73
GDP (US\$ billions).....	7.1..... 127
GDP per capita (US\$).....	681.5..... 126
<b>Merchandise trade</b>	
Trade openness (imports+exports)/GDP.....	34.8..... 130
Share of world trade (%).....	0.01..... 133
Total Exports (US\$ billions).....	0.6..... 134
Total Imports (US\$ billions).....	2.4..... 130

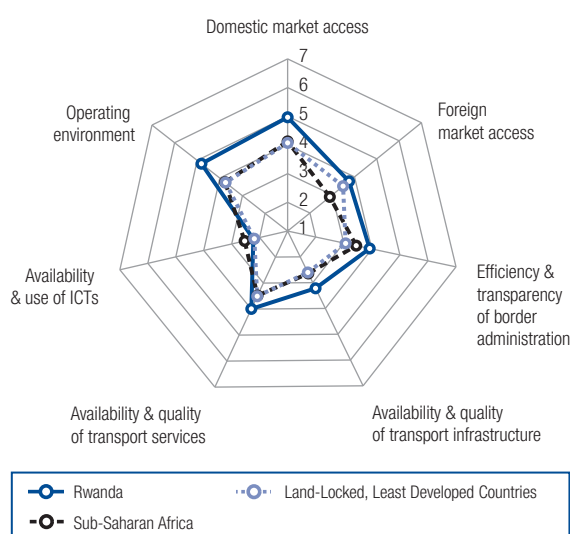
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>1.1</b> .....	<b>19.5</b>
<b>Intermediate goods</b> .....	<b>67.2</b> .....	<b>49.3</b>
Food and beverages (industrial).....	24.7.....	9.0
Industrial supplies (primary and processed).....	42.1.....	32.1
Parts and accessories.....	0.3.....	8.1
Fuels and lubricants.....	0.0.....	0.1
<b>Consumer goods</b> .....	<b>27.9</b> .....	<b>21.0</b>
Food and beverages (consumer).....	26.0.....	6.7
Transport equipment and consumer goods.....	1.9.....	14.2
<b>Passenger motor cars</b> .....	<b>3.9</b> .....	<b>3.6</b>
<b>Others</b> .....	<b>0.0</b> .....	<b>6.6</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>66</b> .....	<b>4.1</b>
<b>Subindex A: Market access (25%)</b> .....	<b>19</b> .....	<b>4.4</b>
Pillar 1: Domestic market access.....	42.....	5.0
Pillar 2: Foreign market access.....	20.....	3.8
<b>Subindex B: Border administration (25%)</b> .....	<b>89</b> .....	<b>3.9</b>
Pillar 3: Efficiency & transparency of border administration.....	89.....	3.9
<b>Subindex C: Infrastructure (25%)</b> .....	<b>96</b> .....	<b>3.1</b>
Pillar 4: Availability & quality of transport infrastructure.....	77.....	3.2
Pillar 5: Availability & quality of transport services.....	69.....	4.0
Pillar 6: Availability & use of ICTs.....	124.....	2.2
<b>Subindex D: Operating environment (25%)</b> .....	<b>33</b> .....	<b>4.8</b>
Pillar 7: Operating environment.....	33.....	4.8



## The most problematic factors for trade, 2013

### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers.....	17.6
High cost or delays caused by international transportation.....	14.5
Difficulties in meeting quality/quantity requirements of buyers.....	13.1
Access to trade finance.....	12.8
Inappropriate production technology and skills.....	10.9
Access to imported inputs at competitive prices.....	8.9
High cost or delays caused by domestic transportation.....	5.4
Technical requirements and standards abroad.....	5.1
Corruption at foreign borders.....	4.4
Tariff barriers abroad.....	3.7
Burdensome procedures at foreign borders.....	2.6
Rules of origin requirements abroad.....	1.0

### Most problematic factors for importing

	Score*
High cost or delays caused by international transportation.....	25.5
Tariffs.....	22.3
Burdensome import procedures.....	15.7
Domestic technical requirements and standards.....	11.3
High cost or delays caused by domestic transportation.....	11.2
Corruption at the border.....	6.2
Inappropriate telecommunications infrastructure.....	5.7
Crime and theft.....	2.0

\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>42</b>	<b>5.0</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	94	8.7	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	45	6.4	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	105	11.7	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	41	0.8	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	59	0.1	Multiple economies (54)	0.0
Number of distinct tariffs	47	16	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	38	66.5	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>20</b>	<b>3.8</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	21	4.9	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	34	48.5	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>89</b>	<b>3.9</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	106	0.32	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	86	2.5	Norway	4.2
3.03 No. of days to import	106	30	Singapore	4
3.04 No. of documents to import	101	9	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	135	4,990	Singapore	440
3.06 No. of days to export	110	26	Multiple economies (5)	6
3.07 No. of documents to export	85	7	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	132	3,245	Malaysia	450
3.09 Irregular payments in exports and imports*	23	5.5	New Zealand	6.6
3.10 Time predictability of import procedures*	21	5.1	Finland	6.0
3.11 Customs transparency index (0–1)	78	0.73	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>77</b>	<b>3.2</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	124	15.2	United States	11,481.7
4.02 Quality of air transport infrastructure*	75	4.3	Singapore	6.8
4.03 Quality of railroad infrastructure*	n/a	n/a	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	n/a	n/a	China	157.5
4.05 Quality of port infrastructure*	94	3.6	Netherlands	6.8
4.06 Paved roads (% of total)	101	19.0	Multiple economies (18)	100.0
4.07 Quality of roads*	43	4.8	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>69</b>	<b>4.0</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	88	2.8	Luxembourg	3.8
5.02 Logistics competence (1–5)	92	2.6	Norway	4.2
5.03 Tracking and tracing ability (1–5)	68	2.9	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	66	3.3	Luxembourg	4.7
5.05 Postal services efficiency*	77	4.4	Japan	6.8
5.06 Efficiency of transport mode change*	65	4.0	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>124</b>	<b>2.2</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	128	49.7	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	118	8.0	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	128	0.0	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	103	3.2	Singapore	124.5
6.05 ICT use for business-to-business transactions*	86	4.6	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	98	4.0	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	102	0.34	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>33</b>	<b>4.8</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	31	5.0	Finland	6.3
Property rights*	28	5.2	Finland	6.4
Intellectual property protection*	32	4.7	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	29	4.5	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	77	1.8	Multiple economies (7)	4.0
Diversion of public funds*	24	5.0	New Zealand	6.5
Ease of compliance with government regulation*	3	5.0	Singapore	5.4
7.03 Access to finance index (1–7)	43	4.1	Hong Kong SAR	5.7
Affordability of financial services*	61	4.2	Hong Kong SAR	6.1
Availability of financial services*	63	4.6	Switzerland	6.4
Ease of access to loans*	34	3.3	Qatar	4.9
Availability of trade finance*	31	4.4	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	12	5.0	Ireland	5.5
Ease of hiring foreign labour*	15	4.8	United Arab Emirates	5.6
Business impact of rules on FDI*	7	5.7	Ireland	6.7
Openness to multilateral trade rules (0–100)	60	67.0	Slovenia	92.2
7.05 Index of physical security (1–7)	72	5.4	Qatar	6.8
Reliability of police services*	21	5.8	Finland	6.7
Business costs of crime and violence*	11	5.9	Qatar	6.8
Business costs of terrorism*	51	5.8	Slovenia	6.7
Homicide cases/100,000 pop.	116	17.1	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	120	6.3	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



# Saudi Arabia

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	29.0.....	40
GDP (US\$ billions) .....	711.1.....	19
GDP per capita (US\$) .....	24,523.9.....	30
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP, 2011 .....	86.1.....	41
Share of world trade (%) .....	1.47.....	20
Total Exports (US\$ billions) .....	388.4.....	15
Total Imports (US\$ billions) .....	155.6.....	30

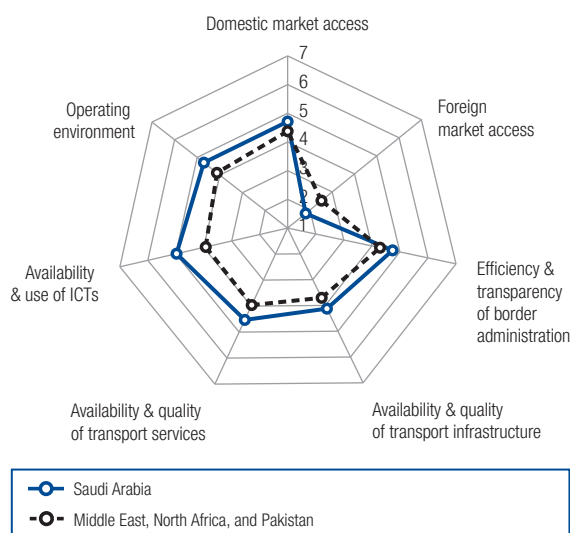
## Value chain indicators, 2011

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>0.2.....</b>	<b>21.3</b>
<b>Intermediate goods</b> .....	<b>92.0.....</b>	<b>47.8</b>
Food and beverages (industrial) .....	0.2.....	4.2
Industrial supplies (primary and processed) .....	10.0.....	30.1
Parts and accessories .....	0.0.....	13.4
Fuels and lubricants .....	81.9.....	0.1
<b>Consumer goods</b> .....	<b>1.4.....</b>	<b>22.0</b>
Food and beverages (consumer) .....	0.8.....	9.1
Transport equipment and consumer goods .....	0.7.....	12.9
<b>Passenger motor cars</b> .....	<b>0.0.....</b>	<b>8.7</b>
<b>Others</b> .....	<b>6.4.....</b>	<b>0.2</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>48.....</b>	<b>4.3</b>
<b>Subindex A: Market access (25%)</b> .....	<b>105.....</b>	<b>3.3</b>
Pillar 1: Domestic market access .....	80.....	4.7
Pillar 2: Foreign market access .....	127.....	1.8
<b>Subindex B: Border administration (25%)</b> .....	<b>52.....</b>	<b>4.7</b>
Pillar 3: Efficiency & transparency of border administration .....	52.....	4.7
<b>Subindex C: Infrastructure (25%)</b> .....	<b>37.....</b>	<b>4.5</b>
Pillar 4: Availability & quality of transport infrastructure .....	38.....	4.1
Pillar 5: Availability & quality of transport services .....	44.....	4.5
Pillar 6: Availability & use of ICTs .....	40.....	5.0
<b>Subindex D: Operating environment (25%)</b> .....	<b>34.....</b>	<b>4.7</b>
Pillar 7: Operating environment .....	34.....	4.7



## The most problematic factors for trade, 2013

### Most problematic factors for exporting

	Score*
Access to trade finance .....	12.9
Identifying potential markets and buyers .....	10.4
High cost or delays caused by international transportation .....	10.2
Tariff barriers abroad .....	9.6
Rules of origin requirements abroad .....	8.9
High cost or delays caused by domestic transportation .....	8.5
Technical requirements and standards abroad .....	8.0
Burdensome procedures at foreign borders .....	7.4
Access to imported inputs at competitive prices .....	7.4
Inappropriate production technology and skills .....	7.3
Difficulties in meeting quality/quantity requirements of buyers .....	5.8
Corruption at foreign borders .....	3.6

### Most problematic factors for importing

	Score*
Burdensome import procedures .....	27.7
Domestic technical requirements and standards .....	18.8
High cost or delays caused by international transportation .....	15.8
Tariffs .....	15.3
High cost or delays caused by domestic transportation .....	13.1
Corruption at the border .....	4.6
Inappropriate telecommunications infrastructure .....	3.7
Crime and theft .....	1.1

\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Saudi Arabia

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS		RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>		<b>80</b>	<b>4.7</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01	Tariff rate (%)	56	4.2	Multiple economies (2)	0.0
1.02	Complexity of tariffs index (1–7)	29	6.6	Multiple economies (2)	7.0
	Tariff dispersion (standard deviation)	54	8.3	Multiple economies (2)	0.0
	Tariff peaks (% of tariff lines)	30	0.3	Multiple economies (24)	0.0
	Specific tariffs (% of tariff lines)	64	0.3	Multiple economies (54)	0.0
	Number of distinct tariffs	59	22	Multiple economies (2)	1
1.03	Share of duty-free imports (%)	112	20.8	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>		<b>127</b>	<b>1.8</b>	<b>Cambodia</b>	<b>5.3</b>
2.01	Tariffs faced (%)	106	5.6	Chile	3.5
2.02	Index of margin of preference in destination mkt (0–100)	123	9.1	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>		<b>52</b>	<b>4.7</b>	<b>Singapore</b>	<b>6.3</b>
3.01	Customs services index (0–1)	46	0.65	Singapore	0.97
3.02	Efficiency of the clearance process (1–5)	54	2.9	Norway	4.2
3.03	No. of days to import	64	17	Singapore	4
3.04	No. of documents to import	57	7	Multiple economies (2)	2
3.05	Cost to import (US\$ per container)	60	1,229	Singapore	440
3.06	No. of days to export	48	13	Multiple economies (5)	6
3.07	No. of documents to export	40	5	Multiple economies (2)	2
3.08	Cost to export (US\$ per container)	57	1,055	Malaysia	450
3.09	Irregular payments in exports and imports*	31	5.1	New Zealand	6.6
3.10	Time predictability of import procedures*	46	4.3	Finland	6.0
3.11	Customs transparency index (0–1)	92	0.60	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>		<b>38</b>	<b>4.1</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01	Available int'l airline seat km/week, millions	26	936.0	United States	11,481.7
4.02	Quality of air transport infrastructure*	36	5.4	Singapore	6.8
4.03	Quality of railroad infrastructure*	45	3.4	Japan	6.7
4.04	Liner Shipping Connectivity Index (0–157.1)	17	59.7	China	157.5
4.05	Quality of port infrastructure*	34	5.1	Netherlands	6.8
4.06	Paved roads (% of total)	97	21.5	Multiple economies (18)	100.0
4.07	Quality of roads*	17	5.8	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>		<b>44</b>	<b>4.5</b>	<b>Singapore</b>	<b>5.7</b>
5.01	Ease and affordability of shipment (1–5)	70	2.9	Luxembourg	3.8
5.02	Logistics competence (1–5)	48	3.1	Norway	4.2
5.03	Tracking and tracing ability (1–5)	54	3.1	Germany	4.2
5.04	Timeliness of shipments in reaching destination (1–5)	48	3.6	Luxembourg	4.7
5.05	Postal services efficiency*	42	5.1	Japan	6.8
5.06	Efficiency of transport mode change*	33	5.0	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>		<b>40</b>	<b>5.0</b>	<b>Sweden</b>	<b>6.5</b>
6.01	Mobile phone subscriptions/100 pop.	2	187.4	Hong Kong SAR	229.2
6.02	Individuals using Internet (%)	57	54.0	Iceland	96.2
6.03	Fixed broadband Internet subscriptions/100 pop.	69	6.9	Switzerland	39.9
6.04	Active mobile broadband Internet subscriptions/100 pop.	37	43.4	Singapore	124.5
6.05	ICT use for business-to-business transactions*	23	5.7	Finland	6.2
6.06	Internet use for business-to-consumer transactions*	53	4.8	United Kingdom	6.3
6.07	Government Online Service Index (0–1)	19	0.80	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>		<b>34</b>	<b>4.7</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01	Protection of property index (1–7)	27	5.2	Finland	6.3
	Property rights*	26	5.3	Finland	6.4
	Intellectual property protection*	26	5.0	Finland	6.2
7.02	Efficiency and accountability of public institutions index (1–7)	76	3.5	Singapore	6.0
	Judicial efficiency & impartiality in commercial disputes (0–4)	124	0.5	Multiple economies (7)	4.0
	Diversion of public funds*	25	4.9	New Zealand	6.5
	Ease of compliance with government regulation*	33	3.8	Singapore	5.4
7.03	Access to finance index (1–7)	29	4.5	Hong Kong SAR	5.7
	Affordability of financial services*	25	5.2	Hong Kong SAR	6.1
	Availability of financial services*	42	5.0	Switzerland	6.4
	Ease of access to loans*	23	3.6	Qatar	4.9
	Availability of trade finance*	35	4.3	Hong Kong SAR	5.8
7.04	Openness to foreign participation index (1–7)	88	4.1	Ireland	5.5
	Ease of hiring foreign labour*	77	4.0	United Arab Emirates	5.6
	Business impact of rules on FDI*	72	4.5	Ireland	6.7
	Openness to multilateral trade rules (0–100)	93	57.1	Slovenia	92.2
7.05	Index of physical security (1–7)	24	6.2	Qatar	6.8
	Reliability of police services*	28	5.4	Finland	6.7
	Business costs of crime and violence*	14	5.9	Qatar	6.8
	Business costs of terrorism*	47	5.8	Slovenia	6.7
	Homicide cases/100,000 pop.	29	1.0	Hong Kong SAR	0.2
	Index of terrorism incidence (1–7)	100	6.9	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Senegal

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	13.1 .....	63
GDP (US\$ billions) .....	14.1 .....	108
GDP per capita (US\$) .....	1,074.1 .....	116
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	63.2 .....	75
Share of world trade (%) .....	0.02 .....	110
Total Exports (US\$ billions) .....	2.5 .....	113
Total Imports (US\$ billions) .....	6.4 .....	108

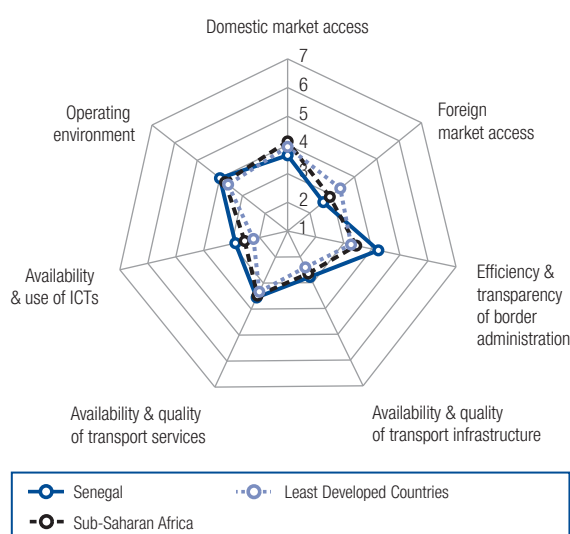
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>3.8</b> .....	<b>12.6</b>
<b>Intermediate goods</b> .....	<b>53.8</b> .....	<b>48.8</b>
Food and beverages (industrial) .....	2.3 .....	6.9
Industrial supplies (primary and processed) .....	50.1 .....	23.0
Parts and accessories .....	1.3 .....	5.2
Fuels and lubricants .....	0.1 .....	13.8
<b>Consumer goods</b> .....	<b>28.1</b> .....	<b>22.0</b>
Food and beverages (consumer) .....	20.9 .....	15.4
Transport equipment and consumer goods .....	7.2 .....	6.6
<b>Passenger motor cars</b> .....	<b>0.4</b> .....	<b>2.4</b>
<b>Others</b> .....	<b>13.9</b> .....	<b>14.1</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

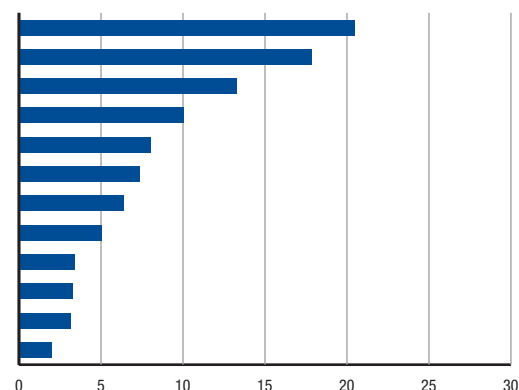
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>100</b> .....	<b>3.6</b>
<b>Subindex A: Market access (25%)</b> .....	<b>115</b> .....	<b>3.1</b>
Pillar 1: Domestic market access .....	114 .....	3.6
Pillar 2: Foreign market access .....	64 .....	2.6
<b>Subindex B: Border administration (25%)</b> .....	<b>75</b> .....	<b>4.2</b>
Pillar 3: Efficiency & transparency of border administration .....	75 .....	4.2
<b>Subindex C: Infrastructure (25%)</b> .....	<b>102</b> .....	<b>3.1</b>
Pillar 4: Availability & quality of transport infrastructure .....	88 .....	2.8
Pillar 5: Availability & quality of transport services .....	104 .....	3.6
Pillar 6: Availability & use of ICTs .....	105 .....	2.9
<b>Subindex D: Operating environment (25%)</b> .....	<b>77</b> .....	<b>4.0</b>
Pillar 7: Operating environment .....	77 .....	4.0



## The most problematic factors for trade, 2013

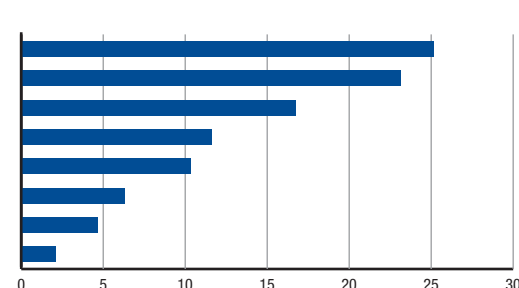
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	20.4
Access to trade finance .....	17.8
Access to imported inputs at competitive prices .....	13.3
Difficulties in meeting quality/quantity requirements of buyers .....	10.0
High cost or delays caused by international transportation .....	8.0
Inappropriate production technology and skills .....	7.3
Burdensome procedures at foreign borders .....	6.4
Technical requirements and standards abroad .....	5.0
Rules of origin requirements abroad .....	3.4
High cost or delays caused by domestic transportation .....	3.3
Tariff barriers abroad .....	3.1
Corruption at foreign borders .....	2.0



### Most problematic factors for importing

	Score*
Burdensome import procedures .....	25.1
Tariffs .....	23.1
High cost or delays caused by international transportation .....	16.8
Corruption at the border .....	11.6
High cost or delays caused by domestic transportation .....	10.3
Crime and theft .....	6.3
Domestic technical requirements and standards .....	4.7
Inappropriate telecommunications infrastructure .....	2.1



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>114</b>	<b>3.6</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	111	10.8	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	6	6.7	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	26	6.8	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	1	0.0	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	1	0.0	Multiple economies (54)	0.0
Number of distinct tariffs	5	4	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	122	9.0	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>64</b>	<b>2.6</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	110	5.6	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	53	36.2	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>75</b>	<b>4.2</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	n/a	n/a	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	76	2.6	Norway	4.2
3.03 No. of days to import	47	14	Singapore	4
3.04 No. of documents to import	27	5	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	97	1,740	Singapore	440
3.06 No. of days to export	41	12	Multiple economies (5)	6
3.07 No. of documents to export	65	6	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	77	1,225	Malaysia	450
3.09 Irregular payments in exports and imports*	94	3.0	New Zealand	6.6
3.10 Time predictability of import procedures*	49	4.3	Finland	6.0
3.11 Customs transparency index (0–1)	n/a	n/a	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>88</b>	<b>2.8</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	80	100.5	United States	11,481.7
4.02 Quality of air transport infrastructure*	64	4.5	Singapore	6.8
4.03 Quality of railroad infrastructure*	90	1.9	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	76	11.1	China	157.5
4.05 Quality of port infrastructure*	43	4.8	Netherlands	6.8
4.06 Paved roads (% of total)	82	35.5	Multiple economies (18)	100.0
4.07 Quality of roads*	89	3.3	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>104</b>	<b>3.6</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	59	3.0	Luxembourg	3.8
5.02 Logistics competence (1–5)	103	2.5	Norway	4.2
5.03 Tracking and tracing ability (1–5)	95	2.7	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	133	2.5	Luxembourg	4.7
5.05 Postal services efficiency*	98	3.8	Japan	6.8
5.06 Efficiency of transport mode change*	98	3.5	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>105</b>	<b>2.9</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	105	83.6	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	95	19.2	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	105	0.7	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	101	3.6	Singapore	124.5
6.05 ICT use for business-to-business transactions*	79	4.7	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	89	4.2	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	101	0.35	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>77</b>	<b>4.0</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	83	3.6	Finland	6.3
Property rights*	74	4.0	Finland	6.4
Intellectual property protection*	89	3.2	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	91	3.3	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	77	1.8	Multiple economies (7)	4.0
Diversion of public funds*	93	2.7	New Zealand	6.5
Ease of compliance with government regulation*	46	3.7	Singapore	5.4
7.03 Access to finance index (1–7)	99	3.4	Hong Kong SAR	5.7
Affordability of financial services*	104	3.6	Hong Kong SAR	6.1
Availability of financial services*	98	3.9	Switzerland	6.4
Ease of access to loans*	103	2.4	Qatar	4.9
Availability of trade finance*	85	3.6	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	73	4.3	Ireland	5.5
Ease of hiring foreign labour*	69	4.1	United Arab Emirates	5.6
Business impact of rules on FDI*	45	4.8	Ireland	6.7
Openness to multilateral trade rules (0–100)	94	57.0	Slovenia	92.2
7.05 Index of physical security (1–7)	75	5.4	Qatar	6.8
Reliability of police services*	51	4.5	Finland	6.7
Business costs of crime and violence*	62	4.8	Qatar	6.8
Business costs of terrorism*	91	5.0	Slovenia	6.7
Homicide cases/100,000 pop.	97	8.7	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	106	6.8	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Serbia

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

Rank/138

Population (millions) .....	7.3 .....	87
GDP (US\$ billions) .....	38.5 .....	83
GDP per capita (US\$) .....	5,309.4 .....	79

### Merchandise trade

Trade openness (imports+exports)/GDP .....	81.0 .....	50
Share of world trade (%) .....	0.08 .....	78
Total Exports (US\$ billions) .....	11.4 .....	80
Total Imports (US\$ billions) .....	19.0 .....	76

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

Rank  
(out of 138)      Score  
(1–7)

**Enabling Trade Index 2014** ..... **89** ..... **3.7**

**Subindex A: Market access (25%)** ..... **112** ..... **3.2**

Pillar 1: Domestic market access..... 107 .....4.0

Pillar 2: Foreign market access.....79 .....2.3

**Subindex B: Border administration (25%)** ..... **78** ..... **4.2**

Pillar 3: Efficiency & transparency  
of border administration..... 78 ..... 4.2

**Subindex C: Infrastructure (25%)** ..... **69** ..... **3.8**

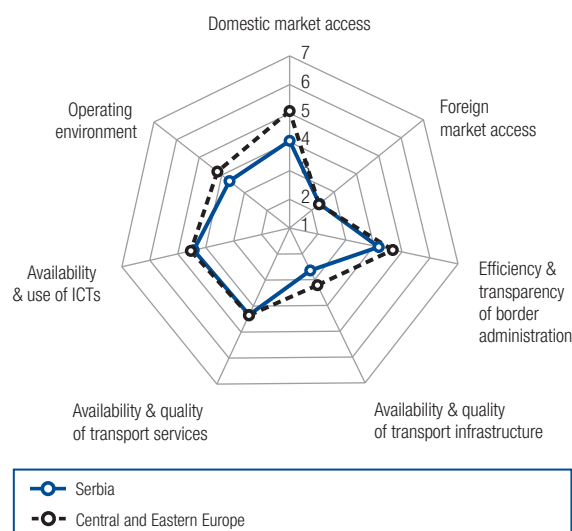
Pillar 4: Availability & quality of transport infrastructure . 103 .....2.6

Pillar 5: Availability & quality of transport services .....55 ..... 4.3

Pillar 6: Availability & use of ICTs .....54 .....4.4

**Subindex D: Operating environment (25%)** .... **104** ..... **3.7**

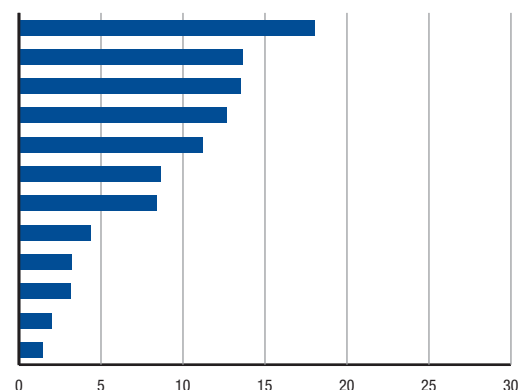
Pillar 7: Operating environment..... 104 .....3.7



## The most problematic factors for trade, 2013

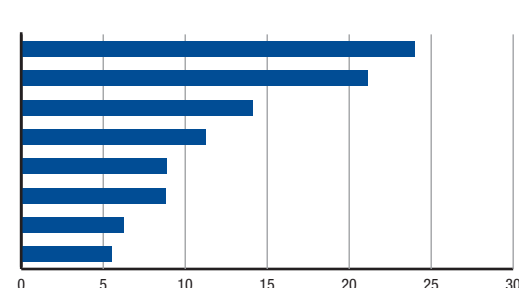
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	18.0
Inappropriate production technology and skills.....	13.6
Technical requirements and standards abroad .....	13.5
Access to trade finance.....	12.7
Difficulties in meeting quality/quantity requirements of buyers.....	11.2
Access to imported inputs at competitive prices .....	8.6
Rules of origin requirements abroad.....	8.4
High cost or delays caused by domestic transportation .....	4.3
Tariff barriers abroad .....	3.1
Burdensome procedures at foreign borders .....	3.2
Corruption at foreign borders .....	2.0
High cost or delays caused by international transportation .....	1.4



### Most problematic factors for importing

	Score*
Burdensome import procedures .....	24.0
Tariffs.....	21.1
Domestic technical requirements and standards .....	14.1
Corruption at the border.....	11.3
High cost or delays caused by international transportation .....	8.9
High cost or delays caused by domestic transportation .....	8.8
Crime and theft.....	6.3
Inappropriate telecommunications infrastructure .....	5.5



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS		RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>		<b>107</b>	<b>4.0</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01	Tariff rate (%)	72	5.8	Multiple economies (2)	0.0
1.02	Complexity of tariffs index (1–7)	68	6.0	Multiple economies (2)	7.0
	Tariff dispersion (standard deviation)	36	7.2	Multiple economies (2)	0.0
	Tariff peaks (% of tariff lines)	81	6.6	Multiple economies (24)	0.0
	Specific tariffs (% of tariff lines)	55	0.0	Multiple economies (54)	0.0
	Number of distinct tariffs	47	16	Multiple economies (2)	1
1.03	Share of duty-free imports (%)	125	7.2	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>		<b>79</b>	<b>2.3</b>	<b>Cambodia</b>	<b>5.3</b>
2.01	Tariffs faced (%)	125	5.8	Chile	3.5
2.02	Index of margin of preference in destination mkt (0–100)	55	35.2	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>		<b>78</b>	<b>4.2</b>	<b>Singapore</b>	<b>6.3</b>
3.01	Customs services index (0–1)	70	0.54	Singapore	0.97
3.02	Efficiency of the clearance process (1–5)	105	2.4	Norway	4.2
3.03	No. of days to import	54	15	Singapore	4
3.04	No. of documents to import	57	7	Multiple economies (2)	2
3.05	Cost to import (US\$ per container)	100	1,760	Singapore	440
3.06	No. of days to export	41	12	Multiple economies (5)	6
3.07	No. of documents to export	65	6	Multiple economies (2)	2
3.08	Cost to export (US\$ per container)	95	1,455	Malaysia	450
3.09	Irregular payments in exports and imports*	77	3.5	New Zealand	6.6
3.10	Time predictability of import procedures*	78	3.7	Finland	6.0
3.11	Customs transparency index (0–1)	90	0.67	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>		<b>103</b>	<b>2.6</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01	Available int'l airline seat km/week, millions	87	72.1	United States	11,481.7
4.02	Quality of air transport infrastructure*	113	3.3	Singapore	6.8
4.03	Quality of railroad infrastructure*	87	2.0	Japan	6.7
4.04	Liner Shipping Connectivity Index (0–157.1)	n/a	n/a	China	157.5
4.05	Quality of port infrastructure*	130	2.6	Netherlands	6.8
4.06	Paved roads (% of total)	58	63.3	Multiple economies (18)	100.0
4.07	Quality of roads*	110	2.8	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>		<b>55</b>	<b>4.3</b>	<b>Singapore</b>	<b>5.7</b>
5.01	Ease and affordability of shipment (1–5)	54	3.1	Luxembourg	3.8
5.02	Logistics competence (1–5)	53	3.0	Norway	4.2
5.03	Tracking and tracing ability (1–5)	69	2.9	Germany	4.2
5.04	Timeliness of shipments in reaching destination (1–5)	49	3.6	Luxembourg	4.7
5.05	Postal services efficiency*	41	5.1	Japan	6.8
5.06	Efficiency of transport mode change*	72	3.9	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>		<b>54</b>	<b>4.4</b>	<b>Sweden</b>	<b>6.5</b>
6.01	Mobile phone subscriptions/100 pop.	52	117.9	Hong Kong SAR	229.2
6.02	Individuals using Internet (%)	63	48.1	Iceland	96.2
6.03	Fixed broadband Internet subscriptions/100 pop.	47	12.9	Switzerland	39.9
6.04	Active mobile broadband Internet subscriptions/100 pop.	30	51.3	Singapore	124.5
6.05	ICT use for business-to-business transactions*	106	4.3	Finland	6.2
6.06	Internet use for business-to-consumer transactions*	105	3.8	United Kingdom	6.3
6.07	Government Online Service Index (0–1)	47	0.58	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>		<b>104</b>	<b>3.7</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01	Protection of property index (1–7)	115	3.0	Finland	6.3
	Property rights*	121	3.2	Finland	6.4
	Intellectual property protection*	107	2.9	Finland	6.2
7.02	Efficiency and accountability of public institutions index (1–7)	113	2.9	Singapore	6.0
	Judicial efficiency & impartiality in commercial disputes (0–4)	77	1.8	Multiple economies (7)	4.0
	Diversion of public funds*	85	2.8	New Zealand	6.5
	Ease of compliance with government regulation*	132	2.3	Singapore	5.4
7.03	Access to finance index (1–7)	113	3.1	Hong Kong SAR	5.7
	Affordability of financial services*	105	3.6	Hong Kong SAR	6.1
	Availability of financial services*	93	3.9	Switzerland	6.4
	Ease of access to loans*	111	2.2	Qatar	4.9
	Availability of trade finance*	120	2.7	Hong Kong SAR	5.8
7.04	Openness to foreign participation index (1–7)	114	3.7	Ireland	5.5
	Ease of hiring foreign labour*	88	3.9	United Arab Emirates	5.6
	Business impact of rules on FDI*	119	3.5	Ireland	6.7
	Openness to multilateral trade rules (0–100)	n/a	n/a	Slovenia	92.2
7.05	Index of physical security (1–7)	62	5.6	Qatar	6.8
	Reliability of police services*	75	4.0	Finland	6.7
	Business costs of crime and violence*	84	4.3	Qatar	6.8
	Business costs of terrorism*	60	5.6	Slovenia	6.7
	Homicide cases/100,000 pop.	36	1.3	Hong Kong SAR	0.2
	Index of terrorism incidence (1–7)	81	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



# Singapore

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	5.3.....	99
GDP (US\$ billions) .....	276.5.....	36
GDP per capita (US\$) .....	52,051.8.....	9
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	286.9.....	2
Share of world trade (%) .....	2.13.....	14
Total Exports (US\$ billions) .....	408.4.....	14
Total Imports (US\$ billions) .....	379.7.....	15

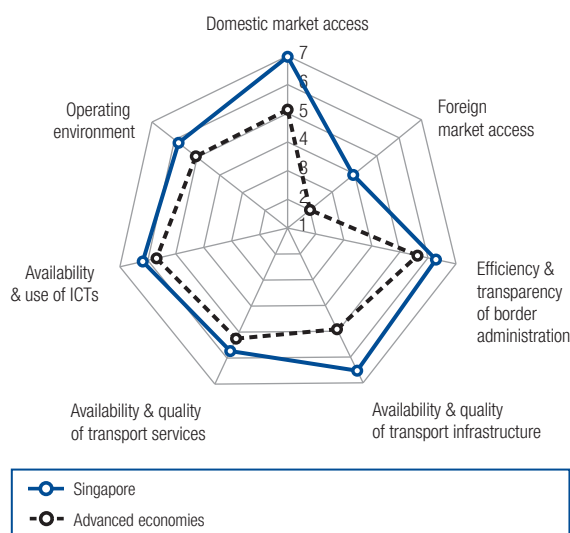
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>13.2.....</b>	<b>12.4</b>
<b>Intermediate goods</b> .....	<b>57.7.....</b>	<b>57.8</b>
Food and beverages (industrial) .....	0.2.....	0.5
Industrial supplies (primary and processed) .....	18.7.....	14.5
Parts and accessories .....	38.6.....	30.4
Fuels and lubricants .....	0.1.....	12.4
<b>Consumer goods</b> .....	<b>9.5.....</b>	<b>8.7</b>
Food and beverages (consumer) .....	1.8.....	2.4
Transport equipment and consumer goods .....	7.6.....	6.3
<b>Passenger motor cars</b> .....	<b>0.1.....</b>	<b>0.3</b>
<b>Others</b> .....	<b>19.6.....</b>	<b>20.8</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>1.....</b>	<b>5.9</b>
<b>Subindex A: Market access (25%)</b> .....	<b>2.....</b>	<b>5.5</b>
Pillar 1: Domestic market access .....	3.....	7.0
Pillar 2: Foreign market access .....	13.....	3.9
<b>Subindex B: Border administration (25%)</b> .....	<b>1.....</b>	<b>6.3</b>
Pillar 3: Efficiency & transparency of border administration .....	1.....	6.3
<b>Subindex C: Infrastructure (25%)</b> .....	<b>1.....</b>	<b>6.1</b>
Pillar 4: Availability & quality of transport infrastructure .....	2.....	6.5
Pillar 5: Availability & quality of transport services .....	1.....	5.7
Pillar 6: Availability & use of ICTs .....	8.....	6.2
<b>Subindex D: Operating environment (25%)</b> .....	<b>2.....</b>	<b>5.8</b>
Pillar 7: Operating environment .....	2.....	5.8



## The most problematic factors for trade, 2013

### Most problematic factors for exporting

	Score*
Burdensome procedures at foreign borders .....	16.8
Tariff barriers abroad .....	15.5
Rules of origin requirements abroad .....	12.4
Identifying potential markets and buyers .....	11.0
Access to imported inputs at competitive prices .....	9.9
Technical requirements and standards abroad .....	8.8
High cost or delays caused by international transportation .....	8.4
Corruption at foreign borders .....	8.1
Difficulties in meeting quality/quantity requirements of buyers .....	2.8
High cost or delays caused by domestic transportation .....	2.5
Inappropriate production technology and skills .....	2.3
Access to trade finance .....	1.3

### Most problematic factors for importing

	Score*
High cost or delays caused by international transportation .....	29.2
Burdensome import procedures .....	21.1
Domestic technical requirements and standards .....	19.1
Tariffs .....	15.4
High cost or delays caused by domestic transportation .....	10.5
Inappropriate telecommunications infrastructure .....	2.1
Corruption at the border .....	1.5
Crime and theft .....	1.1

\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

# Singapore

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>3</b>	<b>7.0</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	3	0.0	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	5	6.9	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	5	1.5	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	26	0.1	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	56	0.1	Multiple economies (54)	0.0
Number of distinct tariffs	28	7	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	3	100.0	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>13</b>	<b>3.9</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	5	4.2	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	68	25.3	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>1</b>	<b>6.3</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	1	0.97	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	3	4.0	Norway	4.2
3.03 No. of days to import	1	4	Singapore	4
3.04 No. of documents to import	3	3	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	1	440	Singapore	440
3.06 No. of days to export	1	6	Multiple economies (5)	6
3.07 No. of documents to export	3	3	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	2	460	Malaysia	450
3.09 Irregular payments in exports and imports*	3	6.5	New Zealand	6.6
3.10 Time predictability of import procedures*	3	5.9	Finland	6.0
3.11 Customs transparency index (0–1)	59	0.80	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>2</b>	<b>6.5</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	10	2,378.3	United States	11,481.7
4.02 Quality of air transport infrastructure*	1	6.8	Singapore	6.8
4.03 Quality of railroad infrastructure*	n/a	n/a	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	3	106.9	China	157.5
4.05 Quality of port infrastructure*	2	6.8	Netherlands	6.8
4.06 Paved roads (% of total)	1	100.0	Multiple economies (18)	100.0
4.07 Quality of roads*	7	6.2	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>1</b>	<b>5.7</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	6	3.7	Luxembourg	3.8
5.02 Logistics competence (1–5)	8	4.0	Norway	4.2
5.03 Tracking and tracing ability (1–5)	11	3.9	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	9	4.2	Luxembourg	4.7
5.05 Postal services efficiency*	6	6.4	Japan	6.8
5.06 Efficiency of transport mode change*	3	6.3	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>8</b>	<b>6.2</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	18	152.1	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	29	74.2	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	21	25.4	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	1	124.5	Singapore	124.5
6.05 ICT use for business-to-business transactions*	14	5.9	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	29	5.3	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	1	1.00	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>2</b>	<b>5.8</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	2	6.2	Finland	6.3
Property rights*	2	6.3	Finland	6.4
Intellectual property protection*	2	6.1	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	1	6.0	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	8	3.8	Multiple economies (7)	4.0
Diversion of public funds*	5	6.1	New Zealand	6.5
Ease of compliance with government regulation*	1	5.4	Singapore	5.4
7.03 Access to finance index (1–7)	3	5.5	Hong Kong SAR	5.7
Affordability of financial services*	4	5.9	Hong Kong SAR	6.1
Availability of financial services*	5	6.1	Switzerland	6.4
Ease of access to loans*	4	4.5	Qatar	4.9
Availability of trade finance*	4	5.6	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	23	4.9	Ireland	5.5
Ease of hiring foreign labour*	65	4.1	United Arab Emirates	5.6
Business impact of rules on FDI*	2	6.3	Ireland	6.7
Openness to multilateral trade rules (0–100)	73	62.5	Slovenia	92.2
7.05 Index of physical security (1–7)	9	6.5	Qatar	6.8
Reliability of police services*	5	6.3	Finland	6.7
Business costs of crime and violence*	6	6.2	Qatar	6.8
Business costs of terrorism*	49	5.8	Slovenia	6.7
Homicide cases/100,000 pop.	2	0.3	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	1	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Slovak Republic

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions) .....	5.4.....98
GDP (US\$ billions) .....	91.9.....62
GDP per capita (US\$) .....	17,007.8.....39
<b>Merchandise trade</b>	
Trade openness (imports+exports)/GDP .....	173.8.....4
Share of world trade (%) .....	0.43.....41
Total Exports (US\$ billions) .....	81.5.....44
Total Imports (US\$ billions) .....	78.2.....39

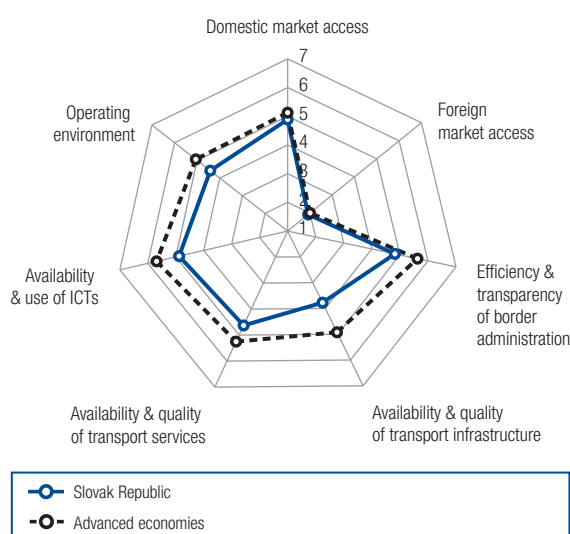
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>13.2</b> .....	<b>17.9</b>
<b>Intermediate goods</b> .....	<b>45.8</b> .....	<b>61.9</b>
Food and beverages (industrial) .....	2.2.....	0.9
Industrial supplies (primary and processed) .....	23.9.....	27.4
Parts and accessories .....	18.6.....	22.5
Fuels and lubricants .....	1.2.....	11.0
<b>Consumer goods</b> .....	<b>19.8</b> .....	<b>16.3</b>
Food and beverages (consumer) .....	2.8.....	4.7
Transport equipment and consumer goods .....	17.0.....	11.6
<b>Passenger motor cars</b> .....	<b>16.4</b> .....	<b>1.9</b>
<b>Others</b> .....	<b>4.7</b> .....	<b>2.0</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

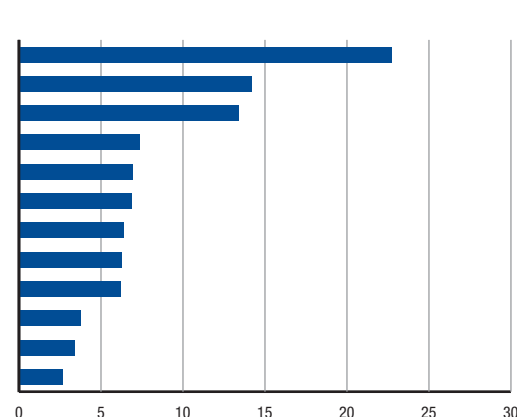
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>55</b> .....	<b>4.3</b>
<b>Subindex A: Market access (25%)</b> .....	<b>75</b> .....	<b>3.4</b>
Pillar 1: Domestic market access .....	46.....	4.9
Pillar 2: Foreign market access .....	97.....	1.9
<b>Subindex B: Border administration (25%)</b> .....	<b>50</b> .....	<b>4.8</b>
Pillar 3: Efficiency & transparency of border administration .....	50.....	4.8
<b>Subindex C: Infrastructure (25%)</b> .....	<b>40</b> .....	<b>4.4</b>
Pillar 4: Availability & quality of transport infrastructure .....	52.....	3.8
Pillar 5: Availability & quality of transport services .....	41.....	4.6
Pillar 6: Availability & use of ICTs .....	43.....	4.9
<b>Subindex D: Operating environment (25%)</b> .....	<b>49</b> .....	<b>4.4</b>
Pillar 7: Operating environment .....	49.....	4.4



## The most problematic factors for trade, 2013

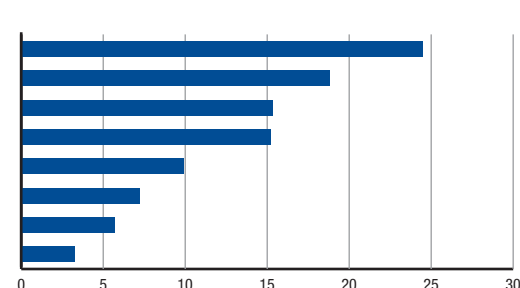
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	22.7
Access to imported inputs at competitive prices .....	14.2
Access to trade finance .....	13.4
Technical requirements and standards abroad .....	7.4
Difficulties in meeting quality/quantity requirements of buyers .....	6.9
Rules of origin requirements abroad .....	6.8
Burdensome procedures at foreign borders .....	6.4
Tariff barriers abroad .....	6.2
Inappropriate production technology and skills .....	6.2
High cost or delays caused by international transportation .....	3.7
Corruption at foreign borders .....	3.4
High cost or delays caused by domestic transportation .....	2.7



### Most problematic factors for importing

	Score*
Burdensome import procedures .....	24.5
Domestic technical requirements and standards .....	18.8
High cost or delays caused by international transportation .....	15.3
Tariffs .....	15.2
High cost or delays caused by domestic transportation .....	9.9
Crime and theft .....	7.2
Corruption at the border .....	5.7
Inappropriate telecommunications infrastructure .....	3.2



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Slovak Republic

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>46</b>	<b>4.9</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	5	0.8	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	110	3.1	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	55	8.4	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	104	10.6	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	107	11.0	Multiple economies (54)	0.0
Number of distinct tariffs	109	1,755	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	42	65.4	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>97</b>	<b>1.9</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	73	5.5	Chile	3.5
2.02 Index of margin of preference in destination mkts (0–100)	96	9.1	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>50</b>	<b>4.8</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	24	0.75	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	50	2.9	Norway	4.2
3.03 No. of days to import	60	16	Singapore	4
3.04 No. of documents to import	43	6	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	81	1,480	Singapore	440
3.06 No. of days to export	71	17	Multiple economies (5)	6
3.07 No. of documents to export	85	7	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	98	1,500	Malaysia	450
3.09 Irregular payments in exports and imports*	60	3.9	New Zealand	6.6
3.10 Time predictability of import procedures*	38	4.5	Finland	6.0
3.11 Customs transparency index (0–1)	39	0.90	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>52</b>	<b>3.8</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	107	25.7	United States	11,481.7
4.02 Quality of air transport infrastructure*	116	3.2	Singapore	6.8
4.03 Quality of railroad infrastructure*	27	4.3	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	n/a	n/a	China	157.5
4.05 Quality of port infrastructure*	88	3.7	Netherlands	6.8
4.06 Paved roads (% of total)	35	87.1	Multiple economies (18)	100.0
4.07 Quality of roads*	77	3.6	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>41</b>	<b>4.6</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	38	3.3	Luxembourg	3.8
5.02 Logistics competence (1–5)	46	3.2	Norway	4.2
5.03 Tracking and tracing ability (1–5)	62	3.0	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	30	3.9	Luxembourg	4.7
5.05 Postal services efficiency*	36	5.5	Japan	6.8
5.06 Efficiency of transport mode change*	58	4.2	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>43</b>	<b>4.9</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	61	111.9	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	22	80.0	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	42	14.7	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	43	35.2	Singapore	124.5
6.05 ICT use for business-to-business transactions*	34	5.5	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	36	5.1	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	66	0.50	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>49</b>	<b>4.4</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	73	3.8	Finland	6.3
Property rights*	77	3.9	Finland	6.4
Intellectual property protection*	60	3.7	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	99	3.2	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	26	2.8	Multiple economies (7)	4.0
Diversion of public funds*	128	2.2	New Zealand	6.5
Ease of compliance with government regulation*	129	2.5	Singapore	5.4
7.03 Access to finance index (1–7)	40	4.2	Hong Kong SAR	5.7
Affordability of financial services*	36	4.8	Hong Kong SAR	6.1
Availability of financial services*	40	5.0	Switzerland	6.4
Ease of access to loans*	47	3.1	Qatar	4.9
Availability of trade finance*	57	4.0	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	6	5.1	Ireland	5.5
Ease of hiring foreign labour*	17	4.7	United Arab Emirates	5.6
Business impact of rules on FDI*	37	4.9	Ireland	6.7
Openness to multilateral trade rules (0–100)	15	81.4	Slovenia	92.2
7.05 Index of physical security (1–7)	56	5.7	Qatar	6.8
Reliability of police services*	99	3.6	Finland	6.7
Business costs of crime and violence*	68	4.7	Qatar	6.8
Business costs of terrorism*	25	6.2	Slovenia	6.7
Homicide cases/100,000 pop.	47	1.8	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	1	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Slovenia

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	2.1 .....	122
GDP (US\$ billions) .....	45.4 .....	75
GDP per capita (US\$) .....	22,100.1 .....	33
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	140.7 .....	12
Share of world trade (%) .....	0.17 .....	64
Total Exports (US\$ billions) .....	32.2 .....	62
Total Imports (US\$ billions) .....	32.0 .....	63

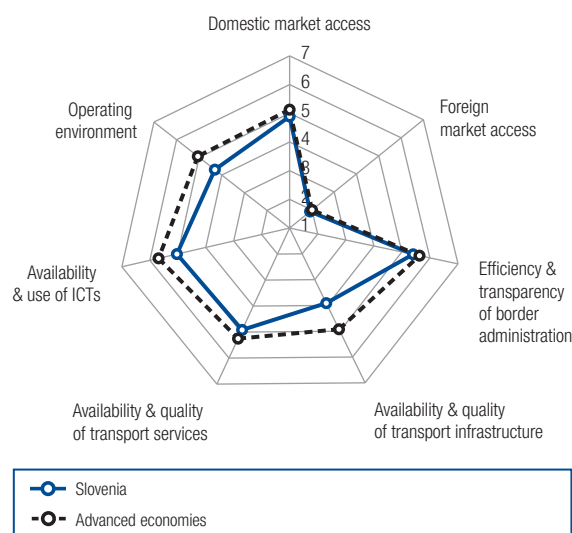
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>9.7</b> .....	<b>10.7</b>
<b>Intermediate goods</b> .....	<b>54.2</b> .....	<b>53.7</b>
Food and beverages (industrial) .....	0.5 .....	0.9
Industrial supplies (primary and processed) .....	32.8 .....	36.5
Parts and accessories .....	17.8 .....	11.5
Fuels and lubricants .....	3.1 .....	4.8
<b>Consumer goods</b> .....	<b>24.9</b> .....	<b>19.2</b>
Food and beverages (consumer) .....	2.8 .....	5.8
Transport equipment and consumer goods .....	22.1 .....	13.4
<b>Passenger motor cars</b> .....	<b>7.7</b> .....	<b>4.3</b>
<b>Others</b> .....	<b>3.5</b> .....	<b>12.1</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

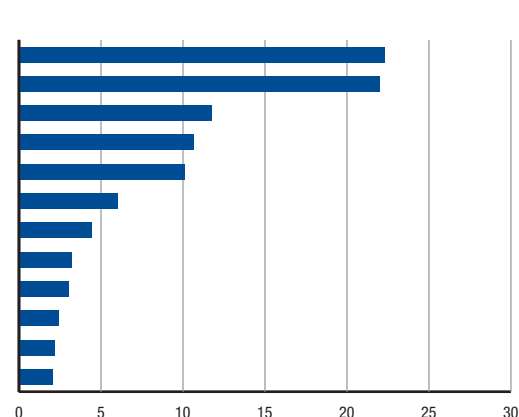
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>38</b> .....	<b>4.4</b>
<b>Subindex A: Market access (25%)</b> .....	<b>75</b> .....	<b>3.4</b>
Pillar 1: Domestic market access .....	46 .....	4.9
Pillar 2: Foreign market access .....	97 .....	1.9
<b>Subindex B: Border administration (25%)</b> .....	<b>28</b> .....	<b>5.4</b>
Pillar 3: Efficiency & transparency of border administration .....	28 .....	5.4
<b>Subindex C: Infrastructure (25%)</b> .....	<b>35</b> .....	<b>4.6</b>
Pillar 4: Availability & quality of transport infrastructure .....	43 .....	3.9
Pillar 5: Availability & quality of transport services .....	30 .....	4.9
Pillar 6: Availability & use of ICTs .....	35 .....	5.0
<b>Subindex D: Operating environment (25%)</b> .....	<b>59</b> .....	<b>4.3</b>
Pillar 7: Operating environment .....	59 .....	4.3



## The most problematic factors for trade, 2013

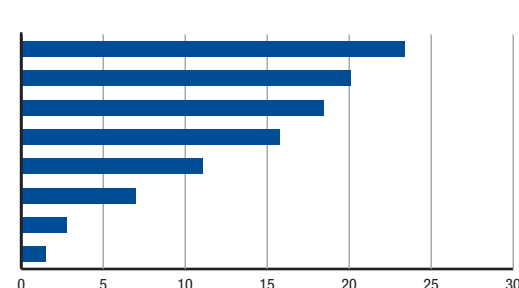
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	22.3
Access to trade finance .....	22.0
Inappropriate production technology and skills .....	11.7
Access to imported inputs at competitive prices .....	10.6
Difficulties in meeting quality/quantity requirements of buyers .....	10.1
Technical requirements and standards abroad .....	6.0
Burdensome procedures at foreign borders .....	4.4
Tariff barriers abroad .....	3.2
High cost or delays caused by international transportation .....	3.0
High cost or delays caused by domestic transportation .....	2.4
Corruption at foreign borders .....	2.2
Rules of origin requirements abroad .....	2.0



### Most problematic factors for importing

	Score*
Tariffs .....	23.4
Burdensome import procedures .....	20.1
Domestic technical requirements and standards .....	18.5
High cost or delays caused by international transportation .....	15.8
High cost or delays caused by domestic transportation .....	11.1
Inappropriate telecommunications infrastructure .....	7.0
Crime and theft .....	2.8
Corruption at the border .....	1.5



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Slovenia

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>46</b>	<b>4.9</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	5	0.8	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	110	3.1	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	55	8.4	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	104	10.6	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	107	11.0	Multiple economies (54)	0.0
Number of distinct tariffs	109	1,755	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	42	65.4	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>97</b>	<b>1.9</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	73	5.5	Chile	3.5
2.02 Index of margin of preference in destination mkts (0–100)	96	9.1	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>28</b>	<b>5.4</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	20	0.79	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	41	3.1	Norway	4.2
3.03 No. of days to import	47	14	Singapore	4
3.04 No. of documents to import	57	7	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	28	830	Singapore	440
3.06 No. of days to export	63	16	Multiple economies (5)	6
3.07 No. of documents to export	40	5	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	24	745	Malaysia	450
3.09 Irregular payments in exports and imports*	29	5.1	New Zealand	6.6
3.10 Time predictability of import procedures*	30	4.7	Finland	6.0
3.11 Customs transparency index (0–1)	1	1.00	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>43</b>	<b>3.9</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	123	16.4	United States	11,481.7
4.02 Quality of air transport infrastructure*	69	4.3	Singapore	6.8
4.03 Quality of railroad infrastructure*	48	3.2	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	57	20.8	China	157.5
4.05 Quality of port infrastructure*	36	5.1	Netherlands	6.8
4.06 Paved roads (% of total)	1	100.0	Multiple economies (18)	100.0
4.07 Quality of roads*	31	5.1	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>30</b>	<b>4.9</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	57	3.0	Luxembourg	3.8
5.02 Logistics competence (1–5)	30	3.5	Norway	4.2
5.03 Tracking and tracing ability (1–5)	28	3.5	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	37	3.8	Luxembourg	4.7
5.05 Postal services efficiency*	10	6.3	Japan	6.8
5.06 Efficiency of transport mode change*	49	4.4	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>35</b>	<b>5.0</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	70	108.6	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	35	70.0	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	26	24.3	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	42	36.6	Singapore	124.5
6.05 ICT use for business-to-business transactions*	36	5.5	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	44	4.9	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	35	0.67	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>59</b>	<b>4.3</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	49	4.2	Finland	6.3
Property rights*	65	4.3	Finland	6.4
Intellectual property protection*	39	4.2	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	61	3.7	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	26	2.8	Multiple economies (7)	4.0
Diversion of public funds*	61	3.2	New Zealand	6.5
Ease of compliance with government regulation*	126	2.6	Singapore	5.4
7.03 Access to finance index (1–7)	119	3.0	Hong Kong SAR	5.7
Affordability of financial services*	111	3.6	Hong Kong SAR	6.1
Availability of financial services*	106	3.8	Switzerland	6.4
Ease of access to loans*	127	1.8	Qatar	4.9
Availability of trade finance*	117	2.8	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	64	4.4	Ireland	5.5
Ease of hiring foreign labour*	97	3.7	United Arab Emirates	5.6
Business impact of rules on FDI*	132	2.9	Ireland	6.7
Openness to multilateral trade rules (0–100)	1	92.2	Slovenia	92.2
7.05 Index of physical security (1–7)	17	6.3	Qatar	6.8
Reliability of police services*	38	5.0	Finland	6.7
Business costs of crime and violence*	17	5.8	Qatar	6.8
Business costs of terrorism*	1	6.7	Slovenia	6.7
Homicide cases/100,000 pop.	11	0.8	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	1	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



# South Africa

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	51.1 .....	24
GDP (US\$ billions) .....	384.3 .....	29
GDP per capita (US\$) .....	7,525.4 .....	64
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	54.6 .....	93
Share of world trade (%) .....	0.57 .....	34
Total Exports (US\$ billions) .....	87.3 .....	43
Total Imports (US\$ billions) .....	124.2 .....	32

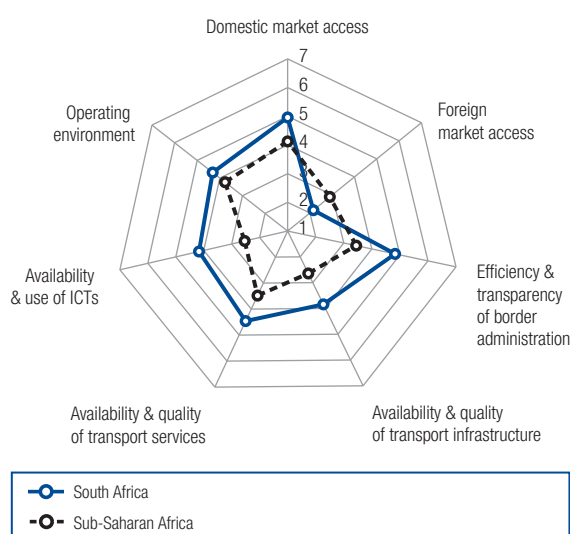
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>9.9</b> .....	<b>21.3</b>
<b>Intermediate goods</b> .....	<b>75.2</b> .....	<b>52.4</b>
Food and beverages (industrial) .....	0.7 .....	1.9
Industrial supplies (primary and processed) .....	60.6 .....	21.5
Parts and accessories .....	5.2 .....	11.3
Fuels and lubricants .....	8.8 .....	17.6
<b>Consumer goods</b> .....	<b>8.6</b> .....	<b>14.7</b>
Food and beverages (consumer) .....	6.0 .....	3.8
Transport equipment and consumer goods .....	2.6 .....	10.9
<b>Passenger motor cars</b> .....	<b>4.1</b> .....	<b>5.4</b>
<b>Others</b> .....	<b>2.2</b> .....	<b>6.2</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

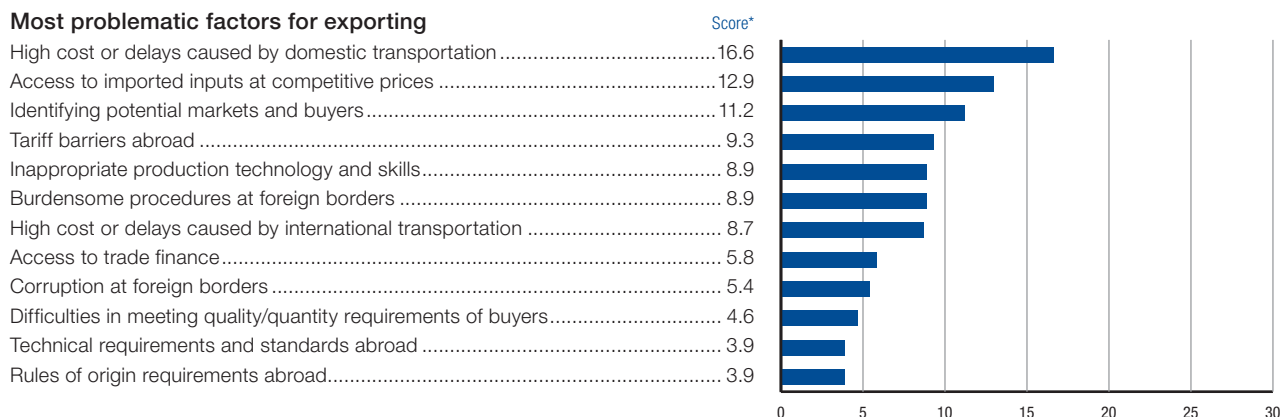
## Enabling Trade Index 2014

	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>59</b> .....	<b>4.2</b>
<b>Subindex A: Market access (25%)</b> .....	<b>69</b> .....	<b>3.6</b>
Pillar 1: Domestic market access .....	43 .....	5.0
Pillar 2: Foreign market access .....	91 .....	2.2
<b>Subindex B: Border administration (25%)</b> .....	<b>49</b> .....	<b>4.8</b>
Pillar 3: Efficiency & transparency of border administration .....	49 .....	4.8
<b>Subindex C: Infrastructure (25%)</b> .....	<b>54</b> .....	<b>4.2</b>
Pillar 4: Availability & quality of transport infrastructure .....	48 .....	3.8
Pillar 5: Availability & quality of transport services .....	49 .....	4.5
Pillar 6: Availability & use of ICTs .....	63 .....	4.2
<b>Subindex D: Operating environment (25%)</b> .....	<b>57</b> .....	<b>4.3</b>
Pillar 7: Operating environment .....	57 .....	4.3

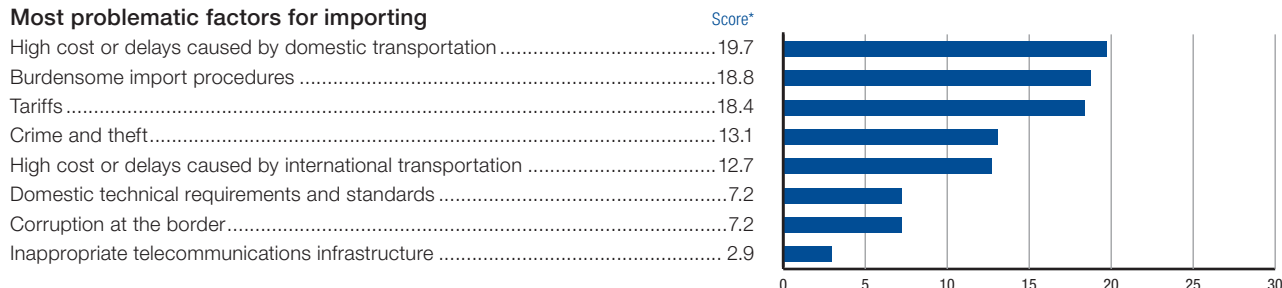


## The most problematic factors for trade, 2013

### Most problematic factors for exporting



### Most problematic factors for importing



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# South Africa

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b> .....	<b>43</b> .....	<b>5.0</b>	<b>Multiple economies (2)</b> .....	<b>7.0</b>
1.01 Tariff rate (%).....	74	6.0	Multiple economies (2) .....	0.0
1.02 Complexity of tariffs index (1–7).....	92	4.9	Multiple economies (2) .....	7.0
Tariff dispersion (standard deviation) .....	111	12.0	Multiple economies (2) .....	0.0
Tariff peaks (% of tariff lines) .....	93	9.6	Multiple economies (24) .....	0.0
Specific tariffs (% of tariff lines) .....	90	3.8	Multiple economies (54) .....	0.0
Number of distinct tariffs.....	90	309	Multiple economies (2) .....	1
1.03 Share of duty-free imports (%).....	31	72.6	Multiple economies (2) .....	100.0
<b>Pillar 2: Foreign market access (1–7)</b> .....	<b>91</b> .....	<b>2.2</b>	<b>Cambodia</b> .....	<b>5.3</b>
2.01 Tariffs faced (%).....	114	5.7	Chile.....	3.5
2.02 Index of margin of preference in destination mkts (0–100).....	71	24.7	Mauritius .....	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b> .....	<b>49</b> .....	<b>4.8</b>	<b>Singapore</b> .....	<b>6.3</b>
3.01 Customs services index (0–1) .....	49	0.65	Singapore.....	0.97
3.02 Efficiency of the clearance process (1–5).....	42	3.1	Norway .....	4.2
3.03 No. of days to import .....	83	21	Singapore.....	4
3.04 No. of documents to import .....	43	6	Multiple economies (2) .....	2
3.05 Cost to import (US\$ per container).....	105	1,980	Singapore.....	440
3.06 No. of days to export.....	63	16	Multiple economies (5) .....	6
3.07 No. of documents to export .....	40	5	Multiple economies (2) .....	2
3.08 Cost to export (US\$ per container).....	108	1,705	Malaysia.....	450
3.09 Irregular payments in exports and imports*.....	46	4.3	New Zealand.....	6.6
3.10 Time predictability of import procedures*.....	58	4.0	Finland .....	6.0
3.11 Customs transparency index (0–1) .....	1	1.00	Multiple economies (35) .....	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b> .....	<b>48</b> .....	<b>3.8</b>	<b>United Arab Emirates</b> .....	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions .....	27	817.9	United States .....	11,481.7
4.02 Quality of air transport infrastructure*.....	11	6.1	Singapore.....	6.8
4.03 Quality of railroad infrastructure* .....	46	3.4	Japan .....	6.7
4.04 Liner Shipping Connectivity Index (0–157.1) .....	29	43.0	China .....	157.5
4.05 Quality of port infrastructure*.....	46	4.7	Netherlands.....	6.8
4.06 Paved roads (% of total).....	105	17.3	Multiple economies (18) .....	100.0
4.07 Quality of roads* .....	38	4.9	United Arab Emirates .....	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b> .....	<b>49</b> .....	<b>4.5</b>	<b>Singapore</b> .....	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5).....	25	3.5	Luxembourg.....	3.8
5.02 Logistics competence (1–5).....	24	3.6	Norway .....	4.2
5.03 Tracking and tracing ability (1–5).....	41	3.3	Germany .....	4.2
5.04 Timeliness of shipments in reaching destination (1–5).....	33	3.9	Luxembourg.....	4.7
5.05 Postal services efficiency* .....	99	3.7	Japan.....	6.8
5.06 Efficiency of transport mode change* .....	88	3.7	Hong Kong SAR .....	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b> .....	<b>63</b> .....	<b>4.2</b>	<b>Sweden</b> .....	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop. ....	31	130.6	Hong Kong SAR .....	229.2
6.02 Individuals using Internet (%) .....	76	41.0	Iceland .....	96.2
6.03 Fixed broadband Internet subscriptions/100 pop. ....	89	2.1	Switzerland .....	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop. ....	61	25.2	Singapore.....	124.5
6.05 ICT use for business-to-business transactions* .....	30	5.6	Finland .....	6.2
6.06 Internet use for business-to-consumer transactions*.....	61	4.7	United Kingdom.....	6.3
6.07 Government Online Service Index (0–1) .....	79	0.46	Multiple economies (3) .....	1.00
<b>Pillar 7: Operating environment (1–7)</b> .....	<b>57</b> .....	<b>4.3</b>	<b>Hong Kong SAR</b> .....	<b>5.8</b>
7.01 Protection of property index (1–7).....	18	5.5	Finland .....	6.3
Property rights* .....	19	5.6	Finland .....	6.4
Intellectual property protection* .....	17	5.5	Finland .....	6.2
7.02 Efficiency and accountability of public institutions index (1–7).....	90	3.4	Singapore.....	6.0
Judicial efficiency & impartiality in commercial disputes (0–4).....	55	2.3	Multiple economies (7) .....	4.0
Diversion of public funds* .....	90	2.8	New Zealand.....	6.5
Ease of compliance with government regulation*.....	107	2.9	Singapore.....	5.4
7.03 Access to finance index (1–7) .....	15	5.1	Hong Kong SAR .....	5.7
Affordability of financial services* .....	13	5.5	Hong Kong SAR .....	6.1
Availability of financial services* .....	2	6.4	Switzerland .....	6.4
Ease of access to loans* .....	21	3.6	Qatar.....	4.9
Availability of trade finance* .....	24	4.7	Hong Kong SAR .....	5.8
7.04 Openness to foreign participation index (1–7) .....	121	3.5	Ireland.....	5.5
Ease of hiring foreign labour* .....	138	2.1	United Arab Emirates .....	5.6
Business impact of rules on FDI* .....	77	4.4	Ireland.....	6.7
Openness to multilateral trade rules (0–100).....	87	59.7	Slovenia .....	92.2
7.05 Index of physical security (1–7).....	123	4.1	Qatar.....	6.8
Reliability of police services* .....	88	3.8	Finland .....	6.7
Business costs of crime and violence*.....	132	2.7	Qatar.....	6.8
Business costs of terrorism* .....	27	6.2	Slovenia .....	6.7
Homicide cases/100,000 pop. ....	129	30.9	Hong Kong SAR .....	0.2
Index of terrorism incidence (1–7) .....	84	7.0	Multiple economies (48) .....	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Spain

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions) .....	46.2..... 27
GDP (US\$ billions) .....	1,323.5..... 13
GDP per capita (US\$) .....	28,670.1..... 27
<b>Merchandise trade</b>	
Trade openness (imports+exports)/GDP .....	46.3..... 111
Share of world trade (%) .....	1.70..... 17
Total Exports (US\$ billions) .....	293.9..... 20
Total Imports (US\$ billions) .....	334.8..... 17

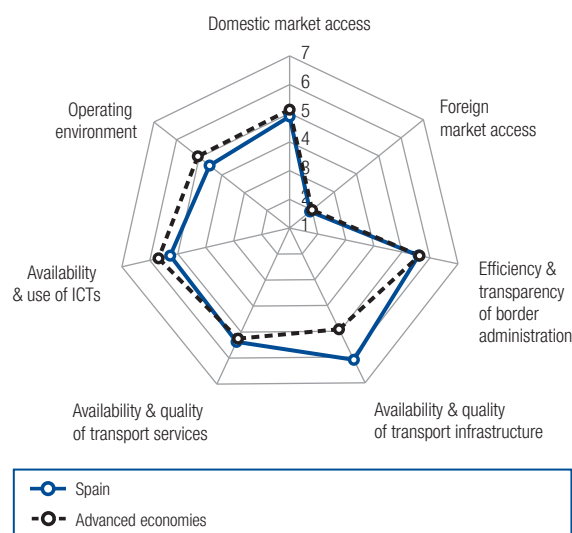
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>9.9</b> .....	<b>8.5</b>
<b>Intermediate goods</b> .....	<b>46.5</b> .....	<b>60.9</b>
Food and beverages (industrial) .....	1.2.....	2.3
Industrial supplies (primary and processed) .....	30.9.....	26.5
Parts and accessories .....	13.5.....	12.4
Fuels and lubricants .....	0.9.....	19.6
<b>Consumer goods</b> .....	<b>28.0</b> .....	<b>22.7</b>
Food and beverages (consumer) .....	14.0.....	6.6
Transport equipment and consumer goods .....	14.1.....	16.1
<b>Passenger motor cars</b> .....	<b>9.2</b> .....	<b>3.1</b>
<b>Others</b> .....	<b>6.3</b> .....	<b>4.8</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

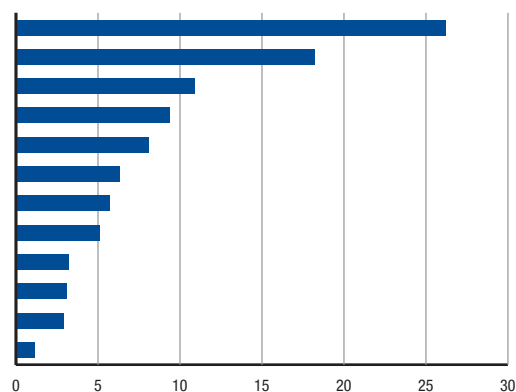
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>27</b> .....	<b>4.8</b>
<b>Subindex A: Market access (25%)</b> .....	<b>75</b> .....	<b>3.4</b>
Pillar 1: Domestic market access .....	46.....	4.9
Pillar 2: Foreign market access .....	97.....	1.9
<b>Subindex B: Border administration (25%)</b> .....	<b>25</b> .....	<b>5.6</b>
Pillar 3: Efficiency & transparency of border administration .....	25.....	5.6
<b>Subindex C: Infrastructure (25%)</b> .....	<b>12</b> .....	<b>5.6</b>
Pillar 4: Availability & quality of transport infrastructure .....	6.....	6.1
Pillar 5: Availability & quality of transport services .....	16.....	5.4
Pillar 6: Availability & use of ICTs .....	29.....	5.3
<b>Subindex D: Operating environment (25%)</b> .....	<b>41</b> .....	<b>4.5</b>
Pillar 7: Operating environment .....	41.....	4.5



## The most problematic factors for trade, 2013

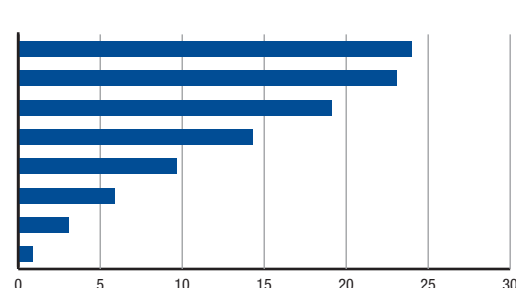
### Most problematic factors for exporting

	Score*
Access to trade finance .....	26.2
Identifying potential markets and buyers .....	18.2
Technical requirements and standards abroad .....	10.9
Inappropriate production technology and skills .....	9.4
Tariff barriers abroad .....	8.0
Corruption at foreign borders .....	6.3
Access to imported inputs at competitive prices .....	5.7
Burdensome procedures at foreign borders .....	5.1
High cost or delays caused by domestic transportation .....	3.2
Rules of origin requirements abroad .....	3.1
Difficulties in meeting quality/quantity requirements of buyers .....	2.9
High cost or delays caused by international transportation .....	1.1



### Most problematic factors for importing

	Score*
Burdensome import procedures .....	24.0
Domestic technical requirements and standards .....	23.1
Tariffs .....	19.1
High cost or delays caused by domestic transportation .....	14.3
High cost or delays caused by international transportation .....	9.7
Inappropriate telecommunications infrastructure .....	5.9
Crime and theft .....	3.1
Corruption at the border .....	0.9



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>46</b>	<b>4.9</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	5	0.8	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	110	3.1	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	55	8.4	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	104	10.6	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	107	11.0	Multiple economies (54)	0.0
Number of distinct tariffs	109	1,755	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	42	65.4	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>97</b>	<b>1.9</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	73	5.5	Chile	3.5
2.02 Index of margin of preference in destination mkts (0–100)	96	9.1	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>25</b>	<b>5.6</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	6	0.91	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	19	3.6	Norway	4.2
3.03 No. of days to import	21	9	Singapore	4
3.04 No. of documents to import	11	4	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	69	1,350	Singapore	440
3.06 No. of days to export	24	10	Multiple economies (5)	6
3.07 No. of documents to export	16	4	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	82	1,310	Malaysia	450
3.09 Irregular payments in exports and imports*	38	4.7	New Zealand	6.6
3.10 Time predictability of import procedures*	19	5.2	Finland	6.0
3.11 Customs transparency index (0–1)	39	0.90	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>6</b>	<b>6.1</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	8	3,022.3	United States	11,481.7
4.02 Quality of air transport infrastructure*	12	6.0	Singapore	6.8
4.03 Quality of railroad infrastructure*	5	5.9	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	12	70.4	China	157.5
4.05 Quality of port infrastructure*	12	5.8	Netherlands	6.8
4.06 Paved roads (% of total)	1	100.0	Multiple economies (18)	100.0
4.07 Quality of roads*	13	6.0	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>16</b>	<b>5.4</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	21	3.5	Luxembourg	3.8
5.02 Logistics competence (1–5)	12	3.8	Norway	4.2
5.03 Tracking and tracing ability (1–5)	26	3.5	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	17	4.1	Luxembourg	4.7
5.05 Postal services efficiency*	11	6.2	Japan	6.8
5.06 Efficiency of transport mode change*	13	5.6	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>29</b>	<b>5.3</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	71	108.4	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	33	72.0	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	24	24.4	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	24	53.3	Singapore	124.5
6.05 ICT use for business-to-business transactions*	40	5.3	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	39	5.1	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	23	0.76	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>41</b>	<b>4.5</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	44	4.3	Finland	6.3
Property rights*	45	4.7	Finland	6.4
Intellectual property protection*	46	4.0	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	56	3.7	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	26	2.8	Multiple economies (7)	4.0
Diversion of public funds*	63	3.2	New Zealand	6.5
Ease of compliance with government regulation*	115	2.8	Singapore	5.4
7.03 Access to finance index (1–7)	77	3.7	Hong Kong SAR	5.7
Affordability of financial services*	50	4.4	Hong Kong SAR	6.1
Availability of financial services*	36	5.1	Switzerland	6.4
Ease of access to loans*	128	1.8	Qatar	4.9
Availability of trade finance*	96	3.4	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	25	4.9	Ireland	5.5
Ease of hiring foreign labour*	31	4.4	United Arab Emirates	5.6
Business impact of rules on FDI*	86	4.3	Ireland	6.7
Openness to multilateral trade rules (0–100)	8	83.8	Slovenia	92.2
7.05 Index of physical security (1–7)	27	6.1	Qatar	6.8
Reliability of police services*	18	5.9	Finland	6.7
Business costs of crime and violence*	29	5.5	Qatar	6.8
Business costs of terrorism*	84	5.2	Slovenia	6.7
Homicide cases/100,000 pop.	16	0.8	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	78	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Sri Lanka

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions) .....	20.7..... 51
GDP (US\$ billions) .....	59.4..... 67
GDP per capita (US\$) .....	2,875.8..... 97
<b>Merchandise trade</b>	
Trade openness (imports+exports)/GDP .....	48.1..... 104
Share of world trade (%) .....	0.08..... 81
Total Exports (US\$ billions) .....	9.4..... 84
Total Imports (US\$ billions) .....	19.2..... 75

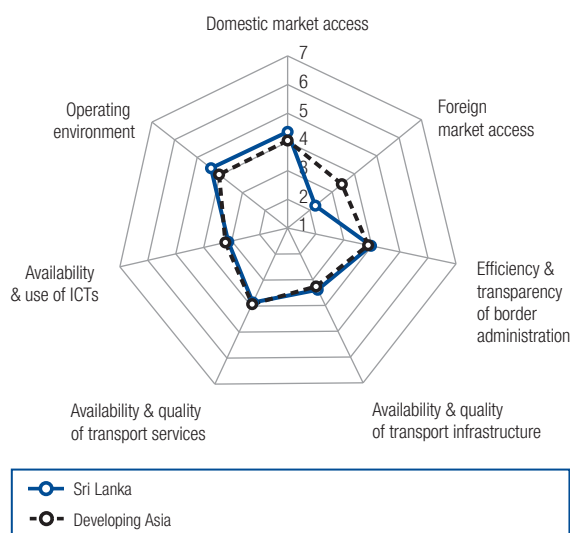
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>2.5</b> .....	<b>13.1</b>
<b>Intermediate goods</b> .....	<b>26.9</b> .....	<b>58.4</b>
Food and beverages (industrial) .....	2.5.....	2.8
Industrial supplies (primary and processed) .....	16.6.....	40.6
Parts and accessories .....	7.8.....	5.7
Fuels and lubricants .....	0.0.....	9.2
<b>Consumer goods</b> .....	<b>70.2</b> .....	<b>13.8</b>
Food and beverages (consumer) .....	22.3.....	7.1
Transport equipment and consumer goods .....	47.9.....	6.7
<b>Passenger motor cars</b> .....	<b>0.0</b> .....	<b>2.8</b>
<b>Others</b> .....	<b>0.4</b> .....	<b>11.9</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

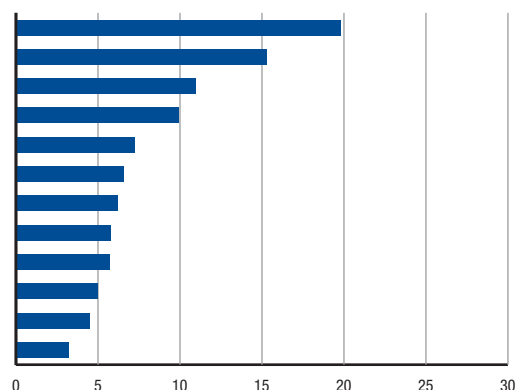
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>84</b> .....	<b>3.8</b>
<b>Subindex A: Market access (25%)</b> .....	<b>104</b> .....	<b>3.3</b>
Pillar 1: Domestic market access .....	94.....	4.4
Pillar 2: Foreign market access .....	85.....	2.2
<b>Subindex B: Border administration (25%)</b> .....	<b>87</b> .....	<b>4.0</b>
Pillar 3: Efficiency & transparency of border administration .....	87.....	4.0
<b>Subindex C: Infrastructure (25%)</b> .....	<b>83</b> .....	<b>3.5</b>
Pillar 4: Availability & quality of transport infrastructure .....	62.....	3.6
Pillar 5: Availability & quality of transport services .....	79.....	3.9
Pillar 6: Availability & use of ICTs .....	97.....	3.1
<b>Subindex D: Operating environment (25%)</b> .....	<b>53</b> .....	<b>4.4</b>
Pillar 7: Operating environment .....	53.....	4.4



## The most problematic factors for trade, 2013

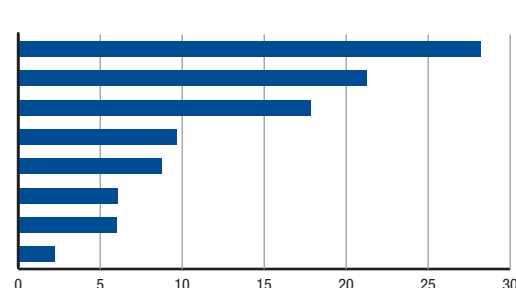
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	19.8
Access to imported inputs at competitive prices .....	15.3
Tariff barriers abroad .....	11.0
Access to trade finance .....	9.9
Corruption at foreign borders .....	7.2
Inappropriate production technology and skills .....	6.5
Difficulties in meeting quality/quantity requirements of buyers .....	6.2
Technical requirements and standards abroad .....	5.7
Burdensome procedures at foreign borders .....	5.7
High cost or delays caused by domestic transportation .....	5.0
High cost or delays caused by international transportation .....	4.5
Rules of origin requirements abroad .....	3.2



### Most problematic factors for importing

	Score*
Tariffs .....	28.2
Burdensome import procedures .....	21.3
Corruption at the border .....	17.8
High cost or delays caused by international transportation .....	9.7
Crime and theft .....	8.7
Domestic technical requirements and standards .....	6.1
High cost or delays caused by domestic transportation .....	6.0
Inappropriate telecommunications infrastructure .....	2.2



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Sri Lanka

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>94</b>	<b>4.4</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	116	11.3	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	74	5.6	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	122	15.7	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	52	1.1	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	94	3.8	Multiple economies (54)	0.0
Number of distinct tariffs	87	263	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	40	65.5	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>85</b>	<b>2.2</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	53	5.3	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	89	14.3	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>87</b>	<b>4.0</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	112	0.23	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	83	2.6	Norway	4.2
3.03 No. of days to import	64	17	Singapore	4
3.04 No. of documents to import	57	7	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	22	775	Singapore	440
3.06 No. of days to export	85	20	Multiple economies (5)	6
3.07 No. of documents to export	40	5	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	5	595	Malaysia	450
3.09 Irregular payments in exports and imports*	118	2.4	New Zealand	6.6
3.10 Time predictability of import procedures*	74	3.8	Finland	6.0
3.11 Customs transparency index (0–1)	83	0.70	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>62</b>	<b>3.6</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	52	271.4	United States	11,481.7
4.02 Quality of air transport infrastructure*	55	4.8	Singapore	6.8
4.03 Quality of railroad infrastructure*	38	3.6	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	30	43.0	China	157.5
4.05 Quality of port infrastructure*	67	4.2	Netherlands	6.8
4.06 Paved roads (% of total)	90	25.9	Multiple economies (18)	100.0
4.07 Quality of roads*	45	4.7	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>79</b>	<b>3.9</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	112	2.6	Luxembourg	3.8
5.02 Logistics competence (1–5)	65	2.9	Norway	4.2
5.03 Tracking and tracing ability (1–5)	84	2.8	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	87	3.1	Luxembourg	4.7
5.05 Postal services efficiency*	79	4.3	Japan	6.8
5.06 Efficiency of transport mode change*	76	3.9	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>97</b>	<b>3.1</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	96	91.6	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	96	18.3	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	92	1.7	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	86	7.8	Singapore	124.5
6.05 ICT use for business-to-business transactions*	57	5.0	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	59	4.7	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	92	0.38	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>53</b>	<b>4.4</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	55	4.1	Finland	6.3
Property rights*	55	4.4	Finland	6.4
Intellectual property protection*	58	3.8	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	71	3.5	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	63	2.0	Multiple economies (7)	4.0
Diversion of public funds*	70	3.2	New Zealand	6.5
Ease of compliance with government regulation*	69	3.4	Singapore	5.4
7.03 Access to finance index (1–7)	32	4.5	Hong Kong SAR	5.7
Affordability of financial services*	32	5.0	Hong Kong SAR	6.1
Availability of financial services*	28	5.3	Switzerland	6.4
Ease of access to loans*	85	2.6	Qatar	4.9
Availability of trade finance*	16	5.0	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	97	4.0	Ireland	5.5
Ease of hiring foreign labour*	131	2.9	United Arab Emirates	5.6
Business impact of rules on FDI*	20	5.2	Ireland	6.7
Openness to multilateral trade rules (0–100)	90	59.0	Slovenia	92.2
7.05 Index of physical security (1–7)	46	5.8	Qatar	6.8
Reliability of police services*	77	3.9	Finland	6.7
Business costs of crime and violence*	44	5.2	Qatar	6.8
Business costs of terrorism*	28	6.1	Slovenia	6.7
Homicide cases/100,000 pop.	73	3.6	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	90	6.9	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



# Sweden

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

		Rank/138
Population (millions) .....	9.6	78
GDP (US\$ billions) .....	523.8	22
GDP per capita (US\$) .....	54,814.8	7
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	63.6	73
Share of world trade (%) .....	0.91	30
Total Exports (US\$ billions) .....	172.4	28
Total Imports (US\$ billions) .....	162.5	29

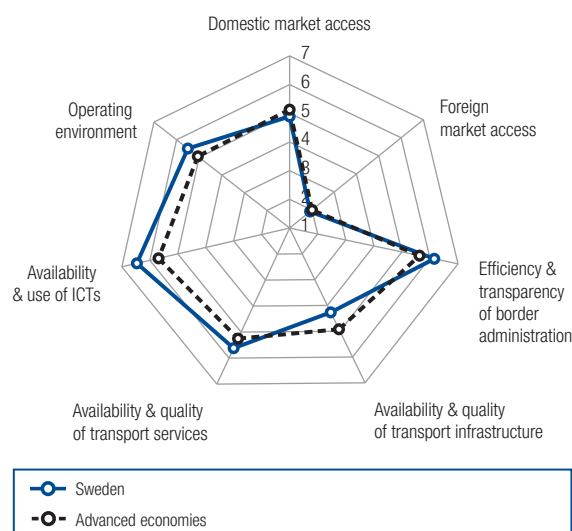
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>18.4</b>	<b>15.9</b>
<b>Intermediate goods</b> .....	<b>52.9</b>	<b>53.2</b>
Food and beverages (industrial) .....	0.5	1.0
Industrial supplies (primary and processed) .....	34.0	24.9
Parts and accessories .....	17.2	15.1
Fuels and lubricants .....	1.2	12.2
<b>Consumer goods</b> .....	<b>17.0</b>	<b>22.2</b>
Food and beverages (consumer) .....	4.3	7.8
Transport equipment and consumer goods .....	12.8	14.4
<b>Passenger motor cars</b> .....	<b>3.4</b>	<b>4.3</b>
<b>Others</b> .....	<b>8.3</b>	<b>4.4</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

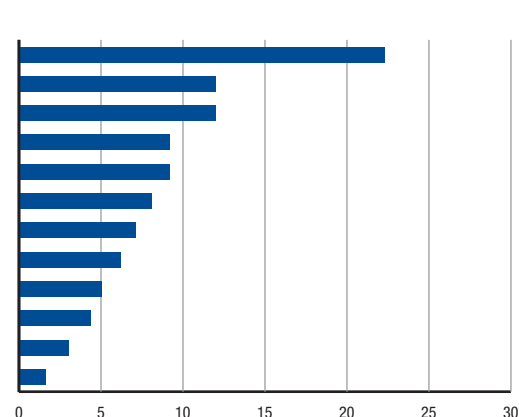
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>9</b>	<b>5.1</b>
<b>Subindex A: Market access (25%)</b> .....	<b>75</b>	<b>3.4</b>
Pillar 1: Domestic market access .....	46	4.9
Pillar 2: Foreign market access .....	97	1.9
<b>Subindex B: Border administration (25%)</b> .....	<b>3</b>	<b>6.2</b>
Pillar 3: Efficiency & transparency of border administration .....	3	6.2
<b>Subindex C: Infrastructure (25%)</b> .....	<b>17</b>	<b>5.5</b>
Pillar 4: Availability & quality of transport infrastructure .....	35	4.3
Pillar 5: Availability & quality of transport services .....	7	5.6
Pillar 6: Availability & use of ICTs .....	1	6.5
<b>Subindex D: Operating environment (25%)</b> .....	<b>9</b>	<b>5.5</b>
Pillar 7: Operating environment .....	9	5.5



## The most problematic factors for trade, 2013

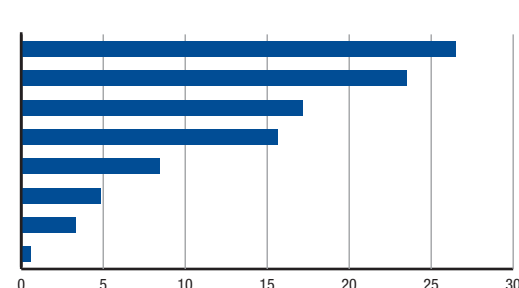
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	22.3
Tariff barriers abroad .....	12.0
Burdensome procedures at foreign borders .....	12.0
Technical requirements and standards abroad .....	9.2
Rules of origin requirements abroad .....	9.2
High cost or delays caused by international transportation .....	8.0
Access to imported inputs at competitive prices .....	7.1
Access to trade finance .....	6.2
Corruption at foreign borders .....	5.1
High cost or delays caused by domestic transportation .....	4.4
Difficulties in meeting quality/quantity requirements of buyers .....	3.0
Inappropriate production technology and skills .....	1.6



### Most problematic factors for importing

	Score*
High cost or delays caused by international transportation .....	26.5
Domestic technical requirements and standards .....	23.5
Burdensome import procedures .....	17.2
Tariffs .....	15.7
High cost or delays caused by domestic transportation .....	8.4
Inappropriate telecommunications infrastructure .....	4.8
Corruption at the border .....	3.3
Crime and theft .....	0.6



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b> .....	<b>46</b> .....	<b>4.9</b>	<b>Multiple economies (2)</b> .....	<b>7.0</b>
1.01 Tariff rate (%).....	5	0.8	Multiple economies (2) .....	0.0
1.02 Complexity of tariffs index (1–7).....	110	3.1	Multiple economies (2) .....	7.0
Tariff dispersion (standard deviation) .....	55	8.4	Multiple economies (2) .....	0.0
Tariff peaks (% of tariff lines) .....	104	10.6	Multiple economies (24) .....	0.0
Specific tariffs (% of tariff lines) .....	107	11.0	Multiple economies (54) .....	0.0
Number of distinct tariffs.....	109	1,755	Multiple economies (2) .....	1
1.03 Share of duty-free imports (%).....	42	65.4	Multiple economies (2) .....	100.0
<b>Pillar 2: Foreign market access (1–7)</b> .....	<b>97</b> .....	<b>1.9</b>	<b>Cambodia</b> .....	<b>5.3</b>
2.01 Tariffs faced (%).....	73	5.5	Chile.....	3.5
2.02 Index of margin of preference in destination mkts (0–100) .....	96	9.1	Mauritius .....	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b> .....	<b>3</b> .....	<b>6.2</b>	<b>Singapore</b> .....	<b>6.3</b>
3.01 Customs services index (0–1) .....	3	0.92	Singapore.....	0.97
3.02 Efficiency of the clearance process (1–5) .....	15	3.8	Norway .....	4.2
3.03 No. of days to import .....	7	6	Singapore.....	4
3.04 No. of documents to import .....	3	3	Multiple economies (2) .....	2
3.05 Cost to import (US\$ per container).....	19	735	Singapore.....	440
3.06 No. of days to export.....	17	9	Multiple economies (5) .....	6
3.07 No. of documents to export .....	3	3	Multiple economies (2) .....	2
3.08 Cost to export (US\$ per container) .....	22	725	Malaysia.....	450
3.09 Irregular payments in exports and imports*.....	11	6.0	New Zealand.....	6.6
3.10 Time predictability of import procedures*.....	5	5.5	Finland .....	6.0
3.11 Customs transparency index (0–1) .....	1	1.00	Multiple economies (35) .....	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b> .....	<b>35</b> .....	<b>4.3</b>	<b>United Arab Emirates</b> .....	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions .....	40	431.2	United States .....	11,481.7
4.02 Quality of air transport infrastructure*.....	23	5.7	Singapore.....	6.8
4.03 Quality of railroad infrastructure* .....	22	4.6	Japan .....	6.7
4.04 Liner Shipping Connectivity Index (0–157.1) .....	31	42.3	China .....	157.5
4.05 Quality of port infrastructure*.....	10	5.8	Netherlands.....	6.8
4.06 Paved roads (% of total).....	93	23.4	Multiple economies (18) .....	100.0
4.07 Quality of roads* .....	20	5.5	United Arab Emirates .....	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b> .....	<b>7</b> .....	<b>5.6</b>	<b>Singapore</b> .....	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5).....	3	3.8	Luxembourg.....	3.8
5.02 Logistics competence (1–5).....	6	4.0	Norway .....	4.2
5.03 Tracking and tracing ability (1–5).....	7	4.0	Germany .....	4.2
5.04 Timeliness of shipments in reaching destination (1–5).....	8	4.3	Luxembourg.....	4.7
5.05 Postal services efficiency* .....	18	6.1	Japan.....	6.8
5.06 Efficiency of transport mode change* .....	11	5.7	Hong Kong SAR .....	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b> .....	<b>1</b> .....	<b>6.5</b>	<b>Sweden</b> .....	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop. ....	42	124.6	Hong Kong SAR .....	229.2
6.02 Individuals using Internet (%) .....	3	94.0	Iceland .....	96.2
6.03 Fixed broadband Internet subscriptions/100 pop. ....	13	32.3	Switzerland .....	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop. ....	5	104.9	Singapore.....	124.5
6.05 ICT use for business-to-business transactions* .....	3	6.1	Finland .....	6.2
6.06 Internet use for business-to-consumer transactions*.....	5	6.0	United Kingdom.....	6.3
6.07 Government Online Service Index (0–1) .....	16	0.84	Multiple economies (3) .....	1.00
<b>Pillar 7: Operating environment (1–7)</b> .....	<b>9</b> .....	<b>5.5</b>	<b>Hong Kong SAR</b> .....	<b>5.8</b>
7.01 Protection of property index (1–7).....	14	5.7	Finland .....	6.3
Property rights* .....	13	5.9	Finland .....	6.4
Intellectual property protection* .....	15	5.5	Finland .....	6.2
7.02 Efficiency and accountability of public institutions index (1–7).....	9	5.4	Singapore.....	6.0
Judicial efficiency & impartiality in commercial disputes (0–4).....	13	3.5	Multiple economies (7) .....	4.0
Diversion of public funds* .....	8	5.9	New Zealand.....	6.5
Ease of compliance with government regulation*.....	20	4.1	Singapore.....	5.4
7.03 Access to finance index (1–7) .....	13	5.1	Hong Kong SAR .....	5.7
Affordability of financial services* .....	21	5.3	Hong Kong SAR .....	6.1
Availability of financial services* .....	13	5.8	Switzerland .....	6.4
Ease of access to loans* .....	10	4.2	Qatar.....	4.9
Availability of trade finance* .....	10	5.2	Hong Kong SAR .....	5.8
7.04 Openness to foreign participation index (1–7) .....	15	5.0	Ireland.....	5.5
Ease of hiring foreign labour* .....	32	4.4	United Arab Emirates .....	5.6
Business impact of rules on FDI* .....	29	5.0	Ireland.....	6.7
Openness to multilateral trade rules (0–100).....	23	79.2	Slovenia .....	92.2
7.05 Index of physical security (1–7).....	15	6.3	Qatar.....	6.8
Reliability of police services* .....	19	5.9	Finland .....	6.7
Business costs of crime and violence*.....	27	5.5	Qatar.....	6.8
Business costs of terrorism* .....	30	6.1	Slovenia .....	6.7
Homicide cases/100,000 pop. ....	19	0.9	Hong Kong SAR .....	0.2
Index of terrorism incidence (1–7) .....	88	6.9	Multiple economies (48) .....	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Switzerland

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	8.0.....	83
GDP (US\$ billions) .....	631.2.....	20
GDP per capita (US\$) .....	78,880.9.....	4
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	67.0.....	66
Share of world trade (%) .....	1.15.....	25
Total Exports (US\$ billions) .....	225.9.....	25
Total Imports (US\$ billions) .....	197.8.....	24

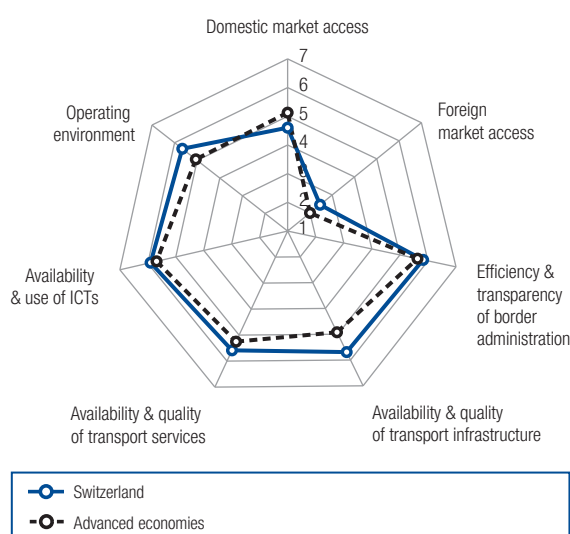
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>12.5.....</b>	<b>13.1</b>
<b>Intermediate goods</b> .....	<b>47.7.....</b>	<b>45.9</b>
Food and beverages (industrial) .....	0.1.....	0.9
Industrial supplies (primary and processed) .....	34.4.....	31.2
Parts and accessories .....	10.3.....	8.5
Fuels and lubricants .....	3.0.....	5.3
<b>Consumer goods</b> .....	<b>39.1.....</b>	<b>31.2</b>
Food and beverages (consumer) .....	3.3.....	4.2
Transport equipment and consumer goods .....	35.8.....	27.0
<b>Passenger motor cars</b> .....	<b>0.2.....</b>	<b>5.6</b>
<b>Others</b> .....	<b>0.6.....</b>	<b>4.2</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

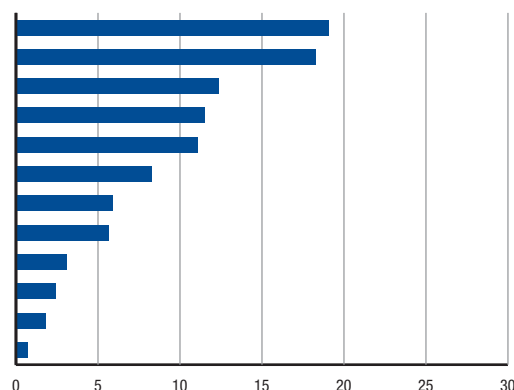
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>7.....</b>	<b>5.2</b>
<b>Subindex A: Market access (25%)</b> .....	<b>71.....</b>	<b>3.5</b>
Pillar 1: Domestic market access .....	85.....	4.6
Pillar 2: Foreign market access .....	71.....	2.5
<b>Subindex B: Border administration (25%)</b> .....	<b>12.....</b>	<b>5.8</b>
Pillar 3: Efficiency & transparency of border administration .....	12.....	5.8
<b>Subindex C: Infrastructure (25%)</b> .....	<b>11.....</b>	<b>5.7</b>
Pillar 4: Availability & quality of transport infrastructure ...	12.....	5.7
Pillar 5: Availability & quality of transport services .....	8.....	5.6
Pillar 6: Availability & use of ICTs .....	14.....	5.9
<b>Subindex D: Operating environment (25%)</b> .....	<b>5.....</b>	<b>5.7</b>
Pillar 7: Operating environment .....	5.....	5.7



## The most problematic factors for trade, 2013

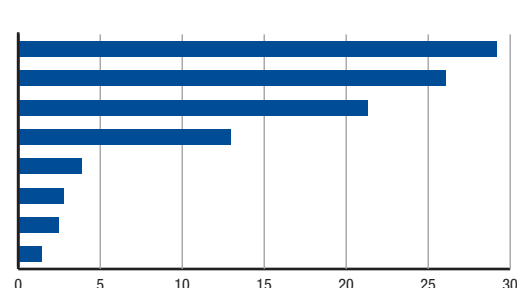
### Most problematic factors for exporting

	Score*
Tariff barriers abroad .....	19.1
Burdensome procedures at foreign borders .....	18.2
Technical requirements and standards abroad .....	12.3
Rules of origin requirements abroad .....	11.5
Identifying potential markets and buyers .....	11.1
Access to imported inputs at competitive prices .....	8.3
Corruption at foreign borders .....	5.9
High cost or delays caused by international transportation .....	5.6
Access to trade finance .....	3.1
High cost or delays caused by domestic transportation .....	2.4
Difficulties in meeting quality/quantity requirements of buyers .....	1.8
Inappropriate production technology and skills .....	0.7



### Most problematic factors for importing

	Score*
Tariffs .....	29.2
Burdensome import procedures .....	26.0
Domestic technical requirements and standards .....	21.3
High cost or delays caused by international transportation .....	12.9
High cost or delays caused by domestic transportation .....	3.8
Crime and theft .....	2.8
Corruption at the border .....	2.4
Inappropriate telecommunications infrastructure .....	1.4



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Switzerland

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS		RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>		<b>85</b>	<b>4.6</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01	Tariff rate (%)	45	3.5	Multiple economies (2)	0.0
1.02	Complexity of tariffs index (1–7)	138	1.7	Multiple economies (2)	7.0
	Tariff dispersion (standard deviation)	135	40.1	Multiple economies (2)	0.0
	Tariff peaks (% of tariff lines)	84	7.6	Multiple economies (24)	0.0
	Specific tariffs (% of tariff lines)	138	80.6	Multiple economies (54)	0.0
	Number of distinct tariffs	138	6,689	Multiple economies (2)	1
1.03	Share of duty-free imports (%)	10	91.1	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>		<b>71</b>	<b>2.5</b>	<b>Cambodia</b>	<b>5.3</b>
2.01	Tariffs faced (%)	40	5.3	Chile	3.5
2.02	Index of margin of preference in destination mkt (0–100)	80	18.5	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>		<b>12</b>	<b>5.8</b>	<b>Singapore</b>	<b>6.3</b>
3.01	Customs services index (0–1)	23	0.77	Singapore	0.97
3.02	Efficiency of the clearance process (1–5)	7	3.9	Norway	4.2
3.03	No. of days to import	16	8	Singapore	4
3.04	No. of documents to import	11	4	Multiple economies (2)	2
3.05	Cost to import (US\$ per container)	77	1,440	Singapore	440
3.06	No. of days to export	9	8	Multiple economies (5)	6
3.07	No. of documents to export	3	3	Multiple economies (2)	2
3.08	Cost to export (US\$ per container)	103	1,635	Malaysia	450
3.09	Irregular payments in exports and imports*	15	5.8	New Zealand	6.6
3.10	Time predictability of import procedures*	10	5.4	Finland	6.0
3.11	Customs transparency index (0–1)	1	1.00	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>		<b>12</b>	<b>5.7</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01	Available int'l airline seat km/week, millions	25	941.0	United States	11,481.7
4.02	Quality of air transport infrastructure*	7	6.2	Singapore	6.8
4.03	Quality of railroad infrastructure*	2	6.6	Japan	6.7
4.04	Liner Shipping Connectivity Index (0–157.1)	n/a	n/a	China	157.5
4.05	Quality of port infrastructure*	38	5.0	Netherlands	6.8
4.06	Paved roads (% of total)	1	100.0	Multiple economies (18)	100.0
4.07	Quality of roads*	8	6.2	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>		<b>8</b>	<b>5.6</b>	<b>Singapore</b>	<b>5.7</b>
5.01	Ease and affordability of shipment (1–5)	15	3.6	Luxembourg	3.8
5.02	Logistics competence (1–5)	16	3.8	Norway	4.2
5.03	Tracking and tracing ability (1–5)	18	3.8	Germany	4.2
5.04	Timeliness of shipments in reaching destination (1–5)	21	4.1	Luxembourg	4.7
5.05	Postal services efficiency*	4	6.4	Japan	6.8
5.06	Efficiency of transport mode change*	2	6.3	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>		<b>14</b>	<b>5.9</b>	<b>Sweden</b>	<b>6.5</b>
6.01	Mobile phone subscriptions/100 pop.	33	130.2	Hong Kong SAR	229.2
6.02	Individuals using Internet (%)	13	85.2	Iceland	96.2
6.03	Fixed broadband Internet subscriptions/100 pop.	1	39.9	Switzerland	39.9
6.04	Active mobile broadband Internet subscriptions/100 pop.	41	39.5	Singapore	124.5
6.05	ICT use for business-to-business transactions*	2	6.2	Finland	6.2
6.06	Internet use for business-to-consumer transactions*	13	5.8	United Kingdom	6.3
6.07	Government Online Service Index (0–1)	32	0.67	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>		<b>5</b>	<b>5.7</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01	Protection of property index (1–7)	3	6.1	Finland	6.3
	Property rights*	3	6.2	Finland	6.4
	Intellectual property protection*	5	6.0	Finland	6.2
7.02	Efficiency and accountability of public institutions index (1–7)	8	5.5	Singapore	6.0
	Judicial efficiency & impartiality in commercial disputes (0–4)	13	3.5	Multiple economies (7)	4.0
	Diversion of public funds*	6	6.0	New Zealand	6.5
	Ease of compliance with government regulation*	16	4.2	Singapore	5.4
7.03	Access to finance index (1–7)	8	5.2	Hong Kong SAR	5.7
	Affordability of financial services*	5	5.8	Hong Kong SAR	6.1
	Availability of financial services*	1	6.4	Switzerland	6.4
	Ease of access to loans*	19	3.7	Qatar	4.9
	Availability of trade finance*	14	5.0	Hong Kong SAR	5.8
7.04	Openness to foreign participation index (1–7)	7	5.1	Ireland	5.5
	Ease of hiring foreign labour*	13	4.8	United Arab Emirates	5.6
	Business impact of rules on FDI*	36	5.0	Ireland	6.7
	Openness to multilateral trade rules (0–100)	21	80.0	Slovenia	92.2
7.05	Index of physical security (1–7)	11	6.4	Qatar	6.8
	Reliability of police services*	6	6.3	Finland	6.7
	Business costs of crime and violence*	22	5.7	Qatar	6.8
	Business costs of terrorism*	39	6.0	Slovenia	6.7
	Homicide cases/100,000 pop.	5	0.6	Hong Kong SAR	0.2
	Index of terrorism incidence (1–7)	77	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Taiwan, China

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

Rank/138

Population (millions) .....	23.3 .....	45
GDP (US\$ billions) .....	474.1 .....	27
GDP per capita (US\$) .....	20,335.9 .....	36

### Merchandise trade

Trade openness (imports+exports)/GDP .....	120.6 .....	18
Share of world trade (%) .....	1.54 .....	19
Total Exports (US\$ billions) .....	301.2 .....	18
Total Imports (US\$ billions) .....	270.5 .....	18

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

Rank  
(out of 138)      Score  
(1–7)

**Enabling Trade Index 2014** ..... 24 ..... 4.9

**Subindex A: Market access (25%)** ..... 121 ..... 3.0

Pillar 1: Domestic market access.....40 .....5.0

Pillar 2: Foreign market access.....137 .....1.1

**Subindex B: Border administration (25%)** ..... 18 ..... 5.7

Pillar 3: Efficiency & transparency  
of border administration.....18 .....5.7

**Subindex C: Infrastructure (25%)** ..... 15 ..... 5.5

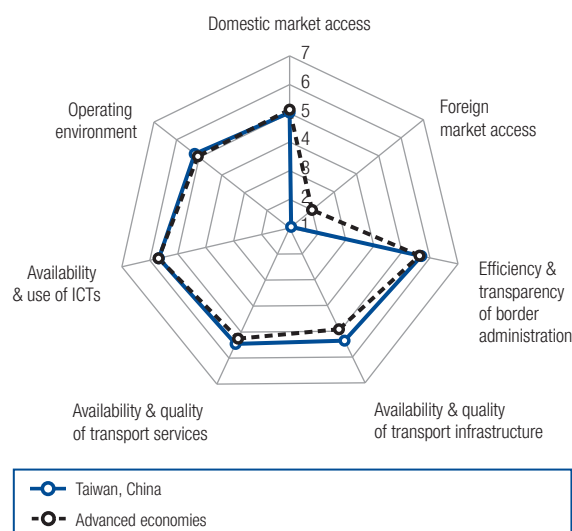
Pillar 4: Availability & quality of transport infrastructure...13 .....5.4

Pillar 5: Availability & quality of transport services.....12 .....5.5

Pillar 6: Availability & use of ICTs .....19 .....5.7

**Subindex D: Operating environment (25%)** ..... 18 ..... 5.2

Pillar 7: Operating environment.....18 .....5.2

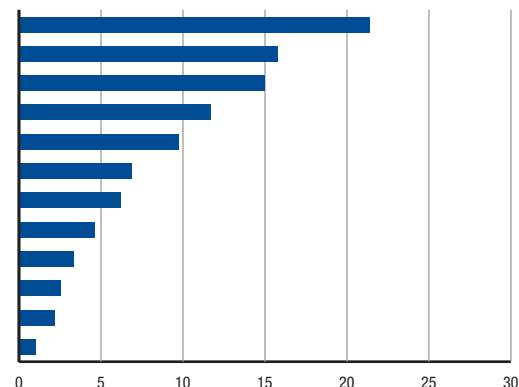


## The most problematic factors for trade, 2013

### Most problematic factors for exporting

Score\*

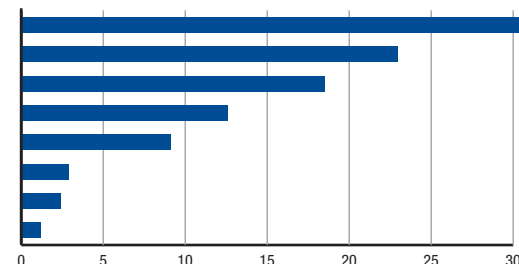
Tariff barriers abroad .....	21.3
Identifying potential markets and buyers .....	15.8
Access to imported inputs at competitive prices .....	15.0
Technical requirements and standards abroad .....	11.6
High cost or delays caused by international transportation .....	9.7
Burdensome procedures at foreign borders .....	6.8
Difficulties in meeting quality/quantity requirements of buyers.....	6.2
Rules of origin requirements abroad.....	4.6
Inappropriate production technology and skills.....	3.3
Corruption at foreign borders .....	2.5
Access to trade finance.....	2.2
High cost or delays caused by domestic transportation .....	1.0



### Most problematic factors for importing

Score\*

Tariffs .....	30.4
High cost or delays caused by international transportation .....	22.9
Burdensome import procedures .....	18.5
Domestic technical requirements and standards .....	12.6
High cost or delays caused by domestic transportation .....	9.1
Corruption at the border.....	2.9
Inappropriate telecommunications infrastructure .....	2.4
Crime and theft.....	1.2



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Taiwan, China

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b> .....	<b>40</b> .....	<b>5.0</b>	<b>Multiple economies (2)</b> .....	<b>7.0</b>
1.01 Tariff rate (%).....	68	5.2	Multiple economies (2) .....	0.0
1.02 Complexity of tariffs index (1–7).....	82	5.3	Multiple economies (2) .....	7.0
Tariff dispersion (standard deviation) .....	114	12.8	Multiple economies (2) .....	0.0
Tariff peaks (% of tariff lines) .....	86	7.8	Multiple economies (24) .....	0.0
Specific tariffs (% of tariff lines) .....	85	1.8	Multiple economies (54) .....	0.0
Number of distinct tariffs.....	86	246	Multiple economies (2) .....	1
1.03 Share of duty-free imports (%).....	71	64.2	Multiple economies (2) .....	100.0
<b>Pillar 2: Foreign market access (1–7)</b> .....	<b>137</b> .....	<b>1.1</b>	<b>Cambodia</b> .....	<b>5.3</b>
2.01 Tariffs faced (%).....	136	6.0	Chile.....	3.5
2.02 Index of margin of preference in destination mkts (0–100).....	134	2.3	Mauritius .....	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b> .....	<b>18</b> .....	<b>5.7</b>	<b>Singapore</b> .....	<b>6.3</b>
3.01 Customs services index (0–1) .....	20	0.79	Singapore.....	0.97
3.02 Efficiency of the clearance process (1–5).....	21	3.5	Norway .....	4.2
3.03 No. of days to import .....	28	10	Singapore.....	4
3.04 No. of documents to import .....	43	6	Multiple economies (2) .....	2
3.05 Cost to import (US\$ per container).....	15	720	Singapore.....	440
3.06 No. of days to export.....	24	10	Multiple economies (5) .....	6
3.07 No. of documents to export .....	40	5	Multiple economies (2) .....	2
3.08 Cost to export (US\$ per container).....	16	655	Malaysia.....	450
3.09 Irregular payments in exports and imports*.....	30	5.1	New Zealand.....	6.6
3.10 Time predictability of import procedures*.....	13	5.3	Finland .....	6.0
3.11 Customs transparency index (0–1) .....	1	1.00	Multiple economies (35) .....	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b> .....	<b>13</b> .....	<b>5.4</b>	<b>United Arab Emirates</b> .....	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions .....	23	1,019.3	United States .....	11,481.7
4.02 Quality of air transport infrastructure*.....	39	5.4	Singapore.....	6.8
4.03 Quality of railroad infrastructure* .....	9	5.7	Japan .....	6.7
4.04 Liner Shipping Connectivity Index (0–157.1) .....	16	64.2	China .....	157.5
4.05 Quality of port infrastructure*.....	27	5.3	Netherlands.....	6.8
4.06 Paved roads (% of total).....	19	98.9	Multiple economies (18) .....	100.0
4.07 Quality of roads* .....	14	5.9	United Arab Emirates .....	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b> .....	<b>12</b> .....	<b>5.5</b>	<b>Singapore</b> .....	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5).....	5	3.7	Luxembourg.....	3.8
5.02 Logistics competence (1–5).....	25	3.6	Norway .....	4.2
5.03 Tracking and tracing ability (1–5).....	17	3.8	Germany .....	4.2
5.04 Timeliness of shipments in reaching destination (1–5).....	25	4.0	Luxembourg.....	4.7
5.05 Postal services efficiency* .....	5	6.4	Japan.....	6.8
5.06 Efficiency of transport mode change* .....	12	5.7	Hong Kong SAR .....	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b> .....	<b>19</b> .....	<b>5.7</b>	<b>Sweden</b> .....	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop. ....	40	126.5	Hong Kong SAR .....	229.2
6.02 Individuals using Internet (%) .....	27	76.0	Iceland .....	96.2
6.03 Fixed broadband Internet subscriptions/100 pop. ....	28	23.9	Switzerland .....	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop. ....	33	46.1	Singapore.....	124.5
6.05 ICT use for business-to-business transactions* .....	13	5.9	Finland .....	6.2
6.06 Internet use for business-to-consumer transactions*.....	7	5.9	United Kingdom.....	6.3
6.07 Government Online Service Index (0–1).....	n/a	n/a	Multiple economies (3) .....	1.00
<b>Pillar 7: Operating environment (1–7)</b> .....	<b>18</b> .....	<b>5.2</b>	<b>Hong Kong SAR</b> .....	<b>5.8</b>
7.01 Protection of property index (1–7).....	19	5.5	Finland .....	6.3
Property rights* .....	16	5.8	Finland .....	6.4
Intellectual property protection* .....	22	5.2	Finland .....	6.2
7.02 Efficiency and accountability of public institutions index (1–7).....	23	4.7	Singapore.....	6.0
Judicial efficiency & impartiality in commercial disputes (0–4).....	22	3.0	Multiple economies (7) .....	4.0
Diversion of public funds* .....	36	4.4	New Zealand.....	6.5
Ease of compliance with government regulation*.....	15	4.3	Singapore.....	5.4
7.03 Access to finance index (1–7) .....	11	5.1	Hong Kong SAR .....	5.7
Affordability of financial services* .....	12	5.5	Hong Kong SAR .....	6.1
Availability of financial services* .....	23	5.5	Switzerland .....	6.4
Ease of access to loans* .....	14	4.0	Qatar.....	4.9
Availability of trade finance* .....	5	5.5	Hong Kong SAR .....	5.8
7.04 Openness to foreign participation index (1–7) .....	62	4.4	Ireland.....	5.5
Ease of hiring foreign labour* .....	116	3.4	United Arab Emirates .....	5.6
Business impact of rules on FDI* .....	15	5.4	Ireland.....	6.7
Openness to multilateral trade rules (0–100).....	n/a	n/a	Slovenia .....	92.2
7.05 Index of physical security (1–7).....	21	6.2	Qatar.....	6.8
Reliability of police services* .....	34	5.2	Finland .....	6.7
Business costs of crime and violence*.....	12	5.9	Qatar.....	6.8
Business costs of terrorism* .....	29	6.1	Slovenia .....	6.7
Homicide cases/100,000 pop. ....	66	3.2	Hong Kong SAR .....	0.2
Index of terrorism incidence (1–7) .....	1	7.0	Multiple economies (48) .....	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



# Tanzania

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	44.9 .....	29
GDP (US\$ billions) .....	28.2 .....	88
GDP per capita (US\$) .....	628.7 .....	130
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	58.8 .....	84
Share of world trade (%) .....	0.05 .....	94
Total Exports (US\$ billions) .....	5.5 .....	97
Total Imports (US\$ billions) .....	11.3 .....	89

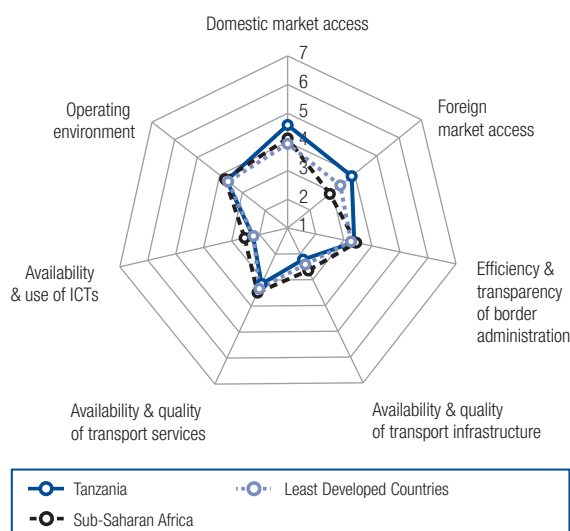
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>3.2</b> .....	<b>17.3</b>
<b>Intermediate goods</b> .....	<b>81.8</b> .....	<b>38.9</b>
Food and beverages (industrial) .....	8.6 .....	4.3
Industrial supplies (primary and processed) .....	70.1 .....	24.5
Parts and accessories .....	2.5 .....	9.1
Fuels and lubricants .....	0.6 .....	1.0
<b>Consumer goods</b> .....	<b>14.7</b> .....	<b>9.2</b>
Food and beverages (consumer) .....	10.4 .....	2.6
Transport equipment and consumer goods .....	4.3 .....	6.6
<b>Passenger motor cars</b> .....	<b>0.0</b> .....	<b>2.6</b>
<b>Others</b> .....	<b>0.2</b> .....	<b>32.0</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

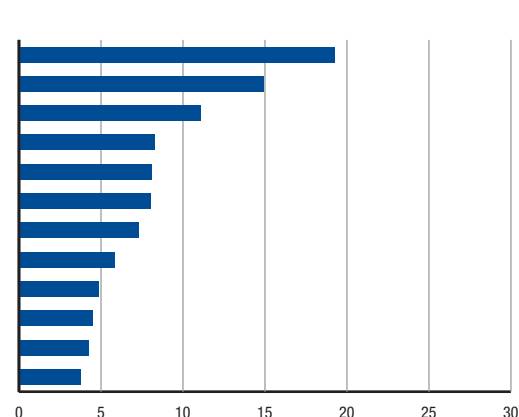
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>111</b> .....	<b>3.5</b>
<b>Subindex A: Market access (25%)</b> .....	<b>31</b> .....	<b>4.2</b>
Pillar 1: Domestic market access .....	87 .....	4.6
Pillar 2: Foreign market access .....	17 .....	3.9
<b>Subindex B: Border administration (25%)</b> .....	<b>111</b> .....	<b>3.4</b>
Pillar 3: Efficiency & transparency of border administration .....	111 .....	3.4
<b>Subindex C: Infrastructure (25%)</b> .....	<b>127</b> .....	<b>2.5</b>
Pillar 4: Availability & quality of transport infrastructure .....	128 .....	2.2
Pillar 5: Availability & quality of transport services .....	127 .....	3.1
Pillar 6: Availability & use of ICTs .....	123 .....	2.2
<b>Subindex D: Operating environment (25%)</b> .....	<b>101</b> .....	<b>3.7</b>
Pillar 7: Operating environment .....	101 .....	3.7



## The most problematic factors for trade, 2013

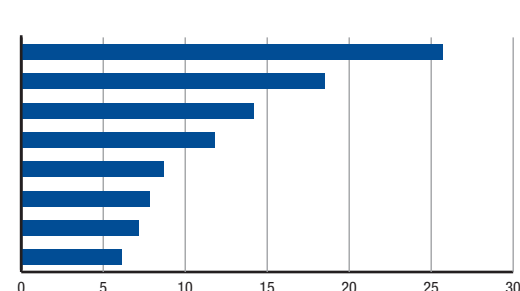
### Most problematic factors for exporting

	Score*
Access to trade finance .....	19.2
Identifying potential markets and buyers .....	14.9
Difficulties in meeting quality/quantity requirements of buyers .....	11.1
Inappropriate production technology and skills .....	8.3
Corruption at foreign borders .....	8.1
Tariff barriers abroad .....	8.0
High cost or delays caused by domestic transportation .....	7.3
Technical requirements and standards abroad .....	5.8
High cost or delays caused by international transportation .....	4.8
Access to imported inputs at competitive prices .....	4.5
Burdensome procedures at foreign borders .....	4.2
Rules of origin requirements abroad .....	3.7



### Most problematic factors for importing

	Score*
Tariffs .....	25.7
Corruption at the border .....	18.5
Burdensome import procedures .....	14.2
High cost or delays caused by domestic transportation .....	11.8
Domestic technical requirements and standards .....	8.7
Crime and theft .....	7.8
High cost or delays caused by international transportation .....	7.1
Inappropriate telecommunications infrastructure .....	6.1



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>87</b>	<b>4.6</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	102	9.7	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	49	6.4	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	108	11.9	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	49	0.9	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	61	0.2	Multiple economies (54)	0.0
Number of distinct tariffs	52	19	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	82	54.7	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>17</b>	<b>3.9</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	17	4.9	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	29	49.9	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>111</b>	<b>3.4</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	n/a	n/a	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	124	2.2	Norway	4.2
3.03 No. of days to import	110	31	Singapore	4
3.04 No. of documents to import	126	11	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	93	1,615	Singapore	440
3.06 No. of days to export	79	18	Multiple economies (5)	6
3.07 No. of documents to export	85	7	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	61	1,090	Malaysia	450
3.09 Irregular payments in exports and imports*	117	2.5	New Zealand	6.6
3.10 Time predictability of import procedures*	103	3.3	Finland	6.0
3.11 Customs transparency index (0–1)	n/a	n/a	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>128</b>	<b>2.2</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	90	68.3	United States	11,481.7
4.02 Quality of air transport infrastructure*	126	3.0	Singapore	6.8
4.03 Quality of railroad infrastructure*	85	2.0	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	75	11.1	China	157.5
4.05 Quality of port infrastructure*	111	3.2	Netherlands	6.8
4.06 Paved roads (% of total)	111	14.9	Multiple economies (18)	100.0
4.07 Quality of roads*	100	3.0	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>127</b>	<b>3.1</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	129	2.3	Luxembourg	3.8
5.02 Logistics competence (1–5)	132	2.2	Norway	4.2
5.03 Tracking and tracing ability (1–5)	135	2.1	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	105	2.9	Luxembourg	4.7
5.05 Postal services efficiency*	110	3.3	Japan	6.8
5.06 Efficiency of transport mode change*	105	3.3	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>123</b>	<b>2.2</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	127	57.0	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	126	4.0	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	132	0.0	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	112	1.5	Singapore	124.5
6.05 ICT use for business-to-business transactions*	118	4.1	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	113	3.5	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	99	0.35	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>101</b>	<b>3.7</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	89	3.5	Finland	6.3
Property rights*	90	3.8	Finland	6.4
Intellectual property protection*	86	3.2	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	85	3.4	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	77	1.8	Multiple economies (7)	4.0
Diversion of public funds*	82	2.9	New Zealand	6.5
Ease of compliance with government regulation*	48	3.7	Singapore	5.4
7.03 Access to finance index (1–7)	103	3.3	Hong Kong SAR	5.7
Affordability of financial services*	112	3.6	Hong Kong SAR	6.1
Availability of financial services*	112	3.7	Switzerland	6.4
Ease of access to loans*	79	2.7	Qatar	4.9
Availability of trade finance*	101	3.3	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	94	4.0	Ireland	5.5
Ease of hiring foreign labour*	67	4.1	United Arab Emirates	5.6
Business impact of rules on FDI*	62	4.6	Ireland	6.7
Openness to multilateral trade rules (0–100)	110	51.9	Slovenia	92.2
7.05 Index of physical security (1–7)	115	4.2	Qatar	6.8
Reliability of police services*	101	3.5	Finland	6.7
Business costs of crime and violence*	75	4.6	Qatar	6.8
Business costs of terrorism*	93	5.0	Slovenia	6.7
Homicide cases/100,000 pop.	126	24.5	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	49	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Thailand

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions) .....	67.9..... 19
GDP (US\$ billions) .....	366.0..... 33
GDP per capita (US\$) .....	5,390.4..... 77
<b>Merchandise trade</b>	
Trade openness (imports+exports)/GDP .....	130.5..... 16
Share of world trade (%) .....	1.29..... 22
Total Exports (US\$ billions) .....	229.5..... 23
Total Imports (US\$ billions) .....	247.6..... 20

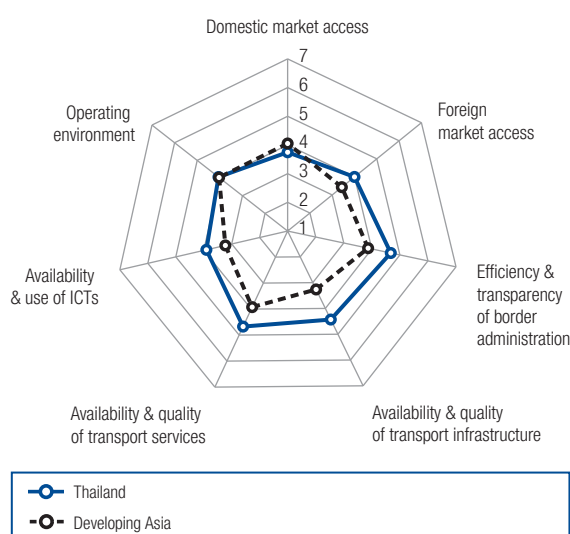
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>20.4</b> .....	<b>17.9</b>
<b>Intermediate goods</b> .....	<b>50.2</b> .....	<b>72.2</b>
Food and beverages (industrial) .....	2.2.....	1.4
Industrial supplies (primary and processed) .....	30.6.....	33.5
Parts and accessories .....	16.5.....	19.4
Fuels and lubricants .....	0.9.....	17.8
<b>Consumer goods</b> .....	<b>21.9</b> .....	<b>7.9</b>
Food and beverages (consumer) .....	10.4.....	2.7
Transport equipment and consumer goods .....	11.5.....	5.1
<b>Passenger motor cars</b> .....	<b>2.5</b> .....	<b>0.6</b>
<b>Others</b> .....	<b>5.0</b> .....	<b>1.5</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

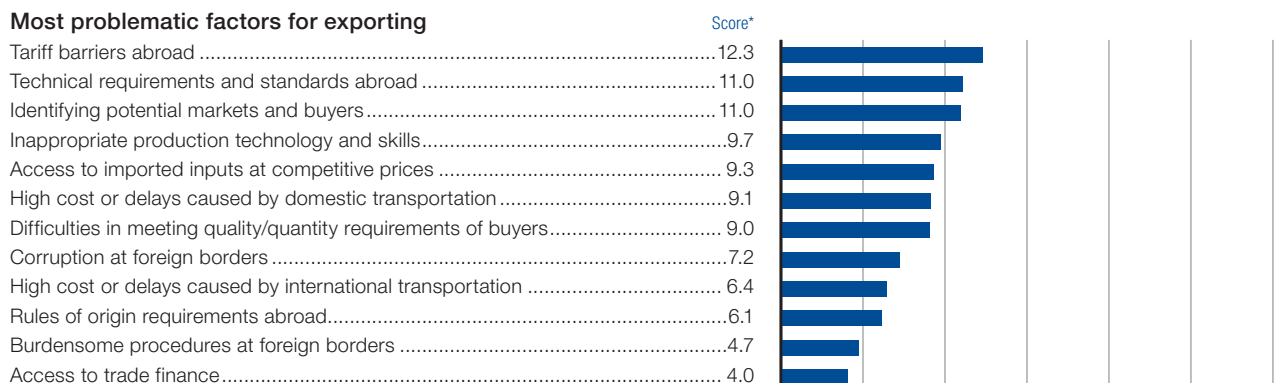
## Enabling Trade Index 2014

	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>57</b> .....	<b>4.2</b>
<b>Subindex A: Market access (25%)</b> .....	<b>51</b> .....	<b>3.9</b>
Pillar 1: Domestic market access .....	113 .....	3.7
Pillar 2: Foreign market access .....	12 .....	4.0
<b>Subindex B: Border administration (25%)</b> .....	<b>56</b> .....	<b>4.7</b>
Pillar 3: Efficiency & transparency of border administration .....	56 .....	4.7
<b>Subindex C: Infrastructure (25%)</b> .....	<b>46</b> .....	<b>4.3</b>
Pillar 4: Availability & quality of transport infrastructure .....	28 .....	4.4
Pillar 5: Availability & quality of transport services .....	39 .....	4.7
Pillar 6: Availability & use of ICTs .....	71 .....	3.9
<b>Subindex D: Operating environment (25%)</b> .....	<b>75</b> .....	<b>4.1</b>
Pillar 7: Operating environment .....	75 .....	4.1

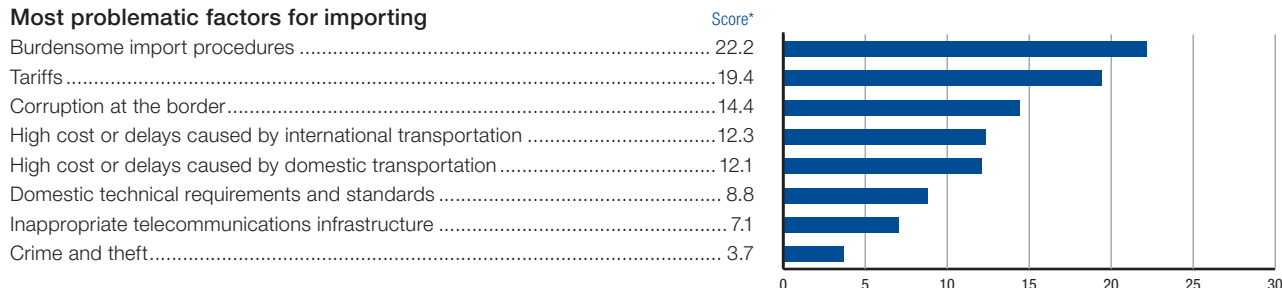


## The most problematic factors for trade, 2013

### Most problematic factors for exporting



### Most problematic factors for importing



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Thailand

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>113</b>	<b>3.7</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	81	6.8	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	104	4.2	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	112	12.3	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	73	5.1	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	135	11.5	Multiple economies (54)	0.0
Number of distinct tariffs	106	848	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	104	29.9	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>12</b>	<b>4.0</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	6	4.3	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	62	31.2	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>56</b>	<b>4.7</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	30	0.72	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	36	3.2	Norway	4.2
3.03 No. of days to import	42	13	Singapore	4
3.04 No. of documents to import	27	5	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	21	760	Singapore	440
3.06 No. of days to export	56	14	Multiple economies (5)	6
3.07 No. of documents to export	40	5	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	5	595	Malaysia	450
3.09 Irregular payments in exports and imports*	89	3.0	New Zealand	6.6
3.10 Time predictability of import procedures*	73	3.8	Finland	6.0
3.11 Customs transparency index (0–1)	91	0.63	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>28</b>	<b>4.4</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	12	2,165.0	United States	11,481.7
4.02 Quality of air transport infrastructure*	32	5.5	Singapore	6.8
4.03 Quality of railroad infrastructure*	66	2.6	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	35	38.3	China	157.5
4.05 Quality of port infrastructure*	51	4.5	Netherlands	6.8
4.06 Paved roads (% of total)	21	98.5	Multiple economies (18)	100.0
4.07 Quality of roads*	39	4.9	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>39</b>	<b>4.7</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	39	3.3	Luxembourg	3.8
5.02 Logistics competence (1–5)	38	3.3	Norway	4.2
5.03 Tracking and tracing ability (1–5)	33	3.5	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	29	4.0	Luxembourg	4.7
5.05 Postal services efficiency*	43	5.1	Japan	6.8
5.06 Efficiency of transport mode change*	67	4.0	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>71</b>	<b>3.9</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	36	127.3	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	90	26.5	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	66	8.2	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	121	0.1	Singapore	124.5
6.05 ICT use for business-to-business transactions*	71	4.8	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	49	4.9	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	64	0.51	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>75</b>	<b>4.1</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	84	3.6	Finland	6.3
Property rights*	72	4.1	Finland	6.4
Intellectual property protection*	95	3.1	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	64	3.6	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	44	2.5	Multiple economies (7)	4.0
Diversion of public funds*	92	2.7	New Zealand	6.5
Ease of compliance with government regulation*	82	3.3	Singapore	5.4
7.03 Access to finance index (1–7)	24	4.7	Hong Kong SAR	5.7
Affordability of financial services*	31	5.0	Hong Kong SAR	6.1
Availability of financial services*	25	5.4	Switzerland	6.4
Ease of access to loans*	22	3.6	Qatar	4.9
Availability of trade finance*	18	4.9	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	76	4.2	Ireland	5.5
Ease of hiring foreign labour*	55	4.2	United Arab Emirates	5.6
Business impact of rules on FDI*	21	5.2	Ireland	6.7
Openness to multilateral trade rules (0–100)	113	49.1	Slovenia	92.2
7.05 Index of physical security (1–7)	121	4.1	Qatar	6.8
Reliability of police services*	100	3.5	Finland	6.7
Business costs of crime and violence*	72	4.6	Qatar	6.8
Business costs of terrorism*	110	4.5	Slovenia	6.7
Homicide cases/100,000 pop.	82	4.8	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	132	1.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Tunisia

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	10.8.....	69
GDP (US\$ billions) .....	45.4.....	76
GDP per capita (US\$) .....	4,213.1.....	83
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	90.8.....	34
Share of world trade (%) .....	0.11.....	71
Total Exports (US\$ billions) .....	17.0.....	72
Total Imports (US\$ billions) .....	24.4.....	68

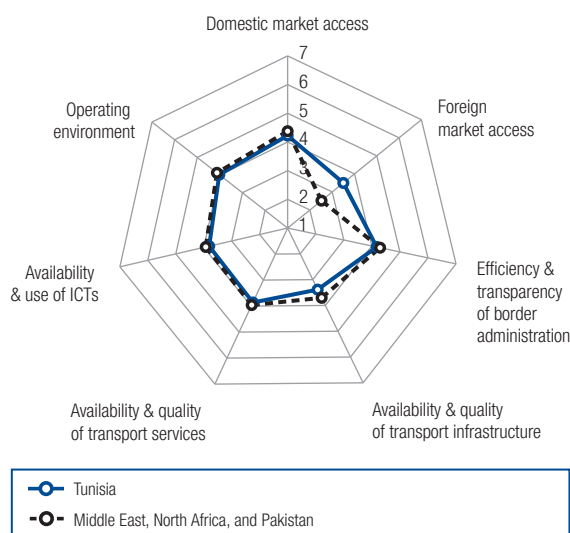
## Value chain indicators, 2011

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>7.9.....</b>	<b>13.7</b>
<b>Intermediate goods</b> .....	<b>51.9.....</b>	<b>62.2</b>
Food and beverages (industrial) .....	2.2.....	6.6
Industrial supplies (primary and processed) .....	25.7.....	37.2
Parts and accessories .....	11.0.....	13.8
Fuels and lubricants .....	12.9.....	4.6
<b>Consumer goods</b> .....	<b>38.4.....</b>	<b>11.7</b>
Food and beverages (consumer) .....	7.4.....	2.4
Transport equipment and consumer goods .....	31.0.....	9.2
<b>Passenger motor cars</b> .....	<b>0.1.....</b>	<b>2.6</b>
<b>Others</b> .....	<b>1.6.....</b>	<b>9.8</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>76.....</b>	<b>3.9</b>
<b>Subindex A: Market access (25%)</b> .....	<b>52.....</b>	<b>3.9</b>
Pillar 1: Domestic market access .....	99.....	4.2
Pillar 2: Foreign market access .....	31.....	3.5
<b>Subindex B: Border administration (25%)</b> .....	<b>79.....</b>	<b>4.2</b>
Pillar 3: Efficiency & transparency of border administration .....	79.....	4.2
<b>Subindex C: Infrastructure (25%)</b> .....	<b>77.....</b>	<b>3.7</b>
Pillar 4: Availability & quality of transport infrastructure .....	70.....	3.4
Pillar 5: Availability & quality of transport services .....	80.....	3.9
Pillar 6: Availability & use of ICTs .....	76.....	3.8
<b>Subindex D: Operating environment (25%)</b> .....	<b>76.....</b>	<b>4.0</b>
Pillar 7: Operating environment .....	76.....	4.0



## The most problematic factors for trade, 2013

### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	18.0
High cost or delays caused by international transportation .....	13.2
Access to imported inputs at competitive prices .....	11.2
Difficulties in meeting quality/quantity requirements of buyers .....	10.6
Access to trade finance .....	10.5
Burdensome procedures at foreign borders .....	8.6
Tariff barriers abroad .....	7.4
Technical requirements and standards abroad .....	5.6
High cost or delays caused by domestic transportation .....	4.9
Inappropriate production technology and skills .....	4.3
Rules of origin requirements abroad .....	3.3
Corruption at foreign borders .....	2.3

### Most problematic factors for importing

	Score*
Tariffs .....	23.7
Burdensome import procedures .....	23.3
High cost or delays caused by international transportation .....	18.7
Corruption at the border .....	11.7
Domestic technical requirements and standards .....	10.3
High cost or delays caused by domestic transportation .....	8.2
Crime and theft .....	2.1
Inappropriate telecommunications infrastructure .....	2.0

\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS		RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>		<b>99</b>	<b>4.2</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01	Tariff rate (%)	133	16.3	Multiple economies (2)	0.0
1.02	Complexity of tariffs index (1–7)	44	6.4	Multiple economies (2)	7.0
	Tariff dispersion (standard deviation)	119	13.8	Multiple economies (2)	0.0
	Tariff peaks (% of tariff lines)	1	0.0	Multiple economies (24)	0.0
	Specific tariffs (% of tariff lines)	1	0.0	Multiple economies (54)	0.0
	Number of distinct tariffs	28	7	Multiple economies (2)	1
1.03	Share of duty-free imports (%)	32	71.1	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>		<b>31</b>	<b>3.5</b>	<b>Cambodia</b>	<b>5.3</b>
2.01	Tariffs faced (%)	37	5.2	Chile	3.5
2.02	Index of margin of preference in destination mkt (0–100)	24	52.5	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>		<b>79</b>	<b>4.2</b>	<b>Singapore</b>	<b>6.3</b>
3.01	Customs services index (0–1)	n/a	n/a	Singapore	0.97
3.02	Efficiency of the clearance process (1–5)	131	2.0	Norway	4.2
3.03	No. of days to import	64	17	Singapore	4
3.04	No. of documents to import	43	6	Multiple economies (2)	2
3.05	Cost to import (US\$ per container)	30	860	Singapore	440
3.06	No. of days to export	48	13	Multiple economies (5)	6
3.07	No. of documents to export	16	4	Multiple economies (2)	2
3.08	Cost to export (US\$ per container)	29	775	Malaysia	450
3.09	Irregular payments in exports and imports*	79	3.4	New Zealand	6.6
3.10	Time predictability of import procedures*	89	3.5	Finland	6.0
3.11	Customs transparency index (0–1)	n/a	n/a	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>		<b>70</b>	<b>3.4</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01	Available int'l airline seat km/week, millions	66	162.5	United States	11,481.7
4.02	Quality of air transport infrastructure*	62	4.5	Singapore	6.8
4.03	Quality of railroad infrastructure*	47	3.4	Japan	6.7
4.04	Liner Shipping Connectivity Index (0–157.1)	96	5.6	China	157.5
4.05	Quality of port infrastructure*	75	4.0	Netherlands	6.8
4.06	Paved roads (% of total)	48	76.0	Multiple economies (18)	100.0
4.07	Quality of roads*	69	3.8	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>		<b>80</b>	<b>3.9</b>	<b>Singapore</b>	<b>5.7</b>
5.01	Ease and affordability of shipment (1–5)	72	2.9	Luxembourg	3.8
5.02	Logistics competence (1–5)	116	2.4	Norway	4.2
5.03	Tracking and tracing ability (1–5)	118	2.4	Germany	4.2
5.04	Timeliness of shipments in reaching destination (1–5)	82	3.2	Luxembourg	4.7
5.05	Postal services efficiency*	51	4.9	Japan	6.8
5.06	Efficiency of transport mode change*	74	3.9	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>		<b>76</b>	<b>3.8</b>	<b>Sweden</b>	<b>6.5</b>
6.01	Mobile phone subscriptions/100 pop.	50	118.1	Hong Kong SAR	229.2
6.02	Individuals using Internet (%)	74	41.4	Iceland	96.2
6.03	Fixed broadband Internet subscriptions/100 pop.	75	4.9	Switzerland	39.9
6.04	Active mobile broadband Internet subscriptions/100 pop.	83	8.9	Singapore	124.5
6.05	ICT use for business-to-business transactions*	109	4.3	Finland	6.2
6.06	Internet use for business-to-consumer transactions*	108	3.7	United Kingdom	6.3
6.07	Government Online Service Index (0–1)	73	0.48	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>		<b>76</b>	<b>4.0</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01	Protection of property index (1–7)	77	3.7	Finland	6.3
	Property rights*	66	4.3	Finland	6.4
	Intellectual property protection*	90	3.2	Finland	6.2
7.02	Efficiency and accountability of public institutions index (1–7)	66	3.6	Singapore	6.0
	Judicial efficiency & impartiality in commercial disputes (0–4)	77	1.8	Multiple economies (7)	4.0
	Diversion of public funds*	51	3.7	New Zealand	6.5
	Ease of compliance with government regulation*	66	3.5	Singapore	5.4
7.03	Access to finance index (1–7)	78	3.7	Hong Kong SAR	5.7
	Affordability of financial services*	82	3.9	Hong Kong SAR	6.1
	Availability of financial services*	94	3.9	Switzerland	6.4
	Ease of access to loans*	64	2.9	Qatar	4.9
	Availability of trade finance*	59	4.0	Hong Kong SAR	5.8
7.04	Openness to foreign participation index (1–7)	93	4.0	Ireland	5.5
	Ease of hiring foreign labour*	129	3.0	United Arab Emirates	5.6
	Business impact of rules on FDI*	28	5.0	Ireland	6.7
	Openness to multilateral trade rules (0–100)	80	60.5	Slovenia	92.2
7.05	Index of physical security (1–7)	84	5.1	Qatar	6.8
	Reliability of police services*	81	3.9	Finland	6.7
	Business costs of crime and violence*	108	3.6	Qatar	6.8
	Business costs of terrorism*	127	3.8	Slovenia	6.7
	Homicide cases/100,000 pop.	33	1.1	Hong Kong SAR	0.2
	Index of terrorism incidence (1–7)	83	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



# Turkey

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	74.9 .....	18
GDP (US\$ billions) .....	788.3 .....	17
GDP per capita (US\$) .....	10,526.8 .....	55
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	49.3 .....	102
Share of world trade (%) .....	1.05 .....	26
Total Exports (US\$ billions) .....	152.5 .....	32
Total Imports (US\$ billions) .....	236.5 .....	21

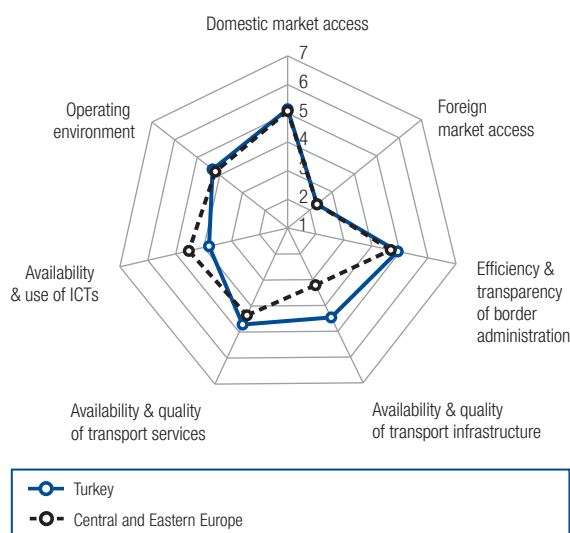
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>9.0</b> .....	<b>17.6</b>
<b>Intermediate goods</b> .....	<b>51.0</b> .....	<b>61.3</b>
Food and beverages (industrial) .....	1.4 .....	2.5
Industrial supplies (primary and processed) .....	41.2 .....	45.5
Parts and accessories .....	8.1 .....	10.8
Fuels and lubricants .....	0.4 .....	2.4
<b>Consumer goods</b> .....	<b>31.3</b> .....	<b>9.4</b>
Food and beverages (consumer) .....	7.6 .....	1.1
Transport equipment and consumer goods .....	23.8 .....	8.2
<b>Passenger motor cars</b> .....	<b>4.0</b> .....	<b>3.7</b>
<b>Others</b> .....	<b>4.5</b> .....	<b>8.1</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

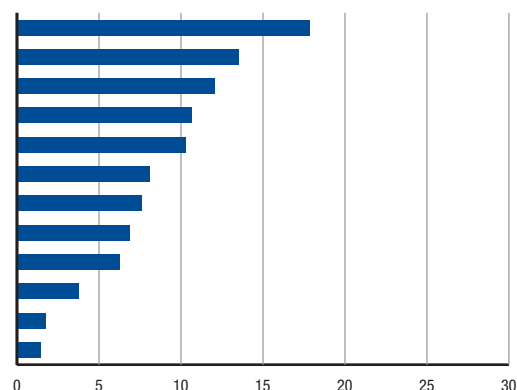
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>46</b> .....	<b>4.3</b>
<b>Subindex A: Market access (25%)</b> .....	<b>62</b> .....	<b>3.7</b>
Pillar 1: Domestic market access .....	34 .....	5.1
Pillar 2: Foreign market access .....	80 .....	2.3
<b>Subindex B: Border administration (25%)</b> .....	<b>44</b> .....	<b>4.9</b>
Pillar 3: Efficiency & transparency of border administration .....	44 .....	4.9
<b>Subindex C: Infrastructure (25%)</b> .....	<b>47</b> .....	<b>4.3</b>
Pillar 4: Availability & quality of transport infrastructure .....	26 .....	4.5
Pillar 5: Availability & quality of transport services .....	36 .....	4.7
Pillar 6: Availability & use of ICTs .....	75 .....	3.8
<b>Subindex D: Operating environment (25%)</b> .....	<b>56</b> .....	<b>4.3</b>
Pillar 7: Operating environment .....	56 .....	4.3



## The most problematic factors for trade, 2013

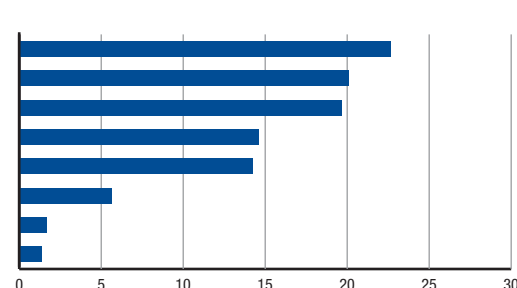
### Most problematic factors for exporting

	Score*
Access to imported inputs at competitive prices .....	17.9
High cost or delays caused by international transportation .....	13.5
Identifying potential markets and buyers .....	12.0
Tariff barriers abroad .....	10.6
Access to trade finance .....	10.3
High cost or delays caused by domestic transportation .....	8.1
Difficulties in meeting quality/quantity requirements of buyers .....	7.6
Burdensome procedures at foreign borders .....	6.8
Technical requirements and standards abroad .....	6.3
Inappropriate production technology and skills .....	3.8
Corruption at foreign borders .....	1.8
Rules of origin requirements abroad .....	1.4



### Most problematic factors for importing

	Score*
Burdensome import procedures .....	22.7
High cost or delays caused by international transportation .....	20.1
Tariffs .....	19.7
Domestic technical requirements and standards .....	14.6
High cost or delays caused by domestic transportation .....	14.2
Corruption at the border .....	5.7
Crime and theft .....	1.7
Inappropriate telecommunications infrastructure .....	1.4



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>34</b>	<b>5.1</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	67	5.1	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	98	4.7	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	131	24.5	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	94	9.7	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	74	0.5	Multiple economies (54)	0.0
Number of distinct tariffs	88	266	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	22	79.0	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>80</b>	<b>2.3</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	120	5.7	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	59	33.8	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>44</b>	<b>4.9</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	56	0.63	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	34	3.2	Norway	4.2
3.03 No. of days to import	47	14	Singapore	4
3.04 No. of documents to import	82	8	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	61	1,235	Singapore	440
3.06 No. of days to export	48	13	Multiple economies (5)	6
3.07 No. of documents to export	85	7	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	49	990	Malaysia	450
3.09 Irregular payments in exports and imports*	58	3.9	New Zealand	6.6
3.10 Time predictability of import procedures*	47	4.3	Finland	6.0
3.11 Customs transparency index (0–1)	1	1.00	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>26</b>	<b>4.5</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	19	1,597.9	United States	11,481.7
4.02 Quality of air transport infrastructure*	31	5.5	Singapore	6.8
4.03 Quality of railroad infrastructure*	50	3.1	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	20	52.1	China	157.5
4.05 Quality of port infrastructure*	58	4.3	Netherlands	6.8
4.06 Paved roads (% of total)	33	89.4	Multiple economies (18)	100.0
4.07 Quality of roads*	40	4.9	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>36</b>	<b>4.7</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	48	3.2	Luxembourg	3.8
5.02 Logistics competence (1–5)	22	3.6	Norway	4.2
5.03 Tracking and tracing ability (1–5)	19	3.8	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	41	3.7	Luxembourg	4.7
5.05 Postal services efficiency*	61	4.7	Japan	6.8
5.06 Efficiency of transport mode change*	57	4.2	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>75</b>	<b>3.8</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	97	91.5	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	68	45.1	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	53	10.6	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	73	16.4	Singapore	124.5
6.05 ICT use for business-to-business transactions*	54	5.1	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	47	4.9	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	76	0.46	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>56</b>	<b>4.3</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	54	4.1	Finland	6.3
Property rights*	46	4.7	Finland	6.4
Intellectual property protection*	69	3.6	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	57	3.7	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	63	2.0	Multiple economies (7)	4.0
Diversion of public funds*	53	3.6	New Zealand	6.5
Ease of compliance with government regulation*	67	3.5	Singapore	5.4
7.03 Access to finance index (1–7)	35	4.4	Hong Kong SAR	5.7
Affordability of financial services*	27	5.1	Hong Kong SAR	6.1
Availability of financial services*	27	5.4	Switzerland	6.4
Ease of access to loans*	50	3.1	Qatar	4.9
Availability of trade finance*	50	4.0	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	39	4.6	Ireland	5.5
Ease of hiring foreign labour*	91	3.8	United Arab Emirates	5.6
Business impact of rules on FDI*	48	4.8	Ireland	6.7
Openness to multilateral trade rules (0–100)	27	77.4	Slovenia	92.2
7.05 Index of physical security (1–7)	100	4.7	Qatar	6.8
Reliability of police services*	74	4.0	Finland	6.7
Business costs of crime and violence*	71	4.6	Qatar	6.8
Business costs of terrorism*	119	4.1	Slovenia	6.7
Homicide cases/100,000 pop.	67	3.3	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	129	3.8	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Uganda

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions) .....	35.6..... 34
GDP (US\$ billions) .....	21.2..... 97
GDP per capita (US\$) .....	595.9..... 131
<b>Merchandise trade</b>	
Trade openness (imports+exports)/GDP .....	41.9..... 120
Share of world trade (%) .....	0.02..... 112
Total Exports (US\$ billions) .....	2.4..... 115
Total Imports (US\$ billions) .....	6.0..... 111

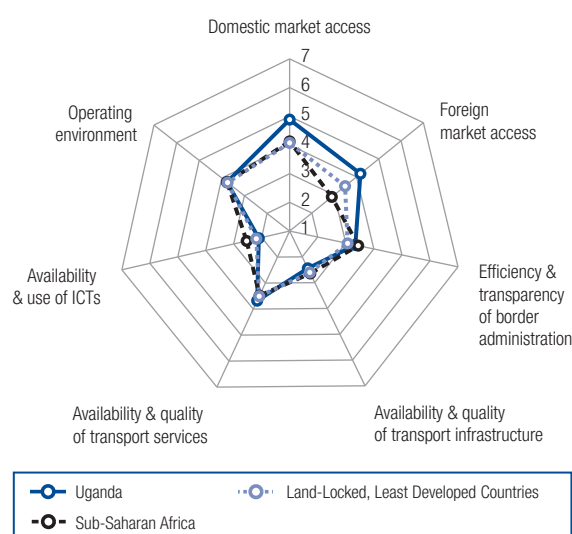
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>11.5</b> .....	<b>21.6</b>
<b>Intermediate goods</b> .....	<b>58.0</b> .....	<b>35.9</b>
Food and beverages (industrial) .....	25.6.....	3.1
Industrial supplies (primary and processed) .....	30.1.....	26.6
Parts and accessories .....	1.6.....	5.8
Fuels and lubricants .....	0.8.....	0.4
<b>Consumer goods</b> .....	<b>22.5</b> .....	<b>16.2</b>
Food and beverages (consumer) .....	17.4.....	5.6
Transport equipment and consumer goods .....	5.1.....	10.6
<b>Passenger motor cars</b> .....	<b>1.4</b> .....	<b>3.7</b>
<b>Others</b> .....	<b>6.5</b> .....	<b>22.6</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>101</b> .....	<b>3.6</b>
<b>Subindex A: Market access (25%)</b> .....	<b>14</b> .....	<b>4.5</b>
Pillar 1: Domestic market access .....	73.....	4.9
Pillar 2: Foreign market access .....	10.....	4.2
<b>Subindex B: Border administration (25%)</b> .....	<b>115</b> .....	<b>3.3</b>
Pillar 3: Efficiency & transparency of border administration .....	115.....	3.3
<b>Subindex C: Infrastructure (25%)</b> .....	<b>120</b> .....	<b>2.7</b>
Pillar 4: Availability & quality of transport infrastructure .....	115.....	2.4
Pillar 5: Availability & quality of transport services .....	93.....	3.7
Pillar 6: Availability & use of ICTs .....	127.....	2.1
<b>Subindex D: Operating environment (25%)</b> .....	<b>95</b> .....	<b>3.8</b>
Pillar 7: Operating environment .....	95.....	3.8



## The most problematic factors for trade, 2013

### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	18.0
Difficulties in meeting quality/quantity requirements of buyers .....	14.4
Access to trade finance .....	10.8
Inappropriate production technology and skills .....	9.4
Technical requirements and standards abroad .....	8.5
High cost or delays caused by domestic transportation .....	7.5
Access to imported inputs at competitive prices .....	7.1
Corruption at foreign borders .....	7.0
Tariff barriers abroad .....	6.0
High cost or delays caused by international transportation .....	4.8
Burdensome procedures at foreign borders .....	3.5
Rules of origin requirements abroad .....	3.0

### Most problematic factors for importing

	Score*
Tariffs .....	21.9
Corruption at the border .....	18.4
Burdensome import procedures .....	16.0
High cost or delays caused by international transportation .....	13.9
High cost or delays caused by domestic transportation .....	11.8
Domestic technical requirements and standards .....	8.2
Crime and theft .....	6.0
Inappropriate telecommunications infrastructure .....	3.8

\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b> .....	<b>73</b> .....	<b>4.9</b>	<b>Multiple economies (2)</b> .....	<b>7.0</b>
1.01 Tariff rate (%).....	97.....	9.0	Multiple economies (2).....	0.0
1.02 Complexity of tariffs index (1–7).....	48.....	6.4	Multiple economies (2).....	7.0
Tariff dispersion (standard deviation).....	107.....	11.7	Multiple economies (2).....	0.0
Tariff peaks (% of tariff lines).....	49.....	0.9	Multiple economies (24).....	0.0
Specific tariffs (% of tariff lines).....	61.....	0.2	Multiple economies (54).....	0.0
Number of distinct tariffs.....	52.....	19	Multiple economies (2).....	1
1.03 Share of duty-free imports (%).....	69.....	65.0	Multiple economies (2).....	100.0
<b>Pillar 2: Foreign market access (1–7)</b> .....	<b>10</b> .....	<b>4.2</b>	<b>Cambodia</b> .....	<b>5.3</b>
2.01 Tariffs faced (%).....	19.....	4.9	Chile.....	3.5
2.02 Index of margin of preference in destination mkt (0–100).....	13.....	60.8	Mauritius.....	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b> .....	<b>115</b> .....	<b>3.3</b>	<b>Singapore</b> .....	<b>6.3</b>
3.01 Customs services index (0–1).....	100.....	0.36	Singapore.....	0.97
3.02 Efficiency of the clearance process (1–5).....	57.....	2.8	Norway.....	4.2
3.03 No. of days to import.....	114.....	33	Singapore.....	4
3.04 No. of documents to import.....	115.....	10	Multiple economies (2).....	2
3.05 Cost to import (US\$ per container).....	126.....	3,375	Singapore.....	440
3.06 No. of days to export.....	119.....	30	Multiple economies (5).....	6
3.07 No. of documents to export.....	85.....	7	Multiple economies (2).....	2
3.08 Cost to export (US\$ per container).....	129.....	2,800	Malaysia.....	450
3.09 Irregular payments in exports and imports*.....	111.....	2.6	New Zealand.....	6.6
3.10 Time predictability of import procedures*.....	114.....	3.2	Finland.....	6.0
3.11 Customs transparency index (0–1).....	78.....	0.73	Multiple economies (35).....	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b> .....	<b>115</b> .....	<b>2.4</b>	<b>United Arab Emirates</b> .....	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions.....	98.....	43.6	United States.....	11,481.7
4.02 Quality of air transport infrastructure*.....	99.....	3.6	Singapore.....	6.8
4.03 Quality of railroad infrastructure*.....	101.....	1.5	Japan.....	6.7
4.04 Liner Shipping Connectivity Index (0–157.1).....	n/a.....	n/a	China.....	157.5
4.05 Quality of port infrastructure*.....	105.....	3.4	Netherlands.....	6.8
4.06 Paved roads (% of total).....	107.....	16.3	Multiple economies (18).....	100.0
4.07 Quality of roads*.....	98.....	3.0	United Arab Emirates.....	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b> .....	<b>93</b> .....	<b>3.7</b>	<b>Singapore</b> .....	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5).....	60.....	3.0	Luxembourg.....	3.8
5.02 Logistics competence (1–5).....	98.....	2.6	Norway.....	4.2
5.03 Tracking and tracing ability (1–5).....	117.....	2.5	Germany.....	4.2
5.04 Timeliness of shipments in reaching destination (1–5).....	52.....	3.5	Luxembourg.....	4.7
5.05 Postal services efficiency*.....	105.....	3.5	Japan.....	6.8
5.06 Efficiency of transport mode change*.....	112.....	3.2	Hong Kong SAR.....	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b> .....	<b>127</b> .....	<b>2.1</b>	<b>Sweden</b> .....	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop. ....	130.....	45.0	Hong Kong SAR.....	229.2
6.02 Individuals using Internet (%).....	106.....	14.7	Iceland.....	96.2
6.03 Fixed broadband Internet subscriptions/100 pop. ....	118.....	0.1	Switzerland.....	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop. ....	88.....	7.4	Singapore.....	124.5
6.05 ICT use for business-to-business transactions*.....	111.....	4.3	Finland.....	6.2
6.06 Internet use for business-to-consumer transactions*.....	122.....	3.4	United Kingdom.....	6.3
6.07 Government Online Service Index (0–1).....	117.....	0.29	Multiple economies (3).....	1.00
<b>Pillar 7: Operating environment (1–7)</b> .....	<b>95</b> .....	<b>3.8</b>	<b>Hong Kong SAR</b> .....	<b>5.8</b>
7.01 Protection of property index (1–7).....	102.....	3.2	Finland.....	6.3
Property rights*.....	99.....	3.7	Finland.....	6.4
Intellectual property protection*.....	110.....	2.8	Finland.....	6.2
7.02 Efficiency and accountability of public institutions index (1–7).....	108.....	3.1	Singapore.....	6.0
Judicial efficiency & impartiality in commercial disputes (0–4).....	77.....	1.8	Multiple economies (7).....	4.0
Diversion of public funds*.....	134.....	1.9	New Zealand.....	6.5
Ease of compliance with government regulation*.....	37.....	3.8	Singapore.....	5.4
7.03 Access to finance index (1–7).....	94.....	3.4	Hong Kong SAR.....	5.7
Affordability of financial services*.....	109.....	3.6	Hong Kong SAR.....	6.1
Availability of financial services*.....	79.....	4.2	Switzerland.....	6.4
Ease of access to loans*.....	83.....	2.6	Qatar.....	4.9
Availability of trade finance*.....	100.....	3.3	Hong Kong SAR.....	5.8
7.04 Openness to foreign participation index (1–7).....	49.....	4.5	Ireland.....	5.5
Ease of hiring foreign labour*.....	11.....	4.9	United Arab Emirates.....	5.6
Business impact of rules on FDI*.....	40.....	4.9	Ireland.....	6.7
Openness to multilateral trade rules (0–100).....	95.....	56.6	Slovenia.....	92.2
7.05 Index of physical security (1–7).....	105.....	4.6	Qatar.....	6.8
Reliability of police services*.....	90.....	3.7	Finland.....	6.7
Business costs of crime and violence*.....	117.....	3.4	Qatar.....	6.8
Business costs of terrorism*.....	125.....	3.9	Slovenia.....	6.7
Homicide cases/100,000 pop. ....	106.....	10.9	Hong Kong SAR.....	0.2
Index of terrorism incidence (1–7).....	115.....	6.5	Multiple economies (48).....	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Ukraine

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	45.5.....	28
GDP (US\$ billions) .....	176.2.....	54
GDP per capita (US\$) .....	3,877.3.....	85
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	86.9.....	38
Share of world trade (%) .....	0.41.....	44
Total Exports (US\$ billions) .....	68.5.....	50
Total Imports (US\$ billions) .....	84.6.....	37

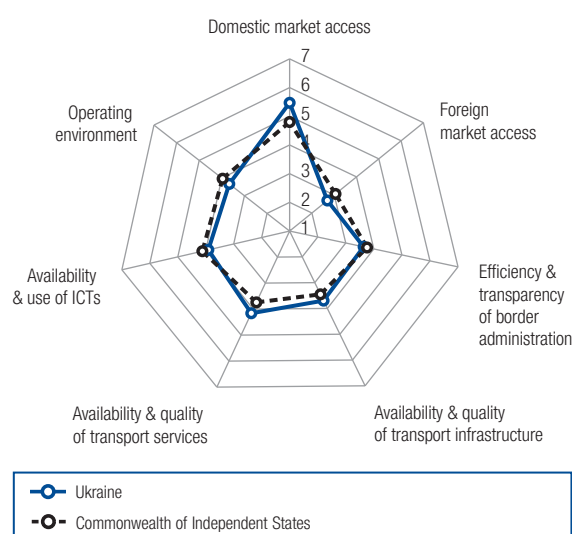
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>10.9.....</b>	<b>13.9</b>
<b>Intermediate goods</b> .....	<b>76.7.....</b>	<b>54.9</b>
Food and beverages (industrial) .....	7.9.....	1.2
Industrial supplies (primary and processed) .....	59.8.....	24.5
Parts and accessories .....	6.1.....	7.3
Fuels and lubricants .....	3.0.....	21.8
<b>Consumer goods</b> .....	<b>9.9.....</b>	<b>18.3</b>
Food and beverages (consumer) .....	5.1.....	6.1
Transport equipment and consumer goods .....	4.9.....	12.2
<b>Passenger motor cars</b> .....	<b>0.3.....</b>	<b>3.9</b>
<b>Others</b> .....	<b>2.1.....</b>	<b>9.0</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

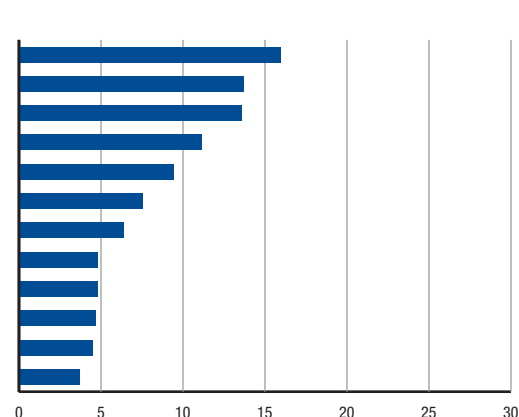
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>83.....</b>	<b>3.8</b>
<b>Subindex A: Market access (25%)</b> .....	<b>38.....</b>	<b>4.1</b>
Pillar 1: Domestic market access .....	22.....	5.5
Pillar 2: Foreign market access .....	61.....	2.7
<b>Subindex B: Border administration (25%)</b> .....	<b>100.....</b>	<b>3.6</b>
Pillar 3: Efficiency & transparency of border administration .....	100.....	3.6
<b>Subindex C: Infrastructure (25%)</b> .....	<b>61.....</b>	<b>3.9</b>
Pillar 4: Availability & quality of transport infrastructure .....	55.....	3.7
Pillar 5: Availability & quality of transport services .....	61.....	4.2
Pillar 6: Availability & use of ICTs .....	70.....	3.9
<b>Subindex D: Operating environment (25%)</b> .....	<b>103.....</b>	<b>3.7</b>
Pillar 7: Operating environment .....	103.....	3.7



## The most problematic factors for trade, 2013

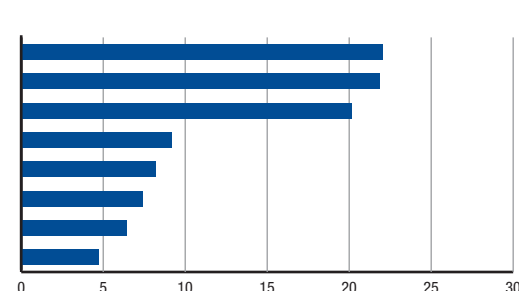
### Most problematic factors for exporting

	Score*
Access to trade finance .....	16.0
Inappropriate production technology and skills .....	13.7
Identifying potential markets and buyers .....	13.6
Technical requirements and standards abroad .....	11.1
Access to imported inputs at competitive prices .....	9.4
Difficulties in meeting quality/quantity requirements of buyers .....	7.5
Burdensome procedures at foreign borders .....	6.4
Tariff barriers abroad .....	4.8
High cost or delays caused by domestic transportation .....	4.8
Corruption at foreign borders .....	4.7
Rules of origin requirements abroad .....	4.5
High cost or delays caused by international transportation .....	3.7



### Most problematic factors for importing

	Score*
Burdensome import procedures .....	22.0
Tariffs .....	21.9
Corruption at the border .....	20.2
Domestic technical requirements and standards .....	9.2
High cost or delays caused by international transportation .....	8.2
Crime and theft .....	7.4
High cost or delays caused by domestic transportation .....	6.5
Inappropriate telecommunications infrastructure .....	4.7



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b> .....	<b>22</b> .....	<b>5.5</b>	<b>Multiple economies (2)</b> .....	<b>7.0</b>
1.01 Tariff rate (%).....	41.....	2.8	Multiple economies (2).....	0.0
1.02 Complexity of tariffs index (1–7).....	69.....	6.0	Multiple economies (2).....	7.0
Tariff dispersion (standard deviation).....	11.....	5.0	Multiple economies (2).....	0.0
Tariff peaks (% of tariff lines).....	77.....	6.0	Multiple economies (24).....	0.0
Specific tariffs (% of tariff lines).....	81.....	0.9	Multiple economies (54).....	0.0
Number of distinct tariffs.....	80.....	143	Multiple economies (2).....	1
1.03 Share of duty-free imports (%).....	75.....	59.4	Multiple economies (2).....	100.0
<b>Pillar 2: Foreign market access (1–7)</b> .....	<b>61</b> .....	<b>2.7</b>	<b>Cambodia</b> .....	<b>5.3</b>
2.01 Tariffs faced (%).....	67.....	5.4	Chile.....	3.5
2.02 Index of margin of preference in destination mkts (0–100).....	60.....	33.1	Mauritius.....	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b> .....	<b>100</b> .....	<b>3.6</b>	<b>Singapore</b> .....	<b>6.3</b>
3.01 Customs services index (0–1).....	105.....	0.33	Singapore.....	0.97
3.02 Efficiency of the clearance process (1–5).....	68.....	2.7	Norway.....	4.2
3.03 No. of days to import.....	104.....	28	Singapore.....	4
3.04 No. of documents to import.....	82.....	8	Multiple economies (2).....	2
3.05 Cost to import (US\$ per container).....	119.....	2,505	Singapore.....	440
3.06 No. of days to export.....	116.....	29	Multiple economies (5).....	6
3.07 No. of documents to export.....	65.....	6	Multiple economies (2).....	2
3.08 Cost to export (US\$ per container).....	113.....	1,930	Malaysia.....	450
3.09 Irregular payments in exports and imports*.....	116.....	2.5	New Zealand.....	6.6
3.10 Time predictability of import procedures*.....	129.....	2.7	Finland.....	6.0
3.11 Customs transparency index (0–1).....	39.....	0.90	Multiple economies (35).....	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b> .....	<b>55</b> .....	<b>3.7</b>	<b>United Arab Emirates</b> .....	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions.....	57.....	216.9	United States.....	11,481.7
4.02 Quality of air transport infrastructure*.....	97.....	3.8	Singapore.....	6.8
4.03 Quality of railroad infrastructure*.....	24.....	4.5	Japan.....	6.7
4.04 Liner Shipping Connectivity Index (0–157.1).....	48.....	26.7	China.....	157.5
4.05 Quality of port infrastructure*.....	86.....	3.7	Netherlands.....	6.8
4.06 Paved roads (% of total).....	23.....	97.9	Multiple economies (18).....	100.0
4.07 Quality of roads*.....	135.....	2.1	United Arab Emirates.....	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b> .....	<b>61</b> .....	<b>4.2</b>	<b>Singapore</b> .....	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5).....	67.....	2.9	Luxembourg.....	3.8
5.02 Logistics competence (1–5).....	72.....	2.8	Norway.....	4.2
5.03 Tracking and tracing ability (1–5).....	45.....	3.2	Germany.....	4.2
5.04 Timeliness of shipments in reaching destination (1–5).....	55.....	3.5	Luxembourg.....	4.7
5.05 Postal services efficiency*.....	80.....	4.2	Japan.....	6.8
5.06 Efficiency of transport mode change*.....	69.....	4.0	Hong Kong SAR.....	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b> .....	<b>70</b> .....	<b>3.9</b>	<b>Sweden</b> .....	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.....	32.....	130.3	Hong Kong SAR.....	229.2
6.02 Individuals using Internet (%).....	85.....	33.7	Iceland.....	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.....	67.....	8.0	Switzerland.....	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.....	92.....	5.4	Singapore.....	124.5
6.05 ICT use for business-to-business transactions*.....	83.....	4.7	Finland.....	6.2
6.06 Internet use for business-to-consumer transactions*.....	58.....	4.7	United Kingdom.....	6.3
6.07 Government Online Service Index (0–1).....	86.....	0.42	Multiple economies (3).....	1.00
<b>Pillar 7: Operating environment (1–7)</b> .....	<b>103</b> .....	<b>3.7</b>	<b>Hong Kong SAR</b> .....	<b>5.8</b>
7.01 Protection of property index (1–7).....	133.....	2.5	Finland.....	6.3
Property rights*.....	133.....	2.5	Finland.....	6.4
Intellectual property protection*.....	123.....	2.5	Finland.....	6.2
7.02 Efficiency and accountability of public institutions index (1–7).....	110.....	3.0	Singapore.....	6.0
Judicial efficiency & impartiality in commercial disputes (0–4).....	63.....	2.0	Multiple economies (7).....	4.0
Diversion of public funds*.....	112.....	2.4	New Zealand.....	6.5
Ease of compliance with government regulation*.....	127.....	2.6	Singapore.....	5.4
7.03 Access to finance index (1–7).....	116.....	3.0	Hong Kong SAR.....	5.7
Affordability of financial services*.....	117.....	3.4	Hong Kong SAR.....	6.1
Availability of financial services*.....	103.....	3.8	Switzerland.....	6.4
Ease of access to loans*.....	107.....	2.3	Qatar.....	4.9
Availability of trade finance*.....	118.....	2.7	Hong Kong SAR.....	5.8
7.04 Openness to foreign participation index (1–7).....	67.....	4.3	Ireland.....	5.5
Ease of hiring foreign labour*.....	42.....	4.3	United Arab Emirates.....	5.6
Business impact of rules on FDI*.....	123.....	3.3	Ireland.....	6.7
Openness to multilateral trade rules (0–100).....	30.....	77.0	Slovenia.....	92.2
7.05 Index of physical security (1–7).....	68.....	5.5	Qatar.....	6.8
Reliability of police services*.....	123.....	2.8	Finland.....	6.7
Business costs of crime and violence*.....	56.....	5.0	Qatar.....	6.8
Business costs of terrorism*.....	44.....	5.9	Slovenia.....	6.7
Homicide cases/100,000 pop.....	78.....	4.3	Hong Kong SAR.....	0.2
Index of terrorism incidence (1–7).....	107.....	6.7	Multiple economies (48).....	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



# United Arab Emirates

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

Rank/138

Population (millions) .....	8.8 .....	81
GDP (US\$ billions) .....	383.8 .....	30
GDP per capita (US\$) .....	43,773.8 .....	17

### Merchandise trade

Trade openness (imports+exports)/GDP, 2011 .....	136.0 .....	15
Share of world trade (%) .....	1.57 .....	18
Total Exports (US\$ billions) .....	350.0 .....	17
Total Imports (US\$ billions) .....	230.0 .....	23

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

Rank  
(out of 138)      Score  
(1–7)

**Enabling Trade Index 2014** ..... 16 ..... 5.0

**Subindex A: Market access (25%)** ..... 109 ..... 3.2

Pillar 1: Domestic market access..... 74 ..... 4.9

Pillar 2: Foreign market access..... 130 ..... 1.6

**Subindex B: Border administration (25%)** ..... 17 ..... 5.7

Pillar 3: Efficiency & transparency  
of border administration..... 17 ..... 5.7

**Subindex C: Infrastructure (25%)** ..... 10 ..... 5.8

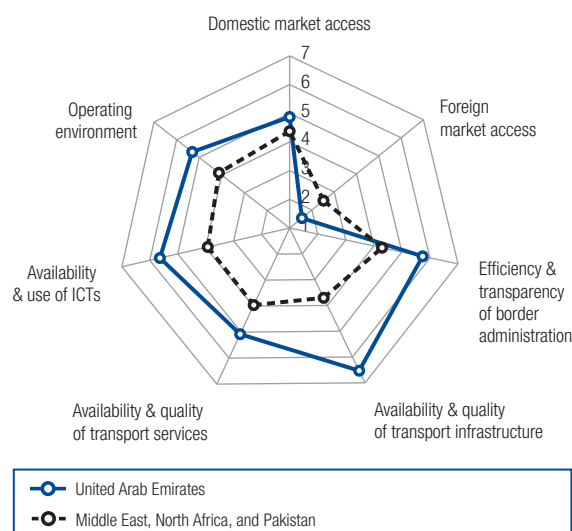
Pillar 4: Availability & quality of transport infrastructure ..... 1 ..... 6.5

Pillar 5: Availability & quality of transport services ..... 27 ..... 5.1

Pillar 6: Availability & use of ICTs ..... 23 ..... 5.6

**Subindex D: Operating environment (25%)** ..... 13 ..... 5.3

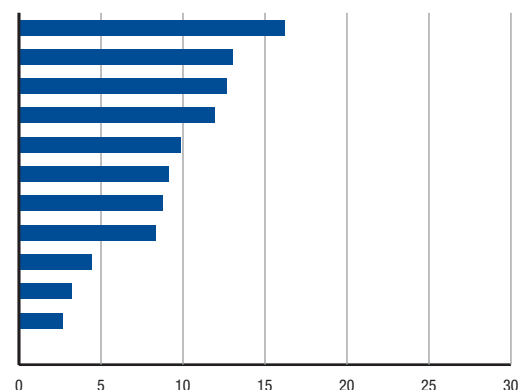
Pillar 7: Operating environment..... 13 ..... 5.3



## The most problematic factors for trade, 2013

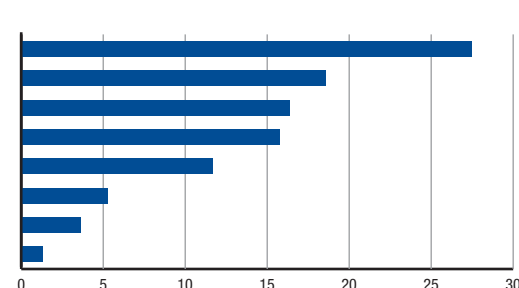
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	16.2
Rules of origin requirements abroad.....	13.0
Tariff barriers abroad .....	12.7
Access to trade finance.....	11.9
Burdensome procedures at foreign borders .....	9.8
Access to imported inputs at competitive prices .....	9.1
Technical requirements and standards abroad .....	8.7
High cost or delays caused by international transportation .....	8.3
Difficulties in meeting quality/quantity requirements of buyers.....	4.4
Inappropriate production technology and skills.....	3.2
High cost or delays caused by domestic transportation .....	2.6



### Most problematic factors for importing

	Score*
High cost or delays caused by international transportation .....	27.4
Burdensome import procedures .....	18.5
Domestic technical requirements and standards .....	16.4
Tariffs .....	15.8
High cost or delays caused by domestic transportation .....	11.7
Inappropriate telecommunications infrastructure .....	5.3
Corruption at the border.....	3.6
Crime and theft.....	1.3



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# United Arab Emirates

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS		RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>		<b>74</b>	<b>4.9</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01	Tariff rate (%)	53	4.2	Multiple economies (2)	0.0
1.02	Complexity of tariffs index (1–7)	24	6.6	Multiple economies (2)	7.0
	Tariff dispersion (standard deviation)	46	7.8	Multiple economies (2)	0.0
	Tariff peaks (% of tariff lines)	30	0.3	Multiple economies (24)	0.0
	Specific tariffs (% of tariff lines)	64	0.3	Multiple economies (54)	0.0
	Number of distinct tariffs	59	22	Multiple economies (2)	1
1.03	Share of duty-free imports (%)	106	28.0	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>		<b>130</b>	<b>1.6</b>	<b>Cambodia</b>	<b>5.3</b>
2.01	Tariffs faced (%)	126	5.8	Chile	3.5
2.02	Index of margin of preference in destination mkt (0–100)	92	11.5	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>		<b>17</b>	<b>5.7</b>	<b>Singapore</b>	<b>6.3</b>
3.01	Customs services index (0–1)	38	0.69	Singapore	0.97
3.02	Efficiency of the clearance process (1–5)	25	3.4	Norway	4.2
3.03	No. of days to import	10	7	Singapore	4
3.04	No. of documents to import	27	5	Multiple economies (2)	2
3.05	Cost to import (US\$ per container)	6	615	Singapore	440
3.06	No. of days to export	6	7	Multiple economies (5)	6
3.07	No. of documents to export	3	3	Multiple economies (2)	2
3.08	Cost to export (US\$ per container)	16	655	Malaysia	450
3.09	Irregular payments in exports and imports*	6	6.2	New Zealand	6.6
3.10	Time predictability of import procedures*	n/a	n/a	Finland	6.0
3.11	Customs transparency index (0–1)	59	0.80	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>		<b>1</b>	<b>6.5</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01	Available int'l airline seat km/week, millions	4	4,198.3	United States	11,481.7
4.02	Quality of air transport infrastructure*	3	6.7	Singapore	6.8
4.03	Quality of railroad infrastructure*	n/a	n/a	Japan	6.7
4.04	Liner Shipping Connectivity Index (0–157.1)	14	67.0	China	157.5
4.05	Quality of port infrastructure*	4	6.4	Netherlands	6.8
4.06	Paved roads (% of total)	1	100.0	Multiple economies (18)	100.0
4.07	Quality of roads*	1	6.6	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>		<b>27</b>	<b>5.1</b>	<b>Singapore</b>	<b>5.7</b>
5.01	Ease and affordability of shipment (1–5)	43	3.2	Luxembourg	3.8
5.02	Logistics competence (1–5)	31	3.5	Norway	4.2
5.03	Tracking and tracing ability (1–5)	24	3.6	Germany	4.2
5.04	Timeliness of shipments in reaching destination (1–5)	32	3.9	Luxembourg	4.7
5.05	Postal services efficiency*	n/a	n/a	Japan	6.8
5.06	Efficiency of transport mode change*	5	6.1	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>		<b>23</b>	<b>5.6</b>	<b>Sweden</b>	<b>6.5</b>
6.01	Mobile phone subscriptions/100 pop.	20	149.6	Hong Kong SAR	229.2
6.02	Individuals using Internet (%)	14	85.0	Iceland	96.2
6.03	Fixed broadband Internet subscriptions/100 pop.	57	10.3	Switzerland	39.9
6.04	Active mobile broadband Internet subscriptions/100 pop.	35	44.8	Singapore	124.5
6.05	ICT use for business-to-business transactions*	10	5.9	Finland	6.2
6.06	Internet use for business-to-consumer transactions*	20	5.5	United Kingdom	6.3
6.07	Government Online Service Index (0–1)	9	0.86	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>		<b>13</b>	<b>5.3</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01	Protection of property index (1–7)	21	5.4	Finland	6.3
	Property rights*	25	5.4	Finland	6.4
	Intellectual property protection*	19	5.3	Finland	6.2
7.02	Efficiency and accountability of public institutions index (1–7)	30	4.5	Singapore	6.0
	Judicial efficiency & impartiality in commercial disputes (0–4)	106	1.3	Multiple economies (7)	4.0
	Diversion of public funds*	12	5.8	New Zealand	6.5
	Ease of compliance with government regulation*	6	4.9	Singapore	5.4
7.03	Access to finance index (1–7)	14	5.1	Hong Kong SAR	5.7
	Affordability of financial services*	23	5.3	Hong Kong SAR	6.1
	Availability of financial services*	24	5.4	Switzerland	6.4
	Ease of access to loans*	3	4.6	Qatar	4.9
	Availability of trade finance*	11	5.1	Hong Kong SAR	5.8
7.04	Openness to foreign participation index (1–7)	14	5.0	Ireland	5.5
	Ease of hiring foreign labour*	1	5.6	United Arab Emirates	5.6
	Business impact of rules on FDI*	8	5.6	Ireland	6.7
	Openness to multilateral trade rules (0–100)	101	55.1	Slovenia	92.2
7.05	Index of physical security (1–7)	3	6.6	Qatar	6.8
	Reliability of police services*	12	6.1	Finland	6.7
	Business costs of crime and violence*	2	6.5	Qatar	6.8
	Business costs of terrorism*	16	6.3	Slovenia	6.7
	Homicide cases/100,000 pop.	17	0.8	Hong Kong SAR	0.2
	Index of terrorism incidence (1–7)	49	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# United Kingdom

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	63.2 .....	22
GDP (US\$ billions) .....	2,476.7 .....	6
GDP per capita (US\$) .....	39,160.6 .....	22
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	47.2 .....	107
Share of world trade (%) .....	3.15 .....	7
Total Exports (US\$ billions) .....	474.5 .....	11
Total Imports (US\$ billions) .....	689.9 .....	5

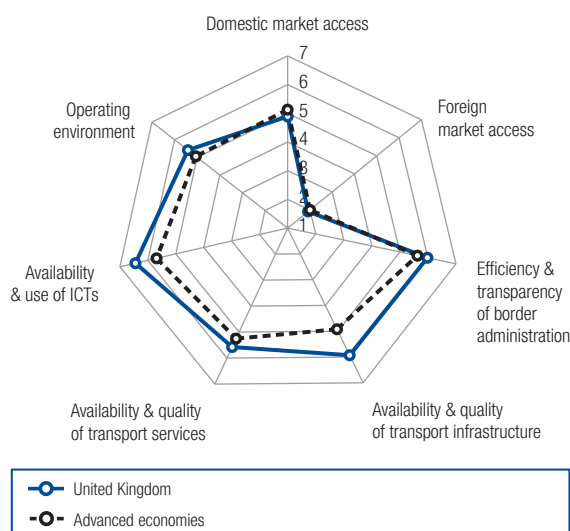
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>13.4</b> .....	<b>12.9</b>
<b>Intermediate goods</b> .....	<b>50.7</b> .....	<b>49.6</b>
Food and beverages (industrial) .....	0.7 .....	1.0
Industrial supplies (primary and processed) .....	26.1 .....	25.2
Parts and accessories .....	15.2 .....	12.4
Fuels and lubricants .....	8.7 .....	11.0
<b>Consumer goods</b> .....	<b>21.9</b> .....	<b>27.1</b>
Food and beverages (consumer) .....	5.6 .....	7.9
Transport equipment and consumer goods .....	16.3 .....	19.2
<b>Passenger motor cars</b> .....	<b>7.6</b> .....	<b>5.7</b>
<b>Others</b> .....	<b>6.5</b> .....	<b>4.6</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

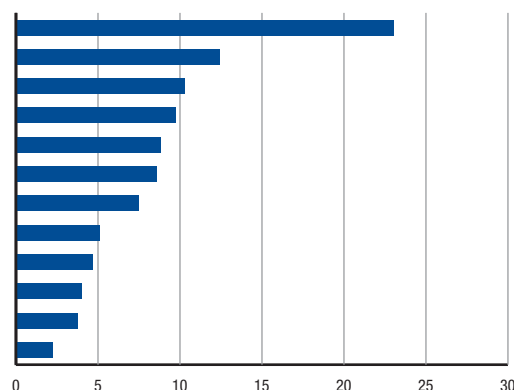
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>6</b> .....	<b>5.2</b>
<b>Subindex A: Market access (25%)</b> .....	<b>75</b> .....	<b>3.4</b>
Pillar 1: Domestic market access .....	46 .....	4.9
Pillar 2: Foreign market access .....	97 .....	1.9
<b>Subindex B: Border administration (25%)</b> .....	<b>7</b> .....	<b>6.0</b>
Pillar 3: Efficiency & transparency of border administration .....	7 .....	6.0
<b>Subindex C: Infrastructure (25%)</b> .....	<b>4</b> .....	<b>6.0</b>
Pillar 4: Availability & quality of transport infrastructure ...	10 .....	5.9
Pillar 5: Availability & quality of transport services .....	9 .....	5.6
Pillar 6: Availability & use of ICTs .....	2 .....	6.4
<b>Subindex D: Operating environment (25%)</b> .....	<b>11</b> .....	<b>5.4</b>
Pillar 7: Operating environment .....	11 .....	5.4



## The most problematic factors for trade, 2013

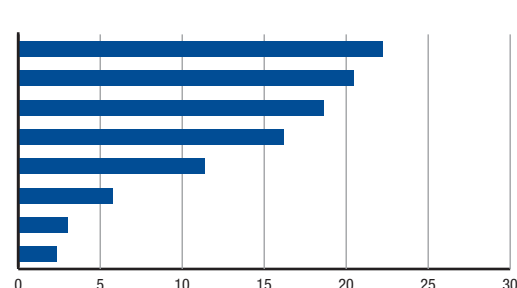
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	23.0
Access to trade finance .....	12.4
Technical requirements and standards abroad .....	10.3
Burdensome procedures at foreign borders .....	9.7
Tariff barriers abroad .....	8.8
Corruption at foreign borders .....	8.6
Inappropriate production technology and skills .....	7.4
Rules of origin requirements abroad .....	5.1
High cost or delays caused by international transportation .....	4.7
Difficulties in meeting quality/quantity requirements of buyers .....	4.0
Access to imported inputs at competitive prices .....	3.8
High cost or delays caused by domestic transportation .....	2.2



### Most problematic factors for importing

	Score*
Burdensome import procedures .....	22.2
Domestic technical requirements and standards .....	20.4
High cost or delays caused by international transportation .....	18.7
Tariffs .....	16.2
High cost or delays caused by domestic transportation .....	11.3
Inappropriate telecommunications infrastructure .....	5.7
Crime and theft .....	3.0
Corruption at the border .....	2.4



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# United Kingdom

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b> .....	<b>46</b> .....	<b>4.9</b>	<b>Multiple economies (2)</b> .....	<b>7.0</b>
1.01 Tariff rate (%).....	5	0.8	Multiple economies (2) .....	0.0
1.02 Complexity of tariffs index (1–7).....	110	3.1	Multiple economies (2) .....	7.0
Tariff dispersion (standard deviation) .....	55	8.4	Multiple economies (2) .....	0.0
Tariff peaks (% of tariff lines) .....	104	10.6	Multiple economies (24) .....	0.0
Specific tariffs (% of tariff lines) .....	107	11.0	Multiple economies (54) .....	0.0
Number of distinct tariffs.....	109	1,755	Multiple economies (2) .....	1
1.03 Share of duty-free imports (%).....	42	65.4	Multiple economies (2) .....	100.0
<b>Pillar 2: Foreign market access (1–7)</b> .....	<b>97</b> .....	<b>1.9</b>	<b>Cambodia</b> .....	<b>5.3</b>
2.01 Tariffs faced (%).....	73	5.5	Chile.....	3.5
2.02 Index of margin of preference in destination mkts (0–100) .....	96	9.1	Mauritius .....	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b> .....	<b>7</b> .....	<b>6.0</b>	<b>Singapore</b> .....	<b>6.3</b>
3.01 Customs services index (0–1) .....	6	0.91	Singapore.....	0.97
3.02 Efficiency of the clearance process (1–5).....	5	3.9	Norway .....	4.2
3.03 No. of days to import .....	7	6	Singapore.....	4
3.04 No. of documents to import .....	11	4	Multiple economies (2) .....	2
3.05 Cost to import (US\$ per container).....	48	1,050	Singapore.....	440
3.06 No. of days to export.....	9	8	Multiple economies (5) .....	6
3.07 No. of documents to export .....	16	4	Multiple economies (2) .....	2
3.08 Cost to export (US\$ per container).....	51	1,005	Malaysia.....	450
3.09 Irregular payments in exports and imports*.....	14	5.8	New Zealand.....	6.6
3.10 Time predictability of import procedures*.....	25	5.0	Finland .....	6.0
3.11 Customs transparency index (0–1) .....	1	1.00	Multiple economies (35) .....	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b> .....	<b>10</b> .....	<b>5.9</b>	<b>United Arab Emirates</b> .....	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions .....	2	6,092.3	United States .....	11,481.7
4.02 Quality of air transport infrastructure*.....	27	5.6	Singapore.....	6.8
4.03 Quality of railroad infrastructure* .....	13	5.0	Japan .....	6.7
4.04 Liner Shipping Connectivity Index (0–157.1) .....	8	87.7	China .....	157.5
4.05 Quality of port infrastructure*.....	15	5.7	Netherlands.....	6.8
4.06 Paved roads (% of total).....	1	100.0	Multiple economies (18) .....	100.0
4.07 Quality of roads* .....	28	5.3	United Arab Emirates .....	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b> .....	<b>9</b> .....	<b>5.6</b>	<b>Singapore</b> .....	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5).....	12	3.6	Luxembourg.....	3.8
5.02 Logistics competence (1–5).....	5	4.0	Norway .....	4.2
5.03 Tracking and tracing ability (1–5).....	5	4.1	Germany .....	4.2
5.04 Timeliness of shipments in reaching destination (1–5).....	7	4.3	Luxembourg.....	4.7
5.05 Postal services efficiency* .....	20	6.1	Japan.....	6.8
5.06 Efficiency of transport mode change* .....	20	5.3	Hong Kong SAR .....	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b> .....	<b>2</b> .....	<b>6.4</b>	<b>Sweden</b> .....	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop. ....	30	135.3	Hong Kong SAR .....	229.2
6.02 Individuals using Internet (%) .....	11	87.0	Iceland .....	96.2
6.03 Fixed broadband Internet subscriptions/100 pop. ....	8	34.0	Switzerland .....	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop. ....	15	72.1	Singapore.....	124.5
6.05 ICT use for business-to-business transactions* .....	5	6.1	Finland .....	6.2
6.06 Internet use for business-to-consumer transactions*.....	1	6.3	United Kingdom.....	6.3
6.07 Government Online Service Index (0–1) .....	4	0.97	Multiple economies (3) .....	1.00
<b>Pillar 7: Operating environment (1–7)</b> .....	<b>11</b> .....	<b>5.4</b>	<b>Hong Kong SAR</b> .....	<b>5.8</b>
7.01 Protection of property index (1–7).....	4	6.0	Finland .....	6.3
Property rights* .....	4	6.2	Finland .....	6.4
Intellectual property protection* .....	7	5.8	Finland .....	6.2
7.02 Efficiency and accountability of public institutions index (1–7).....	6	5.5	Singapore.....	6.0
Judicial efficiency & impartiality in commercial disputes (0–4).....	1	4.0	Multiple economies (7) .....	4.0
Diversion of public funds* .....	13	5.7	New Zealand.....	6.5
Ease of compliance with government regulation*.....	41	3.7	Singapore.....	5.4
7.03 Access to finance index (1–7) .....	28	4.6	Hong Kong SAR .....	5.7
Affordability of financial services* .....	17	5.3	Hong Kong SAR .....	6.1
Availability of financial services* .....	6	6.1	Switzerland .....	6.4
Ease of access to loans* .....	78	2.7	Qatar.....	4.9
Availability of trade finance* .....	40	4.2	Hong Kong SAR .....	5.8
7.04 Openness to foreign participation index (1–7) .....	13	5.0	Ireland.....	5.5
Ease of hiring foreign labour* .....	47	4.3	United Arab Emirates .....	5.6
Business impact of rules on FDI* .....	11	5.5	Ireland.....	6.7
Openness to multilateral trade rules (0–100).....	34	75.6	Slovenia .....	92.2
7.05 Index of physical security (1–7).....	36	6.0	Qatar.....	6.8
Reliability of police services* .....	25	5.7	Finland .....	6.7
Business costs of crime and violence*.....	47	5.1	Qatar.....	6.8
Business costs of terrorism* .....	80	5.2	Slovenia .....	6.7
Homicide cases/100,000 pop. ....	28	1.0	Hong Kong SAR .....	0.2
Index of terrorism incidence (1–7) .....	89	6.9	Multiple economies (48) .....	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# United States

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions) .....	314.2..... 3
GDP (US\$ billions) .....	16,244.6..... 1
GDP per capita (US\$) .....	51,703.9..... 10
<b>Merchandise trade</b>	
Trade openness (imports+exports)/GDP .....	24.8..... 137
Share of world trade (%) .....	10.49..... 1
Total Exports (US\$ billions) .....	1,545.7..... 2
Total Imports (US\$ billions) .....	2,335.5..... 1

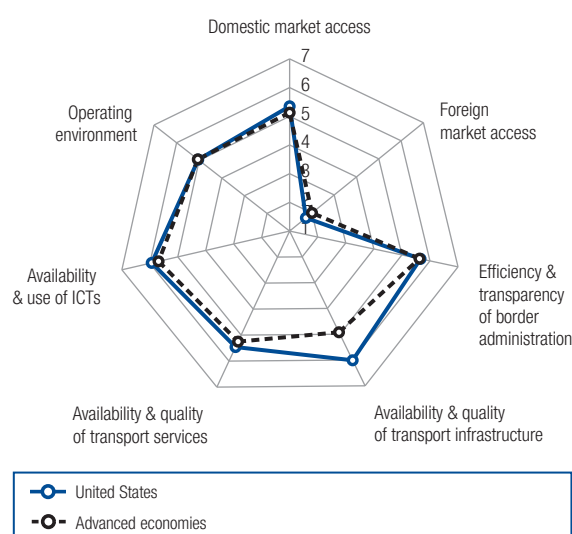
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>17.0</b> .....	<b>18.1</b>
<b>Intermediate goods</b> .....	<b>56.5</b> .....	<b>49.8</b>
Food and beverages (industrial) .....	3.9.....	0.9
Industrial supplies (primary and processed) .....	33.5.....	19.7
Parts and accessories .....	16.8.....	14.3
Fuels and lubricants .....	2.3.....	14.9
<b>Consumer goods</b> .....	<b>13.6</b> .....	<b>21.3</b>
Food and beverages (consumer) .....	5.2.....	3.9
Transport equipment and consumer goods .....	8.4.....	17.4
<b>Passenger motor cars</b> .....	<b>4.1</b> .....	<b>6.6</b>
<b>Others</b> .....	<b>8.8</b> .....	<b>4.2</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

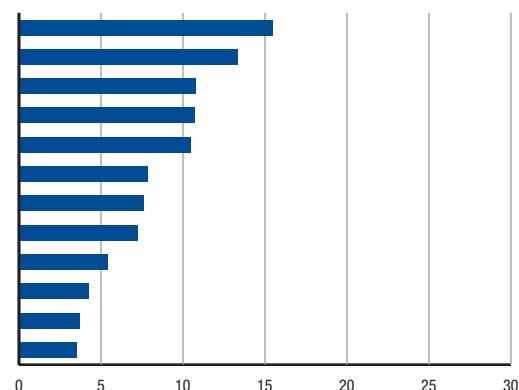
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>15</b> .....	<b>5.0</b>
<b>Subindex A: Market access (25%)</b> .....	<b>70</b> .....	<b>3.5</b>
Pillar 1: Domestic market access .....	27.....	5.3
Pillar 2: Foreign market access .....	128.....	1.7
<b>Subindex B: Border administration (25%)</b> .....	<b>21</b> .....	<b>5.7</b>
Pillar 3: Efficiency & transparency of border administration .....	21.....	5.7
<b>Subindex C: Infrastructure (25%)</b> .....	<b>8</b> .....	<b>5.8</b>
Pillar 4: Availability & quality of transport infrastructure .....	8.....	6.0
Pillar 5: Availability & quality of transport services .....	11.....	5.5
Pillar 6: Availability & use of ICTs .....	13.....	5.9
<b>Subindex D: Operating environment (25%)</b> .....	<b>24</b> .....	<b>5.0</b>
Pillar 7: Operating environment .....	24.....	5.0



## The most problematic factors for trade, 2013

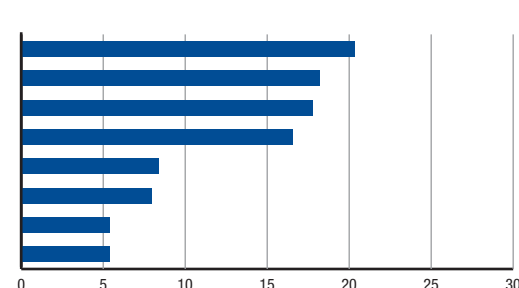
### Most problematic factors for exporting

	Score*
Tariff barriers abroad .....	15.4
Burdensome procedures at foreign borders .....	13.3
High cost or delays caused by international transportation .....	10.7
Identifying potential markets and buyers .....	10.7
Corruption at foreign borders .....	10.4
Technical requirements and standards abroad .....	7.8
Rules of origin requirements abroad .....	7.6
Access to imported inputs at competitive prices .....	7.2
Access to trade finance .....	5.4
High cost or delays caused by domestic transportation .....	4.2
Difficulties in meeting quality/quantity requirements of buyers .....	3.7
Inappropriate production technology and skills .....	3.5



### Most problematic factors for importing

	Score*
Burdensome import procedures .....	20.3
High cost or delays caused by international transportation .....	18.2
Tariffs .....	17.8
Domestic technical requirements and standards .....	16.5
Crime and theft .....	8.4
High cost or delays caused by domestic transportation .....	8.0
Inappropriate telecommunications infrastructure .....	5.4
Corruption at the border .....	5.4



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# United States

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b> .....	<b>27</b> .....	<b>5.3</b>	<b>Multiple economies (2)</b> .....	<b>7.0</b>
1.01 Tariff rate (%).....	33.....	1.3	Multiple economies (2).....	0.0
1.02 Complexity of tariffs index (1–7).....	107.....	3.9	Multiple economies (2).....	7.0
Tariff dispersion (standard deviation).....	16.....	5.7	Multiple economies (2).....	0.0
Tariff peaks (% of tariff lines).....	101.....	10.3	Multiple economies (24).....	0.0
Specific tariffs (% of tariff lines).....	106.....	8.6	Multiple economies (54).....	0.0
Number of distinct tariffs.....	108.....	1,174	Multiple economies (2).....	1
1.03 Share of duty-free imports (%).....	28.....	77.1	Multiple economies (2).....	100.0
<b>Pillar 2: Foreign market access (1–7)</b> .....	<b>128</b> .....	<b>1.7</b>	<b>Cambodia</b> .....	<b>5.3</b>
2.01 Tariffs faced (%).....	130.....	5.9	Chile.....	3.5
2.02 Index of margin of preference in destination mkts (0–100).....	76.....	21.9	Mauritius.....	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b> .....	<b>21</b> .....	<b>5.7</b>	<b>Singapore</b> .....	<b>6.3</b>
3.01 Customs services index (0–1).....	13.....	0.82	Singapore.....	0.97
3.02 Efficiency of the clearance process (1–5).....	16.....	3.7	Norway.....	4.2
3.03 No. of days to import.....	2.....	5	Singapore.....	4
3.04 No. of documents to import.....	27.....	5	Multiple economies (2).....	2
3.05 Cost to import (US\$ per container).....	66.....	1,315	Singapore.....	440
3.06 No. of days to export.....	1.....	6	Multiple economies (5).....	6
3.07 No. of documents to export.....	3.....	3	Multiple economies (2).....	2
3.08 Cost to export (US\$ per container).....	61.....	1,090	Malaysia.....	450
3.09 Irregular payments in exports and imports*.....	35.....	4.9	New Zealand.....	6.6
3.10 Time predictability of import procedures*.....	35.....	4.5	Finland.....	6.0
3.11 Customs transparency index (0–1).....	1.....	1.00	Multiple economies (35).....	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b> .....	<b>8</b> .....	<b>6.0</b>	<b>United Arab Emirates</b> .....	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions.....	1.....	11,481.7	United States.....	11,481.7
4.02 Quality of air transport infrastructure*.....	17.....	5.9	Singapore.....	6.8
4.03 Quality of railroad infrastructure*.....	16.....	4.9	Japan.....	6.7
4.04 Liner Shipping Connectivity Index (0–157.1).....	6.....	92.8	China.....	157.5
4.05 Quality of port infrastructure*.....	16.....	5.7	Netherlands.....	6.8
4.06 Paved roads (% of total).....	1.....	100.0	Multiple economies (18).....	100.0
4.07 Quality of roads*.....	18.....	5.7	United Arab Emirates.....	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b> .....	<b>11</b> .....	<b>5.5</b>	<b>Singapore</b> .....	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5).....	26.....	3.4	Luxembourg.....	3.8
5.02 Logistics competence (1–5).....	7.....	4.0	Norway.....	4.2
5.03 Tracking and tracing ability (1–5).....	2.....	4.1	Germany.....	4.2
5.04 Timeliness of shipments in reaching destination (1–5).....	14.....	4.1	Luxembourg.....	4.7
5.05 Postal services efficiency*.....	33.....	5.7	Japan.....	6.8
5.06 Efficiency of transport mode change*.....	14.....	5.5	Hong Kong SAR.....	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b> .....	<b>13</b> .....	<b>5.9</b>	<b>Sweden</b> .....	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop. ....	92.....	95.4	Hong Kong SAR.....	229.2
6.02 Individuals using Internet (%).....	20.....	81.0	Iceland.....	96.2
6.03 Fixed broadband Internet subscriptions/100 pop. ....	17.....	28.3	Switzerland.....	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop. ....	8.....	87.6	Singapore.....	124.5
6.05 ICT use for business-to-business transactions*.....	25.....	5.6	Finland.....	6.2
6.06 Internet use for business-to-consumer transactions*.....	3.....	6.2	United Kingdom.....	6.3
6.07 Government Online Service Index (0–1).....	1.....	1.00	Multiple economies (3).....	1.00
<b>Pillar 7: Operating environment (1–7)</b> .....	<b>24</b> .....	<b>5.0</b>	<b>Hong Kong SAR</b> .....	<b>5.8</b>
7.01 Protection of property index (1–7).....	26.....	5.2	Finland.....	6.3
Property rights*.....	32.....	5.2	Finland.....	6.4
Intellectual property protection*.....	24.....	5.2	Finland.....	6.2
7.02 Efficiency and accountability of public institutions index (1–7).....	31.....	4.5	Singapore.....	6.0
Judicial efficiency & impartiality in commercial disputes (0–4).....	22.....	3.0	Multiple economies (7).....	4.0
Diversion of public funds*.....	27.....	4.6	New Zealand.....	6.5
Ease of compliance with government regulation*.....	74.....	3.4	Singapore.....	5.4
7.03 Access to finance index (1–7).....	16.....	5.0	Hong Kong SAR.....	5.7
Affordability of financial services*.....	10.....	5.6	Hong Kong SAR.....	6.1
Availability of financial services*.....	7.....	6.1	Switzerland.....	6.4
Ease of access to loans*.....	17.....	3.9	Qatar.....	4.9
Availability of trade finance*.....	26.....	4.6	Hong Kong SAR.....	5.8
7.04 Openness to foreign participation index (1–7).....	19.....	4.9	Ireland.....	5.5
Ease of hiring foreign labour*.....	60.....	4.2	United Arab Emirates.....	5.6
Business impact of rules on FDI*.....	53.....	4.7	Ireland.....	6.7
Openness to multilateral trade rules (0–100).....	6.....	84.8	Slovenia.....	92.2
7.05 Index of physical security (1–7).....	61.....	5.6	Qatar.....	6.8
Reliability of police services*.....	24.....	5.7	Finland.....	6.7
Business costs of crime and violence*.....	82.....	4.3	Qatar.....	6.8
Business costs of terrorism*.....	118.....	4.2	Slovenia.....	6.7
Homicide cases/100,000 pop. ....	81.....	4.7	Hong Kong SAR.....	0.2
Index of terrorism incidence (1–7).....	112.....	6.6	Multiple economies (48).....	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



# Uruguay

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	3.4.....	113
GDP (US\$ billions) .....	49.9.....	74
GDP per capita (US\$) .....	14,766.8.....	42
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	41.5.....	121
Share of world trade (%) .....	0.06.....	88
Total Exports (US\$ billions) .....	8.7.....	87
Total Imports (US\$ billions) .....	11.6.....	87

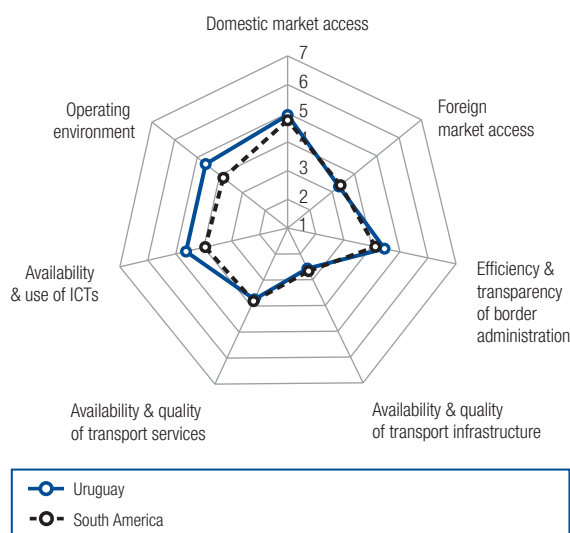
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>1.8.....</b>	<b>15.2</b>
<b>Intermediate goods</b> .....	<b>56.3.....</b>	<b>53.0</b>
Food and beverages (industrial) .....	26.9.....	1.9
Industrial supplies (primary and processed) .....	28.8.....	28.0
Parts and accessories .....	0.5.....	6.2
Fuels and lubricants .....	0.1.....	17.0
<b>Consumer goods</b> .....	<b>40.4.....</b>	<b>18.6</b>
Food and beverages (consumer) .....	36.2.....	5.7
Transport equipment and consumer goods .....	4.2.....	12.9
<b>Passenger motor cars</b> .....	<b>0.4.....</b>	<b>3.5</b>
<b>Others</b> .....	<b>1.0.....</b>	<b>9.8</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

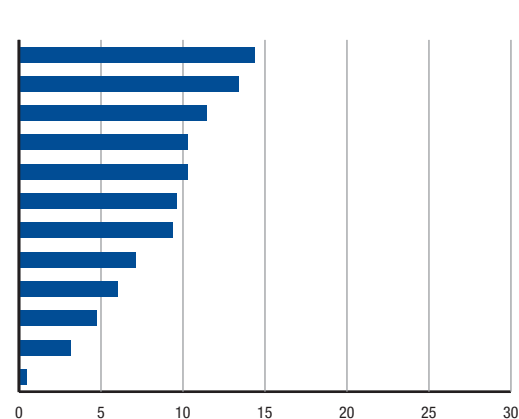
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>60.....</b>	<b>4.2</b>
<b>Subindex A: Market access (25%)</b> .....	<b>35.....</b>	<b>4.1</b>
Pillar 1: Domestic market access .....	44.....	4.9
Pillar 2: Foreign market access .....	41.....	3.3
<b>Subindex B: Border administration (25%)</b> .....	<b>67.....</b>	<b>4.5</b>
Pillar 3: Efficiency & transparency of border administration .....	67.....	4.5
<b>Subindex C: Infrastructure (25%)</b> .....	<b>79.....</b>	<b>3.6</b>
Pillar 4: Availability & quality of transport infrastructure .....	107.....	2.6
Pillar 5: Availability & quality of transport services .....	89.....	3.7
Pillar 6: Availability & use of ICTs .....	50.....	4.6
<b>Subindex D: Operating environment (25%)</b> .....	<b>36.....</b>	<b>4.6</b>
Pillar 7: Operating environment .....	36.....	4.6



## The most problematic factors for trade, 2013

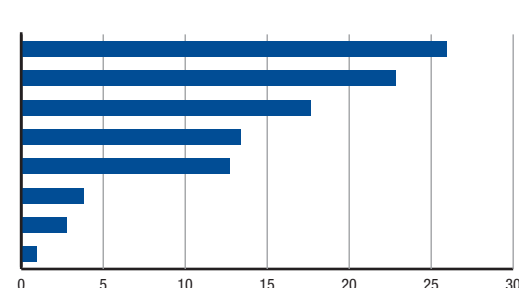
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	14.3
Difficulties in meeting quality/quantity requirements of buyers .....	13.4
Technical requirements and standards abroad .....	11.4
Tariff barriers abroad .....	10.3
Inappropriate production technology and skills .....	10.3
Access to imported inputs at competitive prices .....	9.6
High cost or delays caused by domestic transportation .....	9.3
High cost or delays caused by international transportation .....	7.1
Access to trade finance .....	6.0
Rules of origin requirements abroad .....	4.7
Burdensome procedures at foreign borders .....	3.1
Corruption at foreign borders .....	0.5



### Most problematic factors for importing

	Score*
Tariffs .....	26.0
Burdensome import procedures .....	22.8
High cost or delays caused by domestic transportation .....	17.6
High cost or delays caused by international transportation .....	13.4
Domestic technical requirements and standards .....	12.7
Corruption at the border .....	3.8
Inappropriate telecommunications infrastructure .....	2.8
Crime and theft .....	0.9



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Uruguay

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b> .....	<b>44</b> .....	<b>4.9</b>	<b>Multiple economies (2)</b> .....	<b>7.0</b>
1.01 Tariff rate (%).....	87.....	7.9	Multiple economies (2).....	0.0
1.02 Complexity of tariffs index (1–7).....	19.....	6.7	Multiple economies (2).....	7.0
Tariff dispersion (standard deviation).....	34.....	7.0	Multiple economies (2).....	0.0
Tariff peaks (% of tariff lines).....	36.....	0.3	Multiple economies (24).....	0.0
Specific tariffs (% of tariff lines).....	1.....	0.0	Multiple economies (54).....	0.0
Number of distinct tariffs.....	51.....	18	Multiple economies (2).....	1
1.03 Share of duty-free imports (%).....	79.....	55.6	Multiple economies (2).....	100.0
<b>Pillar 2: Foreign market access (1–7)</b> .....	<b>41</b> .....	<b>3.3</b>	<b>Cambodia</b> .....	<b>5.3</b>
2.01 Tariffs faced (%).....	25.....	5.0	Chile.....	3.5
2.02 Index of margin of preference in destination mkts (0–100).....	52.....	36.7	Mauritius.....	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b> .....	<b>67</b> .....	<b>4.5</b>	<b>Singapore</b> .....	<b>6.3</b>
3.01 Customs services index (0–1).....	101.....	0.36	Singapore.....	0.97
3.02 Efficiency of the clearance process (1–5).....	103.....	2.4	Norway.....	4.2
3.03 No. of days to import.....	60.....	16	Singapore.....	4
3.04 No. of documents to import.....	57.....	7	Multiple economies (2).....	2
3.05 Cost to import (US\$ per container).....	77.....	1,440	Singapore.....	440
3.06 No. of days to export.....	63.....	16	Multiple economies (5).....	6
3.07 No. of documents to export.....	65.....	6	Multiple economies (2).....	2
3.08 Cost to export (US\$ per container).....	65.....	1,125	Malaysia.....	450
3.09 Irregular payments in exports and imports*.....	36.....	4.8	New Zealand.....	6.6
3.10 Time predictability of import procedures*.....	28.....	4.8	Finland.....	6.0
3.11 Customs transparency index (0–1).....	78.....	0.73	Multiple economies (35).....	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b> .....	<b>107</b> .....	<b>2.6</b>	<b>United Arab Emirates</b> .....	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions.....	95.....	47.2	United States.....	11,481.7
4.02 Quality of air transport infrastructure*.....	76.....	4.3	Singapore.....	6.8
4.03 Quality of railroad infrastructure*.....	106.....	1.2	Japan.....	6.7
4.04 Liner Shipping Connectivity Index (0–157.1).....	44.....	31.4	China.....	157.5
4.05 Quality of port infrastructure*.....	45.....	4.7	Netherlands.....	6.8
4.06 Paved roads (% of total).....	126.....	10.0	Multiple economies (18).....	100.0
4.07 Quality of roads*.....	80.....	3.5	United Arab Emirates.....	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b> .....	<b>89</b> .....	<b>3.7</b>	<b>Singapore</b> .....	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5).....	100.....	2.6	Luxembourg.....	3.8
5.02 Logistics competence (1–5).....	101.....	2.6	Norway.....	4.2
5.03 Tracking and tracing ability (1–5).....	75.....	2.9	Germany.....	4.2
5.04 Timeliness of shipments in reaching destination (1–5).....	92.....	3.1	Luxembourg.....	4.7
5.05 Postal services efficiency*.....	84.....	4.1	Japan.....	6.8
5.06 Efficiency of transport mode change*.....	90.....	3.6	Hong Kong SAR.....	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b> .....	<b>50</b> .....	<b>4.6</b>	<b>Sweden</b> .....	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop. ....	23.....	147.1	Hong Kong SAR.....	229.2
6.02 Individuals using Internet (%).....	53.....	55.1	Iceland.....	96.2
6.03 Fixed broadband Internet subscriptions/100 pop. ....	38.....	16.6	Switzerland.....	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop. ....	51.....	31.9	Singapore.....	124.5
6.05 ICT use for business-to-business transactions*.....	85.....	4.6	Finland.....	6.2
6.06 Internet use for business-to-consumer transactions*.....	73.....	4.5	United Kingdom.....	6.3
6.07 Government Online Service Index (0–1).....	51.....	0.55	Multiple economies (3).....	1.00
<b>Pillar 7: Operating environment (1–7)</b> .....	<b>36</b> .....	<b>4.6</b>	<b>Hong Kong SAR</b> .....	<b>5.8</b>
7.01 Protection of property index (1–7).....	41.....	4.5	Finland.....	6.3
Property rights*.....	40.....	4.9	Finland.....	6.4
Intellectual property protection*.....	42.....	4.1	Finland.....	6.2
7.02 Efficiency and accountability of public institutions index (1–7).....	32.....	4.5	Singapore.....	6.0
Judicial efficiency & impartiality in commercial disputes (0–4).....	26.....	2.8	Multiple economies (7).....	4.0
Diversion of public funds*.....	23.....	5.0	New Zealand.....	6.5
Ease of compliance with government regulation*.....	84.....	3.3	Singapore.....	5.4
7.03 Access to finance index (1–7).....	63.....	3.9	Hong Kong SAR.....	5.7
Affordability of financial services*.....	56.....	4.2	Hong Kong SAR.....	6.1
Availability of financial services*.....	84.....	4.1	Switzerland.....	6.4
Ease of access to loans*.....	80.....	2.7	Qatar.....	4.9
Availability of trade finance*.....	30.....	4.5	Hong Kong SAR.....	5.8
7.04 Openness to foreign participation index (1–7).....	37.....	4.7	Ireland.....	5.5
Ease of hiring foreign labour*.....	48.....	4.3	United Arab Emirates.....	5.6
Business impact of rules on FDI*.....	16.....	5.4	Ireland.....	6.7
Openness to multilateral trade rules (0–100).....	67.....	64.7	Slovenia.....	92.2
7.05 Index of physical security (1–7).....	59.....	5.6	Qatar.....	6.8
Reliability of police services*.....	80.....	3.9	Finland.....	6.7
Business costs of crime and violence*.....	98.....	3.9	Qatar.....	6.8
Business costs of terrorism*.....	11.....	6.4	Slovenia.....	6.7
Homicide cases/100,000 pop. ....	86.....	5.9	Hong Kong SAR.....	0.2
Index of terrorism incidence (1–7).....	1.....	7.0	Multiple economies (48).....	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Venezuela

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

Rank/138

Population (millions) .....	29.5 .....	38
GDP (US\$ billions) .....	381.3 .....	31
GDP per capita (US\$) .....	12,917.5 .....	46

### Merchandise trade

Trade openness (imports+exports)/GDP .....	41.1 .....	122
Share of world trade (%) .....	0.43 .....	43
Total Exports (US\$ billions) .....	97.3 .....	41
Total Imports (US\$ billions) .....	60.4 .....	49

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

Rank  
(out of 138)      Score  
(1–7)

**Enabling Trade Index 2014** ..... **137** ..... **2.8**

**Subindex A: Market access (25%)** ..... **127** ..... **2.9**

Pillar 1: Domestic market access..... 120 ..... 3.5

Pillar 2: Foreign market access..... 86 ..... 2.2

**Subindex B: Border administration (25%)** ..... **133** ..... **2.7**

Pillar 3: Efficiency & transparency  
of border administration..... 133 ..... 2.7

**Subindex C: Infrastructure (25%)** ..... **100** ..... **3.1**

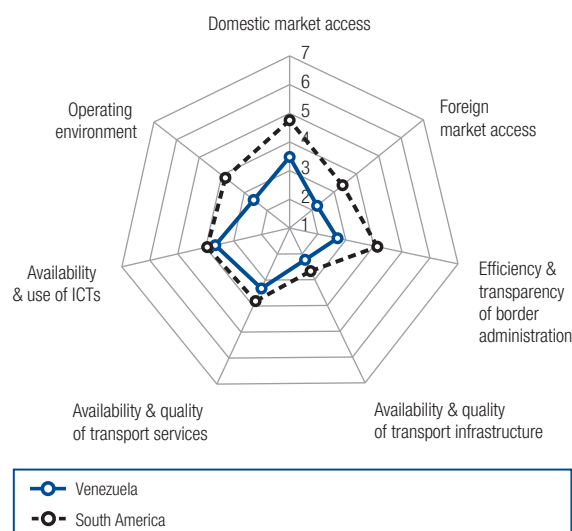
Pillar 4: Availability & quality of transport infrastructure. 127 ..... 2.2

Pillar 5: Availability & quality of transport services..... 121 ..... 3.3

Pillar 6: Availability & use of ICTs ..... 87 ..... 3.7

**Subindex D: Operating environment (25%)** ..... **138** ..... **2.6**

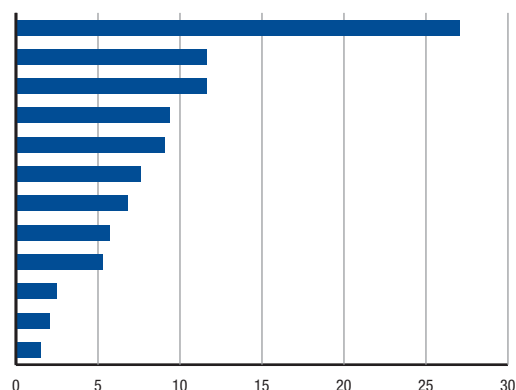
Pillar 7: Operating environment..... 138 ..... 2.6



## The most problematic factors for trade, 2013

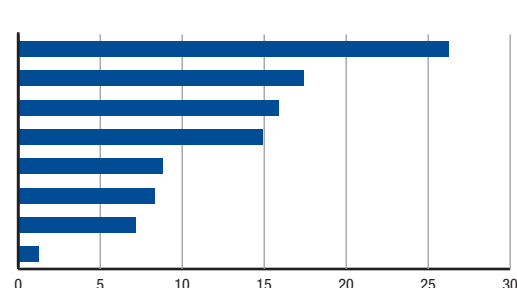
### Most problematic factors for exporting

Access to imported inputs at competitive prices .....	27.1
Inappropriate production technology and skills.....	11.6
Access to trade finance.....	11.6
High cost or delays caused by domestic transportation .....	9.3
Difficulties in meeting quality/quantity requirements of buyers.....	9.1
Burdensome procedures at foreign borders .....	7.6
Corruption at foreign borders .....	6.8
High cost or delays caused by international transportation .....	5.7
Technical requirements and standards abroad .....	5.3
Tariff barriers abroad .....	2.4
Identifying potential markets and buyers .....	2.0
Rules of origin requirements abroad.....	1.5



### Most problematic factors for importing

Burdensome import procedures .....	26.2
Corruption at the border.....	17.4
Tariffs.....	15.9
Domestic technical requirements and standards .....	14.9
Crime and theft.....	8.8
High cost or delays caused by international transportation .....	8.3
High cost or delays caused by domestic transportation .....	7.2
Inappropriate telecommunications infrastructure .....	1.3



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Venezuela

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b> .....	<b>120</b> .....	<b>3.5</b>	<b>Multiple economies (2)</b> .....	<b>7.0</b>
1.01 Tariff rate (%).....	123	12.4	Multiple economies (2) .....	0.0
1.02 Complexity of tariffs index (1–7).....	34	6.5	Multiple economies (2) .....	7.0
Tariff dispersion (standard deviation) .....	48	7.9	Multiple economies (2) .....	0.0
Tariff peaks (% of tariff lines) .....	54	1.2	Multiple economies (24) .....	0.0
Specific tariffs (% of tariff lines) .....	1	0.0	Multiple economies (54) .....	0.0
Number of distinct tariffs.....	32	8	Multiple economies (2) .....	1
1.03 Share of duty-free imports (%).....	118	14.5	Multiple economies (2) .....	100.0
<b>Pillar 2: Foreign market access (1–7)</b> .....	<b>86</b> .....	<b>2.2</b>	<b>Cambodia</b> .....	<b>5.3</b>
2.01 Tariffs faced (%).....	43	5.3	Chile.....	3.5
2.02 Index of margin of preference in destination mkts (0–100) .....	90	12.1	Mauritius .....	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b> .....	<b>133</b> .....	<b>2.7</b>	<b>Singapore</b> .....	<b>6.3</b>
3.01 Customs services index (0–1) .....	95	0.40	Singapore.....	0.97
3.02 Efficiency of the clearance process (1–5) .....	101	2.4	Norway .....	4.2
3.03 No. of days to import .....	137	82	Singapore.....	4
3.04 No. of documents to import .....	101	9	Multiple economies (2) .....	2
3.05 Cost to import (US\$ per container).....	130	3,695	Singapore.....	440
3.06 No. of days to export.....	135	56	Multiple economies (5) .....	6
3.07 No. of documents to export .....	108	8	Multiple economies (2) .....	2
3.08 Cost to export (US\$ per container) .....	133	3,490	Malaysia.....	450
3.09 Irregular payments in exports and imports*.....	136	1.9	New Zealand.....	6.6
3.10 Time predictability of import procedures*.....	133	1.9	Finland .....	6.0
3.11 Customs transparency index (0–1) .....	83	0.70	Multiple economies (35) .....	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b> .....	<b>127</b> .....	<b>2.2</b>	<b>United Arab Emirates</b> .....	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions .....	59	196.2	United States .....	11,481.7
4.02 Quality of air transport infrastructure*.....	127	3.0	Singapore.....	6.8
4.03 Quality of railroad infrastructure* .....	100	1.6	Japan .....	6.7
4.04 Liner Shipping Connectivity Index (0–157.1) .....	63	18.9	China .....	157.5
4.05 Quality of port infrastructure*.....	132	2.5	Netherlands.....	6.8
4.06 Paved roads (% of total).....	84	33.6	Multiple economies (18) .....	100.0
4.07 Quality of roads* .....	119	2.6	United Arab Emirates .....	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b> .....	<b>121</b> .....	<b>3.3</b>	<b>Singapore</b> .....	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5).....	68	2.9	Luxembourg.....	3.8
5.02 Logistics competence (1–5).....	76	2.8	Norway .....	4.2
5.03 Tracking and tracing ability (1–5).....	70	2.9	Germany .....	4.2
5.04 Timeliness of shipments in reaching destination (1–5).....	76	3.2	Luxembourg.....	4.7
5.05 Postal services efficiency* .....	132	2.1	Japan.....	6.8
5.06 Efficiency of transport mode change* .....	133	2.1	Hong Kong SAR .....	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b> .....	<b>87</b> .....	<b>3.7</b>	<b>Sweden</b> .....	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop. ....	83	101.9	Hong Kong SAR .....	229.2
6.02 Individuals using Internet (%) .....	71	44.0	Iceland .....	96.2
6.03 Fixed broadband Internet subscriptions/100 pop. ....	71	6.7	Switzerland .....	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop. ....	97	4.7	Singapore.....	124.5
6.05 ICT use for business-to-business transactions* .....	117	4.1	Finland .....	6.2
6.06 Internet use for business-to-consumer transactions*.....	88	4.2	United Kingdom.....	6.3
6.07 Government Online Service Index (0–1) .....	72	0.48	Multiple economies (3) .....	1.00
<b>Pillar 7: Operating environment (1–7)</b> .....	<b>138</b> .....	<b>2.6</b>	<b>Hong Kong SAR</b> .....	<b>5.8</b>
7.01 Protection of property index (1–7).....	138	1.6	Finland .....	6.3
Property rights* .....	138	1.6	Finland .....	6.4
Intellectual property protection* .....	138	1.6	Finland .....	6.2
7.02 Efficiency and accountability of public institutions index (1–7).....	138	2.2	Singapore.....	6.0
Judicial efficiency & impartiality in commercial disputes (0–4).....	100	1.5	Multiple economies (7) .....	4.0
Diversion of public funds* .....	138	1.5	New Zealand.....	6.5
Ease of compliance with government regulation*.....	138	1.8	Singapore.....	5.4
7.03 Access to finance index (1–7) .....	114	3.1	Hong Kong SAR .....	5.7
Affordability of financial services* .....	90	3.8	Hong Kong SAR .....	6.1
Availability of financial services* .....	114	3.7	Switzerland .....	6.4
Ease of access to loans* .....	104	2.3	Qatar.....	4.9
Availability of trade finance* .....	128	2.6	Hong Kong SAR .....	5.8
7.04 Openness to foreign participation index (1–7) .....	137	2.6	Ireland.....	5.5
Ease of hiring foreign labour* .....	133	2.8	United Arab Emirates .....	5.6
Business impact of rules on FDI* .....	138	1.7	Ireland.....	6.7
Openness to multilateral trade rules (0–100).....	114	49.0	Slovenia .....	92.2
7.05 Index of physical security (1–7).....	133	3.5	Qatar.....	6.8
Reliability of police services* .....	138	1.9	Finland .....	6.7
Business costs of crime and violence*.....	136	2.1	Qatar.....	6.8
Business costs of terrorism* .....	69	5.4	Slovenia .....	6.7
Homicide cases/100,000 pop. ....	135	45.1	Hong Kong SAR .....	0.2
Index of terrorism incidence (1–7) .....	64	7.0	Multiple economies (48) .....	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Vietnam

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions) .....	88.8..... 13
GDP (US\$ billions) .....	155.6..... 57
GDP per capita (US\$) .....	1,752.6..... 102
<b>Merchandise trade</b>	
Trade openness (imports+exports)/GDP .....	161.2..... 6
Share of world trade (%) .....	0.62..... 33
Total Exports (US\$ billions) .....	114.5..... 37
Total Imports (US\$ billions) .....	113.8..... 33

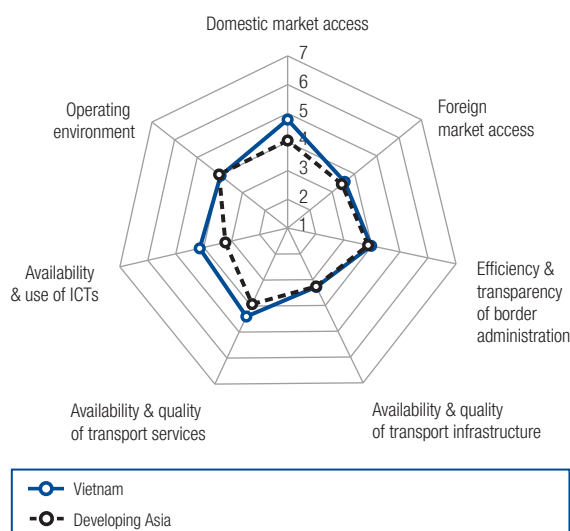
## Value chain indicators, 2011

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>12.6</b> .....	<b>14.7</b>
<b>Intermediate goods</b> .....	<b>39.1</b> .....	<b>67.3</b>
Food and beverages (industrial) .....	3.8.....	3.0
Industrial supplies (primary and processed) .....	20.5.....	48.5
Parts and accessories .....	5.4.....	14.0
Fuels and lubricants .....	9.3.....	1.8
<b>Consumer goods</b> .....	<b>46.0</b> .....	<b>7.9</b>
Food and beverages (consumer) .....	14.4.....	2.8
Transport equipment and consumer goods .....	31.7.....	5.1
<b>Passenger motor cars</b> .....	<b>0.0</b> .....	<b>0.4</b>
<b>Others</b> .....	<b>2.2</b> .....	<b>9.7</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>72</b> .....	<b>4.0</b>
<b>Subindex A: Market access (25%)</b> .....	<b>34</b> .....	<b>4.2</b>
Pillar 1: Domestic market access .....	76 .....	4.8
Pillar 2: Foreign market access .....	28 .....	3.6
<b>Subindex B: Border administration (25%)</b> .....	<b>86</b> .....	<b>4.0</b>
Pillar 3: Efficiency & transparency of border administration .....	86 .....	4.0
<b>Subindex C: Infrastructure (25%)</b> .....	<b>60</b> .....	<b>3.9</b>
Pillar 4: Availability & quality of transport infrastructure ...	74 .....	3.3
Pillar 5: Availability & quality of transport services .....	50 .....	4.4
Pillar 6: Availability & use of ICTs .....	64 .....	4.1
<b>Subindex D: Operating environment (25%)</b> .....	<b>81</b> .....	<b>4.0</b>
Pillar 7: Operating environment .....	81 .....	4.0



## The most problematic factors for trade, 2013

### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	17.5
Technical requirements and standards abroad .....	13.4
Difficulties in meeting quality/quantity requirements of buyers .....	9.9
Access to trade finance .....	9.8
High cost or delays caused by domestic transportation .....	9.7
Tariff barriers abroad .....	8.3
Inappropriate production technology and skills .....	7.4
Access to imported inputs at competitive prices .....	6.2
Rules of origin requirements abroad .....	5.8
Burdensome procedures at foreign borders .....	5.8
High cost or delays caused by international transportation .....	4.0
Corruption at foreign borders .....	2.2

### Most problematic factors for importing

	Score*
Tariffs .....	24.4
Burdensome import procedures .....	23.3
Corruption at the border .....	18.3
High cost or delays caused by domestic transportation .....	11.7
Domestic technical requirements and standards .....	8.9
High cost or delays caused by international transportation .....	5.8
Inappropriate telecommunications infrastructure .....	4.6
Crime and theft .....	3.0

\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS		RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>		<b>76</b>	<b>4.8</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01	Tariff rate (%)	80	6.8	Multiple economies (2)	0.0
1.02	Complexity of tariffs index (1–7)	73	5.7	Multiple economies (2)	7.0
	Tariff dispersion (standard deviation)	97	11.1	Multiple economies (2)	0.0
	Tariff peaks (% of tariff lines)	83	7.5	Multiple economies (24)	0.0
	Specific tariffs (% of tariff lines)	1	0.0	Multiple economies (54)	0.0
	Number of distinct tariffs	71	36	Multiple economies (2)	1
1.03	Share of duty-free imports (%)	80	55.2	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>		<b>28</b>	<b>3.6</b>	<b>Cambodia</b>	<b>5.3</b>
2.01	Tariffs faced (%)	9	4.5	Chile	3.5
2.02	Index of margin of preference in destination mkt (0–100)	73	23.7	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>		<b>86</b>	<b>4.0</b>	<b>Singapore</b>	<b>6.3</b>
3.01	Customs services index (0–1)	94	0.40	Singapore	0.97
3.02	Efficiency of the clearance process (1–5)	60	2.8	Norway	4.2
3.03	No. of days to import	83	21	Singapore	4
3.04	No. of documents to import	82	8	Multiple economies (2)	2
3.05	Cost to import (US\$ per container)	5	600	Singapore	440
3.06	No. of days to export	90	21	Multiple economies (5)	6
3.07	No. of documents to export	40	5	Multiple economies (2)	2
3.08	Cost to export (US\$ per container)	9	610	Malaysia	450
3.09	Irregular payments in exports and imports*	123	2.3	New Zealand	6.6
3.10	Time predictability of import procedures*	97	3.5	Finland	6.0
3.11	Customs transparency index (0–1)	92	0.60	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>		<b>74</b>	<b>3.3</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01	Available int'l airline seat km/week, millions	37	468.4	United States	11,481.7
4.02	Quality of air transport infrastructure*	87	4.0	Singapore	6.8
4.03	Quality of railroad infrastructure*	55	3.0	Japan	6.7
4.04	Liner Shipping Connectivity Index (0–157.1)	27	43.3	China	157.5
4.05	Quality of port infrastructure*	90	3.7	Netherlands	6.8
4.06	Paved roads (% of total)	70	47.6	Multiple economies (18)	100.0
4.07	Quality of roads*	94	3.1	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>		<b>50</b>	<b>4.4</b>	<b>Singapore</b>	<b>5.7</b>
5.01	Ease and affordability of shipment (1–5)	42	3.2	Luxembourg	3.8
5.02	Logistics competence (1–5)	49	3.1	Norway	4.2
5.03	Tracking and tracing ability (1–5)	48	3.2	Germany	4.2
5.04	Timeliness of shipments in reaching destination (1–5)	59	3.5	Luxembourg	4.7
5.05	Postal services efficiency*	45	5.0	Japan	6.8
5.06	Efficiency of transport mode change*	75	3.9	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>		<b>64</b>	<b>4.1</b>	<b>Sweden</b>	<b>6.5</b>
6.01	Mobile phone subscriptions/100 pop.	22	147.7	Hong Kong SAR	229.2
6.02	Individuals using Internet (%)	78	39.5	Iceland	96.2
6.03	Fixed broadband Internet subscriptions/100 pop.	74	4.9	Switzerland	39.9
6.04	Active mobile broadband Internet subscriptions/100 pop.	69	18.8	Singapore	124.5
6.05	ICT use for business-to-business transactions*	32	5.5	Finland	6.2
6.06	Internet use for business-to-consumer transactions*	38	5.1	United Kingdom	6.3
6.07	Government Online Service Index (0–1)	86	0.42	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>		<b>81</b>	<b>4.0</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01	Protection of property index (1–7)	106	3.2	Finland	6.3
	Property rights*	104	3.5	Finland	6.4
	Intellectual property protection*	108	2.9	Finland	6.2
7.02	Efficiency and accountability of public institutions index (1–7)	59	3.7	Singapore	6.0
	Judicial efficiency & impartiality in commercial disputes (0–4)	44	2.5	Multiple economies (7)	4.0
	Diversion of public funds*	68	3.2	New Zealand	6.5
	Ease of compliance with government regulation*	97	3.1	Singapore	5.4
7.03	Access to finance index (1–7)	98	3.4	Hong Kong SAR	5.7
	Affordability of financial services*	91	3.8	Hong Kong SAR	6.1
	Availability of financial services*	88	4.0	Switzerland	6.4
	Ease of access to loans*	105	2.3	Qatar	4.9
	Availability of trade finance*	97	3.3	Hong Kong SAR	5.8
7.04	Openness to foreign participation index (1–7)	99	4.0	Ireland	5.5
	Ease of hiring foreign labour*	92	3.8	United Arab Emirates	5.6
	Business impact of rules on FDI*	51	4.7	Ireland	6.7
	Openness to multilateral trade rules (0–100)	109	52.3	Slovenia	92.2
7.05	Index of physical security (1–7)	60	5.6	Qatar	6.8
	Reliability of police services*	87	3.8	Finland	6.7
	Business costs of crime and violence*	63	4.8	Qatar	6.8
	Business costs of terrorism*	67	5.4	Slovenia	6.7
	Homicide cases/100,000 pop.	44	1.6	Hong Kong SAR	0.2
	Index of terrorism incidence (1–7)	1	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.



# Yemen

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	25.9.....	42
GDP (US\$ billions) .....	35.4.....	85
GDP per capita (US\$) .....	1,366.9.....	109
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	57.5.....	88
Share of world trade (%) .....	0.06.....	87
Total Exports (US\$ billions) .....	8.6.....	88
Total Imports (US\$ billions) .....	12.0.....	86

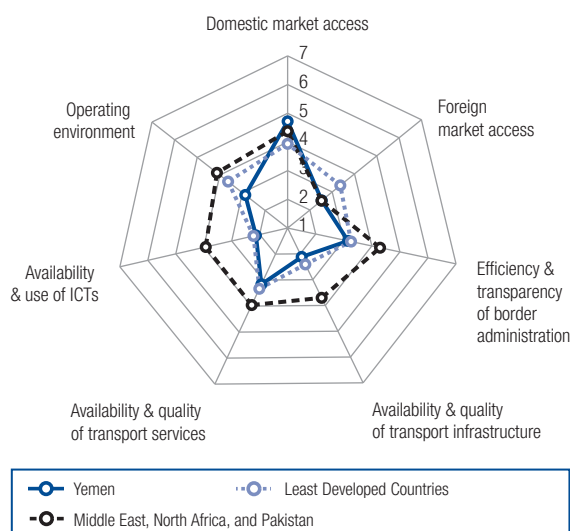
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>0.0.....</b>	<b>6.9</b>
<b>Intermediate goods</b> .....	<b>90.4.....</b>	<b>37.1</b>
Food and beverages (industrial) .....	0.8.....	13.8
Industrial supplies (primary and processed) .....	3.7.....	18.8
Parts and accessories .....	0.0.....	4.2
Fuels and lubricants .....	85.8.....	0.3
<b>Consumer goods</b> .....	<b>6.0.....</b>	<b>23.4</b>
Food and beverages (consumer) .....	5.3.....	16.4
Transport equipment and consumer goods .....	0.7.....	7.0
<b>Passenger motor cars</b> .....	<b>0.0.....</b>	<b>4.8</b>
<b>Others</b> .....	<b>3.6.....</b>	<b>27.8</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

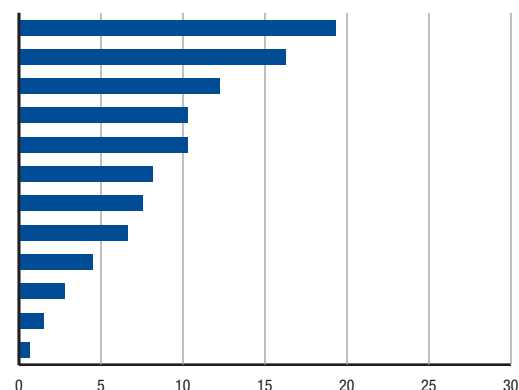
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>128.....</b>	<b>3.0</b>
<b>Subindex A: Market access (25%)</b> .....	<b>65.....</b>	<b>3.6</b>
Pillar 1: Domestic market access .....	79.....	4.7
Pillar 2: Foreign market access .....	67.....	2.5
<b>Subindex B: Border administration (25%)</b> .....	<b>124.....</b>	<b>3.2</b>
Pillar 3: Efficiency & transparency of border administration .....	124.....	3.2
<b>Subindex C: Infrastructure (25%)</b> .....	<b>131.....</b>	<b>2.5</b>
Pillar 4: Availability & quality of transport infrastructure .....	131.....	2.1
Pillar 5: Availability & quality of transport services .....	124.....	3.2
Pillar 6: Availability & use of ICTs .....	126.....	2.1
<b>Subindex D: Operating environment (25%)</b> .....	<b>136.....</b>	<b>2.9</b>
Pillar 7: Operating environment .....	136.....	2.9



## The most problematic factors for trade, 2013

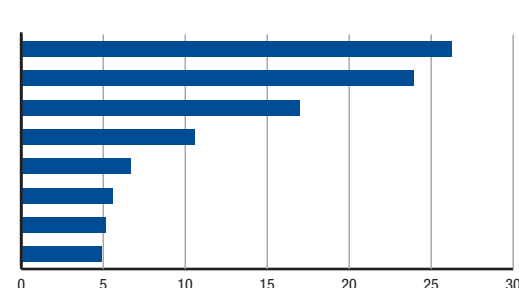
### Most problematic factors for exporting

	Score*
Inappropriate production technology and skills .....	19.3
Identifying potential markets and buyers .....	16.3
Difficulties in meeting quality/quantity requirements of buyers .....	12.2
High cost or delays caused by domestic transportation .....	10.3
Access to trade finance .....	10.3
Technical requirements and standards abroad .....	8.1
High cost or delays caused by international transportation .....	7.5
Burdensome procedures at foreign borders .....	6.6
Access to imported inputs at competitive prices .....	4.5
Tariff barriers abroad .....	2.8
Rules of origin requirements abroad .....	1.5
Corruption at foreign borders .....	0.6



### Most problematic factors for importing

	Score*
Tariffs .....	26.2
Corruption at the border .....	23.9
Burdensome import procedures .....	17.0
High cost or delays caused by international transportation .....	10.6
High cost or delays caused by domestic transportation .....	6.7
Domestic technical requirements and standards .....	5.6
Inappropriate telecommunications infrastructure .....	5.2
Crime and theft .....	4.9



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS		RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>		<b>79</b>	<b>4.7</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01	Tariff rate (%)	70	5.7	Multiple economies (2)	0.0
1.02	Complexity of tariffs index (1–7)	65	6.2	Multiple economies (2)	7.0
	Tariff dispersion (standard deviation)	14	5.3	Multiple economies (2)	0.0
	Tariff peaks (% of tariff lines)	79	6.1	Multiple economies (24)	0.0
	Specific tariffs (% of tariff lines)	1	0.0	Multiple economies (54)	0.0
	Number of distinct tariffs	5	4	Multiple economies (2)	1
1.03	Share of duty-free imports (%)	97	37.9	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>		<b>67</b>	<b>2.5</b>	<b>Cambodia</b>	<b>5.3</b>
2.01	Tariffs faced (%)	14	4.8	Chile	3.5
2.02	Index of margin of preference in destination mkt (0–100)	131	3.8	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>		<b>124</b>	<b>3.2</b>	<b>Singapore</b>	<b>6.3</b>
3.01	Customs services index (0–1)	n/a	n/a	Singapore	0.97
3.02	Efficiency of the clearance process (1–5)	138	1.6	Norway	4.2
3.03	No. of days to import	94	25	Singapore	4
3.04	No. of documents to import	101	9	Multiple economies (2)	2
3.05	Cost to import (US\$ per container)	82	1,490	Singapore	440
3.06	No. of days to export	116	29	Multiple economies (5)	6
3.07	No. of documents to export	65	6	Multiple economies (2)	2
3.08	Cost to export (US\$ per container)	50	995	Malaysia	450
3.09	Irregular payments in exports and imports*	135	1.9	New Zealand	6.6
3.10	Time predictability of import procedures*	111	3.2	Finland	6.0
3.11	Customs transparency index (0–1)	n/a	n/a	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>		<b>131</b>	<b>2.1</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01	Available int'l airline seat km/week, millions	104	34.1	United States	11,481.7
4.02	Quality of air transport infrastructure*	131	2.7	Singapore	6.8
4.03	Quality of railroad infrastructure*	n/a	n/a	Japan	6.7
4.04	Liner Shipping Connectivity Index (0–157.1)	61	19.0	China	157.5
4.05	Quality of port infrastructure*	120	2.9	Netherlands	6.8
4.06	Paved roads (% of total)	131	8.7	Multiple economies (18)	100.0
4.07	Quality of roads*	128	2.4	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>		<b>124</b>	<b>3.2</b>	<b>Singapore</b>	<b>5.7</b>
5.01	Ease and affordability of shipment (1–5)	126	2.4	Luxembourg	3.8
5.02	Logistics competence (1–5)	130	2.2	Norway	4.2
5.03	Tracking and tracing ability (1–5)	130	2.2	Germany	4.2
5.04	Timeliness of shipments in reaching destination (1–5)	119	2.8	Luxembourg	4.7
5.05	Postal services efficiency*	109	3.4	Japan	6.8
5.06	Efficiency of transport mode change*	110	3.3	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>		<b>126</b>	<b>2.1</b>	<b>Sweden</b>	<b>6.5</b>
6.01	Mobile phone subscriptions/100 pop.	125	58.3	Hong Kong SAR	229.2
6.02	Individuals using Internet (%)	98	17.4	Iceland	96.2
6.03	Fixed broadband Internet subscriptions/100 pop.	104	0.7	Switzerland	39.9
6.04	Active mobile broadband Internet subscriptions/100 pop.	119	0.2	Singapore	124.5
6.05	ICT use for business-to-business transactions*	92	4.5	Finland	6.2
6.06	Internet use for business-to-consumer transactions*	130	3.0	United Kingdom	6.3
6.07	Government Online Service Index (0–1)	129	0.18	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>		<b>136</b>	<b>2.9</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01	Protection of property index (1–7)	125	2.8	Finland	6.3
	Property rights*	118	3.2	Finland	6.4
	Intellectual property protection*	128	2.4	Finland	6.2
7.02	Efficiency and accountability of public institutions index (1–7)	135	2.4	Singapore	6.0
	Judicial efficiency & impartiality in commercial disputes (0–4)	n/a	n/a	Multiple economies (7)	4.0
	Diversion of public funds*	137	1.7	New Zealand	6.5
	Ease of compliance with government regulation*	103	3.0	Singapore	5.4
7.03	Access to finance index (1–7)	129	2.7	Hong Kong SAR	5.7
	Affordability of financial services*	136	2.6	Hong Kong SAR	6.1
	Availability of financial services*	134	2.9	Switzerland	6.4
	Ease of access to loans*	124	1.9	Qatar	4.9
	Availability of trade finance*	103	3.3	Hong Kong SAR	5.8
7.04	Openness to foreign participation index (1–7)	125	3.3	Ireland	5.5
	Ease of hiring foreign labour*	26	4.5	United Arab Emirates	5.6
	Business impact of rules on FDI*	118	3.5	Ireland	6.7
	Openness to multilateral trade rules (0–100)	131	32.6	Slovenia	92.2
7.05	Index of physical security (1–7)	135	3.2	Qatar	6.8
	Reliability of police services*	135	2.3	Finland	6.7
	Business costs of crime and violence*	125	3.1	Qatar	6.8
	Business costs of terrorism*	135	2.7	Slovenia	6.7
	Homicide cases/100,000 pop.	77	4.2	Hong Kong SAR	0.2
	Index of terrorism incidence (1–7)	132	1.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Zambia

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	14.1 .....	62
GDP (US\$ billions) .....	20.6 .....	98
GDP per capita (US\$) .....	1,462.9 .....	107
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	80.0 .....	51
Share of world trade (%) .....	0.05 .....	95
Total Exports (US\$ billions) .....	8.6 .....	88
Total Imports (US\$ billions) .....	8.2 .....	98

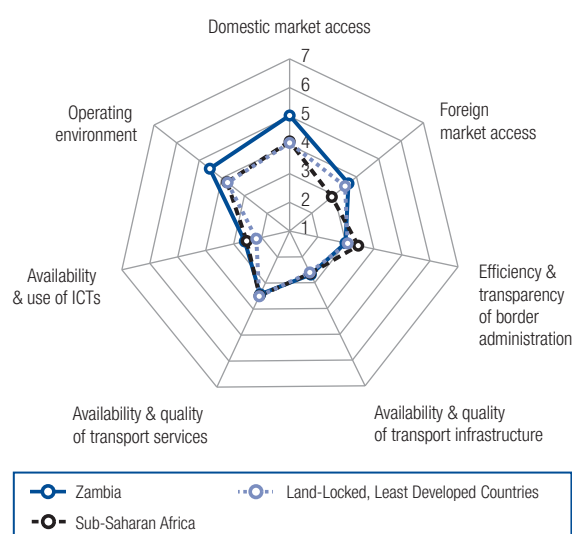
## Value chain indicators, 2011

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>0.9</b> .....	<b>22.6</b>
<b>Intermediate goods</b> .....	<b>97.5</b> .....	<b>64.1</b>
Food and beverages (industrial) .....	2.4 .....	1.7
Industrial supplies (primary and processed) .....	91.6 .....	46.9
Parts and accessories .....	3.1 .....	10.5
Fuels and lubricants .....	0.3 .....	5.0
<b>Consumer goods</b> .....	<b>1.5</b> .....	<b>9.5</b>
Food and beverages (consumer) .....	0.8 .....	2.5
Transport equipment and consumer goods .....	0.7 .....	7.0
<b>Passenger motor cars</b> .....	<b>0.0</b> .....	<b>1.8</b>
<b>Others</b> .....	<b>0.1</b> .....	<b>2.0</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

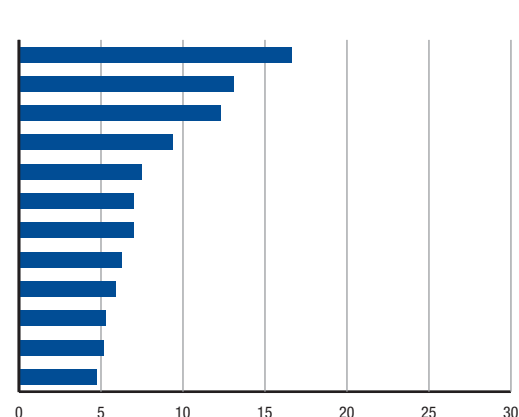
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>91</b> .....	<b>3.7</b>
<b>Subindex A: Market access (25%)</b> .....	<b>23</b> .....	<b>4.3</b>
Pillar 1: Domestic market access .....	39 .....	5.0
Pillar 2: Foreign market access .....	25 .....	3.6
<b>Subindex B: Border administration (25%)</b> .....	<b>129</b> .....	<b>3.0</b>
Pillar 3: Efficiency & transparency of border administration .....	129 .....	3.0
<b>Subindex C: Infrastructure (25%)</b> .....	<b>113</b> .....	<b>2.9</b>
Pillar 4: Availability & quality of transport infrastructure .....	98 .....	2.7
Pillar 5: Availability & quality of transport services .....	113 .....	3.4
Pillar 6: Availability & use of ICTs .....	114 .....	2.6
<b>Subindex D: Operating environment (25%)</b> .....	<b>42</b> .....	<b>4.5</b>
Pillar 7: Operating environment .....	42 .....	4.5



## The most problematic factors for trade, 2013

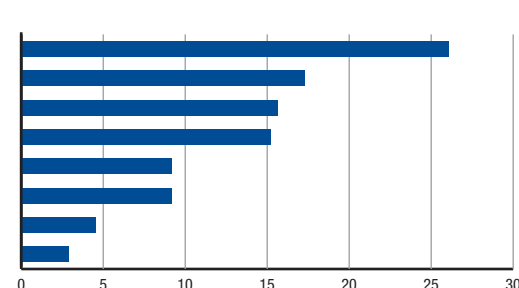
### Most problematic factors for exporting

	Score*
Identifying potential markets and buyers .....	16.6
Access to trade finance .....	13.1
Inappropriate production technology and skills .....	12.3
Difficulties in meeting quality/quantity requirements of buyers .....	9.4
Burdensome procedures at foreign borders .....	7.5
High cost or delays caused by domestic transportation .....	7.0
Corruption at foreign borders .....	7.0
Technical requirements and standards abroad .....	6.3
Tariff barriers abroad .....	5.9
Access to imported inputs at competitive prices .....	5.3
High cost or delays caused by international transportation .....	5.2
Rules of origin requirements abroad .....	4.7



### Most problematic factors for importing

	Score*
Tariffs .....	26.1
Burdensome import procedures .....	17.3
High cost or delays caused by international transportation .....	15.6
Corruption at the border .....	15.2
High cost or delays caused by domestic transportation .....	9.2
Domestic technical requirements and standards .....	9.2
Crime and theft .....	4.5
Inappropriate telecommunications infrastructure .....	2.9



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b>	<b>39</b>	<b>5.0</b>	<b>Multiple economies (2)</b>	<b>7.0</b>
1.01 Tariff rate (%)	107	10.7	Multiple economies (2)	0.0
1.02 Complexity of tariffs index (1–7)	30	6.6	Multiple economies (2)	7.0
Tariff dispersion (standard deviation)	95	10.0	Multiple economies (2)	0.0
Tariff peaks (% of tariff lines)	1	0.0	Multiple economies (24)	0.0
Specific tariffs (% of tariff lines)	1	0.0	Multiple economies (54)	0.0
Number of distinct tariffs	5	4	Multiple economies (2)	1
1.03 Share of duty-free imports (%)	21	80.2	Multiple economies (2)	100.0
<b>Pillar 2: Foreign market access (1–7)</b>	<b>25</b>	<b>3.6</b>	<b>Cambodia</b>	<b>5.3</b>
2.01 Tariffs faced (%)	27	5.0	Chile	3.5
2.02 Index of margin of preference in destination mkt (0–100)	30	49.5	Mauritius	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b>	<b>129</b>	<b>3.0</b>	<b>Singapore</b>	<b>6.3</b>
3.01 Customs services index (0–1)	n/a	n/a	Singapore	0.97
3.02 Efficiency of the clearance process (1–5)	85	2.5	Norway	4.2
3.03 No. of days to import	131	49	Singapore	4
3.04 No. of documents to import	82	8	Multiple economies (2)	2
3.05 Cost to import (US\$ per container)	127	3,560	Singapore	440
3.06 No. of days to export	131	44	Multiple economies (5)	6
3.07 No. of documents to export	85	7	Multiple economies (2)	2
3.08 Cost to export (US\$ per container)	128	2,765	Malaysia	450
3.09 Irregular payments in exports and imports*	84	3.3	New Zealand	6.6
3.10 Time predictability of import procedures*	54	4.1	Finland	6.0
3.11 Customs transparency index (0–1)	n/a	n/a	Multiple economies (35)	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b>	<b>98</b>	<b>2.7</b>	<b>United Arab Emirates</b>	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions	101	42.0	United States	11,481.7
4.02 Quality of air transport infrastructure*	106	3.5	Singapore	6.8
4.03 Quality of railroad infrastructure*	79	2.1	Japan	6.7
4.04 Liner Shipping Connectivity Index (0–157.1)	n/a	n/a	China	157.5
4.05 Quality of port infrastructure*	99	3.5	Netherlands	6.8
4.06 Paved roads (% of total)	96	22.0	Multiple economies (18)	100.0
4.07 Quality of roads*	86	3.4	United Arab Emirates	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b>	<b>113</b>	<b>3.4</b>	<b>Singapore</b>	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5)	136	2.1	Luxembourg	3.8
5.02 Logistics competence (1–5)	112	2.5	Norway	4.2
5.03 Tracking and tracing ability (1–5)	113	2.5	Germany	4.2
5.04 Timeliness of shipments in reaching destination (1–5)	103	2.9	Luxembourg	4.7
5.05 Postal services efficiency*	91	3.9	Japan	6.8
5.06 Efficiency of transport mode change*	80	3.7	Hong Kong SAR	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b>	<b>114</b>	<b>2.6</b>	<b>Sweden</b>	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop.	113	74.8	Hong Kong SAR	229.2
6.02 Individuals using Internet (%)	108	13.5	Iceland	96.2
6.03 Fixed broadband Internet subscriptions/100 pop.	119	0.1	Switzerland	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop.	116	0.6	Singapore	124.5
6.05 ICT use for business-to-business transactions*	69	4.8	Finland	6.2
6.06 Internet use for business-to-consumer transactions*	96	4.0	United Kingdom	6.3
6.07 Government Online Service Index (0–1)	109	0.31	Multiple economies (3)	1.00
<b>Pillar 7: Operating environment (1–7)</b>	<b>42</b>	<b>4.5</b>	<b>Hong Kong SAR</b>	<b>5.8</b>
7.01 Protection of property index (1–7)	48	4.3	Finland	6.3
Property rights*	47	4.7	Finland	6.4
Intellectual property protection*	52	3.9	Finland	6.2
7.02 Efficiency and accountability of public institutions index (1–7)	36	4.2	Singapore	6.0
Judicial efficiency & impartiality in commercial disputes (0–4)	26	2.8	Multiple economies (7)	4.0
Diversion of public funds*	58	3.3	New Zealand	6.5
Ease of compliance with government regulation*	12	4.3	Singapore	5.4
7.03 Access to finance index (1–7)	71	3.8	Hong Kong SAR	5.7
Affordability of financial services*	75	4.0	Hong Kong SAR	6.1
Availability of financial services*	72	4.4	Switzerland	6.4
Ease of access to loans*	73	2.7	Qatar	4.9
Availability of trade finance*	64	3.9	Hong Kong SAR	5.8
7.04 Openness to foreign participation index (1–7)	44	4.6	Ireland	5.5
Ease of hiring foreign labour*	40	4.4	United Arab Emirates	5.6
Business impact of rules on FDI*	33	5.0	Ireland	6.7
Openness to multilateral trade rules (0–100)	68	64.6	Slovenia	92.2
7.05 Index of physical security (1–7)	51	5.8	Qatar	6.8
Reliability of police services*	65	4.2	Finland	6.7
Business costs of crime and violence*	69	4.7	Qatar	6.8
Business costs of terrorism*	31	6.1	Slovenia	6.7
Homicide cases/100,000 pop.	49	1.8	Hong Kong SAR	0.2
Index of terrorism incidence (1–7)	1	7.0	Multiple economies (48)	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.

# Zimbabwe

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138	
Population (millions) .....	13.0 .....	64
GDP (US\$ billions) .....	9.8 .....	120
GDP per capita (US\$) .....	755.6 .....	123
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP .....	75.8 .....	54
Share of world trade (%) .....	0.02 .....	114
Total Exports (US\$ billions) .....	3.9 .....	108
Total Imports (US\$ billions) .....	4.4 .....	118

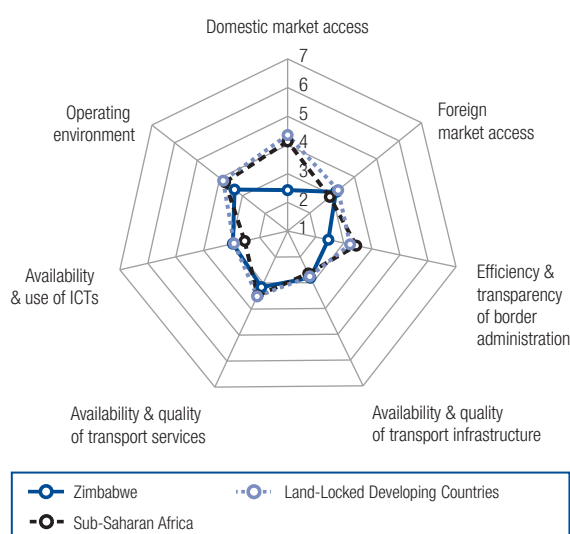
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>1.0</b> .....	<b>17.2</b>
<b>Intermediate goods</b> .....	<b>95.1</b> .....	<b>41.2</b>
Food and beverages (industrial) .....	3.0 .....	4.3
Industrial supplies (primary and processed) .....	90.5 .....	30.5
Parts and accessories .....	0.6 .....	5.7
Fuels and lubricants .....	1.0 .....	0.7
<b>Consumer goods</b> .....	<b>3.8</b> .....	<b>14.7</b>
Food and beverages (consumer) .....	1.5 .....	6.6
Transport equipment and consumer goods .....	2.4 .....	8.1
<b>Passenger motor cars</b> .....	<b>0.1</b> .....	<b>7.3</b>
<b>Others</b> .....	<b>0.0</b> .....	<b>19.6</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

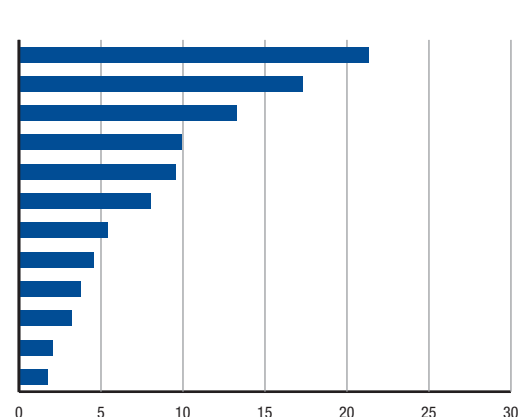
	Rank (out of 138)	Score (1–7)
<b>Enabling Trade Index 2014</b> .....	<b>134</b> .....	<b>2.9</b>
<b>Subindex A: Market access (25%)</b> .....	<b>130</b> .....	<b>2.8</b>
Pillar 1: Domestic market access .....	137 .....	2.4
Pillar 2: Foreign market access .....	48 .....	3.2
<b>Subindex B: Border administration (25%)</b> .....	<b>134</b> .....	<b>2.5</b>
Pillar 3: Efficiency & transparency of border administration .....	134 .....	2.5
<b>Subindex C: Infrastructure (25%)</b> .....	<b>107</b> .....	<b>3.0</b>
Pillar 4: Availability & quality of transport infrastructure .....	87 .....	2.8
Pillar 5: Availability & quality of transport services .....	126 .....	3.2
Pillar 6: Availability & use of ICTs .....	101 .....	3.0
<b>Subindex D: Operating environment (25%)</b> .....	<b>126</b> .....	<b>3.3</b>
Pillar 7: Operating environment .....	126 .....	3.3



## The most problematic factors for trade, 2013

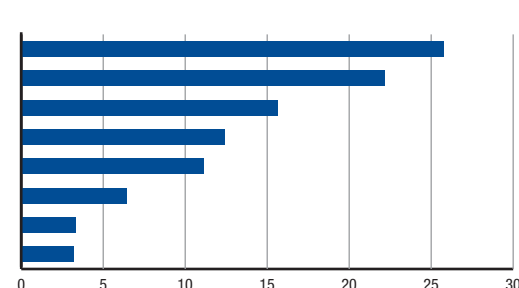
### Most problematic factors for exporting

	Score*
Access to trade finance .....	21.3
Inappropriate production technology and skills .....	17.3
Access to imported inputs at competitive prices .....	13.3
Identifying potential markets and buyers .....	9.9
Difficulties in meeting quality/quantity requirements of buyers .....	9.5
High cost or delays caused by domestic transportation .....	8.0
Technical requirements and standards abroad .....	5.4
Burdensome procedures at foreign borders .....	4.6
High cost or delays caused by international transportation .....	3.8
Tariff barriers abroad .....	3.2
Corruption at foreign borders .....	2.0
Rules of origin requirements abroad .....	1.7



### Most problematic factors for importing

	Score*
Burdensome import procedures .....	25.7
Tariffs .....	22.2
Corruption at the border .....	15.6
High cost or delays caused by domestic transportation .....	12.4
High cost or delays caused by international transportation .....	11.1
Domestic technical requirements and standards .....	6.4
Inappropriate telecommunications infrastructure .....	3.3
Crime and theft .....	3.2



\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

# Zimbabwe

## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b> .....	<b>137</b> .....	<b>2.4</b>	<b>Multiple economies (2)</b> .....	<b>7.0</b>
1.01 Tariff rate (%).....	136	21.0	Multiple economies (2) .....	0.0
1.02 Complexity of tariffs index (1–7).....	105	4.1	Multiple economies (2) .....	7.0
Tariff dispersion (standard deviation) .....	133	28.2	Multiple economies (2) .....	0.0
Tariff peaks (% of tariff lines) .....	80	6.6	Multiple economies (24) .....	0.0
Specific tariffs (% of tariff lines) .....	104	6.9	Multiple economies (54) .....	0.0
Number of distinct tariffs.....	100	432	Multiple economies (2) .....	1
1.03 Share of duty-free imports (%).....	116	19.3	Multiple economies (2) .....	100.0
<b>Pillar 2: Foreign market access (1–7)</b> .....	<b>48</b> .....	<b>3.2</b>	<b>Cambodia</b> .....	<b>5.3</b>
2.01 Tariffs faced (%).....	111	5.6	Chile.....	3.5
2.02 Index of margin of preference in destination mkts (0–100) .....	20	55.7	Mauritius .....	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b> .....	<b>134</b> .....	<b>2.5</b>	<b>Singapore</b> .....	<b>6.3</b>
3.01 Customs services index (0–1) .....	n/a	n/a	Singapore.....	0.97
3.02 Efficiency of the clearance process (1–5) .....	136	1.9	Norway .....	4.2
3.03 No. of days to import .....	135	71	Singapore.....	4
3.04 No. of documents to import .....	82	8	Multiple economies (2) .....	2
3.05 Cost to import (US\$ per container).....	137	5,660	Singapore.....	440
3.06 No. of days to export.....	134	53	Multiple economies (5) .....	6
3.07 No. of documents to export .....	85	7	Multiple economies (2) .....	2
3.08 Cost to export (US\$ per container) .....	135	3,765	Malaysia.....	450
3.09 Irregular payments in exports and imports*.....	81	3.3	New Zealand.....	6.6
3.10 Time predictability of import procedures*.....	128	2.8	Finland .....	6.0
3.11 Customs transparency index (0–1) .....	n/a	n/a	Multiple economies (35) .....	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b> .....	<b>87</b> .....	<b>2.8</b>	<b>United Arab Emirates</b> .....	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions .....	127	12.5	United States .....	11,481.7
4.02 Quality of air transport infrastructure*.....	112	3.3	Singapore.....	6.8
4.03 Quality of railroad infrastructure* .....	76	2.3	Japan .....	6.7
4.04 Liner Shipping Connectivity Index (0–157.1) .....	n/a	n/a	China .....	157.5
4.05 Quality of port infrastructure* .....	69	4.1	Netherlands.....	6.8
4.06 Paved roads (% of total).....	101	19.0	Multiple economies (18) .....	100.0
4.07 Quality of roads* .....	92	3.3	United Arab Emirates .....	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b> .....	<b>126</b> .....	<b>3.2</b>	<b>Singapore</b> .....	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5).....	133	2.2	Luxembourg.....	3.8
5.02 Logistics competence (1–5).....	108	2.5	Norway .....	4.2
5.03 Tracking and tracing ability (1–5).....	129	2.2	Germany .....	4.2
5.04 Timeliness of shipments in reaching destination (1–5).....	102	2.9	Luxembourg.....	4.7
5.05 Postal services efficiency* .....	118	3.1	Japan.....	6.8
5.06 Efficiency of transport mode change* .....	118	3.0	Hong Kong SAR .....	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b> .....	<b>101</b> .....	<b>3.0</b>	<b>Sweden</b> .....	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop. ....	95	91.9	Hong Kong SAR .....	229.2
6.02 Individuals using Internet (%) .....	100	17.1	Iceland .....	96.2
6.03 Fixed broadband Internet subscriptions/100 pop. ....	107	0.5	Switzerland .....	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop. ....	55	28.1	Singapore.....	124.5
6.05 ICT use for business-to-business transactions* .....	102	4.4	Finland .....	6.2
6.06 Internet use for business-to-consumer transactions*.....	119	3.4	United Kingdom.....	6.3
6.07 Government Online Service Index (0–1) .....	112	0.30	Multiple economies (3) .....	1.00
<b>Pillar 7: Operating environment (1–7)</b> .....	<b>126</b> .....	<b>3.3</b>	<b>Hong Kong SAR</b> .....	<b>5.8</b>
7.01 Protection of property index (1–7).....	123	2.8	Finland .....	6.3
Property rights* .....	132	2.6	Finland .....	6.4
Intellectual property protection* .....	98	3.0	Finland .....	6.2
7.02 Efficiency and accountability of public institutions index (1–7).....	119	2.8	Singapore.....	6.0
Judicial efficiency & impartiality in commercial disputes (0–4).....	113	1.0	Multiple economies (7) .....	4.0
Diversion of public funds* .....	86	2.8	New Zealand.....	6.5
Ease of compliance with government regulation*.....	93	3.1	Singapore.....	5.4
7.03 Access to finance index (1–7) .....	123	2.9	Hong Kong SAR .....	5.7
Affordability of financial services* .....	125	3.2	Hong Kong SAR .....	6.1
Availability of financial services* .....	99	3.8	Switzerland .....	6.4
Ease of access to loans* .....	113	2.1	Qatar .....	4.9
Availability of trade finance* .....	137	2.3	Hong Kong SAR .....	5.8
7.04 Openness to foreign participation index (1–7) .....	135	2.7	Ireland .....	5.5
Ease of hiring foreign labour* .....	136	2.5	United Arab Emirates .....	5.6
Business impact of rules on FDI* .....	136	2.1	Ireland .....	6.7
Openness to multilateral trade rules (0–100).....	106	54.1	Slovenia .....	92.2
7.05 Index of physical security (1–7).....	64	5.5	Qatar.....	6.8
Reliability of police services* .....	113	3.0	Finland .....	6.7
Business costs of crime and violence* .....	55	5.0	Qatar .....	6.8
Business costs of terrorism* .....	17	6.3	Slovenia .....	6.7
Homicide cases/100,000 pop. ....	92	7.7	Hong Kong SAR .....	0.2
Index of terrorism incidence (1–7) .....	70	7.0	Multiple economies (48) .....	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.





# Appendices



# Appendix A: Composition and Computation of the Enabling Trade Index 2014

This appendix details the computation and composition of the Enabling Trade Index 2014 (ETI). For a presentation of the ETI framework and an analysis of the results, see Chapter 1 of this *Report*.

The ETI is composed of four main components, the subindexes:

- A. Market access
- B. Border administration
- C. Infrastructure
- D. Operating environment

The subindexes are subdivided into seven ‘pillars’:

- 1. Domestic market access
- 2. Foreign market access
- 3. Efficiency and transparency of border administration
- 4. Availability and quality of transport infrastructure
- 5. Availability and quality of transport services
- 6. Availability and use of ICTs
- 7. Operating environment

Each pillar is composed of a total of 56 indicators and subindicators.<sup>1</sup> Indicators and subindicators are drawn from various sources, including partner organizations: the Global Express Association (GEA), the International Trade Centre (ITC), the United Nations Conference on Trade and Development (UNCTAD), the World Bank and the World Trade Organization (WTO). In addition, several indicators are derived from the World Economic Forum’s Executive Opinion Survey. Appendix B provides details and sources of each individual indicator and subindicator used in the ETI. The numbering of the indicators informs of their placement inside the ETI. The number preceding the dot indicates the pillar to which an indicator belongs (e.g. indicator 1.03 belongs to Pillar 1 and indicator 7.04 belongs to Pillar 7). For the sake of readability, subindicators are not numbered.

Indicators that are not derived from the Executive Opinion Survey have been assigned scores ranging from 1 to 7 using a minimum-maximum transformation prior to aggregation.<sup>2</sup> This is to align them with the scores of indicators derived from the Survey, which always range from 1 to 7. In both cases, a score of 1 and 7 corresponds to the worst and best possible outcome, respectively. In the structure below, Survey indicators are identified with an asterisk (\*).

The *Report* contains profiles detailing the performance on the ETI of selected economies. Profiles for all 138 economies covered by the ETI, as well as

comparative data tables of each indicator (Data Tables), are available on the *Report*’s website at [www.weforum.org/getr](http://www.weforum.org/getr).

The computation of the ETI is based on successive aggregations of the scores from the indicator level (i.e. the most disaggregated level) all the way up to the overall ETI score. Unless noted otherwise, an arithmetic mean is used to aggregate the scores within a parent component (subindex, subpillar, pillar, or indicator).<sup>3</sup> The mean or aggregated score becomes the overall score for that component. In the structure below we report the weight of the main components within their respective immediate parent component. By construction, the scores of all indicators derived from the aggregation of underlying indicators are always measured on a 1–7 scale.

Weight (%) within  
immediate parent category

## SUBINDEX A: MARKET ACCESS ..... 25%

### Pillar 1: Domestic market access ..... 50%

- 1.01 Tariff rate
- 1.02 Complexity of tariffs index<sup>4</sup>
  - Tariff dispersion
  - Tariff peaks
  - Specific tariffs
  - Number of distinct tariffs
- 1.03 Share of duty-free imports

### Pillar 2: Foreign market access ..... 50%

- 2.01 Tariffs faced
- 2.02 Index of margin of preference in destination markets

Weight (%) within  
immediate parent category

## SUBINDEX B: BORDER ADMINISTRATION ..... 25%

### Pillar 3: Efficiency and transparency of border administration ..... 100%

- 3.01 Customs services index
- 3.02 Efficiency of the clearance process
- 3.03 Number of days to import<sup>5</sup>
- 3.04 Number of documents to import<sup>5</sup>
- 3.05 Cost to import<sup>5</sup>
- 3.06 Number of days to export<sup>6</sup>
- 3.07 Number of documents to export<sup>6</sup>
- 3.08 Cost to export<sup>6</sup>
- 3.09 Irregular payments in exports and imports\*
- 3.10 Time predictability of import procedures\*
- 3.11 Customs transparency index

Weight (%) within  
immediate parent category

## SUBINDEX C: INFRASTRUCTURE .....25%

### Pillar 4: Availability and quality of transport

#### infrastructure (1–7) ..... 33⅓%

##### Subpillar 4a: Availability and quality of air transport infrastructure.....25%

4.01 Available international airline seats kilometres/week

4.02 Quality of air transport infrastructure\*

##### Subpillar 4b: Availability and quality of railroad infrastructure .....25%

4.03 Quality of railroad infrastructure\*

##### Subpillar 4c: Availability and quality of port infrastructure .....25%

4.04 Liner Shipping Connectivity Index

4.05 Quality of port infrastructure\*

##### Subpillar 4d: Availability and quality of road infrastructure .....25%

4.06 Paved roads

4.07 Quality of roads\*

### Pillar 5: Availability and quality of

#### transport services..... 33⅓%

5.01 Ease and affordability of shipment

5.02 Logistics competence

5.03 Tracking and tracing ability

5.04 Timeliness of shipments in reaching destination

5.05 Postal services efficiency\*

5.06 Efficiency of transport mode change\*

### Pillar 6: Availability and use of ICTs ..... 33⅓%

6.01 Mobile phone subscriptions

6.02 Individuals using Internet

6.03 Fixed broadband Internet subscriptions<sup>7</sup>

6.04 Active mobile broadband Internet subscriptions<sup>7</sup>

6.05 ICT use for business-to-business transactions<sup>8</sup>

6.06 Internet use for business-to-consumer transactions<sup>8</sup>

6.07 Government Online Service Index

Weight (%) within  
immediate parent category

## SUBINDEX D: OPERATING ENVIRONMENT .....25%

### Pillar 7: Operating environment..... 100%

7.01 Protection of property index<sup>9</sup>

Property rights\*

Intellectual property protection\*

7.02 Efficiency and accountability of public institutions index<sup>9</sup>

Judicial efficiency & impartiality in commercial disputes

Diversion of public funds\*

Ease of compliance with government regulation\*

7.03 Access to finance index<sup>9</sup>

Affordability of financial services\*

Availability of financial services\*

Ease of access to loans\*

Availability of trade finance\*

7.04 Openness to foreign participation index<sup>9</sup>

Ease of hiring foreign labour\*

Business impact of rules on FDI\*

Openness to multilateral trade rules

7.05 Index of physical security<sup>9</sup>

Reliability of police services\*

Business costs of crime and violence\*

Business costs of terrorism\*

Homicide rate

Index of terrorism incidence

## NOTES

- Note the exception of Pillar 4, which is composed of four subpillars.
- The standard formula for converting each value to a 1–7 scale is:

$$6 \times \left( \frac{\text{country value} - \text{sample minimum value}}{\text{sample maximum value} - \text{sample minimum value}} \right) + 1$$

The sample minimum and sample maximum values are the lowest and highest values in the entire sample, respectively. For those indicators for which a higher value indicates a worse outcome (e.g. tariff barriers, road congestion), we rely on a transformation formula that, in addition to converting the values to a 1–7 score, reverses it, so that 1 and 7 still correspond to the worst and best possible outcomes, respectively:

$$-6 \times \left( \frac{\text{country value} - \text{sample minimum value}}{\text{sample maximum value} - \text{sample minimum value}} \right) + 7$$

Appendix B identifies those indicators for which the second formula applies. In some instances, adjustments were made to account for outliers in the data and the overall distribution of the sample.

- Formally, for a category  $i$  composed of  $K$  indicators, we have:

$$\text{category}_i = \frac{\sum_{k=1}^K \text{indicator}_k}{K}$$

- The score of indicator 1.02 corresponds to the average score across the four composing subindicators.
- When calculating the index, indicators 3.03, 3.04 and 3.05 are combined to form a single indicator. That is, the weight of each of these indicators is one third that of a normal indicator within pillar 3.
- When calculating the index, indicators 3.06, 3.07 and 3.08 are combined to form a single indicator. That is, the weight of each of these indicators is one third that of a normal indicator within pillar 3.
- When calculating the index, indicators 6.03 and 6.04 are combined to form a single indicator. That is, the weight of each of these indicators is one half that of a normal indicator within pillar 6.
- When calculating the index, indicators 6.05 and 6.06 are combined to form a single indicator. That is, the weight of each of these indicators is one half that of a normal indicator within pillar 6.
- The score of indicators 7.01, 7.02, 7.03, 7.04 and 7.05 corresponds to the average score across their respective subindicators.

# Appendix B: Technical Notes and Sources

The data in this *Report* represents the best available estimates from various national authorities, international agencies, and private sources at the time the *Report* was prepared. It is possible that some data will have been revised or updated by the sources after publication. The following notes provide sources for all the indicators listed in the Country/Economy Profiles. The title of each indicator appears on the first line, preceded by its number to allow for quick reference. The numbering is consistent with the one adopted in Appendix A.

Below is a description of each indicator or, in the case of Executive Opinion Survey data, the full question and associated answers. If necessary, additional information is provided underneath.

## Pillar 1: Domestic market access

### 1.01 Tariff rate

[Trade-weighted average applied tariff rate \(%\) | 2013 or most recent year available](#)

This indicator is calculated as a trade-weighted average of all the applied tariff rates, including preferential rates that a country applies to the rest of the world. The weights are the trade patterns of the importing country's reference group (2012 data). An applied tariff is a customs duty that is levied on imports of merchandise goods.

Source: International Trade Centre  
Note: Higher value means worse outcome

### 1.02 Complexity of tariffs

[Index of complexity of tariffs, 1–7 \(least complex\) scale | Various years](#)

This indicator is calculated as the average of the following indicators: Tariff dispersion, Specific tariffs and Number of distinct tariffs. See description of each individual indicator for more details. Prior to averaging, values for each indicator were transformed to a 1–7 score, using the min-max method.

Source: International Trade Centre

### 1.02.a Tariff dispersion

[Standard deviation of applied tariff rates | 2013 or most recent year available](#)

This indicator reflects differences in tariffs across product categories in a country's tariff structure. The variance is calculated across all the tariffs on imported merchandise goods, at the 6-digit level of the Harmonized Schedule.

Source: International Trade Centre  
Note: Higher value means worse outcome

### 1.02.b Tariff peaks

[Share of tariff lines with domestic peaks \(%\) | 2013 or most recent year available](#)

This indicator is the ratio of the number of tariff lines exceeding three times the average domestic tariff (across all products) to the MFN (most-favoured nation) tariff schedule. The tariff schedule is equal to the total number of tariff lines for each country. These tariffs are revised on a yearly basis.

Source: International Trade Centre  
Note: Higher value means worse outcome

### 1.02.c Specific tariffs

[Share of tariff lines with specific tariffs \(%\) | 2013 or most recent year available](#)

This indicator is the ratio of the number of Harmonized System (HS) tariff lines, with at least one specific tariff, to the total number of HS tariff lines. A specific tariff is a tariff rate charged on fixed amount per quantity (as opposed to ad valorem).

Source: International Trade Centre  
Note: Higher value means worse outcome

### 1.02.d Number of distinct tariffs

[Number of distinct tariffs for all sectors | 2013 or most recent year available](#)

This indicator reflects the number of distinct tariff rates applied by a country to its imports across all sectors.

Source: International Trade Centre  
Note: Higher value means worse outcome

## 1.03 Share of duty-free imports

[Duty-free imports as a share of total imports \(%\) | 2013 or most recent year available](#)

Share of trade, excluding petroleum, that is imported free of tariff duties, taking into account MFN tariffs and preferential agreements. Tariff data is from 2013 or most recent year available and imports data is from 2012.

Source: International Trade Centre

## Pillar 2: Foreign market access

### 2.01 Tariffs faced

[Trade-weighted average tariff faced in destination markets \(%\) | 2013 or most recent year available](#)

This indicator is calculated as the trade-weighted average of the applied tariff rates, including preferential rates that the rest of the world applies to each country. The weights are the trade patterns of the importing country's reference group (2012 data). A tariff is a customs duty that is levied by the destination country on imports of merchandise goods.

Source: International Trade Centre  
Note: Higher value means worse outcome

### 2.02 Margin of preference in destination markets

[Index of margin of preference in destination markets, 0–100 \(best\) | 2013](#)

This indicator measures the percentage by which particular imports from one country are subject to lower tariffs than the MFN rate. It is calculated as the average of two components: 1) the trade-weighted average difference between the MFN tariff and the most advantageous preferential duty (advantage score), and 2) the ratio of the advantage score to the trade-weighted average MFN tariff level. This allows capturing both the absolute and the relative margin of preference.

Source: World Economic Forum's calculations based on data from International Trade Centre



## Pillar 3: Efficiency and transparency of border administration

### 3.01 Customs services index

[Index of extent of quality and comprehensiveness of services provided by customs authorities and related agencies, 0–1 \(best\) | 2014 or most recent year](#)

This indicator is based on 17 survey questions taken from the Global Express Association (GEA) Customs Capabilities Reports, which evaluate the quality and comprehensiveness of services offered by customs and related agencies. The services included: clearance of shipments via electronic data interchange; separation of physical release of goods from fiscal control; full-time (24 hours/7 days a week) automated processing; customs working hours adapted to commercial needs; fee for services conducted during normal service hours; inspection and release of goods arriving by air by the operator's facility; automated risk assessment as primary basis for physical examination of shipments; multiple inspections (inspections by agencies other than customs) and the promptness of those inspections; exemptions from full customs formalities for shipments of minimal value; exemptions from duties and taxes for shipments of minimal value; clearance of shipments by a third party; appeal of customs decisions to a higher level or an independent tribunal; and use of reference prices or arbitrary uplifts to invoice values. The maximum score an economy can obtain is 1.

Source: World Economic Forum's calculations based on data from the Global Express Association

### 3.02 Efficiency of the clearance process

[Efficiency of the clearance process by customs and border control agencies \(1 = very low, 5 = very high\) | 2013](#)

This indicator assesses the effectiveness and efficiency of the clearance process by customs and other border control agencies in the eight major trading partners of each country. Respondents to the LPI survey were asked to evaluate the effectiveness and efficiency of clearance in the country in which they work, based on their experience in international logistics, on a 1–5 scale compared with generally accepted industry standards or practices.

Source: The World Bank, *Logistics Performance Index 2014*

### 3.03 Time to import goods

[Number of days necessary to comply with all procedures required to import goods | 2013](#)

The time calculation for a procedure starts from the moment it is initiated and runs until it is completed. If a procedure can be accelerated for an additional cost, the fastest legal procedure is chosen. It is assumed that neither the exporter nor the importer wastes time and that each commits to completing each remaining procedure without delay. Procedures that can be completed in parallel are measured as simultaneous. The waiting time between procedures—for example, during unloading of the cargo—is included in the measure.

Source: The World Bank, *Doing Business 2014*  
Note: Higher value means worse outcome

### 3.04 Documents to import goods

[Number of all documents required to import goods | 2013](#)

This indicator takes into account all documents required to import the goods that are recorded. It is assumed that the contract has already been agreed upon and signed by both parties. Documents include bank documents, customs declaration and clearance documents, port filing documents, import licenses and other official documents exchanged between the concerned parties. Documents filed simultaneously are considered different documents but with the same time frame for completion.

Source: The World Bank, *Doing Business 2014*  
Note: Higher value means worse outcome

### 3.05 Cost to import goods

[Cost \(US\\$ per container\) associated with all the procedures required to import goods | 2013](#)

This indicator measures the fees levied on a 20-foot container in U.S. dollars. All the fees associated with completing the procedures to import the goods are included. These include costs for documents, administrative fees for customs clearance and technical control, terminal handling charges and inland transport. The cost measure does not include tariffs or trade taxes. Only official costs are recorded.

Source: The World Bank, *Doing Business 2014*  
Note: Higher value means worse outcome

### 3.06 Time to export goods

[Number of days necessary to comply with all procedures required to export goods | 2013](#)

The time calculation for a procedure starts from the moment it is initiated and runs until it is completed. If a procedure can be accelerated for an additional cost, the fastest legal procedure is chosen. It is assumed that neither the exporter nor the importer wastes time and that each commits to completing each remaining procedure without delay. Procedures that can be completed in parallel are measured as simultaneous. The waiting time between procedures—for example, during unloading of the cargo—is included in the measure.

Source: The World Bank, *Doing Business 2014*  
Note: Higher value means worse outcome

### 3.07 Documents to export goods

[Number of documents required to export goods | 2013](#)

This indicator takes into account all documents required to export the goods that are recorded. It is assumed that the contract has already been agreed upon and signed by both parties. Documents include bank documents, customs declaration and clearance documents, port filing documents, import licenses and other official documents exchanged between the concerned parties. Documents filed simultaneously are considered different documents but with the same time frame for completion.

Source: The World Bank, *Doing Business 2014*  
Note: Higher value means worse outcome

### 3.08 Cost to export goods

[Cost \(US\\$ per container\) associated with all the procedures required to export goods | 2013](#)

This indicator measures the fees levied on a 20-foot container in U.S. dollars. All the fees associated with completing the procedures to export the goods are included. These include costs for documents, administrative fees for customs clearance and technical control, terminal handling charges and inland transport. The cost measure does not include tariffs or trade taxes. Only official costs are recorded.

Source: The World Bank, *Doing Business 2014*  
Note: Higher value means worse outcome

### 3.09 Irregular payments in exports and imports

[In your country, how common is it for firms to make undocumented extra payments or bribes connected with imports and exports? \(1 = common, 7 = never occurs\) | 2012–2013 weighted average](#)

Source: World Economic Forum, Executive Opinion Survey, 2012 and 2013 editions

### 3.10 Time predictability of import procedures

[In your country, to what extent does the time necessary for border clearance fluctuate when importing goods? \(1 = fluctuates significantly, 7 = is extremely stable\) | 2012–2013 weighted average](#)

Source: World Economic Forum, Executive Opinion Survey, 2013

### 3.11 Customs transparency index

Index of transparency of procedures and regulations related to customs clearance, 0–1 (best) | 2014 or most recent year

This indicator is based on 7 survey questions taken from the GEA Customs Capabilities Reports, evaluating the overall transparency of the procedures and regulations related to customs clearance. The maximum score an economy can obtain is 1.

Source: World Economic Forum's calculations based on data from the Global Express Association

## Pillar 4: Availability and quality of transport infrastructure

### 4.01 Available airline seat kilometres

Scheduled available international airline seat kilometres per week originating in country (in millions) | January 2013–July 2013

This variable measures the total passenger-carrying capacity of all scheduled international flights originating in a country. It is computed by taking the number of seats available on each flight multiplied by the flight distance in kilometres, summing the result across all scheduled flights in a week during January (winter schedule) and July (summer schedule) 2013, and taking the average capacity of the two weeks.

Source: International Air Transport Association, SRS Analyser

### 4.02 Quality of air transport infrastructure

How would you assess passenger air transport infrastructure in your country? (1 = extremely underdeveloped, 7 = extensive and efficient by international standards) | 2012–2013 weighted average

Source: World Economic Forum, Executive Opinion Survey, 2012 and 2013 editions

### 4.04 Liner Shipping Connectivity Index

Quantity of services provided by liner companies | 2013

This indicator captures how well countries are connected to global shipping networks. It is based on five components of the maritime transport sector: number of ships, their container-carrying capacity, maximum vessel size, number of services and number of companies that deploy container ships in a country's ports. For each component, a country's value is divided by the maximum value of each component in 2004. The five components are then averaged for each country, and the average is divided by the maximum average for 2004 and multiplied by 100. The index generates a value of 100 for the country with the highest average index in 2004.

Source: United Nations Conference on Trade and Development (UNCTAD), Transport Section, Trade Logistics Branch

### 4.05 Quality of port infrastructure

How would you assess port facilities in your country? (1 = extremely underdeveloped, 7 = well-developed and efficient by international standards). For landlocked countries, this measures the ease of access to port facilities and inland waterways. | 2012–2013 weighted average

Source: World Economic Forum, Executive Opinion Survey, 2012 and 2013 editions

### 4.06 Paved roads

Paved roads as percentage of total roads | 2010 or most recent year available

Paved roads are those surfaced with crushed stone (macadam) and hydrocarbon binder or bituminized agents, with concrete, or with cobblestones. This indicator shows paved roads as a percentage of all the country's/economy's roads, measured in length.

Sources: The World Bank, *World Development Indicators Online* (retrieved on November 6, 2013); national sources

### 4.07 Quality of roads

How would you assess roads in your country? (1 = extremely underdeveloped, 7 = extensive and efficient by international standards) | 2012–2013 weighted average

Source: World Economic Forum, Executive Opinion Survey, 2012 and 2013 editions

## Pillar 5: Availability and quality of transport services

### 5.01 Ease and affordability of shipment

Ease of arranging competitively priced international shipments (1 = very low, 5 = very high) | 2013

This indicator assesses the ease and affordability associated with arranging international shipments. Respondents to the LPI survey were asked to evaluate the ease and affordability associated with arranging international shipments to or from eight countries (major trading partners) with which they conduct business. Performance was evaluated using a 5-point scale (1 for the lowest score, 5 for the highest), based on their experience in international logistics and in accordance with generally accepted industry standards or practices.

Source: The World Bank, *Logistics Performance Index 2014*

### 5.02 Logistics competence

Competence and quality of logistics services, e.g. transport operators and customs brokers (1 = very low, 5 = very high) | 2013

This indicator evaluates the competence of the local logistics industry. Respondents to the LPI survey were asked to evaluate the competence of the local logistics industry in the eight countries (major trading partners) with which they conduct business. Performance was evaluated using a 5-point scale (1 for the lowest score, 5 for the highest), based on their experience in international logistics and in accordance with generally accepted industry standards or practices.

Source: The World Bank, *Logistics Performance Index 2014*

### 5.03 Tracking and tracing ability

Ability to track and trace consignments (1 = very low, 5 = very high) | 2013

This indicator assesses the ability to track and trace international shipments (consignments). Respondents to the LPI survey were asked to evaluate the ability to track and trace international shipments (consignments) when shipping to or from eight countries (major trading partners) with which they conduct business. Performance was evaluated using a 5-point scale (1 for the lowest score, 5 for the highest), based on their experience in international logistics and in accordance with generally accepted industry standards or practices.

Source: The World Bank, *Logistics Performance Index 2014*

### 5.04 Timeliness of shipments in reaching destination

Frequency of shipments reaching the consignee within the scheduled delivery (1 = very low, 5 = very high) | 2013

This indicator assesses how often shipments reach the consignee within the scheduled delivery time. Respondents to the LPI survey were asked to evaluate the timeliness of shipments in reaching their destination when arranging shipments to eight countries (major trading partners) with which they conduct business. Performance was evaluated using a 5-point scale (1 for the lowest score, 5 for the highest), based on their experience in international logistics and in accordance with generally accepted industry standards or practices.

Source: The World Bank, *Logistics Performance Index 2014*

### 5.05 Postal service efficiency

To what extent do you trust your country's postal system to have a friend mail a small package worth US\$ 100 to you? (1 = do not trust at all, 7 = trust completely) | 2012–2013 weighted average

Source: World Economic Forum, Executive Opinion Survey, 2012 and 2013 editions

**5.06 Efficiency of transport mode change**

In your country, how efficient are changes between different modes of transport (e.g. from port to rail or airport to roads)? (1 = not efficient at all, 7 = extremely efficient) | 2012–2013 weighted average

Source: World Economic Forum, Executive Opinion Survey, 2012 and 2013 editions

**Pillar 6: Availability and use of ICTs****6.01 Mobile telephone subscriptions**

Mobile telephone subscriptions (post-paid and pre-paid) per 100 population | 2012

According to the World Bank, mobile cellular telephone subscriptions are subscriptions to a public mobile telephone service using cellular technology, which provides access to switched telephone technology. Postpaid and prepaid subscriptions are included. This can also include analogue and digital cellular systems but should not include non-cellular systems. Subscribers to fixed wireless, public mobile data services or radio paging services are not included.

Source: International Telecommunication Union, *ITU World Telecommunication/ICT Indicators Database 2013* (December 2013 edition)

**6.02 Internet users**

Percentage of individuals using the Internet | 2012

Internet users are people with access to the worldwide network.

Source: International Telecommunication Union, *ITU World Telecommunication/ICT Indicators Database 2013* (December 2013 edition)

**6.03 Fixed broadband Internet subscriptions**

Fixed broadband Internet subscriptions per 100 population | 2012

The International Telecommunication Union considers broadband to be any dedicated connection to the Internet of 256 kilobits per second or faster, in both directions. Broadband subscribers refers to the sum of DSL, cable modem and other broadband (for example, fiber optic, fixed wireless, apartment LANs, satellite connections) subscribers.

Source: International Telecommunication Union, *ITU World Telecommunication/ICT Indicators Database 2013* (December 2013 edition)

**6.04 Active mobile broadband subscriptions**

Active mobile broadband Internet subscriptions per 100 population | 2012

The International Telecommunication Union considers active mobile broadband Internet subscriptions all Standard mobile-broadband subscriptions (via a mobile-cellular telephone) and Dedicated mobile-broadband subscriptions (via UBS dongle/modem) or as add-on data package to voice package. Other wireless-broadband subscriptions, such as Terrestrial fixed (wireless)-broadband subscriptions (e.g. WiMAX) and Satellite-broadband subscriptions, are excluded from this indicator.

Source: International Telecommunication Union, *ITU World Telecommunication/ICT Indicators Database 2013* (December 2013 edition)

**6.05 ICT use for business-to-business transactions**

In your country, to what extent do businesses use ICTs for transactions with other businesses? (1 = not at all, 7 = to a great extent) | 2012–2013 weighted average

Source: World Economic Forum, Executive Opinion Survey, 2012 and 2013 editions

**6.06 Internet use for business-to-consumer transactions**

In your country, to what extent do businesses use the Internet for selling their goods and services to consumers? (1 = not at all, 7 = to a great extent) | 2012–2013 weighted average

Source: World Economic Forum, Executive Opinion Survey, 2012 and 2013 editions

**6.07 Government Online Service Index**

The Government Online Service Index assesses the quality of government's delivery of online services (0 = very low, 1 = very high) | 2012

The Index captures a government's performance in delivering online services to the citizens. There are four stages of service delivery (Emerging, Enhanced, Transactional and Connected). Online services are assigned to each stage according to their degree of sophistication, from the more basic to the more sophisticated. In each country, the performance of the government in each of the four stages is measured as the number of services provided as a percentage of the maximum services in the corresponding stage. Examples of services include online presence, deployment of multimedia content, governments' solicitation of citizen input, widespread data sharing and use of social networking. For more details about the methodology employed and the assumptions made to compute this indicator, please consult the UN's Global E-Government Survey 2012's dedicated page at [http://www2.unpan.org/egovkb/global\\_reports/12report.htm](http://www2.unpan.org/egovkb/global_reports/12report.htm).

Source: United Nations, *UN E-Government Survey 2012: E-Government for the People*

**Pillar 7: Operating environment****7.01 Protection of property**

Index of protection of property (1 = extremely weak, 7 = extremely strong) | 2012–2013 weighted average

This indicator is a combination of two indicators derived from the World Economic Forum's Executive Opinion Survey: Protection of property rights and Intellectual property protection. See description of each individual indicator for more details.

Source: World Economic Forum, Executive Opinion Survey, 2012 and 2013 editions

**7.01.a Property rights**

In your country, how strong is the protection of property rights, including financial assets? (1 = extremely weak, 7 = extremely strong) | 2012–2013 weighted average

Source: World Economic Forum, Executive Opinion Survey, 2012 and 2013 editions

**7.01.b Intellectual property protection**

In your country, how strong is the protection of intellectual property, including anti-counterfeiting measures? (1 = extremely weak, 7 = extremely strong) | 2012–2013 weighted average

Source: World Economic Forum, Executive Opinion Survey, 2012 and 2013 editions

**7.02 Efficiency and accountability of public institutions**

Index of efficiency and accountability of public institutions (1 = worst, 7 = best) | Various years

This indicator is a combination of six indicators derived from the World Economic Forum's Executive Opinion Survey: Judicial independence; Diversion of public funds, Favoritism in decision of government officials, Efficiency of the legal framework in settling disputes, Efficiency of the legal framework in challenging regulations and Burden of government regulation. See description of each individual indicator for more details.

Source: World Economic Forum, Executive Opinion Survey, 2012 and 2013 editions

**7.02.a Judicial efficiency and impartiality in commercial disputes**

Index of timeliness and impartiality of commercial disputes involving state, national and foreign stakeholders (0 = worst, 4 = best) | 2012

This indicator, produced by the Centre d'études prospectives et d'informations internationales (CEPII), is the average of the country's scores on timeliness of judicial decisions in commercial matters, impartiality of the justice system in commercial disputes involving the state, impartiality of the justice system in commercial disputes involving national stakeholders and impartiality of the justice system in commercial disputes involving nationals and foreigners. The scores are the result of a survey conducted by CEPII among the officers of the French Ministry for the Economy and Finance (MEF) stationed abroad and of the French Development Agency (AFD). Note that CEPII refers to this indicator as "Trade Justice" in its *Institutional Profiles Database 2012*.

Source: Centre d'études prospectives et d'informations internationales (CEPII), *Institutional Profiles Database 2012*

**7.02.b Diversion of public funds**

In your country, how common is diversion of public funds to companies, individuals or groups due to corruption? (1 = very commonly occurs, 7 = never occurs) | 2012–2013 weighted average

Source: World Economic Forum, Executive Opinion Survey, 2012 and 2013 editions

**7.02.c Burden of government regulation**

In your country, how burdensome is it for businesses to comply with governmental administrative requirements, e.g. permits, regulations, reporting? (1 = extremely burdensome, 7 = not burdensome at all) | 2012–2013 weighted average

Source: World Economic Forum, Executive Opinion Survey, 2012 and 2013 editions

**7.03 Access to finance**

Index of access to finance (1 = worst, 7 = best) | 2012–2013 weighted average

This indicator is a combination of four indicators derived from the World Economic Forum's Executive Opinion Survey: Affordability of financial services, Availability of financial services, Ease of access to loans and Availability of trade finance. See description of each individual indicator for more details.

Source: World Economic Forum, Executive Opinion Survey, 2012 and 2013 editions

**7.03.a Affordability of financial services**

In your country, to what extent are financial services affordable for businesses? (1 = not affordable at all, 7 = affordable) | 2012–2013 weighted average

Source: World Economic Forum, Executive Opinion Survey, 2012 and 2013 editions

**7.03.b Availability of financial services**

In your country, to what extent does the financial sector provide a wide range of financial products and services to businesses? (1 = not at all, 7 = provides a wide variety) | 2012–2013 weighted average

Source: World Economic Forum, Executive Opinion Survey, 2012 and 2013 editions

**7.03.c Ease of access to loans**

In your country, how easy is it to obtain a bank loan with only a good business plan and no collateral? (1 = extremely difficult, 7 = extremely easy) | 2012–2013 weighted average

Source: World Economic Forum, Executive Opinion Survey, 2012 and 2013 editions

**7.03.d Availability of trade finance**

In your country, how easy is it to obtain trade financing at affordable cost (trade credit insurance and trade credit such as letters of credit, bank acceptances, advanced payments and open account arrangements)? (1 = common, 7 = never occurs)? | 2012–2013 weighted average

Source: World Economic Forum, Executive Opinion Survey, 2012 and 2013 editions

**7.04 Openness to foreign participation**

Index of openness to foreign participation (1 = worst, 7 = best) | Various years

This indicator is a combination of the Ease of hiring foreign labour, Business impact of rules on FDI (both derived from the World Economic Forum's Executive Opinion Survey) and Openness to multilateral trade rules (International Trade Centre) indicators. See description of each individual indicator for more details.

Source: World Economic Forum's calculations based on data from World Economic Forum and International Trade Centre

**7.04.a Ease of hiring foreign labour**

To what extent does labour regulation in your country limit the ability to hire foreign labour? (1 = very much limits hiring foreign labour, 7 = does not limit hiring foreign labour at all) | 2012–2013 weighted average

Source: World Economic Forum, Executive Opinion Survey, 2012 and 2013 editions

**7.04.b Business impact of rules on FDI**

To what extent do rules governing foreign direct investment (FDI) encourage or discourage it? (1 = strongly discourage FDI, 7 = strongly encourage FDI) | 2012–2013 weighted average

Source: World Economic Forum, Executive Opinion Survey, 2012 and 2013 editions

(Cont'd.)

**7.04.c Openness to multilateral trade rules**

**Index of openness to multilateral trade rules (0 = lowest, 100 = highest) | Situation as of January 2014**

This index evaluates the overall participation of countries in multilateral trade rules or instruments (MTRs). These rules are all internationally elaborated legal standards currently regulating trade in specific areas. MTRs are primarily comprised of conventions and treaties that countries ratify or accede to, and international model laws that are incorporated into national law. The index is based on ITC's Trade Treaties map—LegaCarta system, which analyzes the position of each country (accession/nonaccession and incorporation/nonincorporation) regarding some 280 MTRs as well as 450 protocols or amendments overseen by 28 different international organizations. For the purposes of this index, 40 core MTRs were selected, and each was rated with a score depending on its importance and relevance to trade. The 40 core instruments belong to seven categories (contracts, customs, dispute resolution, governance, intellectual property, investment and air transport). Each category is given an equal weight in the calculation of the index. Selection of the core instruments is based on their importance and relevance to trade and their universality. The importance and relevance to trade of an instrument is determined by taking into account several criteria including: the impact of its provisions on international trade (reduction of transactional costs, trade facilitation, harmonization, transparency, predictability, creation of a business-friendly business climate, support of private-sector activities and encouragement of foreign direct investment), the opinion of international legal experts and the views of the international bodies administering these instruments. Universality means that the selected MTRs can potentially be applied by all countries, notwithstanding their geographical position or economic level. For example, maritime transport conventions, however important, were not taken into account because of their weak relevance for landlocked countries; treaties dealing with securities and insider trading were not included because they do not represent a priority in countries that have not developed sophisticated financial markets. Accession to the WTO Agreements is not taken into account in this index as WTO accession does not depend exclusively on the will of a non-member state to join the WTO.

Source: International Trade Centre, based on data from the Trade Treaties map—LegaCarta database

**7.05 Physical security**

**Index of physical security (1 = lowest, 7 = highest) | Various years**

This indicator is a combination of the Reliability of police services, Business costs of crime and violence (both indicators derived from the World Economic Forum's Executive Opinion Survey), Incidence of terrorism and Homicide rate indicators. See description of each individual indicator for more details.

Source: World Economic Forum's calculations based on data from World Economic Forum and United Nations Office on Drugs and Crime

**7.05.a Reliability of police services**

**To what extent can police services be relied upon to enforce law and order in your country? (1 = cannot be relied upon at all, 7 = can always be relied upon) | 2012–2013 weighted average**

Source: World Economic Forum, Executive Opinion Survey, 2012 and 2013 editions

**7.05.b Business costs of crime and violence**

**In your country, to what extent does the incidence of crime and violence impose costs on businesses? (1 = to a great extent, 7 = not at all) | 2012–2013 weighted average**

Source: World Economic Forum, Executive Opinion Survey, 2012 and 2013 editions

**7.05.c Business costs of terrorism**

**In your country, to what extent does the threat of terrorism impose costs on businesses? (1 = to a great extent, 7 = not at all) | 2012–2013 weighted average**

Source: World Economic Forum, Executive Opinion Survey, 2012 and 2013 editions

**7.05.d Homicide rate**

**Number of homicide cases per 100,000 population | 2011 or most recent year available**

The United Nations Office on Drugs and Crime (UNODC) collects statistics on homicide occurrences worldwide, pooling information from national sources as well as other international institutions such as Interpol, Eurostat, the Organization of American States, UNICEF and the World Health Organization (WHO).

Source: United Nations Office on Drugs and Crime (UNODC)

Note: Higher value means worse outcome

**7.05.e Terrorism incidence**

**Simple average of the number of terrorism-related casualties (injuries and fatalities) and the number of terrorist attacks, each normalized on a scale of 1 to 7 | 2010–2012 total**

This index has been created on the basis of data contained in the START Database (National Consortium for the Study of Terrorism and Responses to Terrorism). It is the average of the total number of "terrorism attacks" during the 2010–2012 period and the total number of "terrorism casualties" (fatalities plus injured people) over the same period. Prior to aggregation, both totals were transformed on a scale ranging from 1 (most attacks/casualties) to 7 (no attack/casualty) using a min-max formula. On both measures, economies whose terrorism incidence is above the 95th percentile are assigned a transformed score of 1.

Source: World Economic Forum's calculations based on data from National Consortium for the Study of Terrorism and Responses to Terrorism (START), *Global Terrorism Database*. Retrieved from <http://www.start.umd.edu/gtd> on January 31, 2014.



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# Acknowledgments

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Agility is a provider of integrated logistics to businesses and governments, a publicly traded company with over US\$ 5 billion in annual revenue and 22,000 employees in 100 countries. Agility Global Integrated Logistics provides supply chain solutions to commercial customers. Agility's Infrastructure group of companies manages industrial real estate and offers logistics-related services, including e-government customs optimization and consulting, waste management and recycling, aviation and ground-handling services, support to governments and ministries of defence, remote infrastructure and life support.

## Brambles

Brambles is a pooling solutions company specializing in the provision of reusable pallets, crates and containers and associated logistics services through the CHEP and IFCO brands.



Brightstar Corp. is the world's largest specialized wireless distributor and a leading global services company, serving mobile device manufacturers, wireless operators and retailers, with a local presence on six continents and operations in 51 countries and territories. Its industry-leading services include value-added distribution, supply chain optimization, handset protection and insurance, buy-back and trade-in solutions, multichannel retail solutions and financial services. Its services help customers increase product availability, expand channel reach and drive supply chain efficiencies and innovation.

## Deutsche Post DHL

Deutsche Post DHL is the global market leader in mail and logistics services, with services ranging from standardized products to tailored solutions. About 475,000 employees in more than 220 countries and territories form a global network focused on service, quality and sustainability. With several global initiatives, it is committed to social responsibility. In 2012, Deutsche Post DHL generated revenues of more than 55 billion euros.



DNB is a financial institution in Norway with operations in retail and corporate banking, life insurance, asset management and capital markets.



Emirates Group comprises Emirates Airlines, Dnata, Mercator, Transguard and Emquest. The airline divisions include SkyCargo and Destination and Leisure Management, which manages Emirates Holidays, Arabian Adventures, Congress Solutions International and Emirates Hotels and Resorts. It operates services to over 102 cities in 62 countries in Europe, the Americas, the Middle East, Africa, the Indian subcontinent and Asia-Pacific. Its all wide-bodied fleet has over 146 aircraft with a further 145 aircraft on order, worth more than US\$ 49 billion.



The Global Express Association represents the four leading international express delivery companies (DHL Express, FedEx Express, TNT Express and UPS). GEA's members serve over 220 countries and territories worldwide and carry over 30 million packages each day, with time-definite delivery. Among other things, GEA publishes a Customs Capability Database with information about border performance indicators in 139 countries. More information about GEA and its members is available at [www.global-express.org](http://www.global-express.org) or from [info@global-express.org](mailto:info@global-express.org).



The International Air Transport Association (IATA), founded in April 1945, is the prime vehicle for inter-airline cooperation in promoting safe, reliable, secure and economical air services. Today IATA represents 240 airlines comprising 84 percent of international scheduled air traffic.



International Container Terminal Services (ICTSI) is involved in the management, operation and development of ports and terminals. Incorporated in 1987, ICTSI is the Philippines' largest and most successful container terminal operator, and has become a world leader in providing container handling, storage and related services to shipping lines and cargo owners. Its experience spans container terminal operation on four continents. Its shares have been listed on the Philippine Stock Exchange since March 1994, and form part of the MSCI index.



International Trade Centre (ITC) is the joint agency of the World Trade Organization and the United Nations. ITC assists small and medium-sized enterprises in developing and transition economies to become more competitive in global markets, thereby contributing to sustainable economic development within the frameworks of the Aid for Trade agenda and the Millennium Development Goals.



A.P. Moller-Maersk is a worldwide conglomerate operating in 130 countries and with a workforce of some 108,000 employees. It owns one of the world's largest container shipping companies and is also active in the energy, logistics, retail and manufacturing industries.



Royal Vopak is the world's leading independent tank storage company, specializing in the storage and handling of oil, chemicals, LNG and biofuels. With almost 400 years of experience, it currently owns and operates 79 terminals in 29 countries. Vopak is listed on the Amsterdam Stock Exchange and is headquartered in Rotterdam, the Netherlands.



Stena has international activities in shipping, ferry lines, drilling rigs, real estate, recycling and finance.



Swiss International Air Lines serves 69 destinations in 37 countries worldwide (winter schedule 2012/13) from its Zurich hub and the Swiss international airports of Basel and Geneva with a fleet of 91 aircraft. As part of the Lufthansa Group and a member of Star Alliance, its mission is to provide quality air services that link Switzerland with Europe and the world.



Transnet SOC is a transport and logistics company, wholly owned by the South African government. It has over 57,000 employees and assets over ZAR 182 billion. It is investing over ZAR 300 billion over the next seven years on revitalizing and extending its infrastructure by widening and deepening ports, building a new pipeline, buying hundreds of new locomotives and addressing a maintenance backlog. Its operating divisions are Transnet Freight Rail, Transnet National Ports Authority, Transnet Port Terminals, Transnet Pipelines and Transnet Rail Engineering.



United Nations Conference on Trade and Development (UNCTAD) is the United Nations focal point for trade and development, and for interrelated issues in the areas of finance, technology, investment and sustainable development. To assist developing countries to integrate into the global economy, UNCTAD seeks to help the international community promote a global partnership for development with coherent global economic policymaking. Besides research and analysis on development issues, UNCTAD is a forum to build consensus around efforts to promote national and international policies and strategies conducive to development. Through technical assistance, UNCTAD supports countries in implementing development strategies to overcome the challenges of and to benefit from globalization.



UPS (NYSE: UPS) is a global leader in logistics, offering a broad range of solutions including the transportation of packages and freight, the facilitation of international trade, and the deployment of advanced technology to more efficiently manage the world of business. Headquartered in Atlanta, it serves more than 220 countries and territories worldwide. Through a range of innovative global programmes, The UPS Foundation has developed a multi-sector commitment to urgent humanitarian relief.



Volkswagen, Europe's largest car manufacturer, is made up of 12 independent brands offering a broad product portfolio ranging from motorcycles to low-consumption small cars, to luxury class vehicles. In the commercial vehicle sector, the product offering extends from pick-ups to buses and heavy trucks. The Volkswagen Group sold more than 9 million vehicles in 2013. It has 570,000 employees and 106 factory sites worldwide.



The Volvo Group is one of the world's leading manufacturers of trucks, buses, construction equipment and marine and industrial engines. It also provides complete solutions for financing and service. The Group, which employs about 115,000 people, has production facilities in 19 countries and sells its products in more than 190 markets. Quality, safety and environmental care are the values that form its common base and are important components of corporate culture.



**THE WORLD BANK**

The World Bank is a vital source of financial and technical assistance to developing countries. It comprises five institutions managed by their member countries. Established in 1944, the World Bank Group is headquartered in Washington, D.C. We have more than 10,000 employees in more than 120 offices worldwide.

Our loans and grants support investments in such areas as education, health, trade, infrastructure, private sector development and agriculture. Some of our projects are cofinanced with governments, multilateral institutions, commercial banks, export credit agencies, and private sector investors. We offer support to developing countries through policy advice, technical assistance and capacity building.



The World Customs Organization (WCO), with its 179 Members across the globe responsible for processing approximately 98% of world trade, is the only global intergovernmental organization uniquely focused on customs matters. Recognized as the voice of the international customs community, the WCO is particularly noted for its competence in areas covering the development of global standards, the simplification and harmonization of customs procedures, the security of the trade supply chain, the facilitation of world trade, customs enforcement and compliance programmes, coordinated border management, the international Harmonized System goods nomenclature, customs valuation, origin, and sustainable customs capacity building initiatives. For more information, visit [www.wcoomd.org](http://www.wcoomd.org).



The World Trade Organization (WTO) is the international organization dealing with the global rules of trade between nations. Its main function is to ensure that trade flows as smoothly, predictably and freely as possible.





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