Insight Report

The Global Enabling Trade Report 2012

Reducing Supply Chain Barriers

ROBERT Z. LAWRENCE, MARGARETA DRZENIEK HANOUZ, AND SEAN DOHERTY, EDITORS

WORLD
ECONOMIC
FORUM

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The Global Enabling Trade Report 2012 reflects a world in which trade has rebounded from its 2009 slump. It is a world where trade is no longer dominated by developed economies but is now more concentrated in and among emerging economies. This shift highlights the virtuous role trade can play in economic growth and poverty reduction. With progress stalled in multilateral trade negotiations, the *Report*'s practical focus on tackling barriers is increasingly important.

Many of this year's contributions reflect a growing recognition that trade facilitation is most effective when it is designed to support global value chains. Countries, like companies, increasingly specialize in tasks rather than products, adding value to intermediate products that cross many borders. Consequently, when countries enable trade, the benefits are not just local or bilateral but global. But global disaggregation of value chains through trade has brought challenges as well as opportunities. Cognizant of the need to safeguard advances made, the *Report* considers the issue of supply chain integrity and the steps both countries and companies can take to ensure that quality, security, and trade are mutually reinforcing rather than opposing. Several contributions also touch on the need to transform our perspectives on trade by updating the way we measure it. Because trade and investment go hand in hand, the *Report* has, since its inception, dealt with enabling factors beyond national borders.

Fundamentally, the *Report*'s assessment of factors that enable trade provides a reminder of the attributes that govern a nation's ability to benefit from trade. These attributes are captured in the Enabling Trade Index, which stands at the core of the *Report* and includes four broad categories: market access, border administration, infrastructure, and the business environment.

The Global Enabling Trade Report arises from and is supported by the World Economic Forum's Supply Chain and Transportation Industry Partnership program. Since its introduction in 2008, the *Report* has become a widely used reference, forming part of the toolbox of many countries in their efforts to increase trade and helping companies with their investment decisions. The *Report* is the basis for high-level public-private dialogues, facilitated by the World Economic Forum around the world, that focus on practical steps that can be taken by both governments and the private sector to overcome trade barriers in a particular country or region.

The complete *Report* can be downloaded at www.weforum.org/getr. It contains detailed profiles for all 132 economies covered this year. The profiles provide an overview of the results on all indicators included in the Enabling Trade Index.

Executive Summary

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The international trade agenda has seen many shifts over the last several years. After the 2008 slump in global trade, international trade rebounded with and among emerging markets faster than in other economies, confirming the move in economic activity away from the developed world. At the same time, events such as the Japanese tsunami in 2011 highlighted the continued international fragmentation of supply chains. Increasingly, goods are produced across a number of countries within the same company or groups of companies, and countries specialize in tasks rather than products. With the Doha Development Agenda at an impasse, these developments raise the importance of practical measures that countries can take to enable trade and better participate in the global division of labor, with the ultimate aim of supporting economic growth.

Since its introduction in 2008, *The Enabling Trade Report* has become a widely used reference, forming part of the toolbox of many countries in their efforts to increase trade and helping companies with their investment decisions. The *Report* is the basis for many high-level public-private dialogues facilitated around the world each year by the World Economic Forum. These dialogues focus on practical steps that can be taken by both governments and the private sector to overcome particular trade barriers in a country or region.

The Enabling Trade Index (ETI) was developed within the context of the World Economic Forum's Supply Chain and Transportation Industry Partnership program and was first published in *The Global Enabling Trade Report 2008.* A number of Data Partners are collaborating in this effort: the Global Express Association (GEA), the International Air Transport Association (IATA), the International Trade Centre (ITC), the United Nations Conference on Trade and Development (UNCTAD), the World Bank, the World Customs Organization (WCO), and the World Trade Organization (WTO). We have also received significant input from companies that are part of the Supply Chain and Transportation Industry Partnership, namely A.P. Möller Maersk, Agility, Brightstar, Deutsche Post DHL, DNB Nor, FedEx, the Panama Canal Authority, Stena, Swiss International Air Lines, Transnet, UPS, Volkswagen, and AB Volvo.

The ETI measures the extent to which individual economies have developed *institutions, policies, and services facilitating the free flow of goods over borders and to destination.* The structure of the Index reflects the main enablers of trade, breaking them into four overall issue areas that are captured in subindexes A, B, C, and D and nine pillars that are attributed to the subindexes as follows:

A. The *market access subindex* measures the extent to which the policy framework of the country welcomes foreign goods into the country and enables access to foreign markets for its exporters. It includes the following pillar:

   Pillar 1: Domestic and foreign market access

B. The *border administration subindex* assesses the extent to which the administration at the border facilitates the entry and exit of goods through the following pillars:

   Pillar 2: Efficiency of customs administration
   Pillar 3: Efficiency of import-export procedures
   Pillar 4: Transparency of border administration

C. The *transport and communications infrastructure subindex* takes into account whether the country has in place the transport and communications infrastructure necessary to facilitate the movement of goods within the country and across the border through the following pillars:

   Pillar 5: Availability and quality of transport infrastructure
   Pillar 6: Availability and quality of transport services
   Pillar 7: Availability and use of ICTs

D. The *business environment subindex* looks at the quality of governance as well as at the overarching regulatory and security environment impacting the business of importers and exporters active in the country through the following pillars:

   Pillar 8: Regulatory environment
   Pillar 9: Physical security

Each of these pillars is made up of a number of individual variables. The dataset includes both hard data and survey data from the World Economic Forum's Executive Opinion Survey (the Survey). The hard data were obtained from publicly available sources and international organizations active in the area of trade (for example, IATA, the ITC, ITU, UNCTAD, the UN, and the World Bank). The Survey is carried out annually by the World Economic Forum in all economies covered by our research. It captures the views of top business executives on the business environment and provides unique data on many qualitative aspects of the broader

business environment, including a number of specific issues related to trade.

THE ENABLING TRADE INDEX 2012 RANKINGS

The rankings from the ETI are shown in Table 1, which compares the 2012 rankings with those from the 2010 edition.

As in previous years, the top 10 of the ETI 2012 continues to be dominated by relatively small, open economies for which trade is key to achieving efficiency because their domestic markets are small. Singapore continues to lead the way by a large, and widening, margin over second-ranked Hong Kong SAR. Both economies deliver a strong performance across all the components of the Index with open trade policies, excellent infrastructure, well-functioning border administration, and a business environment that is conducive to trade and investment. As in the previous edition, two Nordic economies—Denmark and Sweden— occupy the 3rd and 4th position, respectively, based on their strong business environments, efficient border administrations, and highly developed infrastructures. Further down in the top 10 we observe some movement as New Zealand continues its upward trend, gaining one position to reach 5th place, while Finland and the Netherlands improve to occupy the 6th and 7th position, respectively. Switzerland, Canada, and Luxembourg round up the top 10 rankings in this year's ETI.

Asia and the Pacific is host to some of the fastest-growing and largest economies worldwide. Many of the countries in the region have greatly benefited from trade and made it a central part of their growth strategy. The ETI shows a wide gap between frontrunners Singapore, Hong Kong, and New Zealand and the rest of the region. Many agree that Asia has yet to fully leverage the opportunities offered by trade; this situation is reflected in the results of the ETI. Except for those in the top 10 and Australia (17th), countries stay outside the top 20, with China at 56th position and India at a low 100th. The key challenge for both these countries is to liberalize restrictive trade policies. Thailand (57th), Indonesia (58th), and the Philippines have benefitted from trade liberalization within the Association of Southeast Asian Nations (ASEAN) and improved in the rankings this year.

A number countries within the European Union (EU) rank within the top 20 of the ETI rankings, reflecting their well-developed infrastructures, widely available transport services, and efficient border administrations. However, their trade performance is constrained by the overly restrictive common trade policy of the European Union. The United States ranks 23rd this year, continuing its downward trend—the result of a deteriorating infrastructure and a less conducive regulatory environment. The Russian Federation, at 112th place, ranks below other large emerging markets such as Brazil, India, and China. The country would benefit from a freer trade policy, more efficient border administration, and a less burdensome regulatory environment.

The average performance of the countries in Latin America and the Caribbean places most of them in the middle of the ETI rankings, with individual countries

spreading across the entire ETI sample. As highlighted in past editions of the *Report,* the region's outstanding domestic and foreign market access continuous to be the main strength of many countries. However, the overall business environment remains as an area for improvement, particularly in terms of corruption and the lack of physical security, which impose high costs on exporting and importing enterprises. As in previous years, Chile is an exception in the region, leading the regional rankings at 14th place. Costa Rica, another small, open economy, comes in at a good 43rd position. The larger economies from the region perform less well, with Mexico occupying 65th place and Brazil 84th.

The Middle East and North African region maintains a high degree of diversity in terms of enabling trade, with the United Arab Emirates entering the top 20 while Algeria remains at the bottom of the rankings, at 120th. In many Gulf countries, such as Saudi Arabia at 27th, the environment is favorable to trade because trade policies are open, border administration is efficient, and infrastructure is well developed. North African economies, led by Tunisia at 44th, face a different set of challenges, with trade policies and business environments that are less conducive to trade and a need to upgrade infrastructure.

Sub-Saharan African countries enable trade to different degrees, and the trade liberalization efforts of recent decades have not been sufficient to significantly improve the trade performance of the region as a whole. Many African countries have liberalized trade and now enjoy important preferences in target markets, but major improvements in trade facilitation have not yet been achieved. As a result, it is still considerably more expensive to trade with Africa than with other regions, and, in many cases, the cost of trading is a more important obstacle to trade development than trade policies. The exception to the rule is Mauritius, at 36th place, which benefits from one of the most open trade policies globally. South Africa occupies the 63rd position, which reflects its well-developed infrastructure and efficient logistics services.

This year the *Report* introduces for each country a set of direct measurements of the factors seen as the most problematic for exporting and importing, based on a survey of business executives. These results, which are reported in the Country/Economy Profiles in Part 2 of this *Report*, show that, globally, tariff and non-tariff barriers, along with burdensome customs administration, remain the most important obstacles for importing. Exporting is hindered primarily by the difficulty of identifying markets and buyers and by insufficient access to trade finance.

EXPLORING ISSUES OF ENABLING TRADE

In addition to the Index rankings and the related analysis, the *Report* contains a number of chapter contributions that focus on issues relevant to the current trading environment. The chapters range from discussions of how the globalization of value chains impacts measurement of trade and overall trade policies to considerations of logistics investments, customs

Table 1: The Enabling Trade Index 2012 rankings and 2010 comparison

Country/Economy	ETI 2012 Rank	ETI 2012 Score	ETI 2010 Rank*	Country/Economy	ETI 2012 Rank	ETI 2012 Score	ETI 2010 Rank*
Singapore	1	6.14	1	Greece	67	4.07	55
Hong Kong SAR	2	5.67	2	Vietnam	68	4.02	71
Denmark	3	5.41	3	Romania	69	4.02	54
Sweden	4	5.39	4	El Salvador	70	3.99	57
New Zealand	5	5.34	6	Serbia	71	3.97	67
Finland	6	5.34	12	Philippines	72	3.96	92
Netherlands	7	5.32	10	Sri Lanka	73	3.95	99
Switzerland	8	5.29	5	Bulgaria	74	3.93	78
Canada	9	5.22	8	Namibia	75	3.92	70
Luxembourg	10	5.20	9	Moldova	76	3.92	n/a
United Kingdom	11	5.18	17	Guatemala	77	3.90	69
Norway	12	5.17	7	Honduras	78	3.89	66
Germany	13	5.13	13	Jamaica	79	3.89	74
Chile	14	5.12	18	Bosnia and Herzegovina	80	3.87	80
Austria	15	5.12	14	Azerbaijan	81	3.85	77
Iceland	16	5.08	11	Nicaragua	82	3.83	79
Australia	17	5.08	15	Ecuador	83	3.83	89
Japan	18	5.08	25	Brazil	84	3.79	87
United Arab Emirates	19	5.07	16	Malawi	85	3.79	83
France	20	5.03	20	Ukraine	86	3.79	81
Belgium	21	4.96	24	Dominican Republic	87	3.78	73
Ireland	22	4.96	21	Zambia	88	3.78	85
United States	23	4.90	19	Colombia	89	3.78	91
Malaysia	24	4.90	30	Egypt	90	3.78	76
Oman	25	4.86	29	Gambia, The	91	3.74	82
Estonia	26	4.85	23	Senegal	92	3.72	90
Saudi Arabia	27	4.84	40	Lebanon	93	3.71	n/a
Israel	28	4.82	26	Tanzania	94	3.69	97
Taiwan, China	29	4.81	28	Bolivia	95	3.68	98
Bahrain	30	4.80	22	Argentina	96	3.68	95
Spain	31	4.79	32	Mozambique	97	3.65	93
Qatar	32	4.74	34	Uganda	98	3.64	94
Slovenia	33	4.65	35	Ghana	99	3.59	96
Korea, Rep.	34	4.65	27	India	100	3.55	84
Portugal	35	4.63	36	Paraguay	101	3.53	103
Mauritius	36	4.62	33	Cambodia	102	3.52	102
Cyprus	37	4.61	31	Kenya	103	3.52	105
Georgia	38	4.58	37	Guyana	104	3.52	109
Montenegro	39	4.46	43	Kazakhstan	105	3.50	88
Uruguay	40	4.44	50	Ethiopia	106	3.49	107
Czech Republic	41	4.42	42	Madagascar	107	3.48	86
Jordan	42	4.42	39	Syria	108	3.47	104
Costa Rica	43	4.41	44	Bangladesh	109	3.46	113
Tunisia	44	4.39	38	Tajikistan	110	3.45	108
Lithuania	45	4.39	41	Kyrgyz Republic	111	3.45	100
Croatia	46	4.39	45	Russian Federation	112	3.41	114
Hungary	47	4.39	49	Lesotho	113	3.41	101
Poland	48	4.37	58	Mongolia	114	3.40	116
Albania	49	4.36	59	Benin	115	3.39	106
Italy	50	4.36	51	Pakistan	116	3.39	112
Rwanda	51	4.35	n/a	Iran, Islamic Rep.	117	3.31	n/a
Latvia	52	4.31	46	Cameroon	118	3.28	115
Peru	53	4.31	63	Yemen	119	3.25	n/a
Botswana	54	4.31	53	Algeria	120	3.22	119
Slovak Republic	55	4.29	47	Mali	121	3.18	111
China	56	4.22	48	Burkina Faso	122	3.15	110
Thailand	57	4.21	60	Nigeria	123	3.13	120
Indonesia	58	4.19	68	Nepal	124	3.07	118
Armenia	59	4.19	52	Mauritania	125	3.06	117
Panama	60	4.16	61	Côte d'Ivoire	126	3.02	123
Macedonia, FYR	61	4.13	56	Angola	127	3.01	n/a
Turkey	62	4.13	62	Haiti	128	2.97	n/a
South Africa	63	4.10	72	Zimbabwe	129	2.96	122
Morocco	64	4.08	75	Venezuela	130	2.95	121
Mexico	65	4.08	64	Burundi	131	2.95	125
Kuwait	66	4.07	65	Chad	132	2.63	124

*The 2010 rank is out of 125 countries. Seven new countries were added to the 2012 Index: Angola, Haiti, Iran, Lebanon, Moldova, Rwanda, and Yemen.

administration, the state of the merchant fleet, and a country case study of Costa Rica.

Chapter 1.2, "The Rise of Global Supply Chains: Implications for Global Trade," summarizes recent work by the Global Agenda Council (GAC) on the Global Trade System, a group of experts formed by the World Economic Forum. The GAC analyzes the consequences of the rise of global value chains that will require new approaches, such as adjustments to ways that trade flows are measured and changes in global trade rules and in the economic and trade policies of developing countries. The authors note that governments clearly need to recognize that exports are only part of the development story. It is important for policymakers to develop better measures of trade flows net of intermediate imports, and more generally to develop a better appreciation of how the national economy fits into global production chains. According to GAC members, a failure to do so could lead to inaccurate policy conclusions about the importance of bilateral trade imbalances, to significant underestimates of the cost of protection, and to a failure to appreciate the importance of bilateral or regional trading relationships. Furthermore, the existence of large and growing trade in intermediates, which is associated with foreign direct investment (FDI) and the globalization of production, greatly raises the stakes for countries to have open and predictable trade and investment regimes, including efficient logistics. The authors conclude that the rise of value chains will require the WTO to focus more strongly on pursuing plurilateral negotiations. At the same time, preferential trading agreements will need to adjust negotiation approaches toward a reduction in transaction costs, rather than erecting new barriers to trade.

In Chapter 1.3, "The Global Value Chain, the Enterprise-Based Operating Model, and Challenges to the Sovereign-Based Economic Measurement System," Gene Huang of FedEx Corporation argues that there is a mismatch between sovereign-based economic activity measurement systems and globalized operating models. A new method of measurement is needed to facilitate access to opportunity, to highlight areas of risk, and to avoid unintended policy consequences. The author notes that we tend to underestimate the level of global integration, highlighting the fact that 60 percent of global trade is in intermediate goods and intra-firm trade makes up 30 percent of world trade. Distribution systems are built around global value flows directed at the customer, so national income accounting can be only imprecise. However, accounting must follow innovation. We currently face various difficulties: trade credits are created where profits are registered, which is often different than where the trade is taking place; the impact of time is under-measured; non-equity models of foreign investment through contract manufacturing, outsourcing, and licensing are not recorded in FDI investments; massive transfers of intangible assets and knowledge are occurring without appropriate records; and measures of gross goods flow distort the picture of bilateral relationships. To conclude, the author calls

for the measurement of value-added in trade statistics along with more direct measurement of cross-border linkages, knowledge infusion, and intangibles trade to better illustrate where nations have real advantages and challenges.

In Chapter 1.4, "Logistics Investment and Trade Growth: The Need for Better Analytics," Donald Ratliff and Amar Ramudhin from the Supply Chain and Logistics Institute at the Georgia Institute of Technology make the case for a new generation of trade data. Traditional data collections were designed to support customs functions and are no longer appropriate in a world of global supply chains. Trade-supporting logistics investment decisions are made by public entities, by private enterprises for public use in the sense that these decisions support services offered on the market, and for specific enterprises. In all cases, decision making could be dramatically improved through the availability of better data. Excellent data exist in proprietary systems: geographic information systems, origin and destination databases for goods, logistical properties, service schedules, and so forth. Given the billions of dollars of public and private investment and return at stake, an effort to develop new systems for data exchange and analysis would be worthwhile. The authors review trends in trade flows revealed by currently available data and their influence on investment decisions. Their work highlights in particular the growth of intra-Asia and Asia-Europe trade and the implications of that growth for investment. However, they caution against relying too heavily on trend data by illustrating the effect of the 2009 downturn on trade, and conclude that modeling scenarios with better data would improve risk management in investment for trade.

In Chapter 1.5, "Illicit Trade, Supply Chain Integrity, and Technology," Justin Picard of Advanced Track & Trace and Carlos A. Alvarenga of Accenture point out that one of the principal concerns of supply chain managers is, increasingly, supply chain integrity. For decades the complexity and opacity of global supply chains meant that undesirable activities could often be hidden or ignored. A convergence of security, consumer activism, and corporate interests, together with new technologies, is leading to greater traceability and transparency. Retailers, logistics companies, and suppliers are all held increasingly accountable for unethical practices and illegal goods in the supply chain. Incentives to infiltrate and defend supply chains are ever-present. Increasingly commoditized production means that high margins are captured through innovation, brand, and ethical business practices. Security concerns increasingly focus on securing the entire chain, as evidenced by the US National Strategy for Global Supply Chain Security, which aims to enhance "the integrity of goods as they move through the global supply chain." Beyond regulatory compliance, the private sector has an interest in demonstrating oversight of supply chains to prevent overreaction by security agencies to cases of illicit trade. Product tracking and authentication technologies need to progress faster

than fraudsters and counterfeiters can catch up. There are numerous new products on the market that work with mobile technologies to provide ubiquitous digital footprinting. The authors conclude that supply chain risk management must be able to answer four questions concerning product-level supply chain integrity: Does this product come from where I think it did? Is it made the way I think it is? Did it travel the way I think it did? Is it going to do what I think it will?

In Chapter 1.6, "Business Perspectives on Obstacles to Trade: Evidence from New Survey Data," Julia Spies from the ITC analyzes how non-tariff measures (NTMs) affect trade based on the most recent enterprise-level survey data. The analysis confirms that NTMs represent obstacles to trade and therefore influence market access conditions. In countries that trade less, a higher share of firms reports burdensome NTMs than in countries that trade more. Differences between sectors are also considerable, with agricultural firms among the most seriously affected by obstructive NTMs. Evidence from the ITC's recent firm-level surveys on NTMs suggests, however, that not all firms in the same sector are affected to the same extent. Even within a sector and a country, substantial differences persist. Rather, a firm's perception of its exposure to burdensome NTMs is at least partly influenced by its particular situation. Whether a firm produces is strongly correlated with the incidence of NTMs. Furthermore, there is some evidence that the smallest and the largest firms are more affected by NTMs than medium-sized companies. The results imply that policymakers who would like to successfully reduce the incidence of NTMs should opt for approaches aimed at reducing the impact of trade obstacles that fit different firm types rather than for sector- or countrywide measures.

In Chapter 1.7, "Expansion of Customs-Business Partnerships in the 21st Century," Kunio Mikuriya of the WCO makes the case that customs authorities in both developed and developing countries are increasingly recognizing that productive interaction with business is essential for effective and efficient customs administrations, which in turn can lead to increased trade and economic development. Effective business-customs partnerships can drive improved trade security, effective enforcement, prompt clearances, lower transaction costs, and transparency and predictability of customs. The author undertakes a review of international instruments and tools related to customs-business partnerships, highlights key activities of the WCO intended to strengthen the relationship of customs with the business community, and presents several lessons learned from customs administrations. In many countries, the private sector plays an important role as a stakeholder, a partner, and a service provider, and customs is able to benefit from the private sector's involvement through consultation, collaboration, and contracting. The author highlights several successful examples of consultation mechanisms that have been institutionalized, including in the European Union and Peru. Collaboration through information-sharing and

voluntary compliance can help improve trade security and customs enforcement in particular. Public-private partnerships in electronic single-window systems are increasingly prevalent. Contracting specific activities to the private sector provides customs administrations with more time and resources to focus on core activities as well as allowing customs to gain access to outside expertise. In conclusion, customs-business partnerships have expanded and evolved to a new phase, with more proactive engagement of the private sector in traditional customs work so as to share the responsibility with the public sector. The author argues that customs authorities should work with business in order to achieve their common and respective goals, introducing performance indicators to regularly monitor outputs and outcomes to serve as feedback to improve the commitment. With diligent work, the author believes there is an opportunity for the business perception of customs to be improved. This belief is reflected in improvements in business perception data, including those in the ETI.

In Chapter 1.8, "The Merchant Fleet: A Facilitator of World Trade," Hans Oust Heiberg of DNB Bank ASA analyzes the state of the world merchant fleet to explain the industry dynamics at work and to consider how shipping costs and complexity can work as potential trade barriers. The chapter opens with a brief overview of world trade and the cost of seaborne trade, before delving into an analysis of the opportunities to be found in terms of coping with three key issues: increasing fuel costs, an expected decade of environmental regulation, and fleet renewal. The author argues that continued high oil prices and requirements for cleaner fuel are expected to place an upward pressure on transportation cost. More fuel-efficient tonnage will ease this pressure somewhat over time. However, because of capital constraints and low earnings, the renewal of the fleet in any meaningful way is likely to take time. The current low earnings rates, coupled with high scrap prices, will increase demolition to new peaks. A reduction in speed will further reduce the availability of tonnage and put upward pressure on rates. A bit further out in time, tonnage availability is likely to reduce somewhat because of ships going to shipyards to be upgraded with emissions and ballast water treatment systems. Once financing is more available, tonnage renewal will accelerate. Clarity on emissions technology and improved fuel efficiency will also be catalysts for accelerated renewal, and a pattern of a two-tier merchant fleet will evolve. The author expects the actual cost of the shipping assets to be lower than it was in the last decade. Operating cost inflation is not expected to be high. Thus the cost of the ship itself is not expected to put upward pressure on the cost of transportation unless there is a shortage of tonnage. For the dry cargo business, better infrastructure around ports will reduce the cost of transportation because ships will wait less time for cargo, thus making the fleet more efficient. These factors—increased transportation costs and increased complexity—could serve as significant trade barriers in the future.

In Chapter 1.9, "Benefits of Trade Facilitation: The Case of Costa Rica," Carlos Grau Tanner of the GEA reviews how Costa Rica has benefitted from improved trade facilitation. According to the author, the case of Costa Rica supports the findings of numerous academic studies that demonstrate the benefits of trade facilitation for increased trade, and emphasizes that these benefits flow to all players. Costa Rica has successfully taken advantage of its inclusion into global value chains, and improved trade facilitation measures have significantly contributed to this outcome. Customs revenues have grown manifold; the employment situation has also improved, both in quantity and quality, as have exports. This in turn led to further increases in foreign investment. The country, its citizens, and its corporations—both domestic and international—all gained in the process. This case study also shows, however, that even in the presence of strong and well-executed policies, setbacks can occur and facilitating trade is a process that requires constant improvement and continuous policy attention. The author closes by saying that the case of Costa Rica presents a very strong, practical argument for further multilateral trade facilitation measures, such as those discussed under the aegis of the WTO.

PART 2: COUNTRY/ECONOMY PROFILES

Part 2 presents comprehensive profiles for each of the 132 economies in the sample.

CONCLUSION

By analyzing issues related to international trade and ranking economies according to the barriers to trade they have in place, *The Global Enabling Trade Report* provides key information on measures that could enable economies to further benefit from trade in a constantly renewing and rapidly changing global environment. The *Report* is intended to be a motivator for change and a foundation for dialogue, providing a yardstick of the extent to which economies have in place the factors facilitating the free flow of goods and identifying areas where improvements are most needed.

Part 1

Enabling Trade: Selected Issues

Reducing Supply Chain Barriers: The Enabling Trade Index 2012

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As measured by the International Monetary Fund (IMF), the volume of global trade in goods and services plummeted in the face of the global financial crisis, dropping by 10 percent between 2008 and 2009. As of 2011, however, global trade had more than recovered and was 8.2 percent higher than its 2008 peak. Yet the geographic composition of that trade has shifted to reflect the divergent growth performance of the developed and emerging economies. In 2008, for example, emerging economies accounted for only a third of world trade, but in the subsequent three years they contributed almost 60 percent of the growth seen in imports of goods and services and 52 percent of the growth seen in exports. This rise reinforced a trend already evident prior to the crisis, and that trend is expected to become even more important in the future: it is clear that global trade is increasingly concentrated in and among emerging economies.

A second striking feature of the evolution apparent in today's global trade environment is the changing way trade is organized. Traded commodities are increasingly composed of intermediate products. Reductions in transportation and communication costs and innovations in policies and management have allowed firms to operate global supply chains that benefit from differences in comparative advantage among nations, both through international intra-firm trade and through networks that link teams of producers located in different countries. Trade and foreign investment have become increasingly complementary activities. Awareness of these chains has been heightened by events—such as the tsunami in Japan, which affected supply chains in the automotive industry and in electronics, and the floods in Thailand, which impaired a substantial portion of global hard-drive production—that occurred in 2011.

Increasingly, countries specialize in tasks rather than products. Value is now added in many countries before particular goods and services reach their final destination, and the traditional notion of trade as production in one country and consumption in another is increasingly inaccurate. As the World Economic Forum's Global Agenda Council on the Global Trade System elaborates in Chapter 1.2 of this *Report,* the growing importance of these chains has major implications for both how we understand world trade and how we promote it. In particular, conventional methods of trade measurement may double- and triple-count products as they pass along the chains, which explains in part why these numbers are often far greater and more volatile than data based on value-added. Policies such as those concerned with rules of origin that require production in particular countries to be eligible for preferential agreements also need to be rethought. Policies that emphasize trade facilitation should receive high priority.

Taken together, the growing role of developing countries and the emergence of global supply chains

help explain why the global trading system currently presents some strikingly contrasting pictures. Judged by the state of the Doha Round, the system seems to be in serious trouble. Despite the repeated lip service paid by the Group of Twenty (G-20) leaders instructing their negotiators to reach an agreement, the Round is clearly at an impasse. It has missed every deadline that has been set, and the prospects for resolution are bleak. Although the causes for the impasse are complex, one key issue is the reluctance of the advanced economies to support an agreement that fails to provide them with significantly increased access to the large emerging economies that will be the markets of the future. A byproduct of the impasse has been an unfortunate failure to implement the relatively uncontroversial agreement on trade facilitation.

Yet, despite the Doha impasse, in many respects the system is vibrant and thriving. The dispute settlement system at the World Trade Organization (WTO) is working well, with active participation by both developed and developing countries. Partly because, with only a few exceptions, they are integrated in supply chains, countries have shown great forbearance by not raising trade barriers in the face of the global financial crisis. In the case of most developing countries, this restraint has involved maintaining applied tariff rates at levels far lower than actually required by WTO rules under their tariff bindings. Strikingly, especially in the advanced economies, the demand for protection through measures such as anti-dumping has been remarkably restrained—a development that can be explained by the growing integration of domestic and foreign production.

But countries are not merely avoiding the erection of new barriers. They are also actively taking steps to promote trade. In addition to unilateral liberalization in several nations, new preferential agreements are being concluded with great vigor. Between January 2008 and March 2012, the WTO was notified of 61 of these agreements. Of these, only 5 were between two developed countries, 32 involved both developed and developing economies, and 24 were between developing countries.

A cumulative process has been set in motion as countries compete to become export platforms and increase their role in the supply chains. Because some nations offer foreign and domestic investors favorable domestic production environments combined with preferential access to foreign markets, others feel pressured to do the same. This has led to agreements in which countries agree to rules (e.g., for investment, competition policies, or intellectual property protection) and market openings (in goods and services) that go considerably further than the agreements they have made under the umbrella of the WTO. As we have noted, a second key driver of the rise in preferential agreements has been flourishing South-South trade. In response, developing countries have been signing agreements between themselves to regularize and promote their interactions. These South-South agreements have varied in depth and scope: some are quite comprehensive and detailed and likely to stimulate trade, but others are hortatory and vague and more symbolic and diplomatic than practical in character.

These changes in the locus of global growth and the nature of global production have increased the relevance of the measures captured by our global Enabling Trade Index. The Index is based on the recognition that there is a complementary set of policies that enable trade. These policies include not only those that reduce border obstacles, such as tariffs and non-tariff barriers, to improve market access, but also a broader set of policies that facilitate trade with more efficient border administration, better infrastructure and telecommunications, and improved regulatory and security regimes that secure property rights and reduce transactions costs. Policies that enable trade work both ways. Low trade costs are important, not only for the welfare of the country that implements the policies but also for the welfare of those that trade with it. Outsiders benefit from such policies in two ways. First, as countries lower their export costs they can provide foreigners with cheaper imports. Second, as they reduce their trade costs, they provide foreigners with more export opportunities. Thus, whether countries are making improvements in enabling trade is not simply a matter of parochial or national interest, but is also significant for the international community at large. This is especially true for countries with large and growing markets.

As our Index shows, not unexpectedly, developed countries generally rank higher in enabling trade than emerging ones. They have lower trade costs—with noteworthy exceptions in labor-intensive manufacturing (e.g., clothing and agriculture)—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. When the developed countries were the dominant actors in world trade, from a global standpoint the issues highlighted by our Index were somewhat less relevant (although they were very important for individual developing countries). But as developing countries became the drivers of trade, these issues are bound to assume increasing significance.

In the decade to come, the consensus forecasts are for strong global growth centered on developing countries. With slow-growing demand in the advanced countries, the emergence of large middle classes in China and India will drive global demand. It is also expected that Chinese growth will shift away from exports and toward domestic demand. The opportunities these developments will provide for other countries will in no small measure depend on how well developing countries—such as the BRICs,[1] with their large and growing markets—enable trade within their national borders.

In addition to changing demand patterns, as Chinese wages rise and China's currency appreciates, some of the supply chains currently based in China are seeking to relocate. This creates opportunities for less-developed countries in Asia, Africa, Latin America, and elsewhere to service international markets by becoming part of these manufacturing supply chains. Companies

Box 1: The most problematic factors for trade

This year's edition of *The Global Enabling Trade Report* includes an important innovation that aims to shed additional light on the obstacles that businesses face at the national level when exporting and importing.

Two questions that capture the most problematic factors for exporting and importing were added to the Executive Opinion Survey 2011. Respondents were asked to choose and rank in order of importance from a list of factors (ten factors for exports and eight for imports) those five that they believe have the highest impact on the ease of exporting and importing in the country in which they operate. For exports we included a wide range of factors that may inhibit export development, such as supply-side constraints, technical requirements, rules of origin, and administrative procedures. The import factors mirror the structure of the Enabling Trade Index (ETI) to the extent possible, thus providing an indication of the importance of the pillars of the ETI for the trading environment of these countries.

These two questions identify the most important bottlenecks to trade and supply chain connectivity across the economies covered in the Executive Opinion Survey, and the responses are reported in the country/economy profiles at the end of the *Report.* In addition, the results can provide insight about the most important bottlenecks to trade globally and inform multilateral trade negotiations about priority areas for liberalization. As shown in Figure 1, the most important bottleneck to increasing exports is difficulty in identifying potential markets and buyers; this is considered far more important than the next-placed factor, insufficient access to trade finance. Other factors—such as transport costs or burdensome customs procedures and corruption—play a much less important role. On the import side (Figure 2), burdensome customs procedures emerge as the second most important impediment to trade, nearly on a par with tariffs and non-tariff barriers. The cost of international transportation is the third most important factor; crime and theft, as well as telecommunications, all play a much smaller role. This result underlines not only the importance of trade facilitation at multilateral and bilateral levels, but also the potential of countries for facilitating trade through practical measures within their government's purview.

Figure 1: The most problematic factors for exporting
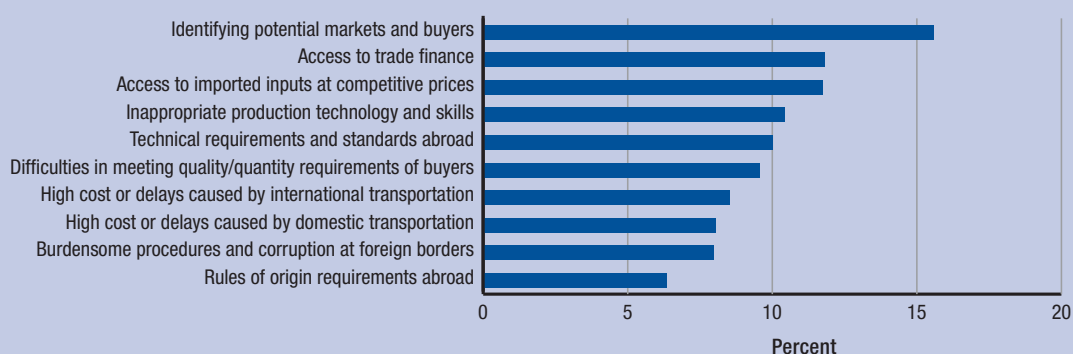
Source: World Economic Forum, Executive Opinion Survey 2011; authors' calculations.
Notes: From a list of ten factors, respondents were asked to select the five most problematic for exporting in their country and rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings. The figure shows the average across the 142 economies covered by the World Economic Forum's Executive Opinion Survey (because of data shortages, only 132 of these are covered in the ETI).

Figure 2: The most problematic factors for importing
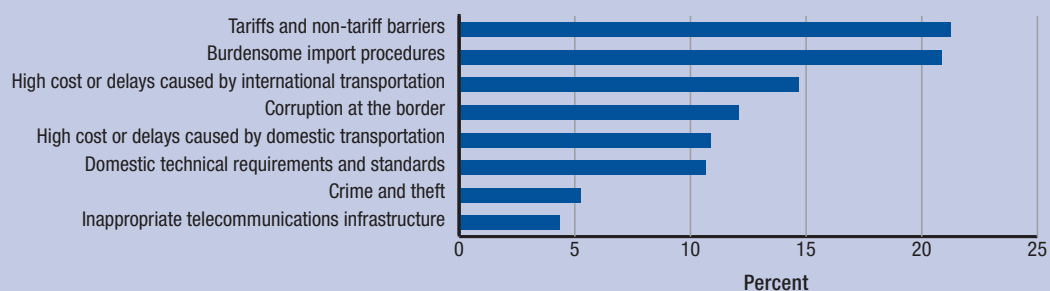
Source: World Economic Forum, Executive Opinion Survey 2011; authors' calculations.
Notes: From a list of eight factors, respondents were asked to select the five most problematic for importing in their country and rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings. The figure shows the average across the 142 economies covered by the World Economic Forum's Executive Opinion Survey (because of data shortages, only 132 of these are covered in the ETI).

considering relocation will undoubtedly take labor costs in these countries into account. But at least as important will be the other factors that affect trade costs, including operating efficiency as measured by factors such as customs administration, infrastructure, logistics, and the countries' regulatory and security environments. Thus the ability of countries to reap gains by participating in these supply chains will in no small part depend on their performance in enabling trade.

In sum, we expect the adoption of policies that enable trade will become increasingly important in the years to come, not only for enhancing economic development in individual countries but also for generating prosperity in their trading partners. Our hope is that by highlighting the importance of these trade determinants, and by providing ways to measure the situation that allow for benchmarking, we can assist countries to identify the areas that need to be improved for them to take advantage of the benefits of full participation in the global supply chains.

USE OF THE GLOBAL ENABLING TRADE REPORT

The Global Enabling Trade Report has become a widely used reference since its introduction in 2008. It forms part of the toolbox of many countries in their efforts to increase trade, and it helps companies with their investment decisions. The *Report* is the basis for many high-level public-private dialogues facilitated around the world each year by the World Economic Forum. These dialogues focus on practical steps that can be taken by both governments and the private sector to overcome particular trade barriers in a country or region. In building a coalition for change, it has become evident that establishing an "open borders" mindset in a joint effort to tackle obstacles to the movement of both goods and people is often the most effective approach.

To assist these practical dialogues, this year the *Report* introduces for each country a set of direct measurements of the factors seen as the most problematic for exporting and importing (see Box 1). In response to user requests, the research team has embarked on a multi-stakeholder effort to relate a financial cost to the barriers and illustrate the financial case for easing them.

THE ENABLING TRADE INDEX

The Enabling Trade Index (ETI) was developed within the context of the World Economic Forum's Transportation Industry Partnership program, and was first published in *The Global Enabling Trade Report 2008.* A number of Data Partners have collaborated in this effort: the Global Express Association (GEA), the International Air Transport Association (IATA), the International Trade Centre (ITC), the United Nations Conference on Trade and Development (UNCTAD), The World Bank, the World Customs Organization (WCO), and the WTO. We have also received significant input from companies that are part of this industry partnership program, namely Agility, Brightstar, Deutsche Post DHL, DNB Bank ASA, FedEx Corp., A.P. Möller Maersk, the Panama Canal Authority,

Stena AB, Swiss International Air Lines, Transnet, UPS, Volkswagen, and AB Volvo.

The ETI measures the extent to which individual economies have developed *institutions, policies, and services facilitating the free flow of goods over borders and to destination.*[2] The structure of the Index reflects the main enablers of trade, breaking them into four overall issue areas, captured in the subindexes:

1. The *market access subindex* measures the extent to which the policy framework of the country welcomes foreign goods into the economy and enables access to foreign markets for its exporters.

2. The *border administration subindex* assesses the extent to which the administration at the border facilitates the entry and exit of goods.

3. The *transport and communications infrastructure subindex* takes into account whether the country has in place the transport and communications infrastructure necessary to facilitate the movement of goods within the country and across the border.

4. The *business environment subindex* looks at the quality of governance as well as at the overarching regulatory and security environment impacting the business of importers and exporters active in the country.

Each of these four subindexes is composed in turn of a number of pillars of enabling trade, of which there are nine in all. These are:

1. *Domestic and foreign market access*
2. *Efficiency of customs administration*
3. *Efficiency of import-export procedures*
4. *Transparency of border administration*
5. *Availability and quality of transport infrastructure*
6. *Availability and quality of transport services*
7. *Availability and use of ICTs*
8. *Regulatory environment*
9. *Physical security*

The **domestic and foreign market access** pillar measures the level of protection of a country's markets, the quality of its trade regime, and the level of protection that a country's exporters face in their target markets. The measures taken into account include average applied tariffs but also the share of goods imported duty-free, the variance of tariffs, the frequency of tariff peaks, the number of distinct tariffs, and the like. Protection in foreign markets is captured by tariffs faced, but also the margin of preference in target markets negotiated through bilateral or regional agreements or granted in the form of trade preferences such as the Everything but Arms (EBA) program.[3]

The **efficiency of customs administration** pillar measures the efficiency of customs procedures as perceived by the private sector, as well as the extent of

Figure 1: Composition of the four subindexes of the ETI
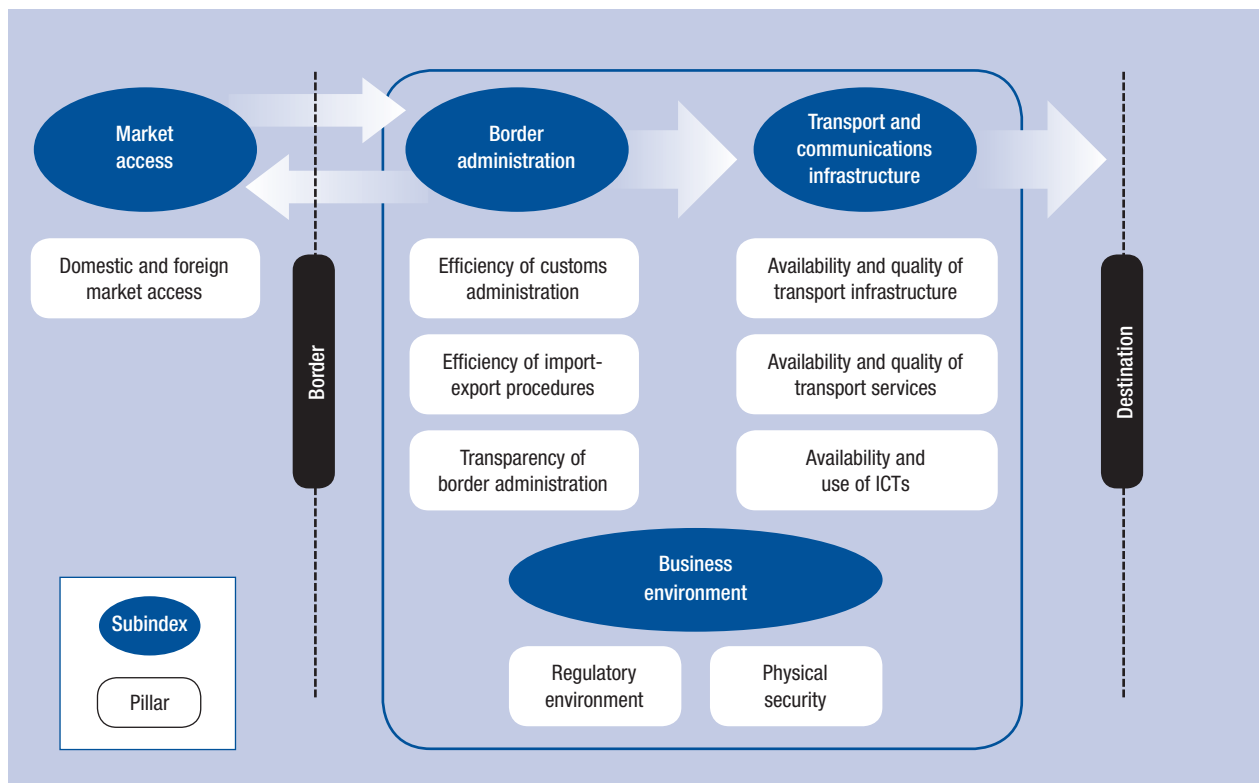
services provided by customs authorities and related agencies.

The **efficiency of import-export procedures** pillar extends beyond customs administration and assesses the effectiveness and efficiency of clearance processes by customs as well as related border control agencies, the number of days and documents required to import and export goods, and the total official cost associated with importing as well as exporting, excluding tariffs and trade taxes.

Given the significant hindrance that corruption can provide in trade, the **transparency of border administration** pillar assesses the pervasiveness of undocumented extra payments or bribes connected with imports and exports, as well as the overall perceived degree of corruption in each country.

The **availability and quality of transport infrastructure** pillar measures the state of transport infrastructure across all modes of transport in each country, as demonstrated by the density of airports and the percentage of paved roads as well as the extent of transshipment connections available to shippers from each country. Also captured is the quality of all types of transport infrastructure, including air, rail, roads, and ports.[4]

The **availability and quality of transport services** pillar complements the assessment of infrastructure by taking into account the amount and the quality of services available for shipment, including the quantity of services provided by liner companies, the ability to track and trace international shipments, the timeliness

of shipments in reaching destination, general postal efficiency, and the overall competence of the local logistics industry (e.g., transport operators, customs brokers). This pillar also takes into account the degree of openness of the transport-related sectors as measured by countries' commitments to the General Agreement on Trade in Services (GATS).

Given the increasing importance of information and communication technologies (ICTs) for the management of shipments, as well as the central role these technologies play in facilitating customs clearance and communication, the **availability and use of ICTs** pillar includes the penetration rates of these tools—including mobile phones, Internet, and broadband—in each country. We add measures of the perceived use of Internet by business for buying and selling goods and an index of the online readiness of government services.

The **regulatory environment** pillar captures the extent to which the country's regulatory environment is conducive to trade. Included are indicators that capture the general quality of governance, but also indicators concerned with openness to foreign participation, which covers the ease of hiring foreign labor in the country (important for companies moving goods across borders), the extent to which the policy environment encourages foreign direct investment, the availability of trade finance, and an index of multilateral treaties signed by the country pertaining to trade.

The security environment is of great importance for ensuring the delivery of goods to destination without major frictions. In this context, the **physical security**

Box 2: Non-tariff measures

Non-tariff measures have become a major impediment to international trade and market access, and are of particular concern to exporters and importers. Non-tariff measures refer to a wide range of requirements and regulations that countries must apply to import and export goods, and include technical regulations and customs procedures. Non-tariff measures also reflect the increasing sophistication of markets, as consumers demand more information about the products they buy. Although non-tariff measures may be introduced for legitimate reasons, they may also distort trade by reducing export opportunities and diverting trade to those suppliers best placed to comply with the requirements. It is therefore vital to capture non-tariff measures in the Enabling Trade Index (ETI) to ensure that the Index presents an accurate view of countries' abilities to enable trade.

However, given that non-tariff measures are often qualitative in nature and frequently do not relate to trade directly, compiling adequate data to capture the trade restrictiveness of these measures is a major undertaking fraught with many difficulties. Until recently, the Trains database compiled by the United Nations Conference on Trade and Development (UNCTAD) (http://r0.unctad.org/trains_new/database.shtm#) was the only source that captured non-tariff measures. This database was used by the International Trade Centre (ITC) for calculating the related indicator (variable 1.02) until the 2010 edition of this *Report.* However, the data were not being updated regularly. Currently the ITC, UNCTAD, and the World Bank are engaged in a multi-agency initiative with the objective of increasing transparency and understanding about non-tariff measures and facilitating international trade. In this context, a common methodology and classification of non-tariff measures is being used by the three organizations to collect data on these measures in a more systematic and comprehensive way. The collected and classified data are disseminated through a new, integrated web application on market access data.

To date, this dataset covers 61 economies, a coverage not yet sufficient to be included in the ETI. Consequently, this variable has been omitted from the 2012 Index calculation. However, given the importance of the issue, it is nevertheless being reported in the country/economy profiles for information. As additional countries come on stream over the next two years, we envisage re-including this variable in the next edition of the ETI. In light of the importance of these measures for trade, it is crucial that efforts to collect relevant data are scaled up by international organizations in order to provide decision makers, negotiators, and the business community with an adequate and up-to-date picture of the impact of non-tariff measures on their activities.

pillar specifically gauges country-level violence (both in terms of general crime and violence as well as the threat of terrorism), as well as the reliability of the police services in enforcing law and order.

Each of these pillars is made up of a number of individual variables. The dataset includes both hard data and survey data from the World Economic Forum's Executive Opinion Survey (the Survey). The hard data were obtained from publicly available sources and international organizations active in the area of trade

(such as IATA, the ITC, ITU, UNCTAD, the UN, and the World Bank). The Survey is carried out annually by the World Economic Forum in all economies covered by our research. It captures the views of top business executives on the business environment and provides unique data on many qualitative aspects of the broader business environment, including a number of specific issues related to trade. For detailed descriptions of all the indicators included, please see the Technical Notes and Sources at the end of this *Report.*

The nine pillars are grouped into the four subindexes described above,[5] as shown in Figure 1, and the overall score for each country is derived as an unweighted average of the subindexes. The details of the composition of the ETI are shown in Appendix A.

As econometric tests of the ETI 2009 demonstrated, the ETI has explanatory power with respect to a country's trade performance.[6] The analysis has shown that a 1 percent increase in the ETI score in the exporting country is associated with an increase of 1.7 percent in that country's exports. This effect is even higher with respect to the importing country: the model predicts that a 1 percent improvement in the ETI score would lead to a 2.3 percent rise in imports. Taken together, these two effects predict that a 1 percent increase in the *average* ETI score of any given country pair would be associated with a 4 percent increase in bilateral trade, all else being equal.

CHANGES TO THE INDEX METHODOLOGY

The Index methodology has undergone only minor changes this year, which do not inhibit the ability to compare the 2012 results with the 2010 results. In the first pillar, the indicator on non-tariff measures (1.02) has been removed from the Index calculation. As indicated in the 2010 edition of the *Report,* the ITC is currently expending considerable effort to collect up-to-date and comparable information about the incidence of non-tariff measures across countries. To date, these data are available for only approximately 61 countries, a country coverage that is too small to include these data. Although the indicator has been dropped in this year's edition, we will re-instate it once the data coverage is expanded to a larger number of countries. Appendix B reports the data for 2010 without the non-tariff measure indicator, to highlight the impact of removing this variable on the results. Box 2 analyzes the importance of non-tariff measures.

In pillar 8, an indicator assessing access to trade finance, based on results from the Survey, has been added. At the same time, the variable measuring the extent of capital controls has been removed, as it has been dropped from the Survey. And finally, the fixed telephone lines indicator in pillar 7 was removed, as the indicator assesses data that are less relevant today, while the number of Internet users was added to this pillar.

COUNTRY COVERAGE

Overall coverage increased from 125 to 132 economies in the 2012 ETI. The seven new countries added to the

Table 1: The Enabling Trade Index 2012 rankings and 2010 comparison

Country/Economy	ETI 2012 Rank	ETI 2012 Score	ETI 2010 Rank*		Country/Economy	ETI 2012 Rank	ETI 2012 Score	ETI 2010 Rank*
Singapore	1	6.14	1		Greece	67	4.07	55
Hong Kong SAR	2	5.67	2		Vietnam	68	4.02	71
Denmark	3	5.41	3		Romania	69	4.02	54
Sweden	4	5.39	4		El Salvador	70	3.99	57
New Zealand	5	5.34	6		Serbia	71	3.97	67
Finland	6	5.34	12		Philippines	72	3.96	92
Netherlands	7	5.32	10		Sri Lanka	73	3.95	99
Switzerland	8	5.29	5		Bulgaria	74	3.93	78
Canada	9	5.22	8		Namibia	75	3.92	70
Luxembourg	10	5.20	9		Moldova	76	3.92	n/a
United Kingdom	11	5.18	17		Guatemala	77	3.90	69
Norway	12	5.17	7		Honduras	78	3.89	66
Germany	13	5.13	13		Jamaica	79	3.89	74
Chile	14	5.12	18		Bosnia and Herzegovina	80	3.87	80
Austria	15	5.12	14		Azerbaijan	81	3.85	77
Iceland	16	5.08	11		Nicaragua	82	3.83	79
Australia	17	5.08	15		Ecuador	83	3.83	89
Japan	18	5.08	25		Brazil	84	3.79	87
United Arab Emirates	19	5.07	16		Malawi	85	3.79	83
France	20	5.03	20		Ukraine	86	3.79	81
Belgium	21	4.96	24		Dominican Republic	87	3.78	73
Ireland	22	4.96	21		Zambia	88	3.78	85
United States	23	4.90	19		Colombia	89	3.78	91
Malaysia	24	4.90	30		Egypt	90	3.78	76
Oman	25	4.86	29		Gambia, The	91	3.74	82
Estonia	26	4.85	23		Senegal	92	3.72	90
Saudi Arabia	27	4.84	40		Lebanon	93	3.71	n/a
Israel	28	4.82	26		Tanzania	94	3.69	97
Taiwan, China	29	4.81	28		Bolivia	95	3.68	98
Bahrain	30	4.80	22		Argentina	96	3.68	95
Spain	31	4.79	32		Mozambique	97	3.65	93
Qatar	32	4.74	34		Uganda	98	3.64	94
Slovenia	33	4.65	35		Ghana	99	3.59	96
Korea, Rep.	34	4.65	27		India	100	3.55	84
Portugal	35	4.63	36		Paraguay	101	3.53	103
Mauritius	36	4.62	33		Cambodia	102	3.52	102
Cyprus	37	4.61	31		Kenya	103	3.52	105
Georgia	38	4.58	37		Guyana	104	3.52	109
Montenegro	39	4.46	43		Kazakhstan	105	3.50	88
Uruguay	40	4.44	50		Ethiopia	106	3.49	107
Czech Republic	41	4.42	42		Madagascar	107	3.48	86
Jordan	42	4.42	39		Syria	108	3.47	104
Costa Rica	43	4.41	44		Bangladesh	109	3.46	113
Tunisia	44	4.39	38		Tajikistan	110	3.45	108
Lithuania	45	4.39	41		Kyrgyz Republic	111	3.45	100
Croatia	46	4.39	45		Russian Federation	112	3.41	114
Hungary	47	4.39	49		Lesotho	113	3.41	101
Poland	48	4.37	58		Mongolia	114	3.40	116
Albania	49	4.36	59		Benin	115	3.39	106
Italy	50	4.36	51		Pakistan	116	3.39	112
Rwanda	51	4.35	n/a		Iran, Islamic Rep.	117	3.31	n/a
Latvia	52	4.31	46		Cameroon	118	3.28	115
Peru	53	4.31	63		Yemen	119	3.25	n/a
Botswana	54	4.31	53		Algeria	120	3.22	119
Slovak Republic	55	4.29	47		Mali	121	3.18	111
China	56	4.22	48		Burkina Faso	122	3.15	110
Thailand	57	4.21	60		Nigeria	123	3.13	120
Indonesia	58	4.19	68		Nepal	124	3.07	118
Armenia	59	4.19	52		Mauritania	125	3.06	117
Panama	60	4.16	61		Côte d'Ivoire	126	3.02	123
Macedonia, FYR	61	4.13	56		Angola	127	3.01	n/a
Turkey	62	4.13	62		Haiti	128	2.97	n/a
South Africa	63	4.10	72		Zimbabwe	129	2.96	122
Morocco	64	4.08	75		Venezuela	130	2.95	121
Mexico	65	4.08	64		Burundi	131	2.95	125
Kuwait	66	4.07	65		Chad	132	2.63	124

*The 2010 rank is out of 125 countries. Seven new countries were added to the 2012 Index: Angola, Haiti, Iran, Lebanon, Moldova, Rwanda, and Yemen.

Table 2: The Enabling Trade Index 2012

Country/Economy	OVERALL INDEX		SUBINDEXES							
			Market access		Border administration		Transport and communications infrastructure		Business environment	
	Rank	Score	Rank	Score	Rank	Score	Rank	Score	Rank	Score
Singapore	1	6.14	1	6.20	1	6.53	1	6.06	5	5.75
Hong Kong SAR	2	5.67	10	5.08	4	6.02	3	5.85	7	5.75
Denmark	3	5.41	67	3.90	3	6.22	8	5.75	4	5.77
Sweden	4	5.39	67	3.90	2	6.35	17	5.42	2	5.88
New Zealand	5	5.34	25	4.74	6	5.99	25	5.00	10	5.63
Finland	6	5.34	67	3.90	7	5.88	9	5.60	1	5.96
Netherlands	7	5.32	67	3.90	5	6.00	2	5.92	14	5.47
Switzerland	8	5.29	56	4.08	12	5.69	10	5.56	3	5.82
Canada	9	5.22	27	4.68	15	5.62	21	5.21	15	5.38
Luxembourg	10	5.20	67	3.90	21	5.37	6	5.78	6	5.75
United Kingdom	11	5.18	67	3.90	9	5.80	4	5.83	28	5.16
Norway	12	5.17	49	4.24	17	5.60	22	5.19	9	5.66
Germany	13	5.13	67	3.90	18	5.53	5	5.79	21	5.31
Chile	14	5.12	2	5.69	23	5.28	50	4.23	23	5.28
Austria	15	5.12	67	3.90	13	5.65	12	5.54	16	5.38
Iceland	16	5.08	24	4.76	24	5.28	27	4.94	20	5.33
Australia	17	5.08	54	4.12	14	5.63	23	5.18	18	5.38
Japan	18	5.08	98	3.79	8	5.83	14	5.51	26	5.18
United Arab Emirates	19	5.07	102	3.69	11	5.71	18	5.30	12	5.58
France	20	5.03	67	3.90	19	5.44	7	5.75	31	5.03
Belgium	21	4.96	67	3.90	27	5.14	13	5.53	24	5.27
Ireland	22	4.96	67	3.90	10	5.79	29	4.87	25	5.25
United States	23	4.90	60	4.02	20	5.42	15	5.45	42	4.69
Malaysia	24	4.90	32	4.62	39	4.68	20	5.25	30	5.03
Oman	25	4.86	33	4.54	37	4.75	35	4.59	13	5.55
Estonia	26	4.85	67	3.90	16	5.61	31	4.72	27	5.18
Saudi Arabia	27	4.84	61	4.02	30	5.09	36	4.55	8	5.70
Israel	28	4.82	43	4.35	22	5.34	28	4.94	44	4.64
Taiwan, China	29	4.81	101	3.70	31	4.97	19	5.26	22	5.31
Bahrain	30	4.80	52	4.22	26	5.19	41	4.46	19	5.34
Spain	31	4.79	67	3.90	28	5.12	16	5.43	41	4.73
Qatar	32	4.74	95	3.87	34	4.84	34	4.65	11	5.61
Slovenia	33	4.65	67	3.90	29	5.10	30	4.85	39	4.73
Korea, Rep.	34	4.65	115	3.42	25	5.19	11	5.55	57	4.42
Portugal	35	4.63	67	3.90	36	4.78	24	5.04	38	4.78
Mauritius	36	4.62	6	5.30	42	4.60	65	3.90	43	4.69
Cyprus	37	4.61	67	3.90	32	4.94	39	4.50	29	5.12
Georgia	38	4.58	9	5.10	33	4.85	66	3.88	50	4.49
Montenegro	39	4.46	38	4.41	52	4.36	54	4.06	32	5.02
Uruguay	40	4.44	34	4.50	48	4.40	59	3.95	34	4.89
Czech Republic	41	4.42	67	3.90	41	4.65	32	4.71	54	4.43
Jordan	42	4.42	36	4.49	50	4.37	58	3.97	35	4.85
Costa Rica	43	4.41	3	5.53	46	4.42	89	3.46	67	4.24
Tunisia	44	4.39	53	4.17	44	4.55	53	4.07	37	4.78
Lithuania	45	4.39	67	3.90	40	4.67	38	4.54	51	4.45
Croatia	46	4.39	42	4.37	61	4.11	33	4.71	60	4.36
Hungary	47	4.39	67	3.90	35	4.82	42	4.37	53	4.45
Poland	48	4.37	67	3.90	38	4.73	49	4.24	46	4.61
Albania	49	4.36	15	4.87	54	4.32	71	3.81	52	4.45
Italy	50	4.36	67	3.90	55	4.28	26	4.97	65	4.30
Rwanda	51	4.35	21	4.81	56	4.24	109	2.96	17	5.38
Latvia	52	4.31	67	3.90	43	4.59	44	4.35	58	4.41
Peru	53	4.31	4	5.51	53	4.34	85	3.54	92	3.83
Botswana	54	4.31	40	4.39	60	4.17	74	3.78	33	4.89
Slovak Republic	55	4.29	67	3.90	49	4.38	37	4.55	63	4.32
China	56	4.22	108	3.55	45	4.42	48	4.27	45	4.63
Thailand	57	4.21	59	4.03	47	4.41	46	4.30	76	4.13
Indonesia	58	4.19	17	4.86	65	4.06	77	3.72	77	4.12
Armenia	59	4.19	13	4.94	85	3.54	63	3.92	61	4.36
Panama	60	4.16	99	3.78	58	4.23	43	4.36	66	4.26
Macedonia, FYR	61	4.13	20	4.81	80	3.77	76	3.73	73	4.21
Turkey	62	4.13	51	4.22	63	4.07	47	4.28	86	3.95
South Africa	63	4.10	66	3.95	59	4.19	55	4.04	71	4.22
Morocco	64	4.08	107	3.56	51	4.37	57	3.97	55	4.43
Mexico	65	4.08	18	4.84	62	4.09	62	3.92	114	3.45
Kuwait	66	4.07	96	3.83	78	3.82	70	3.82	36	4.80

(Cont'd.)

Table 2: The Enabling Trade Index 2012 *(cont'd.)*

			SUBINDEXES						
	OVERALL INDEX		Market access		Border administration		Transport and communications infrastructure		Business environment	
Country/Economy	Rank	Score	Rank	Score	Rank	Score	Rank	Score	Rank	Score
Greece	67	4.07	67	3.90	79	3.80	40	4.47	80	4.09
Vietnam	68	4.02	41	4.37	94	3.45	56	4.04	69	4.24
Romania	69	4S.02	67	3.90	57	4.24	68	3.86	81	4.09
El Salvador	70	3.99	7	5.18	64	4.07	88	3.47	125	3.26
Serbia	71	3.97	46	4.32	67	3.98	75	3.73	91	3.85
Philippines	72	3.96	14	4.90	72	3.90	91	3.41	107	3.61
Sri Lanka	73	3.95	103	3.68	73	3.89	81	3.65	47	4.59
Bulgaria	74	3.93	67	3.90	74	3.88	52	4.20	98	3.74
Namibia	75	3.92	50	4.23	90	3.48	90	3.44	49	4.54
Moldova	76	3.92	19	4.83	101	3.32	83	3.59	87	3.93
Guatemala	77	3.90	11	5.00	68	3.94	86	3.53	128	3.11
Honduras	78	3.89	8	5.18	84	3.55	97	3.34	110	3.51
Jamaica	79	3.89	58	4.06	69	3.93	61	3.92	105	3.63
Bosnia and Herzegovina	80	3.87	48	4.26	97	3.41	80	3.69	78	4.11
Azerbaijan	81	3.85	57	4.07	107	3.11	69	3.84	59	4.37
Nicaragua	82	3.83	5	5.33	93	3.46	111	2.92	106	3.62
Ecuador	83	3.83	22	4.79	81	3.61	87	3.51	117	3.40
Brazil	84	3.79	104	3.64	83	3.59	73	3.80	75	4.14
Malawi	85	3.79	12	5.00	109	3.08	115	2.85	68	4.24
Ukraine	86	3.79	26	4.73	116	2.85	64	3.91	103	3.66
Dominican Republic	87	3.78	62	4.01	70	3.92	72	3.81	119	3.39
Zambia	88	3.78	28	4.68	105	3.20	112	2.91	62	4.34
Colombia	89	3.78	45	4.33	82	3.60	78	3.72	112	3.46
Egypt	90	3.78	113	3.48	76	3.86	60	3.94	93	3.83
Gambia, The	91	3.74	125	3.04	66	4.02	102	3.19	40	4.73
Senegal	92	3.72	116	3.40	75	3.86	100	3.21	56	4.42
Lebanon	93	3.71	93	3.89	91	3.47	79	3.70	97	3.78
Tanzania	94	3.69	30	4.65	99	3.35	114	2.87	90	3.88
Bolivia	95	3.68	23	4.77	89	3.49	104	3.07	118	3.49
Argentina	96	3.68	94	3.87	92	3.46	67	3.86	111	3.51
Mozambique	97	3.65	31	4.63	87	3.52	120	2.77	102	3.69
Uganda	98	3.64	16	4.86	103	3.25	121	2.76	100	3.71
Ghana	99	3.59	112	3.51	86	3.54	106	3.00	64	4.31
India	100	3.55	130	2.60	77	3.82	84	3.58	74	4.20
Paraguay	101	3.53	44	4.34	95	3.45	113	2.89	115	3.45
Cambodia	102	3.52	64	4.00	98	3.39	116	2.80	88	3.91
Kenya	103	3.52	37	4.49	119	2.76	99	3.24	108	3.59
Guyana	104	3.52	97	3.82	88	3.50	105	3.04	101	3.70
Kazakhstan	105	3.50	120	3.19	127	2.62	45	4.31	89	3.90
Ethiopia	106	3.49	105	3.63	102	3.28	117	2.80	70	4.23
Madagascar	107	3.48	29	4.66	106	3.18	119	2.79	124	3.31
Syria	108	3.47	122	3.14	117	2.84	96	3.35	48	4.54
Bangladesh	109	3.46	65	3.96	100	3.33	123	2.74	95	3.82
Tajikistan	110	3.45	100	3.72	128	2.46	92	3.40	72	4.22
Kyrgyz Republic	111	3.45	39	4.39	125	2.64	98	3.31	116	3.45
Russian Federation	112	3.41	129	2.94	111	3.03	51	4.23	113	3.45
Lesotho	113	3.41	47	4.32	112	3.03	127	2.58	99	3.71
Mongolia	114	3.40	110	3.52	118	2.82	101	3.21	82	4.06
Benin	115	3.39	121	3.17	104	3.20	103	3.10	79	4.10
Pakistan	116	3.39	128	2.95	71	3.92	95	3.35	123	3.34
Iran, Islamic Rep.	117	3.31	132	2.17	96	3.44	82	3.61	83	4.01
Cameroon	118	3.28	117	3.38	110	3.03	124	2.71	85	3.98
Yemen	119	3.25	55	4.09	113	2.99	108	2.99	130	2.93
Algeria	120	3.22	127	3.00	108	3.11	93	3.38	120	3.37
Mali	121	3.18	114	3.46	120	2.75	125	2.68	94	3.82
Burkina Faso	122	3.15	111	3.52	124	2.68	129	2.41	84	3.99
Nigeria	123	3.13	124	3.06	114	2.94	107	2.99	109	3.53
Nepal	124	3.07	106	3.60	126	2.63	118	2.80	126	3.24
Mauritania	125	3.06	118	3.36	115	2.88	126	2.65	121	3.35
Côte d'Ivoire	126	3.02	123	3.07	121	2.73	110	2.94	122	3.34
Angola	127	3.01	109	3.55	129	2.44	128	2.42	104	3.63
Haiti	128	2.97	63	4.00	123	2.68	130	2.37	131	2.84
Zimbabwe	129	2.96	131	2.57	122	2.73	122	2.75	96	3.81
Venezuela	130	2.95	119	3.29	130	2.42	94	3.36	132	2.75
Burundi	131	2.95	35	4.49	131	2.34	132	2.01	129	2.95
Chad	132	2.63	126	3.04	132	2.14	131	2.11	127	3.24

Table 3: The Enabling Trade Index 2012: Market access

			PILLARS			
	MARKET ACCESS		1a. Domestic market access		1b. Foreign market access	
Country/Economy	Rank	Score	Rank	Score	Rank	Score
Albania	15	4.87	12	5.73	54	3.15
Algeria	127	3.00	117	3.55	123	1.90
Angola	109	3.55	109	3.72	52	3.21
Argentina	94	3.87	106	3.96	36	3.68
Armenia	13	4.94	15	5.61	38	3.60
Australia	54	4.12	17	5.55	129	1.28
Austria	67	3.90	50	4.83	94	2.06
Azerbaijan	57	4.07	90	4.52	53	3.16
Bahrain	52	4.22	44	4.87	64	2.91
Bangladesh	65	3.96	114	3.58	9	4.71
Belgium	67	3.90	50	4.83	94	2.06
Benin	121	3.17	118	3.55	84	2.39
Bolivia	23	4.77	77	4.80	10	4.70
Bosnia and Herzegovina	48	4.26	38	5.01	70	2.77
Botswana	40	4.39	19	5.41	85	2.36
Brazil	104	3.64	101	4.05	68	2.82
Bulgaria	67	3.90	50	4.83	94	2.06
Burkina Faso	111	3.52	107	3.94	74	2.67
Burundi	35	4.49	36	5.06	49	3.35
Cambodia	64	4.00	121	3.44	3	5.11
Cameroon	117	3.38	116	3.56	57	3.02
Canada	27	4.68	13	5.68	73	2.67
Chad	126	3.04	124	3.28	79	2.56
Chile	2	5.69	5	5.96	2	5.14
China	108	3.55	97	4.26	92	2.13
Colombia	45	4.33	94	4.40	16	4.18
Costa Rica	3	5.53	3	5.99	13	4.60
Côte d'Ivoire	123	3.07	113	3.59	120	2.03
Croatia	42	4.37	28	5.19	72	2.73
Cyprus	67	3.90	50	4.83	94	2.06
Czech Republic	67	3.90	50	4.83	94	2.06
Denmark	67	3.90	50	4.83	94	2.06
Dominican Republic	62	4.01	46	4.85	86	2.34
Ecuador	22	4.79	23	5.28	30	3.81
Egypt	113	3.48	123	3.34	34	3.75
El Salvador	7	5.18	11	5.76	21	4.04
Estonia	67	3.90	50	4.83	94	2.06
Ethiopia	105	3.63	122	3.40	18	4.08
Finland	67	3.90	50	4.83	94	2.06
France	67	3.90	50	4.83	94	2.06
Gambia, The	125	3.04	127	3.10	62	2.92
Georgia	9	5.10	7	5.93	46	3.42
Germany	67	3.90	50	4.83	94	2.06
Ghana	112	3.51	104	4.01	80	2.50
Greece	67	3.90	50	4.83	94	2.06
Guatemala	11	5.00	10	5.79	45	3.42
Guyana	97	3.82	103	4.03	47	3.39
Haiti	63	4.00	99	4.18	37	3.64
Honduras	8	5.18	8	5.84	28	3.86
Hong Kong SAR	10	5.08	1	7.00	130	1.24
Hungary	67	3.90	50	4.83	94	2.06
Iceland	24	4.76	21	5.36	40	3.55
India	130	2.60	130	2.77	88	2.27
Indonesia	17	4.86	24	5.25	19	4.08
Iran, Islamic Rep.	132	2.17	131	2.46	126	1.57
Ireland	67	3.90	50	4.83	94	2.06
Israel	43	4.35	31	5.13	69	2.80
Italy	67	3.90	50	4.83	94	2.06
Jamaica	58	4.06	88	4.57	55	3.05
Japan	98	3.79	30	5.16	132	1.05
Jordan	36	4.49	83	4.68	17	4.11
Kazakhstan	120	3.19	119	3.48	76	2.60
Kenya	37	4.49	41	4.99	42	3.49
Korea, Rep.	115	3.42	100	4.15	122	1.95
Kuwait	96	3.83	82	4.69	93	2.10
Kyrgyz Republic	39	4.39	81	4.70	32	3.77

(Cont'd.)

Table 3: The Enabling Trade Index 2012: Market access *(cont'd.)*

| Country/Economy | MARKET ACCESS | | PILLARS | | | |
| | | | 1a. Domestic market access | | 1b. Foreign market access | |
	Rank	Score	Rank	Score	Rank	Score
Latvia	67	3.90	50	4.83	94	2.06
Lebanon	93	3.89	102	4.04	39	3.59
Lesotho	47	4.32	91	4.51	27	3.93
Lithuania	67	3.90	50	4.83	94	2.06
Luxembourg	67	3.90	50	4.83	94	2.06
Macedonia, FYR	20	4.81	16	5.57	50	3.30
Madagascar	29	4.66	87	4.58	7	4.81
Malawi	12	5.00	78	4.79	1	5.42
Malaysia	32	4.62	42	4.93	25	4.01
Mali	114	3.46	105	3.97	83	2.44
Mauritania	118	3.36	115	3.58	63	2.92
Mauritius	6	5.30	6	5.95	24	4.02
Mexico	18	4.84	25	5.24	22	4.03
Moldova	19	4.83	26	5.22	20	4.04
Mongolia	110	3.52	93	4.41	124	1.75
Montenegro	38	4.41	27	5.20	66	2.84
Morocco	107	3.56	120	3.44	31	3.80
Mozambique	31	4.63	79	4.77	15	4.34
Namibia	50	4.23	45	4.87	59	2.96
Nepal	106	3.60	129	2.93	5	4.92
Netherlands	67	3.90	50	4.83	94	2.06
New Zealand	25	4.74	14	5.61	58	3.01
Nicaragua	5	5.33	4	5.99	23	4.03
Nigeria	124	3.06	108	3.82	127	1.55
Norway	49	4.24	48	4.84	56	3.04
Oman	33	4.54	22	5.34	61	2.95
Pakistan	128	2.95	126	3.18	81	2.48
Panama	99	3.78	86	4.59	91	2.17
Paraguay	44	4.34	35	5.09	67	2.83
Peru	4	5.51	9	5.80	4	4.95
Philippines	14	4.90	32	5.13	14	4.43
Poland	67	3.90	50	4.83	94	2.06
Portugal	67	3.90	50	4.83	94	2.06
Qatar	95	3.87	76	4.80	121	1.99
Romania	67	3.90	50	4.83	94	2.06
Russian Federation	129	2.94	125	3.19	82	2.45
Rwanda	21	4.81	20	5.37	35	3.69
Saudi Arabia	61	4.02	43	4.87	87	2.31
Senegal	116	3.40	111	3.63	60	2.95
Serbia	46	4.32	34	5.10	71	2.75
Singapore	1	6.20	2	6.97	11	4.67
Slovak Republic	67	3.90	50	4.83	94	2.06
Slovenia	67	3.90	50	4.83	94	2.06
South Africa	66	3.95	49	4.83	90	2.18
Spain	67	3.90	50	4.83	94	2.06
Sri Lanka	103	3.68	98	4.23	77	2.59
Sweden	67	3.90	50	4.83	94	2.06
Switzerland	56	4.08	84	4.68	65	2.89
Syria	122	3.14	128	2.95	41	3.52
Taiwan, China	101	3.70	40	5.00	131	1.10
Tajikistan	100	3.72	92	4.47	89	2.23
Tanzania	30	4.65	85	4.65	12	4.64
Thailand	59	4.03	110	3.64	8	4.81
Tunisia	53	4.17	96	4.37	33	3.76
Turkey	51	4.22	37	5.05	78	2.57
Uganda	16	4.86	47	4.85	6	4.88
Ukraine	26	4.73	18	5.47	51	3.24
United Arab Emirates	102	3.69	80	4.76	128	1.54
United Kingdom	67	3.90	50	4.83	94	2.06
United States	60	4.02	29	5.18	125	1.70
Uruguay	34	4.50	39	5.00	43	3.49
Venezuela	119	3.29	112	3.61	75	2.64
Vietnam	41	4.37	89	4.56	26	4.00
Yemen	55	4.09	95	4.39	44	3.48
Zambia	28	4.68	33	5.11	29	3.81
Zimbabwe	131	2.57	132	2.18	48	3.37

Table 4: The Enabling Trade Index 2012: Border administration

| | BORDER ADMINISTRATION | | PILLARS | | | | | |
| | | | 2. Efficiency of customs administration | | 3. Efficiency of import-export procedures | | 4. Transparency of border administration | |
Country/Economy	Rank	Score	Rank	Score	Rank	Score	Rank	Score
Albania	54	4.32	38	4.65	63	4.76	61	3.55
Algeria	108	3.11	116	2.92	93	4.00	120	2.41
Angola	129	2.44	128	2.69	124	2.21	122	2.40
Argentina	92	3.46	93	3.50	85	4.23	102	2.66
Armenia	85	3.54	74	3.96	96	3.97	100	2.70
Australia	14	5.63	16	5.56	28	5.38	14	5.97
Austria	13	5.65	7	5.88	19	5.56	22	5.51
Azerbaijan	107	3.11	46	4.50	123	2.25	108	2.58
Bahrain	26	5.19	12	5.66	49	4.98	30	4.93
Bangladesh	100	3.33	103	3.26	86	4.22	115	2.52
Belgium	27	5.14	41	4.57	32	5.28	21	5.55
Benin	104	3.20	113	2.96	94	3.99	103	2.65
Bolivia	89	3.49	76	3.91	95	3.97	107	2.59
Bosnia and Herzegovina	97	3.41	122	2.82	83	4.30	72	3.12
Botswana	60	4.17	34	4.74	112	3.01	35	4.75
Brazil	83	3.59	99	3.41	101	3.69	57	3.69
Bulgaria	74	3.88	72	4.07	73	4.47	73	3.11
Burkina Faso	124	2.68	102	3.29	126	1.96	98	2.78
Burundi	131	2.34	125	2.79	125	2.01	128	2.21
Cambodia	98	3.39	90	3.65	89	4.17	125	2.36
Cameroon	110	3.03	92	3.50	111	3.04	109	2.56
Canada	15	5.62	18	5.46	33	5.27	10	6.13
Chad	132	2.14	120	2.84	132	1.56	131	2.01
Chile	23	5.28	24	5.18	43	5.06	18	5.60
China	45	4.42	45	4.50	37	5.17	59	3.59
Colombia	82	3.60	94	3.48	97	3.92	64	3.40
Costa Rica	46	4.42	35	4.73	66	4.71	51	3.83
Côte d'Ivoire	121	2.73	109	3.05	117	2.74	124	2.39
Croatia	61	4.11	57	4.38	74	4.45	63	3.50
Cyprus	32	4.94	52	4.44	25	5.47	32	4.90
Czech Republic	41	4.65	21	5.28	52	4.94	55	3.72
Denmark	3	6.22	6	5.91	3	6.22	2	6.53
Dominican Republic	70	3.92	78	3.86	50	4.97	89	2.92
Ecuador	81	3.61	77	3.87	92	4.01	87	2.95
Egypt	76	3.86	80	3.85	55	4.88	94	2.83
El Salvador	64	4.07	71	4.09	64	4.74	66	3.37
Estonia	16	5.61	11	5.70	8	5.94	23	5.18
Ethiopia	102	3.28	60	4.30	119	2.63	90	2.92
Finland	7	5.88	28	5.11	6	6.12	5	6.41
France	19	5.44	23	5.23	9	5.94	24	5.15
Gambia, The	66	4.02	79	3.86	67	4.69	62	3.51
Georgia	33	4.85	27	5.13	53	4.94	39	4.49
Germany	18	5.53	26	5.16	13	5.84	19	5.60
Ghana	86	3.54	108	3.06	75	4.44	71	3.13
Greece	79	3.80	96	3.47	71	4.60	67	3.32
Guatemala	68	3.94	37	4.67	90	4.08	78	3.07
Guyana	88	3.50	105	3.20	68	4.68	106	2.61
Haiti	123	2.68	131	2.51	105	3.41	130	2.11
Honduras	84	3.55	101	3.29	82	4.32	80	3.04
Hong Kong SAR	4	6.02	10	5.73	2	6.29	12	6.05
Hungary	35	4.82	15	5.59	58	4.82	45	4.05
Iceland	24	5.28	31	4.94	62	4.76	9	6.15
India	77	3.82	70	4.10	79	4.38	84	2.99
Indonesia	65	4.06	69	4.10	38	5.15	88	2.94
Iran, Islamic Rep.	96	3.44	91	3.50	99	3.74	77	3.07
Ireland	10	5.79	5	5.94	18	5.57	15	5.86
Israel	22	5.34	25	5.17	11	5.85	26	5.00
Italy	55	4.26	75	3.95	39	5.12	56	3.71
Jamaica	69	3.93	54	4.43	84	4.30	79	3.05
Japan	8	5.83	13	5.65	16	5.78	13	6.05
Jordan	50	4.37	65	4.23	59	4.81	43	4.09
Kazakhstan	127	2.62	107	3.11	130	1.64	76	3.09
Kenya	119	2.76	129	2.59	110	3.27	121	2.41
Korea, Rep.	25	5.19	30	5.00	5	6.19	40	4.38
Kuwait	78	3.82	110	3.04	81	4.34	44	4.07
Kyrgyz Republic	125	2.64	82	3.80	127	1.85	127	2.26

(Cont'd.)

Table 4: The Enabling Trade Index 2012: Border administration *(cont'd.)*

			PILLARS					
	BORDER ADMINISTRATION		2. Efficiency of customs administration		3. Efficiency of import-export procedures		4. Transparency of border administration	
Country/Economy	Rank	Score	Rank	Score	Rank	Score	Rank	Score
Latvia	43	4.59	49	4.46	23	5.49	52	3.82
Lebanon	91	3.47	97	3.47	76	4.41	111	2.54
Lesotho	112	3.03	123	2.81	108	3.31	86	2.98
Lithuania	40	4.67	44	4.52	34	5.24	41	4.23
Luxembourg	21	5.37	40	4.63	31	5.34	8	6.16
Macedonia, FYR	80	3.77	111	2.97	69	4.65	58	3.68
Madagascar	106	3.18	130	2.57	77	4.40	110	2.56
Malawi	109	3.08	83	3.79	120	2.45	83	3.00
Malaysia	39	4.68	47	4.48	26	5.47	42	4.09
Mali	120	2.75	117	2.90	113	2.93	119	2.43
Mauritania	115	2.88	127	2.78	104	3.42	118	2.43
Mauritius	42	4.60	55	4.41	29	5.35	46	4.04
Mexico	62	4.09	58	4.32	57	4.82	70	3.14
Moldova	101	3.32	95	3.48	102	3.65	95	2.82
Mongolia	118	2.82	100	3.30	121	2.42	99	2.74
Montenegro	52	4.36	67	4.13	45	5.05	48	3.90
Morocco	51	4.37	39	4.64	41	5.09	65	3.39
Mozambique	87	3.52	87	3.71	98	3.82	81	3.03
Namibia	90	3.48	106	3.12	103	3.49	50	3.84
Nepal	126	2.63	121	2.83	118	2.69	126	2.36
Netherlands	5	6.00	3	5.97	12	5.84	7	6.18
New Zealand	6	5.99	8	5.86	27	5.43	1	6.67
Nicaragua	93	3.46	112	2.97	70	4.63	97	2.79
Nigeria	114	2.94	115	2.93	106	3.41	116	2.48
Norway	17	5.60	43	4.54	10	5.93	6	6.33
Oman	37	4.75	61	4.28	40	5.11	33	4.87
Pakistan	71	3.92	66	4.20	56	4.86	101	2.69
Panama	58	4.23	86	3.73	15	5.80	69	3.17
Paraguay	95	3.45	56	4.38	109	3.31	104	2.65
Peru	53	4.34	64	4.23	51	4.94	49	3.86
Philippines	72	3.90	62	4.25	48	4.99	117	2.47
Poland	38	4.73	48	4.46	36	5.20	38	4.53
Portugal	36	4.78	81	3.84	21	5.53	27	4.96
Qatar	34	4.84	84	3.78	44	5.05	16	5.68
Romania	57	4.24	53	4.43	65	4.71	60	3.56
Russian Federation	111	3.03	89	3.66	114	2.90	113	2.53
Rwanda	56	4.24	22	5.26	115	2.79	37	4.66
Saudi Arabia	30	5.09	29	5.10	24	5.49	36	4.68
Senegal	75	3.86	88	3.70	61	4.79	74	3.10
Serbia	67	3.98	59	4.31	72	4.54	75	3.10
Singapore	1	6.53	1	6.61	1	6.44	3	6.53
Slovak Republic	49	4.38	32	4.94	80	4.38	53	3.81
Slovenia	29	5.10	19	5.45	42	5.09	34	4.78
South Africa	59	4.19	33	4.92	100	3.69	47	3.97
Spain	28	5.12	20	5.42	46	5.02	31	4.90
Sri Lanka	73	3.89	85	3.76	47	5.02	92	2.89
Sweden	2	6.35	2	6.34	4	6.22	4	6.48
Switzerland	12	5.69	9	5.77	35	5.24	11	6.06
Syria	117	2.84	132	1.93	91	4.06	114	2.52
Taiwan, China	31	4.97	50	4.46	22	5.50	29	4.95
Tajikistan	128	2.46	114	2.96	131	1.56	93	2.85
Tanzania	99	3.35	119	2.85	78	4.40	96	2.80
Thailand	47	4.41	36	4.68	20	5.53	82	3.00
Tunisia	44	4.55	42	4.56	30	5.35	54	3.73
Turkey	63	4.07	68	4.10	60	4.81	68	3.31
Uganda	103	3.25	51	4.44	116	2.75	112	2.54
Ukraine	116	2.85	126	2.78	107	3.37	123	2.40
United Arab Emirates	11	5.71	17	5.56	7	6.02	20	5.57
United Kingdom	9	5.80	4	5.96	14	5.83	17	5.62
United States	20	5.42	14	5.60	17	5.62	25	5.04
Uruguay	48	4.40	73	4.05	87	4.20	28	4.95
Venezuela	130	2.42	104	3.21	128	1.84	129	2.19
Vietnam	94	3.45	124	2.81	54	4.91	105	2.63
Yemen	113	2.99	118	2.88	88	4.17	132	1.91
Zambia	105	3.20	63	4.24	122	2.38	85	2.98
Zimbabwe	122	2.73	98	3.44	129	1.82	91	2.91

Table 5: The Enabling Trade Index 2012: Transport and communications infrastructure

| | | | PILLARS | | | | | |
| | TRANSPORT AND COMMUNICATIONS INFRASTRUCTURE | | 5. Availability and quality of transport infrastructure | | 6. Availability and quality of transport services | | 7. Availability and use of ICTs | |
Country/Economy	Rank	Score	Rank	Score	Rank	Score	Rank	Score
Albania	71	3.81	94	3.62	64	3.75	58	4.06
Algeria	93	3.38	65	4.24	96	3.27	105	2.63
Angola	128	2.42	129	2.50	127	2.52	120	2.25
Argentina	67	3.86	84	3.79	75	3.55	52	4.25
Armenia	63	3.92	59	4.36	62	3.77	67	3.63
Australia	23	5.18	27	5.19	16	4.89	23	5.45
Austria	12	5.54	16	5.69	9	5.27	16	5.67
Azerbaijan	69	3.84	73	4.08	53	3.86	76	3.57
Bahrain	41	4.46	36	4.95	67	3.70	38	4.72
Bangladesh	123	2.74	126	2.68	104	3.07	110	2.46
Belgium	13	5.53	15	5.69	5	5.42	21	5.49
Benin	103	3.10	115	3.08	63	3.75	109	2.47
Bolivia	104	3.07	106	3.28	103	3.10	99	2.83
Bosnia and Herzegovina	80	3.69	108	3.21	35	4.27	74	3.59
Botswana	74	3.78	69	4.16	45	4.04	90	3.13
Brazil	73	3.80	109	3.19	48	3.98	53	4.23
Bulgaria	52	4.20	66	4.24	55	3.84	45	4.51
Burkina Faso	129	2.41	131	2.24	119	2.89	127	2.11
Burundi	132	2.01	132	2.24	132	2.05	131	1.74
Cambodia	116	2.80	112	3.14	116	2.92	116	2.35
Cameroon	124	2.71	122	2.97	121	2.83	117	2.34
Canada	21	5.21	19	5.55	24	4.61	22	5.46
Chad	131	2.11	130	2.31	130	2.47	132	1.55
Chile	50	4.23	57	4.40	65	3.75	44	4.56
China	48	4.27	53	4.49	21	4.73	72	3.60
Colombia	78	3.72	92	3.63	84	3.39	56	4.13
Costa Rica	89	3.46	85	3.78	101	3.11	80	3.49
Côte d'Ivoire	110	2.94	113	3.11	100	3.19	107	2.53
Croatia	33	4.71	35	4.95	42	4.11	30	5.05
Cyprus	39	4.50	33	5.02	40	4.14	51	4.35
Czech Republic	32	4.71	29	5.12	46	4.01	33	5.00
Denmark	8	5.75	3	6.07	15	4.89	2	6.29
Dominican Republic	72	3.81	60	4.35	80	3.44	68	3.63
Ecuador	87	3.51	80	3.83	94	3.32	82	3.39
Egypt	60	3.94	55	4.48	51	3.91	81	3.43
El Salvador	88	3.47	95	3.53	106	3.04	63	3.85
Estonia	31	4.72	50	4.63	54	3.85	15	5.69
Ethiopia	117	2.80	121	2.99	93	3.33	128	2.10
Finland	9	5.60	13	5.76	17	4.85	4	6.20
France	7	5.75	1	6.27	11	5.18	13	5.81
Gambia, The	102	3.19	78	3.85	117	2.90	100	2.81
Georgia	66	3.88	49	4.63	85	3.39	69	3.62
Germany	5	5.79	7	5.99	4	5.56	12	5.82
Ghana	106	3.00	100	3.37	111	2.98	102	2.66
Greece	40	4.47	28	5.17	52	3.87	50	4.38
Guatemala	86	3.53	89	3.67	91	3.35	75	3.57
Guyana	105	3.04	91	3.65	129	2.51	96	2.98
Haiti	130	2.37	127	2.67	131	2.43	129	2.02
Honduras	97	3.34	79	3.84	122	2.79	83	3.38
Hong Kong SAR	3	5.85	8	5.96	2	5.60	9	5.99
Hungary	42	4.37	86	3.72	27	4.45	34	4.96
Iceland	27	4.94	38	4.90	36	4.22	14	5.71
India	84	3.58	76	3.96	59	3.82	97	2.97
Indonesia	77	3.72	74	4.06	50	3.92	89	3.18
Iran, Islamic Rep.	82	3.61	67	4.22	71	3.59	94	3.02
Ireland	29	4.87	22	5.43	31	4.34	35	4.86
Israel	28	4.94	32	5.07	41	4.12	17	5.62
Italy	26	4.97	31	5.08	18	4.83	32	5.01
Jamaica	61	3.92	45	4.72	74	3.55	78	3.50
Japan	14	5.51	18	5.60	6	5.42	20	5.52
Jordan	58	3.97	44	4.74	73	3.55	71	3.61
Kazakhstan	45	4.31	48	4.67	57	3.84	47	4.43
Kenya	99	3.24	87	3.71	109	3.00	95	3.00
Korea, Rep.	11	5.55	21	5.48	14	4.98	5	6.19
Kuwait	70	3.82	64	4.30	107	3.03	55	4.14
Kyrgyz Republic	98	3.31	81	3.81	110	2.99	91	3.12

(Cont'd.)

Table 5: The Enabling Trade Index 2012: Transport and communications infrastructure *(cont'd.)*

| Country/Economy | TRANSPORT AND COMMUNICATIONS INFRASTRUCTURE | | PILLARS | | | | | |
| | | | 5. Availability and quality of transport infrastructure | | 6. Availability and quality of transport services | | 7. Availability and use of ICTs | |
	Rank	Score	Rank	Score	Rank	Score	Rank	Score
Latvia	44	4.35	47	4.69	76	3.53	36	4.81
Lebanon	79	3.70	70	4.14	68	3.68	88	3.27
Lesotho	127	2.58	125	2.74	123	2.74	119	2.25
Lithuania	38	4.54	62	4.34	58	3.84	24	5.44
Luxembourg	6	5.78	6	6.01	8	5.29	8	6.04
Macedonia, FYR	76	3.73	77	3.90	98	3.26	59	4.04
Madagascar	119	2.79	105	3.29	114	2.95	126	2.14
Malawi	115	2.85	107	3.26	88	3.36	130	1.93
Malaysia	20	5.25	12	5.81	10	5.22	37	4.72
Mali	125	2.68	123	2.96	120	2.84	121	2.24
Mauritania	126	2.65	120	3.04	125	2.71	122	2.19
Mauritius	65	3.90	40	4.86	89	3.36	79	3.49
Mexico	62	3.92	71	4.11	66	3.73	62	3.93
Moldova	83	3.59	88	3.68	79	3.44	66	3.65
Mongolia	101	3.21	103	3.34	112	2.96	86	3.32
Montenegro	54	4.06	54	4.48	99	3.22	46	4.49
Morocco	57	3.97	52	4.59	49	3.93	84	3.38
Mozambique	120	2.77	99	3.38	126	2.64	118	2.29
Namibia	90	3.44	46	4.71	113	2.96	104	2.64
Nepal	118	2.80	96	3.52	124	2.72	124	2.16
Netherlands	2	5.92	10	5.85	3	5.58	1	6.32
New Zealand	25	5.00	24	5.36	44	4.04	19	5.59
Nicaragua	111	2.92	102	3.35	118	2.90	108	2.52
Nigeria	107	2.99	114	3.08	97	3.27	106	2.62
Norway	22	5.19	25	5.25	39	4.17	6	6.15
Oman	35	4.59	42	4.81	34	4.28	40	4.68
Pakistan	95	3.35	75	4.06	92	3.35	103	2.65
Panama	43	4.36	26	5.23	82	3.43	49	4.41
Paraguay	113	2.89	117	3.06	128	2.51	93	3.11
Peru	85	3.54	93	3.63	86	3.38	70	3.61
Philippines	91	3.41	111	3.17	60	3.78	87	3.30
Poland	49	4.24	82	3.80	33	4.31	43	4.60
Portugal	24	5.04	20	5.55	25	4.54	31	5.04
Qatar	34	4.65	37	4.95	56	3.84	27	5.15
Romania	68	3.86	98	3.41	47	3.98	54	4.18
Russian Federation	51	4.23	56	4.46	72	3.57	42	4.64
Rwanda	109	2.96	124	2.95	78	3.48	111	2.46
Saudi Arabia	36	4.55	43	4.80	37	4.19	41	4.68
Senegal	100	3.21	104	3.34	87	3.38	98	2.91
Serbia	75	3.73	118	3.05	43	4.05	57	4.10
Singapore	1	6.06	2	6.15	1	6.06	11	5.98
Slovak Republic	37	4.55	51	4.61	32	4.32	39	4.71
Slovenia	30	4.85	30	5.09	29	4.37	28	5.09
South Africa	55	4.04	63	4.32	26	4.45	85	3.34
Spain	16	5.43	5	6.03	12	5.18	29	5.08
Sri Lanka	81	3.65	58	4.39	81	3.43	92	3.12
Sweden	17	5.42	23	5.37	19	4.82	7	6.08
Switzerland	10	5.56	4	6.06	23	4.64	10	5.98
Syria	96	3.35	72	4.11	77	3.48	112	2.45
Taiwan, China	19	5.26	17	5.63	20	4.77	25	5.38
Tajikistan	92	3.40	68	4.16	90	3.35	101	2.68
Tanzania	114	2.87	110	3.18	105	3.07	114	2.35
Thailand	46	4.30	34	4.96	30	4.35	73	3.60
Tunisia	53	4.07	41	4.82	69	3.67	65	3.72
Turkey	47	4.28	39	4.89	38	4.17	64	3.77
Uganda	121	2.76	128	2.63	95	3.30	115	2.35
Ukraine	64	3.91	61	4.34	83	3.42	61	3.98
United Arab Emirates	18	5.30	11	5.84	22	4.70	26	5.36
United Kingdom	4	5.83	9	5.91	7	5.32	3	6.27
United States	15	5.45	14	5.75	13	5.00	18	5.62
Uruguay	59	3.95	83	3.80	70	3.65	48	4.41
Venezuela	94	3.36	97	3.45	102	3.10	77	3.52
Vietnam	56	4.04	90	3.66	28	4.44	60	4.01
Yemen	108	2.99	119	3.05	61	3.77	125	2.14
Zambia	112	2.91	101	3.36	115	2.92	113	2.44
Zimbabwe	122	2.75	116	3.07	108	3.02	123	2.16

Table 6: The Enabling Trade Index 2012: Business environment

| | BUSINESS ENVIRONMENT | | PILLARS | | | |
| | | | 8. Regulatory environment | | 9. Physical security | |
Country/Economy	Rank	Score	Rank	Score	Rank	Score
Albania	52	4.45	72	3.62	44	5.28
Algeria	120	3.37	123	2.88	106	3.86
Angola	104	3.63	129	2.60	78	4.66
Argentina	111	3.51	124	2.87	97	4.14
Armenia	61	4.36	85	3.54	49	5.17
Australia	18	5.38	17	4.91	17	5.85
Austria	16	5.38	25	4.74	13	6.02
Azerbaijan	59	4.37	60	3.75	59	4.99
Bahrain	19	5.34	10	5.25	35	5.42
Bangladesh	95	3.82	92	3.49	96	4.14
Belgium	24	5.27	27	4.70	18	5.84
Benin	79	4.10	88	3.51	76	4.70
Bolivia	118	3.39	115	3.12	115	3.67
Bosnia and Herzegovina	78	4.11	110	3.20	55	5.02
Botswana	33	4.89	33	4.43	39	5.35
Brazil	75	4.14	70	3.66	81	4.62
Bulgaria	98	3.74	101	3.38	99	4.10
Burkina Faso	84	3.99	108	3.30	77	4.68
Burundi	129	2.95	130	2.58	124	3.31
Cambodia	88	3.91	67	3.70	98	4.12
Cameroon	85	3.98	103	3.33	79	4.63
Canada	15	5.38	14	5.15	30	5.61
Chad	127	3.24	126	2.72	112	3.75
Chile	23	5.28	20	4.86	26	5.70
China	45	4.63	38	4.31	62	4.95
Colombia	112	3.46	77	3.60	123	3.32
Costa Rica	67	4.24	53	3.91	84	4.57
Côte d'Ivoire	122	3.34	120	3.01	113	3.68
Croatia	60	4.36	102	3.36	37	5.37
Cyprus	29	5.12	28	4.62	28	5.61
Czech Republic	54	4.43	66	3.70	51	5.16
Denmark	4	5.77	8	5.27	3	6.28
Dominican Republic	119	3.39	104	3.33	122	3.45
Ecuador	117	3.40	113	3.14	114	3.67
Egypt	93	3.83	58	3.78	104	3.88
El Salvador	125	3.26	89	3.50	131	3.01
Estonia	27	5.18	30	4.56	19	5.79
Ethiopia	70	4.23	90	3.50	61	4.97
Finland	1	5.96	6	5.39	1	6.54
France	31	5.03	26	4.72	41	5.33
Gambia, The	40	4.73	39	4.29	50	5.17
Georgia	50	4.49	64	3.72	45	5.26
Germany	21	5.31	21	4.85	22	5.77
Ghana	64	4.31	61	3.73	65	4.88
Greece	80	4.09	97	3.46	73	4.73
Guatemala	128	3.11	95	3.47	132	2.75
Guyana	101	3.70	86	3.54	105	3.86
Haiti	131	2.84	132	2.38	125	3.30
Honduras	110	3.51	84	3.55	121	3.47
Hong Kong SAR	7	5.75	5	5.42	9	6.08
Hungary	53	4.45	63	3.73	48	5.17
Iceland	20	5.33	40	4.25	2	6.41
India	74	4.20	50	3.95	87	4.45
Indonesia	77	4.12	49	3.97	91	4.28
Iran, Islamic Rep.	83	4.01	98	3.42	82	4.60
Ireland	25	5.25	31	4.54	14	5.97
Israel	44	4.64	29	4.57	75	4.72
Italy	65	4.30	80	3.58	57	5.01
Jamaica	105	3.63	69	3.67	118	3.59
Japan	26	5.18	23	4.80	31	5.57
Jordan	35	4.85	44	4.15	32	5.55
Kazakhstan	89	3.90	99	3.41	88	4.38
Kenya	108	3.59	75	3.61	120	3.57
Korea, Rep.	57	4.42	59	3.76	53	5.08
Kuwait	36	4.80	45	4.10	33	5.50
Kyrgyz Republic	116	3.45	127	2.72	95	4.18

(Cont'd.)

Table 6: The Enabling Trade Index 2012: Business environment *(cont'd.)*

| Country/Economy | BUSINESS ENVIRONMENT | | PILLARS | | | |
| | | | 8. Regulatory environment | | 9. Physical security | |
	Rank	Score	Rank	Score	Rank	Score
Latvia	58	4.41	62	3.73	52	5.09
Lebanon	97	3.78	79	3.58	103	3.98
Lesotho	99	3.71	111	3.19	92	4.23
Lithuania	51	4.45	74	3.62	42	5.29
Luxembourg	6	5.75	3	5.46	11	6.04
Macedonia, FYR	73	4.21	81	3.57	68	4.86
Madagascar	124	3.31	121	3.01	116	3.62
Malawi	68	4.24	68	3.68	71	4.79
Malaysia	30	5.03	22	4.85	46	5.22
Mali	94	3.82	106	3.30	89	4.35
Mauritania	121	3.35	122	2.91	110	3.79
Mauritius	43	4.69	37	4.36	56	5.02
Mexico	114	3.45	71	3.62	126	3.28
Moldova	87	3.93	112	3.15	74	4.72
Mongolia	82	4.06	114	3.13	60	4.99
Montenegro	32	5.02	41	4.24	21	5.79
Morocco	55	4.43	48	3.99	66	4.87
Mozambique	102	3.69	107	3.30	101	4.07
Namibia	49	4.54	43	4.17	63	4.91
Nepal	126	3.24	109	3.25	128	3.24
Netherlands	14	5.47	11	5.22	25	5.72
New Zealand	10	5.63	7	5.35	16	5.91
Nicaragua	106	3.62	118	3.04	94	4.19
Nigeria	109	3.53	91	3.49	119	3.57
Norway	9	5.66	9	5.26	10	6.05
Oman	13	5.55	18	4.91	7	6.19
Pakistan	123	3.34	83	3.56	129	3.12
Panama	66	4.26	46	4.03	85	4.48
Paraguay	115	3.45	105	3.31	117	3.59
Peru	92	3.83	56	3.87	109	3.80
Philippines	107	3.61	96	3.46	111	3.76
Poland	46	4.61	51	3.94	43	5.29
Portugal	38	4.78	54	3.89	27	5.67
Qatar	11	5.61	13	5.21	12	6.02
Romania	81	4.09	100	3.40	72	4.77
Russian Federation	113	3.45	117	3.07	107	3.84
Rwanda	17	5.38	24	4.79	15	5.97
Saudi Arabia	8	5.70	12	5.21	8	6.18
Senegal	56	4.42	94	3.47	38	5.37
Serbia	91	3.85	116	3.08	80	4.63
Singapore	5	5.75	1	5.71	20	5.79
Slovak Republic	63	4.32	76	3.60	54	5.04
Slovenia	39	4.73	65	3.72	23	5.75
South Africa	71	4.22	36	4.36	100	4.08
Spain	41	4.73	47	3.99	34	5.46
Sri Lanka	47	4.59	42	4.17	58	5.01
Sweden	2	5.88	2	5.54	4	6.22
Switzerland	3	5.82	4	5.44	6	6.19
Syria	48	4.54	93	3.48	29	5.61
Taiwan, China	22	5.31	19	4.88	24	5.73
Tajikistan	72	4.22	78	3.60	70	4.83
Tanzania	90	3.88	87	3.53	93	4.22
Thailand	76	4.13	52	3.93	90	4.32
Tunisia	37	4.78	35	4.36	47	5.20
Turkey	86	3.95	55	3.87	102	4.03
Uganda	100	3.71	73	3.62	108	3.81
Ukraine	103	3.66	125	2.86	86	4.46
United Arab Emirates	12	5.58	16	4.96	5	6.21
United Kingdom	28	5.16	15	4.98	40	5.34
United States	42	4.69	32	4.54	69	4.85
Uruguay	34	4.89	34	4.38	36	5.40
Venezuela	132	2.75	131	2.42	130	3.07
Vietnam	69	4.24	82	3.57	64	4.90
Yemen	130	2.93	128	2.61	127	3.26
Zambia	62	4.34	57	3.81	67	4.86
Zimbabwe	96	3.81	119	3.03	83	4.59

Index this year are Angola, Haiti, the Islamic Republic of Iran, Lebanon, Moldova, Rwanda, and Yemen.

THE ENABLING TRADE INDEX 2012 RANKINGS

The detailed rankings from this year's ETI are presented in Tables 1 through 6. Table 1 compares the 2012 rankings with those from the 2010 edition, while Tables 2 through 6 provide the details of the four subindexes and the nine pillars of the ETI for all economies covered.

TOP 10

As in previous years, the top 10 of the Enabling Trade Index 2012 continues to be dominated by relatively small, open economies for which trade is key to achieving efficiency because their domestic markets are small. Singapore continues to lead the way by a large, and widening, margin over second-ranked Hong Kong SAR. And as in the previous edition, two Nordic economies— Denmark and Sweden—occupy 3rd and 4th place. Further down in the top 10 we observe some movement as New Zealand continues its upward trend, gaining one position to reach 5th place, while Finland and the Netherlands improve to occupy 6th and 7th position, respectively. Switzerland, Canada, and Luxembourg round up the top 10 in this year's ETI.

Singapore remains at the head of the ETI rankings by maintaining its outstanding performance across the board. As a small country, Singapore has a very open trade policy and exporters face only a few barriers in target markets. Singapore also is rewarded for the extreme simplicity of its tariff structure, ranking 4th on this indicator, just a few places behind first-placed Hong Kong. Singapore's border administration is second to none in terms of efficiency and is highly transparent (3rd). As in previous years, the assessment of the quality and availability of its transport infrastructure is equally excellent. Singapore leads the way for the quality of its air transport, seaport, and road infrastructure. Even more importantly, its regulatory environment is the best in the ETI sample, with well-defined property rights, little corruption and undue influence, and a high level of openness to FDI. Taken together, all these factors enable Singapore to be one of the most successful trading nations worldwide.

Placed 2nd, **Hong Kong SAR** continues to deliver a consistently strong performance across the components of the ETI. Hong Kong's commitment to developing trade is shown in the absence of trade barriers in the domestic market (ranked 1st), although its exporters face some of the highest barriers in other countries (130th). Hong Kong's 1st place in the quality of transport infrastructure reflects outstanding infrastructure facilities available across the four main transport modes: air (2nd), sea (3rd), rail (3rd), and road (9th). Finally, Hong Kong offers a very conducive environment for business (7th), with the efficiency of its financial sector (2nd) in general and access to trade finance in particular rated as second to none.

Denmark maintains its strong 3rd position. The best-ranked of the Nordics boasts a highly efficient border administration, a well-developed infrastructure,

and a business environment that is highly conducive to trade. Clearance by customs and other border agencies is efficient, transparent, and fast, although importing and exporting goods remain very costly. With its very dense ICT penetration, Denmark is at the forefront when it comes to ICT infrastructure. By the same token, its quality of transport infrastructure is world-class. Also among Denmark's strengths is the quality of its business environment (4th). The sizeable gap with the two countries preceding it in the overall ETI rankings is the result of Denmark's rather mediocre performance in the market access component, where it ranks 67th. Denmark, as do all other EU Member States, owes this low position to the highly complex common external tariff schedule of the European Union (105th). In addition, although the tariffs applied by the European Union are very low (3rd), its members still face average tariffs of close to 6 percent in destination markets, which places them 79th out of 132 economies.

Sweden, ranked 4th, posts a performance similar to Denmark's. Maintaining its position since the previous edition of the *Report,* the country stands out for its highly efficient and transparent border administration, as reflected in its 2nd rank (after Singapore) in the related subindex. Another area of strength is its very good ICT infrastructure, where Sweden ranks 7th thanks to the extensive use of Internet by businesses and its universal use of mobile telephony. Finally, Sweden offers a business environment that is remarkably conducive to trade (2nd), characterized by extremely high ethical standards in the public and private sectors (2nd), a very efficient government (4th), well-functioning financial markets (5th), and a high degree of openness to foreign participation (9th), although the hiring of foreign labor remains rather difficult (63rd). By contrast, the highly complex tariff structure makes Sweden, like other EU members, a laggard in the market access component (67th).

New Zealand gains one position to reach 5th place overall. The country's excellent performance on the transparency pillar of the border administration component contributes to the efficiency of its border administration, although it underperforms on some specific indicators, including the fees, number of documents, and time associated with exporting and importing goods. Partly because of New Zealand's remoteness and small size, the availability and quality of its transport services (44th) are limited, as reflected by its low ranking on the Liner Shipping Connectivity Index (60th) and the transshipment connectivity index (51st). On a more positive note, New Zealand offers a favorable business environment (10th), although removing inefficiencies related to financial markets (27th) and making trade finance (22nd) more widely available would help the country to further boost international trade.

Finland occupies the 6th position in the 2012 ETI rankings, moving up six places following improvements across the four main components of the ETI. Finland's business environment, second to none, is characterized by strong institutions, efficient financial markets, and a high level of security. At the same time, the country has

made great strides to improve the penetration and use of ICTs by individuals, government, and businesses, achieving a very good 4th position on the related pillar. Transport services and the associated infrastructure have equally improved since the 2010 assessment. However, as is the case for other EU Member States, Finland's trade performance remains constrained by barriers to market access, in particular the highly complex tariff structure that is difficult to navigate for businesses, as well as high tariff barriers in target markets.

The **Netherlands** moves up by three places to attain 7th position. Efficient and transparent border administration and the high-quality and available transport and logistics services are the strongest aspects of the country's performance. Customs in the Netherlands offers the necessary services to business (5th), and clearance procedures for imports and exports are hassle-free and require little time (the country is 12th on the efficiency of its import-export procedures) while transport services are assessed as being among the best in the world in terms of availability and quality (3rd). Moreover, the country's connectivity with the rest of the world via maritime routes is superior (5th), which is not surprising given that the country hosts Europe's main maritime gateway, the port of Rotterdam. By the same token, the quality of port infrastructure is assessed as excellent (2nd). The assessment is somewhat less positive when it comes to specific aspects of its regulatory environment and physical security. Trade would benefit both from easier rules and regulations for hiring foreign labor (21st) and from better protection from common crime and violence (46th).

Although the country has dropped three places, **Switzerland** (8th) fares very well in most of the dimensions of the ETI, with some notable exceptions within the market access component. Data show that Switzerland has the most complex tariff structure among the 132 countries covered by this *Report.* Yet this complexity seems to apply to only a small share of overall trade—primarily to agricultural goods, where the weighted tariff rate amounts to 49 percent. In border administration, room for improvement remains for making procedures less costly, burdensome, and time consuming for both exports and imports. Switzerland boasts an excellent infrastructure for roads, railroads, and air transport, which partially compensates for the disadvantage of being landlocked. Continuing on this positive note, the country's regulatory environment is extremely supportive of business activity and trade, with well-defined property rights (2nd), an efficient government (5th), a high degree of openness to foreign participation (6th), and efficient financial markets (10th).

Canada (9th) remains in the top 10, although it drops one spot since the 2010 edition. The country owes its good position to a consistently good performance across all nine pillars of the ETI. Yet there is room for improvement, as Canada places below the top 10 on many of the pillars. The country does better than many advanced economies in the market access component (27th) of the Index despite a complex tariff structure (86th) and quite high tariffs for agricultural products

(119th). Some barriers related to border administration persist; these result in very high average costs to export (104th) and import goods (92nd). On a more positive note, Canada boasts good transport infrastructure and services, including good connectivity, as well as fairly high ICT penetration (22nd). Moreover, Canada offers a business environment that is conducive to trade (15th), with particular strengths lying in a favorable regulatory environment (14th) and a good level of physical security (30th).

Luxembourg rounds up the top 10. The most positive aspect of the country's overall ranking is the quality of its regulatory environment, where it places 3rd thanks to a strong institutional framework, highly efficient financial markets (7th), and the highest openness to foreign participation in the entire sample. The business community also recognizes the high prevalence of foreign ownership in the country's economy, the ease with which employers can hire foreign labor, and the relative ease of access to trade finance (11th). Less positive and uneven is its performance in the border administration component (21st). Although border clearance procedures are generally considered efficient by the business community, they remain expensive (US$1,420), and Luxembourg receives a rather low score on the customs services index (receiving 6 points out of 12, to place 76th).

ASIA AND THE PACIFIC

Asia and the Pacific is host to some of the fastest-growing and largest economies worldwide. Many of the countries in the region have greatly benefited from trade and made it a central part of their growth strategy. In the ETI, there is a wide gap between frontrunners Singapore, Hong Kong, and New Zealand and the rest of the region. Many agree that Asia has yet to fully leverage the opportunities offered by trade in the region, a situation that is reflected in the results of the ETI. Except for the top 10 and Australia (17th), countries in the region remain outside the top 20, with China at 56th and India at a low 100th.

Australia ranks 17th as a result of good performances across the board, although specific areas—such as market access, where the country places 54th—have room for improvement. Access to the country's domestic market remains hampered by tariffs that, especially for non-agricultural products, are high in international comparison and that apply to a large share of imports (44 percent). At the same time, Australian exports face some of the highest average tariffs in the world, 6 percent, and benefit from a very low preference margin. The quality of Australia's border administration has increased significantly (16th), although it could still improve in the time, costs, and paperwork associated with exporting and importing goods. Some facets of Australia's transport infrastructure (27th) are also in need of improvement; maritime transport is the most worrisome of these, especially given the country's remoteness. The country ranks 37th for the quality of its seaport infrastructure, and 37th and 39th on the transshipment connectivity index and Liner Shipping

Connectivity Index, respectively. Finally, the country's business environment is fairly good (18th). Yet among the various issues affecting their international operations, the business community cites the difficulty of hiring foreign labor (101st), somewhat restrictive rules on FDI (44th).

Japan occupies 18th position overall in this year's ETI. The country's domestic market is protected through a highly complex structure of tariffs (99th) that apply to agricultural products in particular. Overall, only 22 percent of imports enter free of tariff duties.[7] Despite its export success, Japan remains fairly closed to participation from outside the country (83rd), as manifested in the difficulty of hiring of foreign labor and restrictive rules on FDI. On a more positive note, Japan's border administration is transparent and efficient. Moreover, the quality of its transport-related services is world-class (6th), with the most efficient postal service worldwide and a high level of logistics competence (9th). At the same time, although the assessment of the quality of transport infrastructure is rather positive (18th), Japan's performance is mixed across the different modes of transport. While the quality of railroads is top notch (2nd), air transport infrastructure lags far behind the world's best (47th).

Malaysia strengthens its performance and moves up to 24th place. The country ranks fairly high in the market access (32nd) and infrastructure (20th) components. Malaysia's transport infrastructure is of high quality (16th) and widely available (9th) and the associated services are well developed (10th). Border clearance procedures are the least costly in the world and businesses assess them as fairly hassle-free, although many documents are necessary. The quality of the country's business environment has improved since the last assessment, and Malaysia moves up to a good 30th position on the related subindex. In particular, the costs associated with crime and violence, as well as the threat of terrorism, are now somewhat contained and the overall regulatory framework remains fairly propitious (22nd), thanks to efficient financial markets (8th), solid property rights (24th), and strong domestic competition (13th). Additionally, as a founding member of the Association of Southeast Asian Nations (ASEAN), the country benefits from tariff reduction within this regional grouping, leading to improved access to foreign markets as well as a higher margin of preference granted to Malaysian exporters.

China, the world's largest exporter, occupies 56th place in this year's ETI. Although the country still has considerable room for improvement in every component of the Index, China's performance appears in a more positive light when compared with that of other large countries, such as its BRIC peers. Brazil, its closest contender, lags 36 places behind China at 84th, followed by India at 100th, while Russia follows at an even lower 112th position. Since 2010, China has dropped by eight positions in the ETI. Although this drop is partly explained by the exclusion of data on non-tariff measures, which are not widely used in China, the country also deteriorates in a number of other categories. Access to foreign markets appears

to be more difficult now than in previous years, the border administration is somewhat less efficient and less transparent, and transport services and physical security do not keep up with the overall development of the country.

The availability and high quality of transport services constitute the main areas of strength for China, which ranks 21st in this category. In particular, the country tops the Liner Shipping Connectivity Index and displays a solid performance across most of the dimensions captured in this pillar. By contrast, transport infrastructure (53rd), albeit improving, still presents major shortcomings, especially with respect to air transport. China's import-export procedures are assessed as fairly efficient (37th), especially when compared with those of the other BRIC economies. Average fees associated with importing and exporting goods are among the world's lowest (3rd), at US$545 and US$500 per container, respectively. However, the time required to complete these procedures ranges from 21 to 24 days, far longer than in Singapore, for example, which requires only 3 to 5 days. Although it is fairly efficient, border administration remains subject to irregular payments and corruption, as reflected in China's results on the related variable (59th) and its 61st position in the Corruption Perceptions Index.

China ranks a low 108th on the market access component, a consequence of its high import tariffs of almost 12 percent (113th) as well as the very narrow margin of preference (128th) granted in destination markets. Finally, the quality of the Chinese regulatory environment has improved somewhat (38th, up five notches), although business executives perceive crime, violence, and terrorism to be imposing higher costs on their business than they have in previous years.

Thailand follows closely at 57th position in this year's ETI, up three places since the last edition. Its key enabling factors for trade are its efficient import-export procedures (20th), including customs administration (36th), which has numerous services in place. It takes little time and administrative hassle to import and export goods in Thailand. The country further benefits from a well-developed transport infrastructure (34th) as well as accessible and high-quality transport services (30th). On a less positive note, room for improvement remains with respect to the transparency of its border procedures (82nd), physical security (90th), and access to domestic markets, where Thailand ranks a low 110th despite numerous rounds of liberalization under ASEAN. The country's tariffs are relatively high in international comparison (72nd) and its tariff structure is rather complex (103rd). At the same time, Thailand's exporters are in a comfortable position, as only few barriers to their exports persist in their target markets.

Indonesia, at 58th, improves by 10 places in this year's ETI. The country's upward movement in the rankings reflects improvements primarily in its infrastructure and the availability and quality of its logistics services as well as lower tariffs in export markets for Indonesian products. Overall, the most positive aspects of Indonesia's performance are found in the regulatory framework pillar (49th). The country

receives good marks for the efficiency of its financial sector (29th) and of government policymaking (50th). The assessment is more negative regarding security (91st), another key determinant of the quality of the overall environment: Indonesia ranks 104th for the costs associated with the threat of terrorism and 81st for the reliability of the police, its performance in these areas deteriorating since the last edition. Overall, in spite of improvements, the quality of Indonesia's transport infrastructure, including roads and seaports, remains only second-rate (74th), and ICT infrastructure remains largely underdeveloped (89th), with sparse Internet usage and a limited government online presence. Border administration also offers a mixed picture. Customs procedures associated with importing and exporting are relatively inexpensive and require little paperwork, but they still take a lot of time by international standards, and border administration transparency remains marred by corruption (88th).

India ranks a low 100th overall, owing to a mixed and weakening performance in the ETI. Indeed, since the last edition of the ETI, the country has dropped 16 places in the rankings. This dramatic fall reflects a business environment that is more difficult now, with elements of the institutional framework such as the protection of property rights, ethics and corruption, undue influence on government and judicial decisions, and the overall efficiency of the government deteriorating. In addition, the environment for foreign participation appears less open, with higher barriers to foreign ownership. Access to domestic and foreign markets also appears more constrained than in previous years, with a lower share of imports entering the country duty-free and rising tariffs faced by Indian exporters abroad.

Overall, India's performance across the Index is rather mixed. The trade-related regulatory environment, at 50th place, remains the country's most important relative strength. Among the most notable advantages here are its very efficient financial system (28th) and the availability of trade finance (34th). Other advantages include some aspects of its transportation infrastructure and logistics services, such as the quality of its railroads (24th), the numerous shipping services available (India ranks 22nd on the Liner Shipping Connectivity Index), and its high connectivity via maritime routes (18th on the transshipment connectivity index). At the same time, India remains one of the most protected economies in the entire sample, ranking 130th out of 132 countries on domestic market access. The weighted tariff rate amounts to 13 percent, with 42 percent for agricultural products. The tariff structure is also difficult to navigate for business because it is complex and includes many specific tariffs as well as different tariff rates. India could benefit from more extensive use of ICTs for trade development by fostering the use of the Internet (115th) as well as mobile telephony (108th).

Other than the Philippines, which benefits greatly from its open trade policy and attains 72nd place, the other countries in the region are found below the 100 mark, with Bangladesh at 109th, followed by Mongolia (114th), Pakistan (116th), and Nepal (124th).

EUROPE AND NORTH AMERICA

A number countries within the European Union rank within the top 20 of the ETI rankings, reflecting their well-developed infrastructures, widely available transport services, and efficient border administrations. However, their trade performance is constrained by the overly restrictive common trade policy of the European Union. The United States ranks 23rd this year, continuing its downward trend—the result of a deteriorating infrastructure and a less conducive regulatory environment. The Russian Federation, at 112th place, ranks below other large emerging markets such as Brazil, India, and China. The country would benefit from a freer trade policy, more efficient border administration, and a less burdensome regulatory environment.

The **United Kingdom** takes the 11th position in this year's ETI rankings. This strong positioning reflects the country's very good performance in terms of the efficiency of its overall border clearance process (14th), especially the performance of customs (4th); its well-developed infrastructure (9th); and its widely available logistics services (7th). Furthermore, the United Kingdom is able to harness ICTs for trade development in a substantial manner because business, government, and individuals all use the latest technologies, such as mobile telephony or the Internet, extensively. Most importantly, the country's regulatory environment ensures even-handedness (15th), transparency (22nd), and openness to foreign participation (8th). Moreover, its financial markets remain efficient in international comparison (18th). However, the cost of ensuring physical security still has room for improvement. In particular, protection from terrorism is costly for business, ranking 91st out of 132 countries on this indicator. As in other European countries, market access is constrained because the tariff structure is highly complex and difficult to navigate and exporters face, on average, higher tariffs than they do in other economies.

Germany, the world's second largest exporter after China, is placed 13th after losing one rank since the last edition. As is the case in all EU Member States, Germany provides fairly strong protection through a highly complex tariff structure (105th) that protects a small number of mainly agricultural products. As in many other developed countries, tariffs faced by Germany abroad are fairly high in international comparison (79th), but the country performs well on all the other pillars of the ETI. However, irregular payments in exports and imports appear to be more prevalent (27th) than would be expected from a country with a rather strong regulatory environment (21st). Further disadvantages include difficulties in hiring foreign labor (83rd) and restrictions on FDI (66th). Nevertheless, Germany's excellent transport infrastructure (7th) and the high quality of the related services (4th) go a long way toward compensating for these weaknesses.

France places 20th in this year's ETI, down by one position since the previous edition. The country's overall trade environment remains characterized, as in other EU economies, by high barriers to the domestic market by means of highly complex although low tariffs,

which apply to a significant portion of imports. Access to foreign markets remains limited, with fairly high tariffs faced and low margins of preference in place. On a more positive note, France's transport infrastructure plays an important role in facilitating trade: once again it is assessed as second to none, widely available, and of excellent quality. The high quality of its transport services, ranked 11th, also plays a key role in supporting the country's trade performance. Businesses operate in a largely suitable regulatory environment (26th), with the only drawbacks being regulations on hiring foreign labor, which are rather restrictive (107th), and rules governing FDI, which are not sufficiently conducive to investment (50th). Physical security is not a major disadvantage (41st), although the threat of terrorism continues to pose relatively high and rising costs to business (81st, down from 70th in 2010).

Dropping four places, the **United States** continues its downward trend since the last edition and is ranked 23rd this year. The country's performance has fallen in international comparison in almost all areas assessed by the Index, bar the efficiency of its border procedures and the availability of logistics services. The regulatory environment appears less conducive to business than in previous years, falling by 10 ranks from 22nd to 32nd. Concerns regarding the protection of property rights, undue influence on government and judicial decisions, and corruption are on the rise. And as in previous years, protection from the threat of terrorism burdens the business sector with very high cost (112th), and US exporters face some of the highest trade barriers abroad. Yet overall the United States continues to benefit from hassle-free import and export procedures (17th) and efficient customs clearance (14th), thanks to excellent customs services to business (3rd). The country also boasts excellent infrastructure, including ICTs, providing a strong basis for enabling trade within the country.

As in the previous edition, **Turkey** maintains its 62nd position overall. The country displays a fairly even performance across the key categories for enabling trade. For a country of its size, its trade policy is relatively open—ranked 37th, with the only drawbacks being the high tariffs on its agricultural products and its fairly complex tariff structure, although this structure applies to only a fairly small share of imports (24 percent). And even though Turkey's exporters face fairly high tariffs abroad (116th), they benefit from a margin of preference that is relatively higher than those of its peers. Other factors that position the country well for enabling trade are its transport infrastructure—which is satisfactory and fairly widely available, particularly for air and road transport—and its well-developed logistics services, which ensure that shipments are easy to arrange, affordable, and arrive on time. Further enabling trade would require Turkey to reform its border administration to reduce the burden of customs procedures (90th) and to raise transparency at the border (86th). Moreover, the country's low and deteriorating physical security, which is caused in part by terrorism, remains a notable disadvantage.

The **Russian Federation** continues to occupy the lowest position among its BRIC peers, at 112th. Although

the country's average weighted tariff rates have declined slightly and duties are applied to a smaller share of imports since the last edition, its tariff structure remains complex (102nd) and the overall level of protection is still high in international comparison (125th). At the same time, Russian exporters face some of the highest tariffs in the sample in export markets abroad (113th). Finalizing the country's accession to the WTO could help lower these trade barriers, thus helping Russian exports to be more competitive abroad. Russia's low overall ranking partially obscures the strengths of its trade environment. Given the country's level of development, its transport infrastructure remains in fairly good condition, although its availability is assessed more positively (at 39th) than its quality (at 79th). Russia also continues to benefit from the availability of ICTs in the context of trade (42nd), with the use of these technologies spreading quickly by both businesses and government. On the other hand, enabling trade in Russia would require an overhaul of the import export procedures (114th) and serious reform of what is one of the most burdensome customs clearance processes in the world (127th). Russia also obtains poor marks for its regulatory environment (117th), which bears witness to the country's rather protectionist stance with regard to foreign participation (ranked 114th). Finally, physical security should be improved, by equipping the police (122nd) better, for example, to enforce the rule of law.

LATIN AMERICA AND THE CARIBBEAN

The performance of the countries in Latin America and the Caribbean places most of them in the middle of the ETI rankings, although individual countries spread across the entire ETI sample. As highlighted in past editions of the *Report,* the region's outstanding domestic and foreign market access continuous to be the main strength of many countries. However, the overall business environment remains an area for improvement, particularly in terms of corruption and the lack of physical security, which impose high costs on exporting and importing enterprises.

At 14th place overall, **Chile** improves by four positions, once again proving an exception to the performance of most countries in Latin America and the Caribbean and leading the regional ETI rankings. Chile's strong commitment to participating in international trade is demonstrated by its extended participation in regional trade agreements (RTAs) as well as the government's continuous efforts to improve the country's facilitation of trade. Displaying an extraordinary performance in terms of market access (2nd), Chile benefits from both its high share of duty-free imports (22nd) and the low tariffs (1st) faced by Chilean exporters abroad. Likewise, Chile applies an almost uniform tariff on all its imports, a measure that has considerably helped to reduce the complexity of the country's tariff structure (2nd). The country's overall assessment of border administration (23rd) is also positive because of its transparency (18th) and efficiency (24st). The clearance process is characterized by seamless customs procedures (10th) as well as little corruption related to exports and imports

(16th). In fact, during the past few years, Chile has made significant efforts toward modernizing its customs regime. Yet despite these advances, its clearance procedures remain time consuming and cumbersome. For example, it takes 21 days to export goods from the country. With regard to Chile's communications infrastructure, the still-modest availability and use of ICTs in the country (44th) indicates room for improvement. On the other hand, the country received a sound assessment of the overall quality of its transport infrastructure (35th), thanks in large part to the solid quality of its roads (22nd), ports (34th), and air transport (32nd). Finally, Chile's favorable business environment (23rd) has also been key to the country's success in benefiting from trade.

Costa Rica, ranked 43rd for enabling trade across borders, is up one position in this edition of the *Report.* As a big contributor to national GDP, trade plays a significant role in Costa Rica's social and economic development strategies. Like Chile, Costa Rica is an example of best practices in market access (3rd), thanks to moderate tariffs (43rd) and a relatively simple tariff structure (36th). In addition, Costa Rica's border administration is considered to be reasonably efficient (35th), even though some difficulties were identified by the business community regarding irregular payments in imports and exports (62nd). Going forward, Costa Rica would benefit from upgrading the quality of its transport and communications infrastructure (89th), which has deteriorated in the past years. In particular, the quality of roads and ports needs to be improved (ranked 115th and 127th, respectively), and ICTs are still not widely available or used (ranked 80th).

Mexico comes in at 65th place and stabilizes at this position, following an improvement of 10 positions in the previous edition of this *Report.* These improvements are in line with the importance that the Mexican government attached to trade facilitation and global integration in its national competitiveness plan 2008–2012. Mexico's trade policy is fairly open overall in international comparison, as reflected in its 18th rank for market access. Over the past two years, the efficiency of its customs administration and its overall border administration have risen from 65th to 58th and 71st to 57th position, respectively. Importing goods has become less costly, faster, and is associated with less administrative hassle. Building on these improvements, reforms of the border administration should continue. Raising the transparency of administrative transactions related to imports and exports would benefit Mexico's trade environment further.

Among the areas of concern are the availability and quality of Mexico's transport infrastructure, where the country places 71st. The performance is somewhat more positive when it comes to transport services (66th), where advantages such as the competence of its logistics industry (45th) and its ability to track shipments (50th) also helped Mexico's overall performance. Further improving the regulatory environment, reducing corruption (91st), and intensifying competition (100th) would benefit the Mexican trade environment. Exports

would also benefit from more broadly available trade finance (74th). However, the most important obstacle to increasing the benefits of trade in the country is its escalating insecurity (126th). Common crime and violence and terrorism impose significant and rising costs on business, where Mexico ranks 125th and 111th, respectively.

Brazil occupies the 84th position in this year's *Report.* A G-20 member and a major exporter of agricultural products, the country has been much involved in global trade negotiations, representing the interests of both MERCOSUR and developing countries more generally.[8] Despite the relative importance of trade for its economy, Brazil's main weakness remains its high protectionism, as captured by the market access pillar (104th). This is mainly the result of high tariffs (114th), which are imposed on the vast majority of imports (98th). The country's border administration could also be made more efficient (99th), particularly in areas such as customs administration, which remains burdensome (116th), and the overall cost of import and export procedures, which has increased considerably over the past two years and now ranks 112th and 117th, respectively.

The general assessment of Brazil's infrastructure is fairly positive (73rd), although the quality of its transport infrastructure could be improved (109th), especially its ports (121st). Brazil also displays some strength with regard to the quality and availability of its transport services (48th) as well as the availability and use of ICTs (53rd). As is the case for other countries in the region, the general business environment (75th) could be improved by making the government more efficient (100th), further opening the country to foreign participation through FDI and migration, and reducing the business costs of crime and violence (118th).

Argentina, at 96th, drops by one position in this edition, presenting a mixed picture across the different areas of the ETI. In order to improve its trade performance, Argentina should address different aspects affecting the country's business environment (111th). In particular, regulations affecting property rights (123rd), domestic competition (130th), and the low efficiency of its financial markets (120th) increase the difficulty of doing business in the country. At the border, procedures are perceived as a burden by business (129th), which encounters administrative difficulties across the entire clearance process of imports and exports (85th). This results in a high cost of importing goods (104th, with fees of US$1,810 for a 20-foot container) and numerous documents required to export (80th). Other areas of concern include a lack of transparency at the border (102nd), which is related to the frequent irregular payments in exports and imports (112th). As in Brazil, tariff rates (104th) that are high in international comparison continue to affect Argentina's ability to trade, although tariffs faced by Argentine exporters abroad (32nd) are relatively easy to overcome, allowing them to access global markets. Relative to its level of development, the transport and communications infrastructure (67th) and the availability and use of ICTs

(52nd) can be considered strengths of the country's trade environment.

THE MIDDLE EAST AND NORTH AFRICA

The Middle East and North African region maintains a high degree of diversity in terms of enabling trade, with the United Arab Emirates entering the top 20 while Algeria maintains its position at the bottom of the rankings. Yemen was added to this year's sample at 119th position.

The **United Arab Emirates** (UAE) leads the region at a strong 19th position, ahead of economies such as France, Ireland, and the United States. The country drops by three positions since the last assessment, however, mainly because its trade policy is assessed as less open than in previous years. This assessment is reflected in its decline from 81st to 102nd place in the market access component of the Index. The country's share of duty-free imports has decreased from 29 to 24 percent and its weighted tariff rate has increased, particularly for agricultural products. At the same time, UAE exporters now face a lower margin of preference in key export markets (116th, down from 113th). A number of factors provide a solid basis for further strong growth of trade in the country and a strengthening of its positioning as a key international logistics hub. Clearance of goods at the border is very easy (15th), although the transparency of border administration lags behind these excellent results somewhat (at 20th). In terms of the availability and quality of transport infrastructure, the UAE outperforms most countries in the world (11th). Another distinct advantage is the country's extremely high physical security (5th).

Despite progress achieved in these areas, the UAE could benefit more from trade and its favorable geographic location on the Europe-Asia trade route if it continues to liberalize its transport services. The country presently occupies the 22th position in this category, up from 29th in the last edition. The government could also place a higher priority on the use of broadband connections (45th), which would not only facilitate trade directly—for example, by expediting and facilitating customs clearance through online procedures—but also would increase Internet use, which would be beneficial given that the business sector presently lags behind a number of other countries in this area (34th). However, the country's main constraints remain its high domestic tariffs (59th) and the high trade barriers faced by the country's exporters abroad (122nd).

Saudi Arabia occupies 27th place globally and comes in 3rd in the region, moving up 13 positions in this year's *Report.* Consistent improvements in all subindexes except for the market access component contribute to this result. The efficiency of Saudi Arabia's customs services (29th) and border administration (24th) are important factors in facilitating trade. Customs procedures are efficiently organized (22nd)—it is neither costly nor burdensome to import and export goods, although it may be time consuming (e.g., it takes 17 days to import goods, which corresponds to 59th place). Saudi Arabia also benefits from a solid institutional

framework with transparent (11th) and efficient (12th) government institutions and well-defined property rights (22nd). The country's recent accession to the WTO was an important step in opening up to foreign participation, yet Saudi Arabia maintains regulative barriers to foreign ownership (55th), and has signed only a small number of trade-enabling multilateral treaties (113th). The positive assessment applies equally to its transport sector, where Saudi Arabia did not commit to opening up under the GATS provisions (59th). More openness to foreign competition in the logistics sector would support the development of an efficient logistics and transport industry in the country, thereby providing a base for further diversifying exports.

Israel occupies 4th position in the region and 28th worldwide in the ETI. The country's border administration is efficient and transparent compared with that of many other countries (22nd). Its import and export procedures are fairly simple, and neither particularly time consuming nor very costly. This efficiency is reflected in the replies to the Survey, where business leaders ranked import and export procedures 32nd out of 132 countries. Other strengths that contribute to an environment conducive to trade are the high penetration of ICTs, which are widely used by both businesses for transactions (24th) and the government for online services (15th). The difficult security situation remains the single most important drawback in Israel's trade environment, ranked 75th overall and showing no improvement since the last edition of this *Report.* Trade could also be further enabled by more efficient transport services (41st). More openness to foreign participation (69th) could also contribute to raising the performance of the logistics sector and the economy as a whole by intensifying competition and thereby raising efficiency and stimulating innovation.

Tunisia, although dropping six positions to 44th rank this year, remains the leading country in North Africa for enabling trade. The country's association agreement with the European Union, which has created a free trade area between the two traders as of 2008, has contributed significantly to liberalizing imports into Tunisia. Nevertheless, Tunisia maintains quite high tariffs (126th for its tariff rate), although the complexity of tariff regulations has been reduced since the last edition of this *Report.* The country does not apply tariff peaks or specific tariffs, and its share of duty-free imports remains high at 76 percent. In contrast to its domestic tariffs, Tunisia enjoys fairly easy access to foreign markets (33rd), supported by an important preference margin (25th). Tunisia's continued efforts to raise the efficiency of its customs administration and simplify the clearance process are paying off, as reflected in its 30th rank for its efficiency of import-export procedures (up from 43rd). Overall, although Tunisia continues to benefit from a business environment that is rather conducive to trade (37th), physical security and some aspects of the institutional framework have deteriorated in the wake of the events of 2011. Given the importance of trade on Tunisia's economic policy agenda, the country should address these elements on a priority basis. In addition,

fostering more openness to foreign participation (58th) and a more efficient financial market (43rd) could further contribute to developing trade, which in turn would provide economic growth and jobs for the country's population. Room for improvement also remains with respect to the availability and quality of transport services (69th) and the availability and use of ICTs (65th), sectors that would benefit from further liberalization and opening up to foreign participation.

Egypt, the largest country in North Africa, has not yet fully realized its potential from international trade. As reflected in its 90th rank in the ETI, important barriers to developing trade persist. Egypt's most important disadvantage is its trade policy, which—despite considerable liberalization efforts—appears rather protectionist in international comparison. The country applies high tariffs to 60 percent of total imports. At the same time, Egyptian exporters face low tariffs and a high preference margin abroad, placing the country well for developing exports. In order to take better advantage of growth and employment opportunities offered by international trade, Egypt would need to enhance its customs administration, which remains inefficient (80th) and corruption-ridden (94th); address serious concerns of the business community regarding the deteriorating securing situation (104th); and further promote the use of ICTs by business (90th) and individuals (Egypt ranks a low 82nd for the extent of Internet use by individuals).

SUB-SAHARAN AFRICA

Sub-Saharan African countries enable trade to different degrees, and the trade liberalization efforts of recent decades have not been sufficient to significantly improve the trade performance of the region as a whole. Many African countries have liberalized trade and enjoy significant preferences in target markets, but significant improvements in trade facilitation have not yet been achieved. As a result, it is still significantly more expensive for countries—both inside and outside the continent—to trade with Africa than with other regions; in many cases, the cost of trading is a more important obstacle to trade development than trade policies.

Mauritius, one of the African countries best harnessing the benefits of international trade, maintains the top position in sub-Saharan Africa at 36th place, ahead of the rest of the region by a wide margin. With low domestic policy–related barriers (6th) and few barriers in target markets (24th), the country is among the top performers in the entire sample on the market access pillar (6th). Yet, although tariffs are very low, complexities in their structure (90th) make it difficult for business to navigate. With rather efficient and transparent border agencies (29th) and a solid transport infrastructure (40th), potential bottlenecks in getting goods across borders could arise with respect to the availability and quality of transport services, as well as the quality of transport infrastructure, ranked 89th. International shipments are not easy and they are costly to arrange from Mauritius (104th), and the country's tracking and tracing ability as well as overall logistics competence lag behind in international comparison

(ranked 69th and 82nd, respectively). The country's fairly high level of openness to foreign participation (41st), in particular through FDI, highlights the country's commitment to participating in the global economy. Additionally, Mauritius benefits from, in regional comparison, very transparent and efficient governance structures and manageable levels of physical security (56th).

South Africa, a G-20 member and the region's most advanced economy, places 63rd with respect to enabling trade across borders, moving up nine positions. This improvement is mainly attributable to improved transport services and a somewhat improving security situation.[9] Compared with other countries in the region, South Africa boasts a very efficient and transparent customs administration (33rd and 47th, respectively), a fairly strong regulatory framework (36th), and a high-quality transport infrastructure (33rd) and logistics services (26th). On the other hand, the simplification of import and export procedures appears overdue and would make trading across the border more efficient, as this constitutes the country's most important bottleneck. Importing goods into South Africa takes 32 days, requires 8 documents, and costs (for a standardized container) US$1,795. The country would also benefit from being more open to foreign participation, as is evident from its restrictive regulations on FDI (51st) and its extremely low rank for hiring foreign labor (131st). Furthermore, although physical security is rising, it remains quite low in international comparison (100th), particularly because of the costs incurred by businesses to protect their operations from common crime and violence (126th).

Nigeria occupies a low 123rd position in this year's Report, which reflects serious barriers to moving goods across borders across all the categories of the ETI. Domestic market access is restricted by some of the highest tariffs worldwide, and Nigerian exporters also face very high tariffs abroad (127th). Nigeria's customs administration is among the least transparent (116th) and least efficient in the world (115th), and transport infrastructure as well as a precarious security situation inhibit trade development and diversification. The robust growth the country has experienced since 2005, which led to doubling trade between 2003 and 2009, could support momentum for continuing reforms that began in the beginning of the last decade. Continuing to reform the customs administration to bring it up to date and in line with international best practice, along with continued improvements to the infrastructure, would greatly benefit the trade environment for Nigeria's trading companies and enable the country to continue on to grow.

CONCLUSIONS

This chapter has presented the results of the ETI for 132 economies and analyzed selected economies in more detail. This methodology, first published in 2008, measures the ease of getting goods across borders and to destination. It has been developed by the World Economic Forum in collaboration with leading companies from the logistics and transportation sector and experts

from trade-related international organizations. The Index categorizes the obstacles into four categories: market access, border administration, transport and communication2, and the business environment.

Recent developments in the trade agenda—such as the increase in the significance of emerging markets, the continued international fragmentation of the supply chains, and the impasse in the Doha Round—all raise the importance of practical measures that countries can take to enable trade and better participate in the global division of labor, with the ultimate aim of supporting economic growth. 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 The BRIC countries are Brazil, the Russian Federation, India, and China.

2 We have focused on the flow of trade in *goods* in the Index for expository purposes, although we recognize that enabling in *services* is also important. By circumscribing the issue clearly, the Index provides a useful vehicle for analyzing policy on a clearly defined part of the issue. Trade in goods accounts for upwards of 80 percent of all trade, and is therefore highly relevant.

3 Everything but Arms (EBA) is an initiative of the European Union, entered into force in 2001, that stipulates that all imports to the European Union from least-developed countries are duty-free and quota free, with the exception of armaments.

4 For landlocked countries, the access to ports is measured.

5 The score of each subindex is derived as an unweighted average of the pillars that constitute it.

6 Tests were carried out using regression analysis in a gravity model of trade. See Lawrence et al. 2009.

7 It has to be noted that Japan's 2012 assessment has benefitted from the exclusion of the indicator of non-tariff measures in this year's ETI, and that the Survey was to a large extent carried out before the tsunami in March 2011.

8 The "Common Market of the South," MERCOSUR is South America's largest trading bloc.

9 Furthermore, South Africa has benefitted from the removal of the data on non-tariff measures.

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Appendix A:
Composition of the Enabling Trade Index

This appendix provides details about the construction of the Enabling Trade Index (ETI).

The ETI is composed of four subindexes: the market access subindex; the border administration subindex; the transport and communications infrastructure subindex; and the business environment subindex. These subindexes are, in turn, composed of the nine pillars of the ETI: domestic and foreign market access, efficiency of customs administration, efficiency of import-export procedures, transparency of border administration, availability and quality of transport infrastructure, availability and quality of transport services, availability and use of ICTs, regulatory environment, and physical security. These pillars are calculated on the basis of both hard data and survey data.

The survey data are mainly derived from the responses to the World Economic Forum's Executive Opinion Survey and range from 1 to 7. In addition, survey data from the World Bank's Logistics Performance Index (LPI) have also been included. The hard data were collected from various recognized sources, such as the World Bank, the World Trade Organization (WTO), the International Trade Centre (ITC), and the United Nations Conference on Trade and Development (UNCTAD). The data are described in detail in the Technical Notes and Sources section at the end of this Report. All of the data used in the calculation of the ETI can be found in the Data Tables on the website of the Report (www.weforum.org/getr).

The hard data indicators used in the ETI, as well as the results from the LPI survey, are normalized to a 1-to-7 scale in order to align them with the Executive Opinion Survey results.[1] Each of the pillars has been calculated as an unweighted average of the individual component variables. The subindexes are then compounded as unweighted averages of the included pillars.

In the case of the domestic and foreign market access pillar, the score in the domestic market subpillar accounts for two-thirds and the score in foreign market access accounts for one-third of the overall pillar. In the case of the availability and quality of transport infrastructure pillar, which is itself composed of two subpillars (availability of transport infrastructure and quality of transport infrastructure), the overall pillar is the unweighted average of the two subpillars. The overall ETI is then calculated as the unweighted average of the four subindexes.

The variables and the composition of pillars are described below. If a variable is one of hard data, this is indicated in parentheses after the description.

SUBINDEX A: MARKET ACCESS

Pillar 1: Domestic and foreign market access

A. Domestic market access
- 1.01 Tariff rate (hard data)
- 1.02 Non-tariff measures (hard data)
- 1.03 Complexity of tariffs (hard data)[3]
  - Tariff dispersion (hard data)
  - Tariff peaks (hard data)
  - Specific tariffs (hard data)
  - Distinct tariffs (hard data)
- 1.04 Share of duty-free imports (hard data)

B. Foreign market access
- 1.05 Tariffs faced (hard data)
- 1.06 Margin of preference in destination markets (hard data)

SUBINDEX B: BORDER ADMINISTRATION

Pillar 2: Efficiency of customs administration
- 2.01 Burden of customs procedures
- 2.02 Customs services index (hard data)

Pillar 3: Efficiency of import-export procedures
- 3.01 Efficiency of the clearance process[4]
- 3.02 Time to import (hard data)
- 3.03 Documents to import (hard data)
- 3.04 Cost to import (hard data)
- 3.05 Time to export (hard data)
- 3.06 Documents to export (hard data)
- 3.07 Cost to export (hard data)

Pillar 4: Transparency of border administration
- 4.01 Irregular payments in exports and imports
- 4.02 Corruption Perceptions Index (hard data)

(Con'td.)

SUBINDEX C: TRANSPORT AND COMMUNICATIONS INFRASTRUCTURE

Pillar 5: Availability and quality of transport infrastructure

A. Availability of transport infrastructure
- 5.01 Airport density (hard data)
- 5.02 Transshipment connectivity index (hard data)
- 5.03 Paved roads (hard data)

B. Quality of transport infrastructure
- 5.04 Quality of air transport infrastructure
- 5.05 Quality of railroad infrastructure
- 5.06 Quality of roads
- 5.07 Quality of port infrastructure

Pillar 6: Availability and quality of transport services
- 6.01 Liner Shipping Connectivity Index (hard data)
- 6.02 Ease and affordability of shipment [4]
- 6.03 Logistics competence [4]
- 6.04 Tracking and tracing ability [4]
- 6.05 Timeliness of shipments in reaching destination [4]
- 6.06 Postal services efficiency
- 6.07 GATS commitments in the transport sector (hard data)

Pillar 7: Availability and use of ICTs
- 7.01 Extent of business Internet use
- 7.02 Mobile telephone subscriptions (hard data)
- 7.03 Broadband Internet subscribers (hard data)
- 7.04 Government Online Service Index (hard data)
- 7.05 Internet users (hard data)

SUBINDEX D: BUSINESS ENVIRONMENT

Pillar 8: Regulatory environment
- 8.01 Property rights [5]
- 8.02 Ethics and corruption [5]
- 8.03 Undue influence [5]
- 8.04 Government efficiency [5]
- 8.05 Domestic competition [5]
- 8.06 Efficiency of the financial market [5]
- 8.07 Openness to foreign participation [6]
  Ease of hiring foreign labor
  Prevalence of foreign ownership
  Business impact of rules on FDI
  Openness to multilateral trade rules (hard data)
- 8.08 Availability of trade finance

Pillar 9: Physical security
- 9.01 Reliability of police services
- 9.02 Business costs of crime and violence
- 9.03 Business costs of terrorism

NOTES

1 The standard formula for converting each hard data variable to the 1-to-7 scale is

$$6 \times \left(\frac{\text{country score} - \text{sample minimum}}{\text{sample maximum} - \text{sample minimum}} \right) + 1$$

The sample minimum and sample maximum are the lowest and highest scores of the overall sample, respectively. For those hard data variables for which a higher value indicates a worse outcome (e.g., tariff barriers, road congestion), we rely on a normalization formula that, in addition to converting the series to a 1-to-7 scale, reverses it, so that 1 and 7 still correspond to the worst and best possible outcomes, respectively:

$$-6 \times \left(\frac{\text{country score} - \text{sample minimum}}{\text{sample maximum} - \text{sample minimum}} \right) + 7$$

In some instances, adjustments were made to account for extreme outliers in the data.

2 This indicator is not included in the pillar calculation.

3 Complexity of tariffs is the average of the other four variables.

4 The LPI data are derived from the World Bank's Logistics Performance Index Survey, which is based on a 1-to-5 scale. LPI data were normalized to a 1-to-7 scale using the above formula in order to align it with the Executive Opinion Survey results.

5 These variables are composite indicators comprising multiple variables used in the World Economic Forum's Global Competitiveness Index. For details, see *The Global Competitiveness Report 2010–2011*.

6 Openness to foreign participation is the average of the other four variables.

Appendix B:
Enabling Trade Index 2012 and 2010 results compared

The tables on the following pages compare the ranks and scores of the 2012 and 2010 Enabling Trade Index (ETI). The 2010 results have been recalculated with the non-tariff measure indicator excluded (indicator 1.02; see Box 2 for further explanation). The table also compares the ranks and scores of the market access pillar, which included non-tariff measures in the 2010 ETI.

(Cont'd.)

Table 1: Enabling Trade Index 2012 and 2010

Country/Economy	Enabling Trade Index 2012 Rank	Enabling Trade Index 2012 Score	Enabling Trade Index 2010 (excluding non-tariff measures) Rank	Enabling Trade Index 2010 (excluding non-tariff measures) Score	Change in score	Country/Economy	Enabling Trade Index 2012 Rank	Enabling Trade Index 2012 Score	Enabling Trade Index 2010 (excluding non-tariff measures) Rank	Enabling Trade Index 2010 (excluding non-tariff measures) Score	Change in score
Singapore	1	6.14	1	6.13	0.00	Greece	67	4.07	57	4.20	−0.13
Hong Kong SAR	2	5.67	2	5.70	−0.03	Vietnam	68	4.02	76	3.94	0.08
Denmark	3	5.41	3	5.48	−0.06	Romania	69	4.02	54	4.23	−0.21
Sweden	4	5.39	4	5.47	−0.08	El Salvador	70	3.99	59	4.16	−0.17
New Zealand	5	5.34	5	5.37	−0.03	Serbia	71	3.97	72	3.98	−0.01
Finland	6	5.34	8	5.31	0.02	Philippines	72	3.96	79	3.89	0.07
Netherlands	7	5.32	7	5.32	0.01	Sri Lanka	73	3.95	97	3.60	0.36
Switzerland	8	5.29	6	5.33	−0.04	Bulgaria	74	3.93	78	3.89	0.04
Canada	9	5.22	11	5.26	−0.04	Namibia	75	3.92	70	3.99	−0.07
Luxembourg	10	5.20	9	5.31	−0.11	Moldova	76	3.92	n/a	n/a	n/a
United Kingdom	11	5.18	17	5.12	0.06	Guatemala	77	3.90	68	4.01	−0.11
Norway	12	5.17	12	5.26	−0.08	Honduras	78	3.89	71	3.98	−0.09
Germany	13	5.13	10	5.27	−0.13	Jamaica	79	3.89	77	3.92	−0.03
Chile	14	5.12	18	5.11	0.02	Bosnia and Herzegovina	80	3.87	82	3.85	0.02
Austria	15	5.12	13	5.23	−0.12	Azerbaijan	81	3.85	80	3.88	−0.04
Iceland	16	5.08	14	5.21	−0.13	Nicaragua	82	3.83	74	3.95	−0.12
Australia	17	5.08	15	5.13	−0.06	Ecuador	83	3.83	86	3.80	0.03
Japan	18	5.08	23	4.94	0.13	Brazil	84	3.79	83	3.84	−0.05
United Arab Emirates	19	5.07	16	5.12	−0.05	Malawi	85	3.79	88	3.76	0.03
France	20	5.03	20	5.08	−0.05	Ukraine	86	3.79	84	3.83	−0.05
Belgium	21	4.96	22	4.96	0.00	Dominican Republic	87	3.78	75	3.94	−0.16
Ireland	22	4.96	19	5.09	−0.13	Zambia	88	3.78	90	3.75	0.03
United States	23	4.90	21	5.02	−0.12	Colombia	89	3.78	87	3.80	−0.02
Malaysia	24	4.90	32	4.68	0.21	Egypt	90	3.78	69	4.00	−0.23
Oman	25	4.86	36	4.67	0.19	Gambia, The	91	3.74	85	3.83	−0.08
Estonia	26	4.85	24	4.94	−0.09	Senegal	92	3.72	81	3.86	−0.13
Saudi Arabia	27	4.84	43	4.47	0.37	Lebanon	93	3.71	n/a	n/a	n/a
Israel	28	4.82	27	4.76	0.06	Tanzania	94	3.69	89	3.76	−0.08
Taiwan, China	29	4.81	30	4.72	0.09	Bolivia	95	3.68	96	3.61	0.07
Bahrain	30	4.80	25	4.88	−0.08	Argentina	96	3.68	91	3.74	−0.07
Spain	31	4.79	26	4.77	0.03	Mozambique	97	3.65	95	3.64	0.01
Qatar	32	4.74	33	4.68	0.06	Uganda	98	3.64	98	3.58	0.06
Slovenia	33	4.65	29	4.73	−0.08	Ghana	99	3.59	101	3.55	0.04
Korea, Rep.	34	4.65	31	4.72	−0.08	India	100	3.55	92	3.74	−0.19
Portugal	35	4.63	34	4.68	−0.05	Paraguay	101	3.53	100	3.56	−0.03
Mauritius	36	4.62	35	4.67	−0.04	Cambodia	102	3.52	107	3.46	0.07
Cyprus	37	4.61	28	4.76	−0.14	Kenya	103	3.52	103	3.49	0.03
Georgia	38	4.58	38	4.59	−0.01	Guyana	104	3.52	110	3.42	0.10
Montenegro	39	4.46	42	4.47	−0.01	Kazakhstan	105	3.50	93	3.69	−0.19
Uruguay	40	4.44	49	4.37	0.07	Ethiopia	106	3.49	106	3.47	0.02
Czech Republic	41	4.42	39	4.54	−0.12	Madagascar	107	3.48	94	3.67	−0.18
Jordan	42	4.42	37	4.66	−0.24	Syria	108	3.47	102	3.50	−0.03
Costa Rica	43	4.41	45	4.45	−0.04	Bangladesh	109	3.46	111	3.38	0.08
Tunisia	44	4.39	40	4.51	−0.12	Tajikistan	110	3.45	109	3.43	0.02
Lithuania	45	4.39	41	4.49	−0.10	Kyrgyz Republic	111	3.45	99	3.58	−0.13
Croatia	46	4.39	44	4.45	−0.06	Russian Federation	112	3.41	108	3.45	−0.04
Hungary	47	4.39	48	4.38	0.00	Lesotho	113	3.41	105	3.47	−0.06
Poland	48	4.37	56	4.22	0.16	Mongolia	114	3.40	113	3.33	0.07
Albania	49	4.36	62	4.11	0.26	Benin	115	3.39	104	3.49	−0.09
Italy	50	4.36	50	4.31	0.05	Pakistan	116	3.39	112	3.35	0.04
Rwanda	51	4.35	n/a	n/a	n/a	Iran, Islamic Rep.	117	3.31	n/a	n/a	n/a
Latvia	52	4.31	47	4.42	−0.11	Cameroon	118	3.28	118	3.21	0.06
Peru	53	4.31	63	4.09	0.21	Yemen	119	3.25	n/a	n/a	n/a
Botswana	54	4.31	55	4.22	0.09	Algeria	120	3.22	117	3.25	−0.04
Slovak Republic	55	4.29	46	4.43	−0.15	Mali	121	3.18	116	3.30	−0.12
China	56	4.22	51	4.29	−0.07	Burkina Faso	122	3.15	114	3.31	−0.17
Thailand	57	4.21	53	4.23	−0.02	Nigeria	123	3.13	120	3.18	−0.05
Indonesia	58	4.19	65	4.07	0.12	Nepal	124	3.07	119	3.20	−0.13
Armenia	59	4.19	52	4.24	−0.05	Mauritania	125	3.06	115	3.30	−0.24
Panama	60	4.16	60	4.12	0.04	Côte d'Ivoire	126	3.02	122	3.03	−0.01
Macedonia, FYR	61	4.13	58	4.16	−0.03	Angola	127	3.01	n/a	n/a	n/a
Turkey	62	4.13	64	4.07	0.06	Haiti	128	2.97	n/a	n/a	n/a
South Africa	63	4.10	66	4.06	0.04	Zimbabwe	129	2.96	123	2.80	0.17
Morocco	64	4.08	73	3.98	0.10	Venezuela	130	2.95	121	3.05	−0.10
Mexico	65	4.08	61	4.11	−0.03	Burundi	131	2.95	124	2.79	0.16
Kuwait	66	4.07	67	4.01	0.06	Chad	132	2.63	125	2.74	−0.11

Table 2: Market access 2012 and 2010

Country/Economy	Market access 2012 Rank	Score	Market access 2010 (excluding non-tariff measures) Rank	Score	Change in score	Country/Economy	Market access 2012 Rank	Score	Market access 2010 (excluding non-tariff measures) Rank	Score	Change in score
Singapore	1	6.20	1	6.25	−0.04	Denmark	67	3.90	68	4.01	−0.11
Chile	2	5.69	2	5.86	−0.17	Sweden	67	3.90	68	4.01	−0.11
Costa Rica	3	5.53	7	5.37	0.15	Finland	67	3.90	68	4.01	−0.11
Peru	4	5.51	10	5.33	0.19	Netherlands	67	3.90	68	4.01	−0.11
Nicaragua	5	5.33	3	5.65	−0.32	Luxembourg	67	3.90	68	4.01	−0.11
Mauritius	6	5.30	11	5.28	0.02	United Kingdom	67	3.90	68	4.01	−0.11
El Salvador	7	5.18	4	5.55	−0.37	Germany	67	3.90	68	4.01	−0.11
Honduras	8	5.18	5	5.45	−0.27	Austria	67	3.90	68	4.01	−0.11
Georgia	9	5.10	6	5.43	−0.33	France	67	3.90	68	4.01	−0.11
Hong Kong SAR	10	5.08	14	5.12	−0.04	Belgium	67	3.90	68	4.01	−0.11
Guatemala	11	5.00	9	5.33	−0.33	Ireland	67	3.90	68	4.01	−0.11
Malawi	12	5.00	29	4.79	0.21	Estonia	67	3.90	68	4.01	−0.11
Armenia	13	4.94	8	5.33	−0.40	Spain	67	3.90	68	4.01	−0.11
Philippines	14	4.90	27	4.83	0.07	Slovenia	67	3.90	68	4.01	−0.11
Albania	15	4.87	25	4.85	0.02	Portugal	67	3.90	68	4.01	−0.11
Uganda	16	4.86	17	4.97	−0.11	Cyprus	67	3.90	68	4.01	−0.11
Indonesia	17	4.86	39	4.59	0.27	Czech Republic	67	3.90	68	4.01	−0.11
Mexico	18	4.84	12	5.19	−0.35	Lithuania	67	3.90	68	4.01	−0.11
Moldova	19	4.83	n/a	n/a	n/a	Hungary	67	3.90	68	4.01	−0.11
Macedonia, FYR	20	4.81	38	4.62	0.19	Poland	67	3.90	68	4.01	−0.11
Rwanda	21	4.81	n/a	n/a	n/a	Italy	67	3.90	68	4.01	−0.11
Ecuador	22	4.79	15	5.01	−0.22	Latvia	67	3.90	68	4.01	−0.11
Bolivia	23	4.77	13	5.13	−0.36	Slovak Republic	67	3.90	68	4.01	−0.11
Iceland	24	4.76	22	4.93	−0.17	Greece	67	3.90	68	4.01	−0.11
New Zealand	25	4.74	28	4.80	−0.06	Romania	67	3.90	68	4.01	−0.11
Ukraine	26	4.73	32	4.75	−0.02	Bulgaria	67	3.90	68	4.01	−0.11
Canada	27	4.68	35	4.74	−0.06	Lebanon	93	3.89	n/a	n/a	n/a
Zambia	28	4.68	23	4.90	−0.22	Argentina	94	3.87	57	4.18	−0.31
Madagascar	29	4.66	19	4.96	−0.30	Qatar	95	3.87	97	3.93	−0.06
Tanzania	30	4.65	20	4.95	−0.30	Kuwait	96	3.83	96	3.94	−0.12
Mozambique	31	4.63	21	4.94	−0.31	Guyana	97	3.82	104	3.79	0.02
Malaysia	32	4.62	37	4.63	0.00	Japan	98	3.79	108	3.77	0.02
Oman	33	4.54	46	4.46	0.08	Panama	99	3.78	95	3.97	−0.19
Uruguay	34	4.50	18	4.96	−0.47	Tajikistan	100	3.72	61	4.12	−0.39
Burundi	35	4.49	105	3.78	0.71	Taiwan, China	101	3.70	112	3.71	0.00
Jordan	36	4.49	26	4.83	−0.34	United Arab Emirates	102	3.69	102	3.85	−0.16
Kenya	37	4.49	30	4.78	−0.29	Sri Lanka	103	3.68	110	3.73	−0.04
Montenegro	38	4.41	24	4.86	−0.45	Brazil	104	3.64	66	4.03	−0.40
Kyrgyz Republic	39	4.39	16	5.00	−0.61	Ethiopia	105	3.63	67	4.03	−0.40
Botswana	40	4.39	34	4.74	−0.35	Nepal	106	3.60	60	4.13	−0.54
Vietnam	41	4.37	52	4.33	0.04	Morocco	107	3.56	100	3.91	−0.35
Croatia	42	4.37	31	4.77	−0.40	China	108	3.55	107	3.77	−0.22
Israel	43	4.35	42	4.51	−0.15	Angola	109	3.55	n/a	n/a	n/a
Paraguay	44	4.34	33	4.75	−0.41	Mongolia	110	3.52	114	3.63	−0.11
Colombia	45	4.33	40	4.55	−0.22	Burkina Faso	111	3.52	65	4.04	−0.53
Serbia	46	4.32	41	4.53	−0.22	Ghana	112	3.51	111	3.71	−0.20
Lesotho	47	4.32	45	4.49	−0.18	Egypt	113	3.48	98	3.92	−0.44
Bosnia and Herzegovina	48	4.26	44	4.50	−0.24	Mali	114	3.46	63	4.08	−0.62
Norway	49	4.24	50	4.40	−0.17	Korea, Rep.	115	3.42	115	3.63	−0.21
Namibia	50	4.23	36	4.69	−0.46	Senegal	116	3.40	103	3.84	−0.44
Turkey	51	4.22	49	4.42	−0.20	Cameroon	117	3.38	116	3.59	−0.21
Bahrain	52	4.22	43	4.50	−0.28	Mauritania	118	3.36	99	3.91	−0.55
Tunisia	53	4.17	48	4.44	−0.27	Venezuela	119	3.29	109	3.76	−0.47
Australia	54	4.12	56	4.18	−0.06	Kazakhstan	120	3.19	59	4.14	−0.96
Yemen	55	4.09	n/a	n/a	n/a	Benin	121	3.17	106	3.77	−0.61
Switzerland	56	4.08	64	4.06	0.02	Syria	122	3.14	118	3.35	−0.21
Azerbaijan	57	4.07	55	4.20	−0.14	Côte d'Ivoire	123	3.07	117	3.39	−0.33
Jamaica	58	4.06	54	4.22	−0.16	Nigeria	124	3.06	119	3.33	−0.27
Thailand	59	4.03	101	3.89	0.14	Gambia, The	125	3.04	120	3.29	−0.25
United States	60	4.02	62	4.11	−0.09	Chad	126	3.04	113	3.67	−0.63
Saudi Arabia	61	4.02	94	4.00	0.01	Algeria	127	3.00	122	3.17	−0.16
Dominican Republic	62	4.01	47	4.44	−0.43	Pakistan	128	2.95	123	3.10	−0.16
Haiti	63	4.00	n/a	n/a	n/a	Russian Federation	129	2.94	124	3.04	−0.09
Cambodia	64	4.00	58	4.16	−0.16	India	130	2.60	121	3.18	−0.57
Bangladesh	65	3.96	51	4.37	−0.41	Zimbabwe	131	2.57	125	2.64	−0.07
South Africa	66	3.95	53	4.24	−0.30	Iran, Islamic Rep.	132	2.17	n/a	n/a	n/a

The Rise of International Supply Chains: Implications for Global Trade

Global Agenda Council on the Global Trade System

Two broad, contradictory trends are at work in the global economy. First, economic globalization through multinational corporation (MNC) production networks continues apace. This dynamic promotes global economic convergence and integration. The global value chains that the MNCs operate have become the world economy's backbone and central nervous system.

The increasing importance of global production chains is reflected in the rising trade in intermediate inputs, which now represent more than half of the goods imported by economies in the Organisation for Economic Co-operation and Development (OECD) and close to three-quarters of the imports of large developing economies, such as China and Brazil.[1] Imported inputs also account for a significant chunk of exports, blurring the line between exports and imports as well as between domestic products and imports. As part of global production chains, products at different stages of value-added may be imported and re-exported multiple times, increasing the size of reported exports and imports relative to global and national value-added. In advanced countries, this effect is reinforced by the fact that imports can contain a significant portion of inputs—including intellectual property, brand development, and so on—originally sourced at home; in developing countries, imports of components and machines are crucial vehicles for the absorption of technologies.

According to OECD estimates, imported intermediate input content accounts for about one-quarter of OECD economies' exports, and the European Central Bank (ECB) estimates that such imports accounted for about 44 percent of EU exports (or 20 percent for imports from outside of the European Union) in 2000, ranging from about 35 percent in Italy to about 59 percent in the Netherlands.[2] In the United States, imported intermediate input content in exports reached about 10 percent in 2005. Among emerging economies, imported content's share in exports is particularly high in China—about 30 percent, or twice that of India and Brazil.

With globalization, the use of imported intermediates for exports has been growing.[3] According to the OECD, all but one of its 34 member countries increased the import content of its exports over the period 1995–2005. The increase was particularly marked in small countries such as Israel and Luxembourg, which saw increases of about 20 percentage points, compared with 3–8 percentage point increases in large countries such as Germany, Japan, and the United States. This is in keeping with the general trend of import content accounting for a larger share of exports in smaller economies.

However, the second trend, which pertains to economic crisis policy responses, is one of divergence.

This chapter provides a summary of the key points highlighted by the report of the World Economic Forum's Global Agenda Council on the Global Trade System entitled *The Shifting Geography of Global Value Chains: Implications for Developing Countries and Trade Policy.* The full report is forthcoming and will be available at www.weforum.org/getr.

Associated with this is the ever-present threat of a destructive spiral of protectionism and consequent disintegration. Such an escalation would have serious consequences for the global economy, particularly the most vulnerable and trade-dependent states, and highlights the critical role the World Trade Organization (WTO) has played in stemming the tide of protectionism. Unfortunately, WTO member states remain unable to conclude the Doha Development Round, throwing the WTO's continued centrality to the global trading system into sharp relief. Fortunately, the resilience and increased interdependence of the global economy has also played a key role in containing protectionism: governments quickly realized the futility of discriminatory stimuli and the cost of raising barriers on intermediate goods on which whole segments of domestic industries depend.[4]

However, fundamental changes to global value chains are taking place. In the next decade, the underlying cost structures driving value chain location could change dramatically. At least five drivers are evident:

1. Energy and associated transportation costs are likely to continue rising as the cost of fossil fuels increases and policy measures targeted at carbon emissions intensify. The fracas over airlines associated with the European Union's emissions trading scheme is an early harbinger of the kinds of issues that may arise. These cost pressures promote reductions in the "length" of value chains.

2. In the same way, as new players from emerging markets secure access to various resources for input into production processes, competition will increase and the prices of those resources are likely to rise. Export restrictions designed to secure domestic supplies of key industrial inputs—both agricultural and mineral—if not properly regulated, are also likely to intensify, thus placing further upward pressure on prices.

3. China is at the center of global value chains in manufacturing, particularly in labor-intensive sectors. But as China continues to shift its growth model away from a reliance on exports toward domestic consumption, wage costs are likely to rise sharply and the currency should continue its appreciation. Other domestic costs, such as land, are also rising. Hence the "China cost" is likely to continue mounting. To be sure, there are moderating forces. Cost pressures can be mitigated by productivity growth, which in the Chinese case has been rapid. Moreover, the western provinces still have hundreds of millions of workers eager to join the "new China," so some caution is appropriate in predicting sharp changes.

4. Information technology costs are likely to be driven down through intense technological competition and innovation. This drop in costs opens up opportunities for countries wishing to take advantage of the value chains action.

5. Southern markets will continue to grow in relative importance, while growth in Europe is likely to remain structurally repressed for the foreseeable future. This imbalance is likely to drive value chain reorientation and relocation, potentially in unpredictable ways.

6. Investment in infrastructure could be added to the list of potential drivers of change.

For these reasons, the geography of value chain location is likely to shift, potentially fundamentally, within the next decade. This has major implications for those countries that have specialized in value chain niches, and for developing countries looking to secure new niches. The geographical shift will play out differently in different contexts: developed countries are increasingly concerned about retaining jobs; some developing countries are attempting to retain their existing value chain niches, while others are trying to establish value chain niches for the first time.

These dynamics will drive unilateral trade policy responses centered on promoting competitiveness, efficiency, and attractiveness to value chain investments. In addition, the international rules governing value chain operations need to be revisited with a view to updating them so that the new emerging context can evolve optimally. Those rules apply at two levels: at the regional level, with preferential trade agreements (PTAs), and internationally, in the WTO.

Consequently, the World Economic Forum's Global Agenda Council on the Global Trade System (the Council) decided to consider these matters in more detail; the Council's report, *The Shifting Geography of Global Value Chains: Implications for Developing Countries and Trade Policy* presents these efforts. The present chapter summarizes the main contributions of that report; then we provide some overall recommendations.

THE EMERGENCE OF SUPPLY CHAINS AND THEIR IMPLICATIONS FOR GLOBAL TRADE RULES

The main historical shifts in industrial location began with the industrial revolution in Britain and subsequently spread to Western Europe, particularly Germany, and later to the United States, which developed an "American management" based on "scientific" techniques. An alternative tradition, based on a different "scientific management" paradigm, developed in the Soviet Union but ultimately failed owing to the many shortcomings of command economics. Subsequently Japan perfected its "compete out/protect in" model, which was centered on giant *keiretsu* rather than value chain dispersion through arms-length relationships. The South Korean *chaebol* then adopted the Japanese compete out/protect in model, with the significant exception of their ongoing sourcing of parts and components from outside the *chaebol,* particularly from Japan. Taiwan, China, by contrast, developed its industrial structure from the bottom up on the basis of small and medium enterprises supplying parts and components to large corporate

original equipment manufacturers from Europe and the United States as the process trade expanded into East Asia. As labor costs in South Korea and Taiwan, China, rose, they too shifted production within the region and so China became the latest and most significant beneficiary.[5]

A different set of dynamics underpinned the emergence of global value chains in recent decades. The "first great unbundling" took place in the 19th century as steam power drove innovations in shipping and railroads, thereby radically lowering transportation costs. That drop in costs enabled the spatial separation of production and consumption, while scale economies and comparative advantage promoted the unbundling process. Thus goods were made in one country and shipped to consumers in another. Accordingly, economic policies and trade rules were designed on the basis of national perspectives, in a world of selling goods.[6]

The first unbundling required on-site coordination of production and distribution. The 1980s information and communication technologies (ICT) revolution promoted decentralization of information flows and therefore the second great unbundling, whereby production stages were dispersed to geographically distinct locations, thus harnessing comparative advantage and scale economies. This process gave rise to what Baldwin calls "21st-century trade,"[7] or the trade-investment nexus. That nexus encompasses trade in parts and components; international investment in production facilities and associated material and non-material inputs; and strong demand for a range of services to coordinate dispersed production processes. This diversity and interconnection of wide-ranging elements enabled firms to combine their high technology with foreign workers.[8]

China typifies these forces par excellence. China's success in global value chains is rooted in the ICT revolution, which greatly promoted production dispersion and undercut tight vertical control as exercised by Japan's industrial *keiretsu.* Simultaneously a global market emerged for the first time because the communist bloc collapsed and developing countries pursued unilateral trade liberalization. China's success resembled the Taiwanese model rather than Japan's, with a key difference being its openness to foreign direct investment (FDI) in order to pursue compressed development at a rapid pace.[9]

However, nothing is pre-ordained. Japan dominated global manufacturing in the 1980s, just as the Europeans (excepting Germany) and the United States had before decline inevitably set in. In this context, it is likely that China will encounter several challenges in the future. First, external market dynamism is undoubtedly repressed in the wake of the global financial crisis—a major problem for China's export-led model. Second, the docile rural-sourced labor force that fueled the initial wave of industrialization in the country is giving way to a younger urban labor force with higher expectations. Third, there is great desire in the leadership to promote more value-addition in China and thus to alter the terms of the compressed development model. These pressures are captured in the Chinese 12th Five Year Plan, the outcome of which remains to be seen.

The services dimension of global value chains is equally important. Services provide the link at each point of the manufacturing value chain, without which they could not function. These enabling services, particularly business and ICT services, have grown the fastest in world services trade and collectively constitute "other commercial services." More open services markets allow for more efficient or higher-quality distribution or logistics services, thus enabling greater participation in global value chains and world trade. Similarly, better functioning infrastructure services, such as transport, reduce the average times needed to import and export thereby reducing costs while promoting efficiency and reliability. Furthermore, a key objective for MNCs is to shift from manufacture and assembly into design, innovation, research and development, logistics, marketing, and branding. In this way, intangible things are becoming increasingly important in global value chains.[10]

Services themselves are being unbundled and traded as tasks. The quintessential examples are back-office and data processing services, but other services such as research are also being unbundled and traded across national borders. Developing countries wishing to capture a share of services value chains may find it easier to capture one or more tasks in the chain, rather than attempt to compete along the entire spectrum.

As with manufacturing value chains, the key challenge for MNCs is to move up the services value chain. This requires strong human capital and electronic infrastructure. It also requires open trade and investment policies to promote the competitive provision of such services. Regulatory simplicity and efficiency, key components of a good governance paradigm, are essential. And regulatory modal neutrality—allowing MNCs to switch freely between modes of supplying services and to combine them when necessary—is a key enabler. All this needs to be underpinned by quality institutions, which in turn affect the regulatory environment.[11]

Giant manufacturing MNCs also tend to depend on services inputs. One example is General Electric's global web of research centers, through which globally integrated innovation is pursued in a 24-hour production cycle made possible through advanced ICT linkages. General Electric also has to provide maintenance and other services to its huge global network.[12]

What do big MNCs look for when taking their locational decisions? Such investment decisions are not taken lightly, especially in a technology-intensive company such as General Electric; rather they tend to be significant resource commitments that are not easily abandoned. In other words, firms such as General Electric make a long-term forecast of location conditions before locating a facility, and once the location decision is made, it is not easily changed. These decisions are not based simply on cheap labor costs, or firms would be flocking to Haiti and Congo, which they patently are not. Rather, productivity is the key labor issue.[13]

There are four key enabling elements or factors that must be in place for making location decisions. The first factor is the potential of the local market—"the business case is simply more compelling when the country at issue represents a large or potentially large market."[14] The second factor is the availability of suitable human resources. For a technology-intensive company, productivity is more important than labor cost; for design-intensive activities, access to the best possible knowledge is critical. The third factor is the availability of physical infrastructure. And the fourth, and most crucial, factor is the strong and conducive legal and policy environments that embed the rule of law.

Absent these conditions, MNCs will be reluctant to fully commit to the market in question. An emerging challenge is the trend toward promoting technology transfer through policy intervention in value chain location decisions, such as "buy local" or "indigenous innovation" policies as a precondition for access to procurement markets. It can be argued that MNCs will be reluctant to commit to markets with these preconditions, particularly if the four enabling elements are not satisfied. By contrast, or perhaps partly because of this trend, US MNCs are increasingly "on-shoring" their investments back into the United States, since the country provides the four key elements.[15]

The case is very different when considering the labor-intensive apparel industry, with reference to sub-Saharan Africa. Clothing is one of the most traded commodities worldwide, and it is particularly sensitive to government policies governing trade, especially exchange rates. Nonetheless, it is possible to identify potential opportunities for African countries to plug into niches in the global value chains that characterize this intensely competitive industry, particularly labor-intensive garment manufacturing. In order to do so, such countries need to harness the abundant pool of young, semi-skilled labor available at comparatively low wages; develop existing comparative advantages in the production of high-quality cotton with favorable fiber characteristics; and tap into the huge potential reservoir of renewable energy resources available on the subcontinent to power energy-intensive textiles production cycles.[16]

For these African countries to take advantage of this opportunity, several conditions need to be satisfied. One key barrier is that markets remain fragmented, and this fragmentation has inhibited the development of competitive clothing and upstream textiles. It follows that regional integration focused on reducing transactions costs is a key imperative—in other words, PTAs matter. More importantly, domestic governance reforms aimed at establishing quality public institutions that will deliver sustained economic, social, and environmental performance, thereby boosting investor confidence, are critical. These will take African countries beyond their current reliance on access to preferential trade schemes offered by developed countries into sustainable competitiveness.

The growth of global value chains has four broad implications that are represented by the growing share of intermediate inputs in world trade. The first implication is that the importance of bilateral trade balances is greatly exaggerated, because they do not reflect value-added. This understanding has major political implications. For example, some estimates place China's trade surplus with the United States between 20 and 40 percent lower than official data suggest, whereas Japan and South Korea's balances with the United States may be understated since China is a key plank in their companies' processing trade.[17]

Similarly, services are not adequately captured in official trade statistics—one recent estimate reckoned that services account for 40 percent of world trade on a value-added basis rather than the currently estimated 20 percent.[18] Unfortunately, although trade economists seem to be in broad agreement about the need to incorporate value-added and better measures of services trade into trade statistics, it is a very complex undertaking that is unlikely to gain traction soon. Nonetheless, the need to establish better data and better measures deserves a great deal more official support and resources.[19]

The second implication of global value chain growth is that the importance of exports as a driver of demand is overestimated, while the importance of trade as a source of economic efficiency is underestimated. Essentially, policymakers fail to recognize that exports depend on imported inputs, whereas exported inputs feed into others' imports. Furthermore, imports are a critical channel through which developing countries absorb technology.[20]

The third implication is that trade has become more volatile and a larger source of external shocks, largely owing to the fact that durable goods trade has grown rapidly and demand for durable goods fluctuates more than that for other tradables (goods or services). Furthermore, since countries are increasingly specialized in certain manufacturing niches, external shocks are more rapidly transmitted through trade in durable goods. The answer to this danger, however, lies not in reducing trade, but in building better safeguards against financial instability and fostering more trade cooperation at the multilateral level. The flipside of increased external vulnerability is reduced vulnerability to domestic shocks.

Fourth, in addition to these negative implications, the cost of protection is now higher than generally understood, and rising, especially for smaller economies where the share of intermediate imports in exports is large. This underscores the growing importance of trade facilitation in its broadest sense—to reduce transaction costs associated with intermediate trade, and thereby plug countries into global value chains more effectively.[21]

IMPLICATIONS FOR DEVELOPING COUNTRIES AND TRADE RULES

It is clear that governments need to recognize that exports are only part of the development story. It is important for policymakers to develop better measures of trade flows net of intermediate imports, and more generally to develop a better appreciation of how a particular economy fits into global production chains.

Failure to do so can lead to inaccurate policy conclusions about the importance of bilateral trade imbalances, to significant underestimates of the cost of protection, and to a lack of appreciation of the importance of bilateral or regional trading relationships. Generally, the existence of large and growing trade in intermediates, which is associated with FDI and the globalization of production, greatly raises the stakes for countries to have open and predictable trade and investment regimes, including efficient logistics. If they do not adopt this perspective, then "old" policy approaches can have serious consequences. For example, trade remedies often backfire by frustrating the efficiencies occasioned by intermediate trade, disrupting supply chains, and costing domestic jobs when the aim of applying trade remedies is to save them.

This is inherently a *unilateral perspective.* The developments described in *The Shifting Geography of Global Value Chains* report present challenges for industrial policies and require new thinking. Although it may be attractive to some policymakers and domestic constituents to promote import replacement or restrict exports for industrial policy reasons, such policies will inhibit both trade in intermediates and inward investment into value chain niches. For example, these developments point to the serious inaccuracies that occur when products and trade balances are classified as "high-tech" or "technologically intensive" with a view to drawing implications for industrial policies or indicating technological prowess. For instance, the United States is said to have large deficits in "advanced technology" products with many developing countries, especially China. Yet the failure to appreciate that US imported products that are attributed to developing countries may actually contain large amounts of value-added elsewhere—indeed in the United States—leads to seriously erroneous conclusions. More generally, the chains pose difficulties for industrial policies because industries have become more fragmented and unbundling suggests that they are not necessarily appropriate units for policy analysis. The more often products cross borders in the course of their manufacture, the more significant trade facilitation policies become. If only 20 percent of the value of the final product is produced in a country, a 5 percent trade cost is the equivalent of a 25 percent tax on that activity.

However, an open trade regime is not enough on its own to benefit from being inserted into global value chains. Countries need to invest in horizontal policy measures—notably education, infrastructure, and technology transfer—in order to enhance access to global value chains and the long-term benefits they offer. Domestic governance and institutional reform are also essential preconditions, particularly in developing countries. MNCs pay close attention to these softer issues when making long-term decisions about where to locate key aspects of their global value chains.

Currently the rules that govern global value chains are based on the first unbundling, or the notion that firms in one nation sell things to customers in another nation. Hence the rules framework concerns product-trade

rather than process-trade. As such, these rules do not account for a range of policies and barriers that do not inhibit selling things per se, but do hinder moving things. This problem afflicts the WTO in particular, which has struggled to advance beyond its traditional focus on market access barriers to trade in goods. The global nature of today's production chains; the intermingling they imply of exports of services, goods, and movement of capital and of specialized workers; and the essential role played in them by efficient trade logistics all point to the increased importance of comprehensive multilateral disciplines to facilitate the operation of such chains. The WTO's contribution potentially spans services, intellectual property, trade facilitation, and tariffs on imported inputs. Furthermore, trade and investment are two sides of the same economic coin: trade rules cannot work without investment rules—and vice versa.

Unfortunately our global trade rules fall considerably short of the 21st century, and our global investment rules are, regrettably, nearly nonexistent. Furthermore, value chains evolved historically as Southern export platforms to service Northern markets, but now we are seeing shifts in Southern locations and increasing targeting of other southern markets. Yet the Doha Round is largely predicated on a North-South negotiating dynamic. As value chain relocation takes hold, driven by emerging-market growth, so the new dynamics need to be reflected in the way the WTO conducts its business. This argues for concluding the outstanding agreement on trade facilitation at the WTO as soon as possible, so that some of the logistical barriers to the operation of global value chains can be removed and the costs lowered. Despite the stasis in the Doha Round, a positive outcome on a trade facilitation agreement would go very much in the right direction to facilitate the 21st-century paradigm of world trade.

These issues raise an obvious question: how can WTO rules be advanced in the absence of a conclusive multilateral trade round? In the perspective of the Council, the key to this is for the WTO's membership to pursue *plurilateral,* or small group, negotiations under the auspices of the WTO.[22] The politics of this approach are challenging, but the systemic implications of continued stasis in the WTO are arguably worse.

Two further implications relate to services trade and investment. First, trade rules should be updated to promote modal neutrality in services trade and investment. Specifically, modes 1 (cross-border trade) and 3 (cross-border investment) should be open and therefore facilitate modal switching. Second, regulators need to promote regulatory coherence across borders so as not to establish bottlenecks in the value chain creation process. This could be done through the adoption of general or sector-specific principles, or both.

Given these problems with updating WTO rules, trade rules have advanced faster in PTAs than within the multilateral framework or related vehicles such as bilateral investment treaties. Production chains are even more intense at the regional level, and regional agreements can more easily deal with the complexity they imply—pointing to regional negotiations as an

important complement to multilateral disciplines. Nonetheless, PTAs could add to transactions costs in the absence of multilateral disciplines advancing in the WTO. Furthermore, PTA rules are based on an antiquated understanding of where goods are "from"—hence the Byzantine networks of "rules of origin." But goods are now "from" everywhere—because of global value chains. In a world of supply chains, the least-developed countries have increased opportunities to enter into processing activities, potentially on a large scale, but this implies their adding relatively small amounts of value-added to any particular product. Under these circumstances, rules of origin that require 30 or 40 percent of local value-addition or an extensive array of local production processes—such as yarn-forward rules for clothing—may well preclude underdeveloped countries from taking advantage of such opportunities. This would mean that such assembly operations would not qualify under many rules of origin for preferential treatment. Rules such as those developed in the African Growth and Opportunities Act, which allow much greater use of imported inputs by the least-developed countries, are needed to avoid this problem.

Therefore new approaches to negotiating PTAs, with a view to making them more compatible with actual global value chain operations and ultimately WTO disciplines, are also required. At the very least it suggests an approach rooted in reducing transactions costs, not raising new barriers to trade. A key question is how these bottom-up changes could be incorporated into the WTO's architecture. The Council's recommendations in this regard are available in its report on PTAs.[23]

NOTES

1 This section is based on articles by Shimelse Ali and Uri Dadush in Carnegie's International Economics Bulletin (Ali and Dadush 2011a) and in VoxEU (Ali and Dadush 2011b).

2 This estimate is based on five European economies—Germany, Italy, the Netherlands, Austria, and Finland—which account for around 60 percent of euro area GDP. See ECB 2005.

3 For details of the calculation and sources of data, see Dadush 2012.

4 IBRD/World Bank 2010, pp. 10–11.

5 Lehmann 2012.

6 Baldwin 2012.

7 Baldwin 2012.

8 Baldwin 2012.

9 Lehman 2012.

10 Stephenson 2012.

11 Stephenson 2012.

12 Bhatia 2012.

13 Bhatia 2012.

14 Bhatia 2012, forthcoming.

15 Bhatia 2012.

16 Ismail 2012.

17 Dadush 2012.

18 For the underlying data source, see the US Bureau of Economic Analysis, based on Stephenson 2012.

19 Stephenson 2012.

20 Dadush 2012.

21 Dadush 2012.

22 See the World Economic Forum, Global Agenda Council on Trade 2010 report on plurilaterals, available at http://www3.weforum.org/docs/GAC10/WEF_GAC_Trade_Paper_2009-10.pdf.

23 See the World Economic Forum, Global Agenda Council on Trade 2011 report on PTAs, available at http://www3.weforum.org/docs/GAC11/WEF_GAC_Trade_Paper_2011.pdf.

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The Global Value Chain, the Enterprise-Based Operating Model, and Challenges to the Sovereign-Based Economic Measurement System

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We live in an age of unprecedented economic integration in trade, capital flows, and knowledge. However, as the recent financial crisis has demonstrated, several gaps in the existing system of economic measurement and related policymaking can present serious problems.

The existing economic measurement system, which includes national income and product accounts and related policy design in taxation and incentives, was established in the early 20th century when countries conducted trade and finance largely at arm's length. Since then, technology breakthroughs in transportation and communications, in combination with the development of the hub-and-spoke distribution system, have lifted economies of scale and dramatically increased "system speed." Standardization—a result of modern logistical design in the implementation of global supply and value chains—has greatly accelerated the pace of global convergence.

GLOBAL JUST-IN-TIME VALUE CHAINS AND INCREASING SOPHISTICATION OF THE ECONOMY

The mismatch between a sovereign-based measurement system and the globalized, enterprise- (or ownership-) based operating model currently prevails in both the real sector and the financial sector. This mismatch suggests the need for a new way of thinking about measuring economic activity to reflect 21st century realities and trends in order to facilitate access to opportunity, to highlight areas of risk, and to avoid unintended policy consequences.

Effects of increasing transportation speed and lowering costs

Starting in the early 1960s, the world shrank dramatically as the speed of jet air travel doubled from 300 miles per hour in 1950 to 600 miles per hour in 1960. A nonstop transatlantic airline flight fell to just six hours by 1960, a time that remains in effect today.[1] A decade later, in the early 1970s, Fred Smith founded Federal Express (now FedEx Express) and incorporated the concept of the hub-and-spoke network into the company as an indispensable operation strategy for air cargo delivery. With this system, packages are collected at various pick-up points, routed to a central distribution point for sorting, and rerouted to reach their final destinations. This system maximizes the number of attainable connections, which is crucial to lowering costs because it exploits economies of scale in an industry with large fixed costs. The hub-and-spoke system also enables the economics of flow, which refers to the way average costs fall as a consequence of increases in the number of types of products offered. As a result, air shipments grew from virtually nonexistent in the 1970s to where they are today: accounting for a third of global trade by value—approximately US$3 trillion dollars worth—but only a little over 1 percent of global trade by weight.[2]

Complementary modes of transportation in the global distribution system

In the post–World War II period, ocean shipping has seen considerable technological and institutional changes. Containerization, widespread adoption of open-registry shipping, and the economies of scale that result from increased volume have all helped to lower costs.[3] However, these cost savings have been for the most part offset by rising fuel and port costs. The net effect is that, in the post-war period, real ocean shipping rates have not seen the remarkable decline in prices seen in airfreight.[4] The fact that airfreight prices have fallen dramatically since 1945 (while ocean freight rates have not) strongly suggests that affordable, rapid distribution has been a key driver of globalization. Intercontinental airfreight and ocean shipping, along with cross-border trucking and rail shipping, are complements in the process of globalization. Together they provide distribution options that enable firms to map out their supply-chain portfolio in the most cost-effective way and to preserve system integrity.

The need for rapid transport is especially valid in the modern economy, in which time sensitivity has increased significantly as the composition of trade has shifted from commodities to increasingly complex manufacturing. Furthermore, consumers in the growing global middle class have increased their demand for products with highly varied characteristics. All else being equal, this would lend itself to economies of agglomeration in production, where firms locate near their customers (both final and intermediate) to adapt rapidly to service-changing customer preferences. However, efforts to lower cost have led to greater dispersion of the production process as firms separate the stages of production across countries according to comparative advantage.[5] Rapid expansion and sophistication of the transportation network, along with the rising middle class in emerging countries, have also encouraged an increasing focus on local markets and the coining of the term *glocalization.*

System speed of distribution and customer-focused global value chains

The rapid increase in the system speed of transportation led by air cargo is the backbone of modern just-in-time supply chains. As a result of just-in-time and fast cycle logistics, inventory-to-sales ratios have declined steadily worldwide, reducing inventory carrying costs and increasing system-wide productivity. Today, the battle in most industries and markets is not between firms so much as it is between firms and their network of suppliers, which are often supplying multiple firms in the same industry. As the transportation guru John Kasarda explains, "Individual companies don't compete. Supply chains compete. Networks and systems compete."[6]

In fact, a new vertical integration—not by direct ownership within one nation state as was typical in the past, but by contract between firms anywhere in the world—has transformed yesterday's supply chain into what Michael Porter, in his seminal work *Competitive Advantage,* first described as a *value system* and is now referred to as a *value chain.*[7] Supply chains focus on integrating supplier and producer processes, improving efficiency, and reducing waste; value chains focus on creating value for the customer. In a value chain the customer is the starting point of value, and value flows from the customer, in the form of demand, to the supplier. The demand flow is manifested in the flow of orders and money that parallel the flow of value, and flow in the opposite direction from the flow of supply.[8] This evolution from single-point delivery to system flexibility, to supply chain, and then to value chain has led to an increasing desire to create business through each contact point, thus creating opportunities for new businesses and benefitting the communities in which those businesses form. It has also directly contributed to the ever-growing economic pie and to an increasing sophistication in the global economic structure. Based on Angus Madison's estimates, global gross domestic product (GDP) doubled from the year 0 to the year 1500, doubled again from 1500 to 1800, doubled yet again from 1800 to 1900, and quadrupled from 1900 to 2000. This explosive growth in the 20th century in output and wealth was greatly supported by the emergence of modern supply chains and value chains.

Even as the value flowing to the customer becomes the focus of the distribution system, measuring that value creation does not fit with the current system of national income accounting. If regulation follows innovation, accounting also follows innovation. In this regard, we are facing new challenges and opportunities. Consider transfer pricing, in which intra-firm transnational trade allocates profits and value to different nations—often without the aid of true market prices. In another example of the need for innovation in national accounting, trade credit is created where profits are registered in financial centers that are often in countries other than the country in which the actual trade is taking place. Even the seasonality of goods flow is changing and challenging current statistical methods.

The rise in global value chains has enabled the rapid growth seen in emerging markets. This growth in turn has created a new scope for finance. Portfolio managers now diversify globally in increasingly sophisticated emerging equity and bond markets, all the result of the expansion of "system speed," which has brought emerging economies into the global system.

The importance of transit time in system cost calculation

Shipping costs and tariff barriers are the two main costs of engaging in international trade. The reduction of tariff barriers, as a consequence of the General Agreement on Tariffs and Trade (GATT) and its successor the World Trade Organization (WTO), has sharply lowered the relative importance of tariff barriers. Consider that total transportation expenditures, which came to half as much as tariff duties for US imports in 1958, had climbed to three times the aggregate tariff duty paid by 2004.[9] This increase highlights the relative importance in today's economy of reducing transportation cost, and one of the

most important factors driving shipping cost—broadly defined—is transit time.

Extended shipping times impose inventory-holding costs—financing costs for the goods and the need to hold buffer stocks—as well as depreciation costs borne by shippers. *Depreciation,* broadly defined, includes any reason that a newly produced good is preferable to an older good. Examples include physical spoilage of fresh fruits or cut flowers and the degradation in value of magazines as the information in them becomes "old news." When countries or regions specialize in stages of production and trade intermediate goods, these costs accrue throughout the duration of the production chain.[10]

The impact of time on trade is very important. Econometric studies estimate that each additional day spent in transport reduces the likelihood that the United States will source goods from that country by 1 to 1.5 percent, and that, for manufactured goods, a day of shipping time is worth 0.8 percent of the value of the good per day. The decline over the past several decades of airfreight costs has made this time-saving option more affordable, providing a compelling explanation for aggregate trade growth, compositional effects in trade growth, and the growth in time-intensive forms of integration such as vertical specialization.[11]

CHARACTERIZING THE EXTENT OF GLOBALIZATION

Globalization is a concept that touches many areas, particularly trade, investment, and knowledge flows. Key aspects of the concept have evolved considerably over the past decades, and our understanding of the impact of these trends on economic measurement systems benefits from a clear characterization of the main channels of globalization.

Foreign direct investment and transnational corporations

Traditional foreign direct investment (FDI) statistics reveal the massive amount of globalization that has occurred over the past 20 years. Global FDI inflows stood at US$207 billion in 1990; after riding the globalization tidal wave they peaked in 2007 at US$1,971 billion. It is easy to see the impact that the internationalization of production has had on global FDI flows. Developing countries' share of FDI inflows rose from 16 percent in 2000 to 46 percent in 2010, with developing countries making up half of the top 20 receiving countries. By 2010 another important shift was evident. Developing countries were not only recipients of FDI, but also global investors themselves as their share in global outflows reached 29 percent in 2010, up from 16 percent in 2007.[12]

The number and presence of transnational corporations (TNCs) has increased considerably in recent times. Between 2001 and 2010, the number of TNCs increased 62 percent to 103,353, while the number of foreign affiliates jumped from 595,725 in 2001 to 886,143 in 2010.[13] The United Nations Conference on Trade and Development (UNCTAD) estimates that TNCs' operations worldwide (at home and abroad) in 2010 generated value-added equivalent to more than a quarter of global GDP.[14] Foreign affiliates' production now accounts for about one-tenth of global GDP, while their exports account for about one-third of global exports of goods and services. TNCs in developed countries make up nearly 80 percent of the TNCs in the world. However, the number of TNCs based in developing countries has steadily increased, while at the same time new players— from both developing and developed countries— continue to emerge onto the scene.

In the early days of building global supply chains, TNC FDI was the preferred means of expanding production abroad. Foreign affiliates were owned and managed by the parent firm. As firms have sought to increase cost advantages and remain competitive, TNCs began to turn to non-equity modes (NEMs) of international expansion. Examples of NEMs include contract manufacturing, services outsourcing, and franchising and licensing, to name a few. These activities are not recorded in FDI statistics, so we must look beyond the traditional measures to understand the depth of global value chains. NEMs play a major role in economic development: they employ an estimated 14–16 million workers in developing countries, and they create value-added up to 15 percent of GDP in some countries.[15]

Rising intra-firm and intermediate goods trade

With the rise in globalization and the increasing complexity of global supply chains, intra-firm trade and trade in intermediate goods have become an important part of global trade flows. In 2009 US affiliates of foreign firms accounted for 21 percent of US exports of goods and 31 percent of US merchandise imports. Within these parameters, the intra-firm trade of US affiliates accounts for between 8 and 10 percent of US exports and between 20 and 25 percent of US imports.[16] Lanz and Miroudot estimate that intra-firm exports represent 16 percent of total exports for nine countries in the Organisation for Economic Co-operation and Development (OECD) and intra-firm exports make up about half of affiliate exports, on average. Their broad estimate suggests global intra-firm trade makes up one-third of total world trade.[17]

Measuring intra-firm trade is fraught with difficulties and raises a number of complex issues. One of these is that the United States is the only country that has a detailed breakdown of trade flows between affiliates and non-affiliates. Even in the case of the US data, different ownership thresholds are applied to counting imports and exports of intra-firm activity. Intra-firm activities are also not at arm's length, giving rise to transfer pricing issues. This creates a trade measurement issue because firms seek to minimize the customs valuation to shift the burden of taxes to a lower-cost location. In addition, the accounting and tax rules applied to transfer pricing vary by country, creating further distortion of trade values.

Intra-firm trade takes place between two related parties. Looking only at intra-firm trade can provide only an incomplete picture, because trade in intermediate goods rises in step with an increase in contract manufacturing. Mirodout (2010) reports that 60 percent

of global trade consists of trade in intermediate goods.[18] However, this proportion (of total trade to trade in intermediate goods) varies widely among countries. For Brazil, China, and India, for example, the share of intermediate goods in total flows in the manufacturing sector was about 70 percent in 2005.[19] Asia is the second largest importer of intermediate goods behind Europe, but each geographic region tends to specialize in certain types of intermediate imports and exports.[20]

Knowledge infusion: Underappreciated and unmeasured

An uncounted and often unappreciated type of foreign investment occurs in the form of knowledge transfers. The remarkable rise of China and other emerging markets over the past generation is the result, in large part, of an infusion of knowledge about products and services and management know-how from the West. A generation of young people in emerging markets has been exposed to the knowledge accumulated and tested as a result of 250 years of industrialization in the West. Intangible assets and knowledge transfer are occurring on a massive scale with an impact that dwarfs the monetary measure of FDI. Examples such as drivetrain platforms, sales and after-sales network design, chain store design and management, port community systems, automated teller machines (ATMs), credit cards, electronic ticketing, business proposals, consulting reports, due diligence studies, accounting tables, and so on have all largely been standardized across nations.

THE NEED FOR AN UP-TO-DATE MEASUREMENT SYSTEM

The power unleashed through the knowledge infusion and standardization is enormous—but it is not recorded in the current economic measurement system. It is also part of the reason that we tend to underestimate of level of global integration and speed of value creation in emerging markets.

Global linkages highlighted only after crises

The financial crisis of 2008–09 and the more recent European sovereign debt crisis both illustrate the extent of financial linkages in the global economy. They also reveal gaps in understanding and measurement of these linkages—gaps that continue to contribute to uncertainty in policy and planning today.

Looking back at the run-up to the financial crisis, a great number of policymakers and economists seemed confident that any fallout from stresses in the US subprime mortgage market would remain fairly localized. The thinking was that subprime was a small part of the overall mortgage market (it was 12 percent of US mortgage debt outstanding in 2007); even if 20 percent of mortgage holders ran into trouble, this would still affect only a small corner of the market. As the crisis made apparent, securitization and financial engineering had transmitted risk well beyond subprime and well beyond US borders. The bailout of the AIG Corporation, which had written insurance in the form of credit default swaps on many of these issues, was in turn transmitted

around the world, with some of the biggest single aid recipients being non-US banks.

In another example, consider the European sovereign debt crisis. Greece makes up roughly 2.25 percent of euro zone GDP with an economy that is now about the size of the economy of the US state of Indiana. Yet problems that began in Greece later transformed into fundamental questions over the future of the currency union itself as crisis engulfed the region. Indeed, not only are countries integrated by government bonds and financial transfers, but also by the fact that business enterprises, large and small, are increasingly dependent on the global market. The size of the GDP of many small economies, advanced or emerging, is smaller than the size of some of their TNCs. This poses an interesting challenge to policymaking because national, boundary–based thinking is no longer appropriate.

Accounting framework: Lagging behind the global operating model

One of the biggest challenges we face is the mismatch between a sovereign-based measurement system and a globalized, enterprise- (or ownership-) based operating model that encompasses both the real and the financial sectors. The measurement system needs to consider the way the global operating model works—the "invisible hand" or endogenous market dynamism. We have seen how crisis scenarios can overwhelm the capacity of a national government. Government bailouts in a globalized system can run the risk of socializing loss while allowing privatized profits, thus creating system-wide incentive distortions.

Technology revolution and innovation continue to change economic structure. The number of economic sectors has increased from 37 described in the original input/output table of the early 20th century to 1,176 in the latest North American Industrial Classification System (NAICS). New ideas and interdisciplinary efforts continue to create new segments, which—when proven to last— become new industries. This creates challenges and opportunities not only for portfolio managers, but also for policy development and priorities. Global value chains have significantly increased opportunities and new frontiers, with new industries emerging as a result.

Consider a nation's GDP. In the United States, the gap between gross national product (GNP) and GDP has increased by a factor of 10 since the late 1990s, and as of Q4 2011 stood at US$267 billion (annual rate), about the size of Malaysia's entire economy—the difference between GDP and GNP driven by the increase of the net income generated in the rest of the world. This is one of the clearest signs that the ownership-based global operating model is increasingly prevailing. A similar trend is underway in Japan: in Q3 2011, the country's GNP was US$193 billion (on an annual basis) larger than GDP. The year 2011 was also the first year since 1980 that Japan recorded a trade deficit.

To reflect the changing global economic structure, our system of measuring economic activity and our policy orientation, which are still sovereign based, must be expanded and adjusted. This requirement does not

contradict the need to build a domestic industrial base, but rather complements it. The world has become highly integrated by information technology, global supply chains, and trade and capital flow linkages—in large part because of the ownership-based operating model. To stick strictly to a model tailored to national boundaries is neither progressive nor realistic. How to adjust policy incentives to reflect ever-increasing GNP for maximum and sustainable growth in domestic labor markets is clearly a challenge.

Measuring trade in value-added: Complementing trade statistics and reducing bilateral distortions

The current system of trade and economic measurement is a product of the international system of the past century, when trade was largely conducted in finished goods at arms' length. Over the past 25 years, impressive increases in off-shoring, intra-firm trade, FDI, and outsourcing have led to expanded supply chains of greater complexity, in turn resulting in escalating trade in intermediate goods noted above, along with extensive linkages, both real and financial.

Trade data as they stand today are adequate for capturing the gross value of goods flow, but there is a significant degree of double-counting (or counting by higher multiples) because the same product crosses borders many times as it moves through the supply chain. This has been one of the forces behind trade deepening, where the volume of international trade has grown two to three times faster than the global economy over much of the past two decades. From the standpoint of a company such as FedEx, this has meant an expanding market for transportation services and trade facilitation. From the standpoint of economic research, this has meant less clarity about the implications of what used to be more clear-cut trade drivers, such as policy and exchange-rate movements.

By considering only gross goods flow at the aggregate level, we end up with a distorted picture of bilateral relationships and little reliable understanding of where value is being added beyond case studies at the product level and colorful anecdotes. The lack of a modern measurement framework is a probable contributor to the rapid proliferation of bilateral and regional free trade agreements in recent years. The pressing needs of commerce have essentially outpaced the ability to measure and coordinate trade policy on a global level.

Beyond value-added: The need for more explicit measurement of linkages

When considering a modern measurement framework, measuring trade in value-added would complement current trade statistics and better illustrate where nations have real advantages. The WTO and others are doing some important research along these lines. In addition, for both goods and services (especially finance) trade, more direct measurement of cross-border linkages would better reflect the complexity of our networked world. The tsunami that occurred in Japan in 2011 and the severe flooding in Thailand later that year both rippled through auto and electronics supply chains around the world, exposing the extent of real linkages in production networks. The speed and intensity with which the financial crisis spread around the world in 2008–09 highlights the need for a better understanding of linkages from the standpoint of risk management. Knowledge infusion and intangibles trade are key factors that are underappreciated and currently unmeasured.

We are hopeful that we will see global convergence in economic measurement systems, much the same way we have witnessed global convergence in technology, innovation, and standardization; this standardization itself may help create a base for consistency in the treatment of the measurement of economic activity. Doing so would be an important step forward in understanding the world of the 21st century, and would help ensure that the upward trend in access and living standards we have witnessed over the past two decades is not constrained by an outdated way of looking at the world.

NOTES

1 Osterholm 1998.

2 Kasarda 2011.

3 Hummels 2007.

4 Hummels 2007.

5 Hummels 2007.

6 Kasarda 2011, p. 8.

7 Porter 1985.

8 Feller et al. 2006.

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Logistics Investment and Trade Growth: The Need for Better Analytics

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Although there is no question that trade depends heavily on logistics performance, the analytics available to analyze this dependency and to aid in optimizing decisions, particularly regarding logistics-related investments, is limited. There are three major groups of decision makers in this area. Public entities make many of the public infrastructure investment decisions (e.g., better road networks, larger ports). Logistics service providers make decisions regarding investments in assets for services that are "public" in the sense that they are offered to multiple enterprises (e.g., investment in new liner services, the purchase of post-panamax container ships) as well as decisions regarding how these assets are employed. Shippers and private investors in shipper infrastructure make decisions about "private" infrastructure to support specific enterprises (e.g., building distribution centers to facilitate the movement of imported goods to stores) as well as decisions about how to utilize existing infrastructure and logistics services in supporting their businesses.

Successful trade depends on all three of these groups making compatible decisions that enable high-performance supply chains. However, only the private investment groups have comprehensive methodologies and software that have been developed to optimize supply chain design with regard to the elements under their control. The goals and mechanisms for decision making vary greatly among the providers of logistics infrastructure to the public, but the decision-making abilities of all these providers could be dramatically improved by using models and analytics analogous to those that have been developed for supply chain design. In this chapter, we outline the requirements that such a model should fulfill and some of the obstacles faced in its construction.

HISTORICAL CONTEXT

The symbiotic relationship between logistics and trade has been evolving for more than 3,000 years. The development of boats capable of carrying goods on rivers enabled the first extensive trade routes on the Nile and other major rivers. Further improvements in small ships allowed expanded trade to the eastern Mediterranean. The development of ocean-going ships enabled the growth of great trading empires. The development of containers and cellular ships, together with specialized ports with container cranes and other supporting equipment, has enabled the vast global trade that exists today. Connecting these container ports with intermodal rail allows rapid movement of containers from China arriving at ports on the West Coast of the United States to be moved rapidly to East Coast population centers.

Air transport is an important late addition, which has evolved from the single-engine planes of the early 1900s to today's global air networks that enable trade in perishable products, including food and pharmaceuticals. Although we have retained the vocabulary of trade "routes" and supply "chains," today's logistics infrastructure is a complex network of physical infrastructure, information technology, logistics

services, and government participation. While much of the infrastructure (e.g., ports, highways, and railroads) so critical to today's global trade was originally developed primarily to facilitate military movement, most of today's logistics infrastructure investment is motivated by the desire to attract and increase trade.

Perhaps the most remarkable development about the evolution of logistics and trade has been the change that has occurred since 1990, with China's entry into the export market. This seems to have been the "tipping point" when both governments and private entities began to realize that the logistics to enable international trade was as important to economic well-being as the capacity to generate products for trade. Since then, governments and private enterprises have increasingly realized that superior logistics performance provides a major advantage in the very competitive trade world. This has led to a strong desire to influence logistics evolution at all levels:

- China's successful investments in container ports have resulted in an increase from one port (Hong Kong) in the top 15 in 1990 to six ports today. If we take into consideration that Hong Kong was not part of China in 1990, then that would mean an increase from zero ports in the top 15 in 1990 to six ports today.

- Major government and private investments in infrastructure have improved the connectivity of the port of Los Angles so that it is now accessible to the major population areas of the United States.

- The growing trend in container shipping lines is to order and operate larger-sized, post-panamax ships.

- The expansion of the Panama Canal, to be completed in 2014, will allow the passage of ships three times as big as those permitted today.

- Several East Coast ports in the United States are attempting to get approval and funding that will enable them to handle the bigger container ships that will be able to travel through the expanded Panama Canal.

- Plans for expanding rail infrastructure in the Middle East and Russia may result in new trade routes between Asia and Europe.

Logistics improvement efforts not only require major investments, but their impact on logistics performance is several years in the future and their justification depends on assumptions about how trade will grow with and without the investments. For example, an effort is underway to deepen the Port of Savannah in the US state of Georgia to enable the larger post-panamax ships to call. The required investment is in excess of US$600 million; the earliest estimate of project completion is 2016. To justify such a large investment requires an assumption that trade growth through Savannah will generate enough container flows to and from Asia to make it cost effective for the container line companies to utilize the much larger post-panamax ships on Asia-Savannah routes when the Panama Canal expansion is complete.

What kinds of analytics are required to support logistics investment decisions such as increasing the depth of Savannah harbor? How much additional trade will this generate and where is that trade coming from? What type of logistics infrastructure and logistics services should be developed around the harbor to sustain this additional trade and reach the desired markets in a timely and cost-effective manner? What are the risks? This analysis cannot be done in isolation. It involves understanding the interests of all stakeholders:

- Government and local authorities want to develop logistics infrastructure and services to attract trade to their territories and lower the cost of doing business.

- Logistics service providers want to minimize costs and maximize profit. For example, the trend toward larger ships is mainly motivated by an expectation of reduced operating costs, but this will be profitable only given adequate volume.

- Shippers want their products delivered on time. Given the choice, they will choose the route that has the best trade-off among transportation costs, inventory considerations, and reliability of service.

The most promising approach seems to be one that can factor in the dynamics of global trade and economics (e.g., changes in the magnitude of regional trade growth) on models of existing and possibly new infrastructure and services with the possibility of studying various assumptions about both the level of services to be provided and shippers' behavior to understand how the modes and routes utilized by trade will evolve over time. Such analytical models will require extensive data on trade, trade routes, modes of transportation, and numerous cost components that may not be readily available today. These models could be used to generate best-case, worst-case, and most-probable scenarios for enlightened decision making.

The next sections present some observations of global and regional trade that, when viewed through simplistic models, could prove to be either very good or very bad for logistics investment. These models generally provide good results if the current global trends continue in the future, but they provide less reliable results if anything changes in the global environment.

TRADE DATA

Although there is a great deal of data related to international trade, they were not collected in order to support logistics investment decisions. Most of the publicly available data (e.g., the UN Comtrade database, available at http://comtrade.un.org/db/) were collected to support each country's need to control shipments across its borders and to collect customs revenues. The three common classifications of products—the Broad Economic Category (BEC), the Standard International Trade Classification (SITC), and the Harmonized System (HS)—are designed to reflect economic similarities of products but not necessarily similarities in logistics requirements. Much of the trade data express trade volumes in dollars and in weight; this conversion from

volume to dollars and weight introduces errors into the analysis of issues such as predicting the increase in container volumes. Some individual shippers have data regarding the characteristics of their own shipments together with the specific modes, routes, times, and costs for each shipment from origin to destination. These are the ideal data for trade and logistics analytics, but they are typically proprietary and therefore not generally available to support logistics investment analytics. The only current alternative is to work with the data available, although these may not have the degree of specificity desired. In most cases it is critical to understand the limitations of the data in making investment decisions.

GLOBAL MERCHANDISE TRADE

Figure 1 represents data taken from the UN Comtrade database; Figure 1a shows merchandise trade growth in US dollars and 1b presents the same data adjusted for inflation. Inflation adjustment is desirable, but inflation is not expected to impact the logistics requirements of trade. Note that there is an approximately linear growth in total global merchandise trade except for the two economic downturns in 2001 and 2009. As a result of this growth, inflation-adjusted total global merchandise trade approximately doubled between 2002 and 2008. The economic dip in 2001 had only a minor impact on global merchandise trade, but the 2009 impact was a major setback.

It is interesting to note that, if in 2008 we had used a linear approximation of trade growth (from the data this looks very reasonable), the estimate for 2010 would have been about US$13 trillion in inflation-adjusted dollars—considerably more than the actual amount, which was about US$9 trillion. This observation is very important to take into account when using such forecasts for logistics investments. In 2010 total trade recovered to reach close to the 2008 levels, but an investment made on the 2008 forecast would be two years behind in terms of return on investment if it was possible to maintain the previous trend. Although we do not know what forecasts the container lines used for predicting the need for additional capacity, we do know that they are currently seriously over capacity on many lanes. Furthermore, they have numerous orders for large post-panamax container ships, which, when they are in service, are likely to take at least two years longer than expected to operate at the planned capacity. This points to the need for analytics that indicate not only how trade will change but also when. While recognizing the risk of forecasting trade growth based on time-series data, it is not clear how to account for the huge impact of a downturn such as the one that occurred in 2009 unless the downturn itself can be forecast. However, the new class of analytical models should allow for quickly adapting to changing conditions and repositioning the level of investments required in logistics as well as the logistics services to be offered.

TRADE BY REGION

Another important factor that drives logistics investment is trade among various regions. Figure 2 shows imports and exports by region. The following observations can be made: both imports and exports have been increasing over time for each of the six regions considered. While trade with Asia is on the rise, Europe has been and continues to be both the biggest importing and the biggest exporting region of the world—although the impact of the current economic turmoil in Europe may affect this trend going forward. The "big 3"—Europe, Asia, and North America—represent about 80 percent of all trade. Trade for the Commonwealth of Independent States (CIS), the Middle East, and South and Central America and the Caribbean (SCAC) is increasing, but more slowly than the big 3.

Trends in regional trade tell us something about regional investment in logistics. For example, prior to 2008 both imports and exports for Europe and Asia were growing at similar rates so it would have seemed reasonable that similar amounts of logistics investment would have been required to support this growth in both regions. However, in 2010 Europe had recovered only to a level below that of its 2007 trade volume, while Asia regained its 2008 level. This would indicate that there is a slowdown or postponement in Europe's growth, so there will be less need for logistics investment there than in Asia. There is nothing in the data to address the question of exactly how this investment should be placed (i.e., the kind of infrastructure that should be developed or the new services that should be offered).

It is particularly interesting to note that, in 2003, imports by Asia exceeded those of North America and the gap has widened every year since. Both imports and exports for North America are increasing but at a slower rate than those of Europe and Asia. This raises the question of whether the post-panamax ships currently on order can most profitably be applied to services in Asia rather than services between Asia and the East Coast of North America.

Container traffic from the Pacific to the Atlantic transiting the Panama Canal increased 70 percent from about 20 million long tons in 2002 to 34 million long tons in 2008. This growth caused heavy congestion in the Canal, which led to the decision for expansion. Had the downturn not occurred, the Canal would have become a major barrier to increased trade until the expansion was completed. Even with the downturn, if trade through the Canal again assumes a linear growth rate, serious congestion will likely to become an obstacle before the expansion is complete. In this case, yet another expansion would need to begin immediately to prevent the Canal from becoming a bottleneck.

Figure 3 provides the same basic data as Figure 2 but from the perspective of each region's share of world trade. The observations from this perspective seem more surprising. While Figure 2 suggests that the volumes of trade in and out of Europe and North America are increasing, both Europe and North America are declining in their share of world imports and world exports (see Figure 3). North America is losing significantly with respect to both imports and exports. In 2003 Asian imports caught up to North American imports; in 2010

Figure 1: Total world merchandise trade, 1999–2010

1a: Total world merchandise trade

1b: Total world merchandise trade, adjusted for inflation
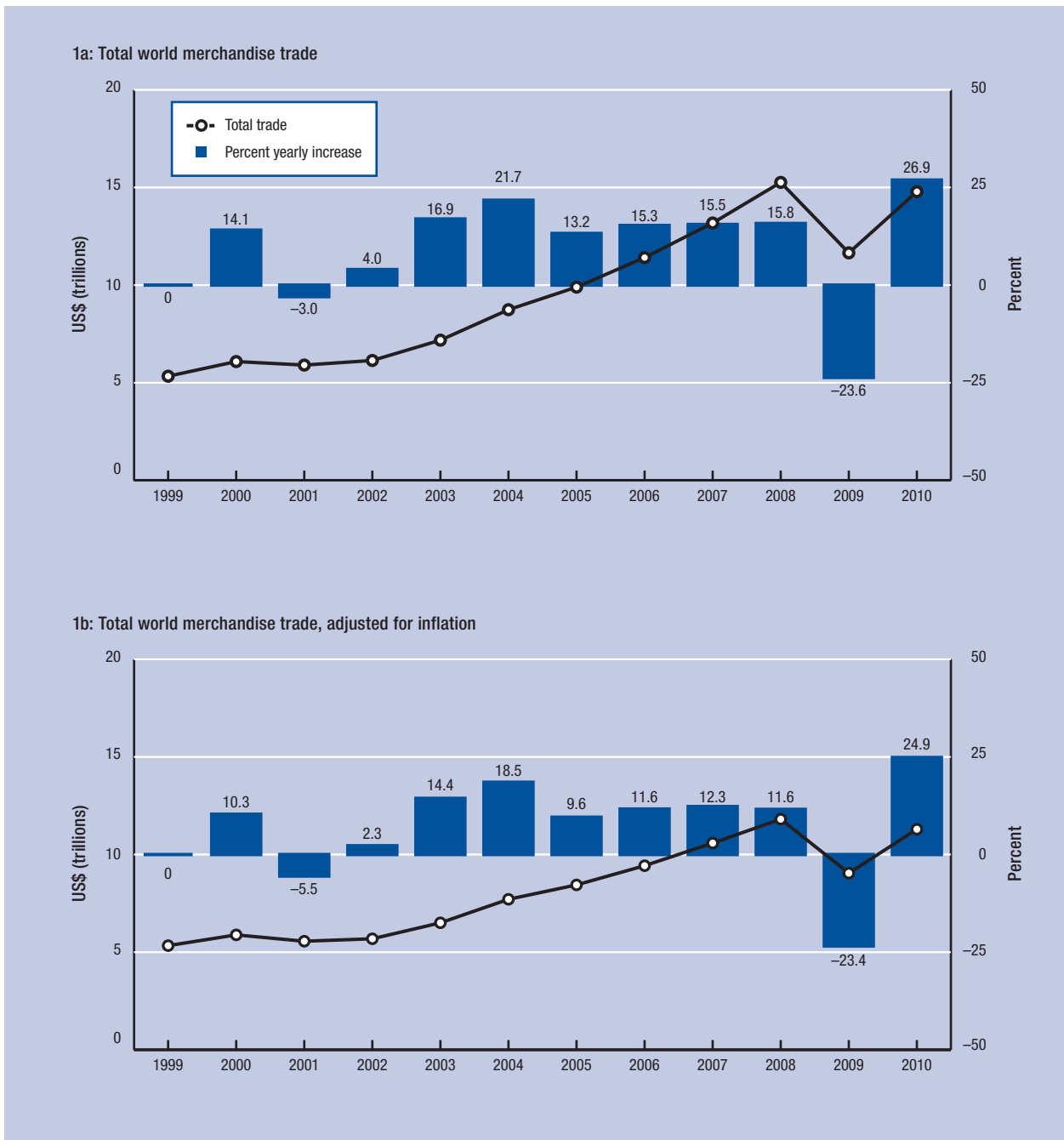
Source: Data from the UN Comtrade database; authors' calculations.

Asian exceeded North American imports by about US$1.5 trillion. The share of both imports and exports in the CIS, the Middle East, and the SCAC are increasing, but the gain is not very significant since these regions have only a small share of imports and exports as their base.

Figure 3 also suggests that new investment in logistics in Asia is most likely to get higher returns, because the region sustains its development year after year. This is confirmed by the fact that 90 percent of the larger and faster-growing metropolitan economies in 2011 were located outside North America and Western Europe.[1]

INTRA- AND INTER-REGIONAL TRADE

Intra-regional trade accounts for about 52 percent of all trade worldwide. The big 3 combined—Europe, North America, and Asia—account for 96 percent of intra-regional trade, while trade among European countries accounts for more than half (approximately 57 percent) in intra-regional trade. The latter represent 70 percent of all European exports. It is interesting to note that

Figure 2: Merchandise imports and exports by region, 1999–2010

2a: Imports by region

Legend:
- SCAC
- NA
- ME
- Europe
- CIS
- Asia
- Africa

US$ (trillions)

2b: Exports by region

US$ (trillions)
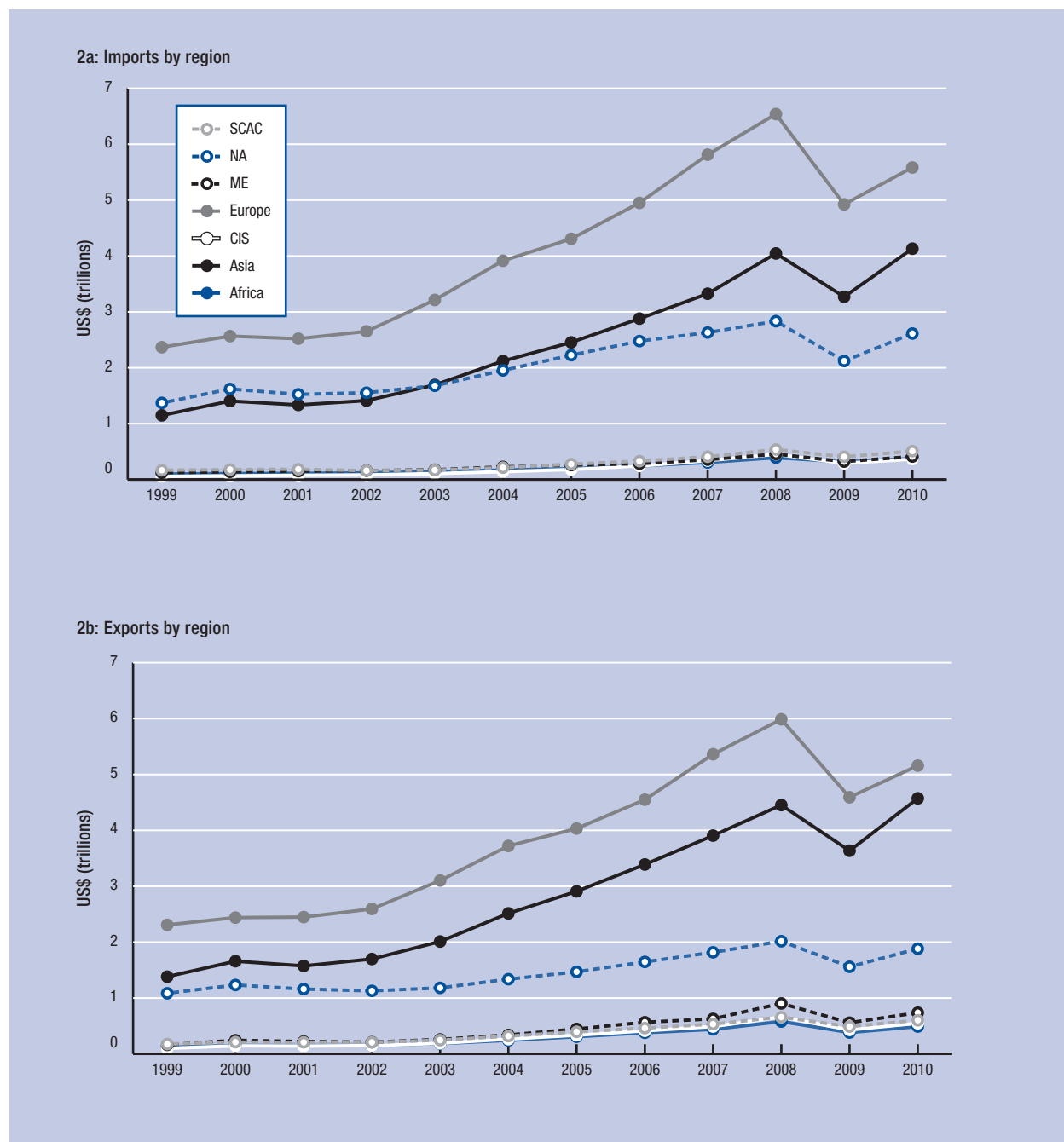
Source: Data from the UN Comtrade database; authors' calculations.
Notes: Values have not been adjusted for inflation. CIS = Commonwealth of Independent States; ME = Middle East; NA = North America; SCAC = South and Central America and the Caribbean.

both intra-regional trade within Europe and within North America have declining shares of global trade, whereas Asia-Asia is increasing its share of global trade.

The major inter-regional trade flows among North America, Europe, and Asia account for 25 percent of total trade. As can be seen from Figure 4, trade, as a percentage of global trade, to and from North America and Europe and to and from North America and Asia is declining, whereas trade from Asia to Europe and vice versa seems to be doing better. Asia-Europe trade is now at the same level as Asia–North America trade: it represents 6 percent of global trade and is expected to

grow faster than trade between Asia and North America. Figure 4 also shows the imbalance in regional trade, with exports from Asia to Europe and North America being significantly higher than exports from these regions to Asia. The result is Asia's positive trade balance with Europe and North America. The reverse is true for North America, which suffers from trade deficits with both Asia and Europe. These imbalances result in significant transportation price discounts on the weaker lanes.

Moreover, the type of logistics infrastructure required to support intra-regional trade is quite different from the infrastructure required for inter-regional trade, as it is

Figure 3: Merchandise imports and exports by region as a percentage of total merchandise trade, 1999–2010
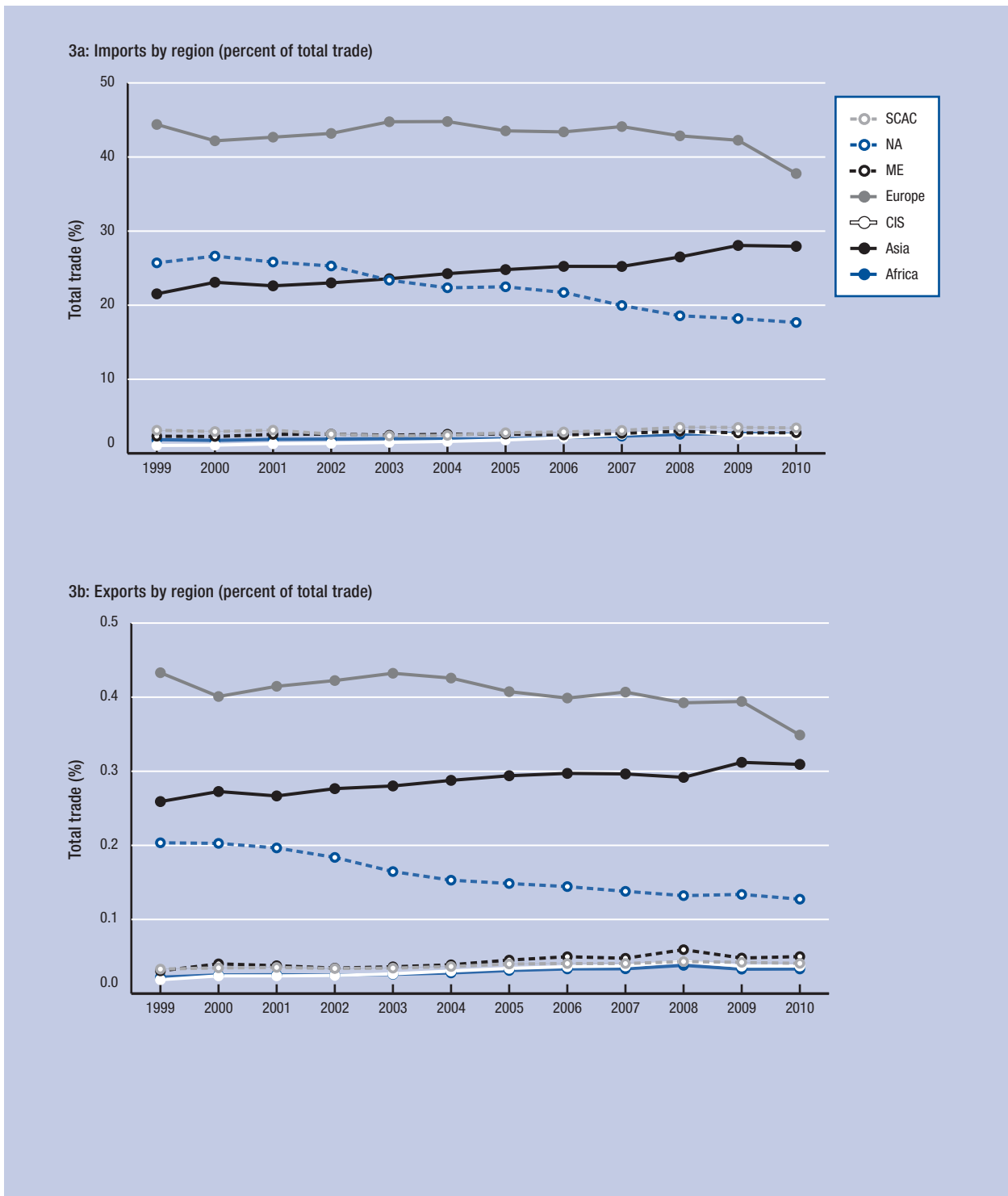
3a: Imports by region (percent of total trade)

3b: Exports by region (percent of total trade)

Source: Data from the UN Comtrade database; authors' calculations.
Note: CIS = Commonwealth of Independent States; ME = Middle East; NA = North America; SCAC = South and Central America and the Caribbean.

highly dependent on the geography, demographics, and cultures of the participating regions.

TRADE ROUTE SELECTION
Figure 5 shows the major inter-regional trade flows that govern today's major trade routes. The main Asia-Europe trade route is via the Suez Canal. The fact that the Suez Canal can handle the largest container ships, combined

with the fact that trade between Asia and Europe has increased steadily, may explain why most of the post-panamax container ships can be found on this route. Furthermore, because no binding capacity constraints currently exist, it is conjectured that the Asia-Europe route is not likely to change very much unless there are geopolitical disruptions or macroeconomic changes. Such changes would include higher transit fees, an

Figure 4: Merchandise trade: Intra- and major inter-regional flows, 1999–2010
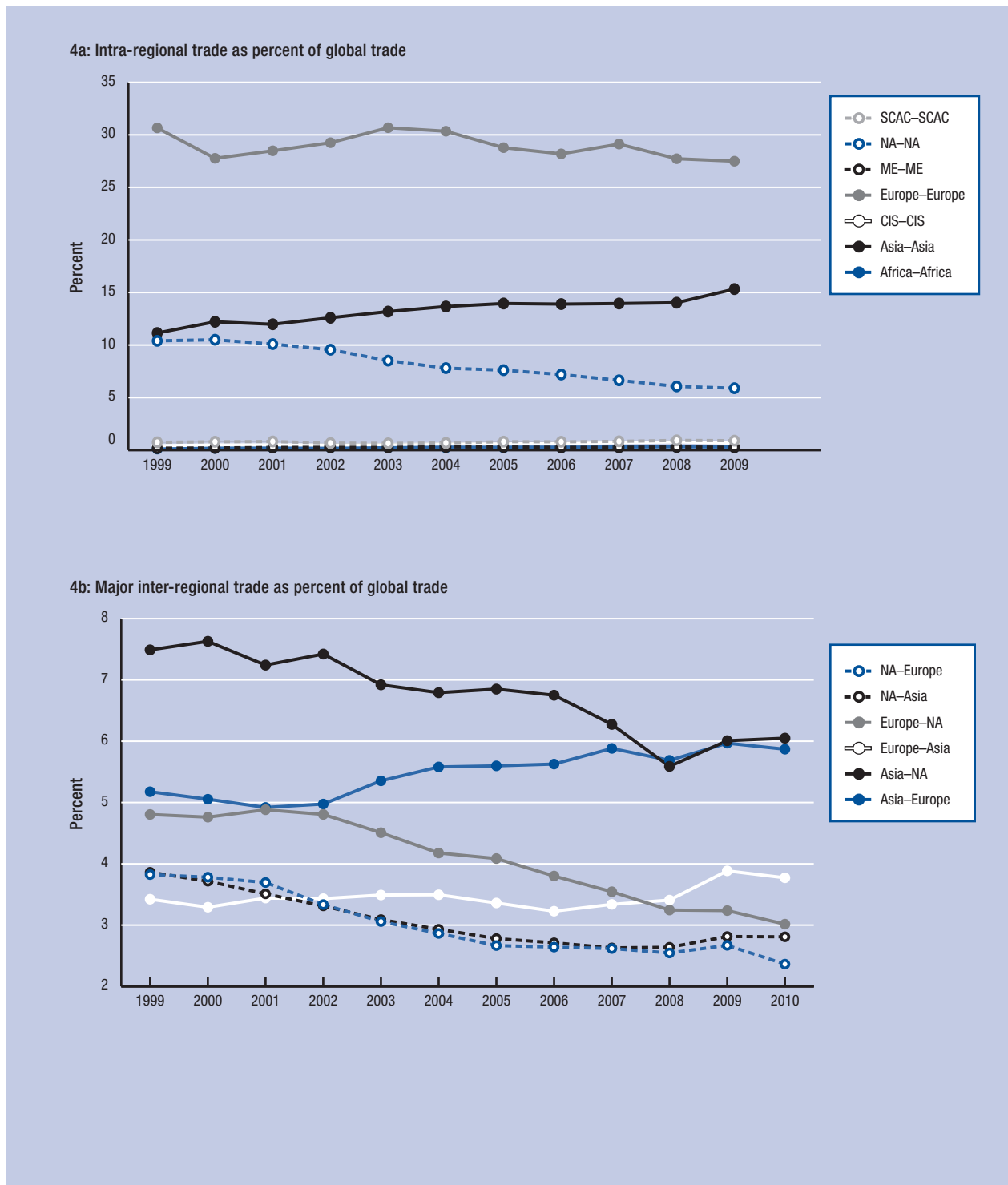
4a: Intra-regional trade as percent of global trade

4b: Major inter-regional trade as percent of global trade

Source: Data from the UN Comtrade database; authors' calculations.
Note: CIS = Commonwealth of Independent States; ME = Middle East; NA = North America; SCAC = South and Central America and the Caribbean.

increase in piracy and political instability in the regions along the trade route, and the introduction of much larger post-Suez ships in an attempt to lower the costs of shipping lines.

The Asia–North America route in Figure 5 is split between the West and East Coasts, the flow to the East Coast being through the Panama Canal. The Panama Canal expansion will permit larger ships to transit the

Canal but the operational savings do not look large enough, given current volumes, to change the routing in any significant way.

CHARACTERISTICS OF DESIRED ANALYTICS

The analysis so far has focused on only one dimension: merchandise trade data as a means of understanding the evolution of trade routes and identifying where

Figure 5: Global inter-regional merchandise trade, US dollars (billions)

Note: CIS = Commonwealth of Independent States; ME = Middle East; NA = North America; SCAC = South and Central America and the Caribbean.

logistics investment may be required. This is clearly not enough to make any meaningful infrastructure investment decisions, although it is still quite complex because of the multifaceted nature of trade.

A key element in a trade route is the container line service. Unless container lines are able to identify services that they believe will be profitable, improving port infrastructure will not result in increased trade through the port. Models are required to determine the impact of creating or expanding a container line's services (ship size, frequency, ports of call, pricing, among others) under different assumptions of trade growth, inventory cost, and connectivity with other logistics services. Container services typically make calls at each major port on the route at least weekly. For a route that takes 35 days to complete, this means employing five container ships and crews. Bigger ships means more potential revenue for each cycle, but only if there is sufficient volume to get reasonable utilization of the ships. Shippers book containers on the ships based on the transportation price, the number of days in transit, the number of days between port calls, and the connectivity to the points of origin in the exporting country and the destination in the importing country. Transportation price is a particularly difficult issue for the shipping lines, particularly since trade is often imbalanced. This imbalance results in a much lower price in one direction than the other (e.g., the cost of shipping a container from Asia to the United States is typically at least twice as much the cost of shipping the same container from the United States to Asia).

Another important consideration for shippers is the inventory carrying cost. This can influence where and

how products are sourced and shipped. A reasonable approximation of inventory cost associated with a lane is given by [(transit time) + (time spent at port calls)] × (inventory rate) × (product value). Inventory rates are typically capital carrying rates and vary between 10 and 30 percent. For example, a container of product valued at US$36,000 at an inventory rate of 10 percent would have an inventory cost per day of about US$10. As a point of reference, a 40-foot container of sports shoes, depending on the brand, typically have a value of between US$350,000 and US$2,500,000, while a 40-foot container of appliances typically has a value of between US$30,000 and US$100,000. Obviously, the inventory cost per day for high-end sports shoes at US$685 per day is much more than for the appliances. The price of transporting a 40-foot container from Asia to the United States is typically US$3,500–US$4,000. For higher-valued containers, the inventory cost may well exceed the transportation cost and will therefore influence routing decisions.

CONCLUSION
For the past 20 years, a steady evolution of software systems has aided companies in locating and sizing manufacturing and warehousing facilities. These software systems now include excellent geographic information systems, road networks, transport cost estimators (particularly for trucking), optimization routines, and scenario managers. Such systems allow systematic generation and evaluation of supply chain network alternatives for companies under different scenarios. Although in the 1990s there were few data to support these systems, excellent data are now available—at

least in more-developed countries—that enable good investment decisions for this piece of the global logistics puzzle. For the other players (public policymakers and logistics service providers) there is a critical need for new systems and data to support decision making.

The trade data mostly available today are not convenient for logistics analysis because they specify neither the points of origin and destination within countries, nor the mode and type of transport used. New systems with models and technology for assessing the analytics, similar to those used by shippers to design their supply chains, must be developed. The models will require additional data on pricing (by sea, land, and rail), tariffs, time, capacity, and frequency of service of lanes, and they must consider information on GDP, income trends, and population growth in various metropolitan areas. These new systems must combine statistical analysis, flow optimization models, and simulation capabilities, and must work on a geographic information system. They must also interface with trade and demographic databases, shipping line schedules and capacities, and other mode-pricing mechanisms.

Although using simple analytics, as was done in this chapter, provides interesting insights into ways that trade is evolving, both the systems and data to support these systems are unable to predict with any confidence how trade routes will evolve or to determine how best to take advantage of billions of dollars of public and private investment. The best approach would be to develop systems with dynamic modeling capabilities for studying different scenarios, under varying assumptions and parameters. These systems could quantify the overall risks and payoffs of the various scenarios.

NOTE

1   Istrate et al. 2012.

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Illicit Trade, Supply Chain Integrity, and Technology

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When did we start worrying about the origin of products we consume? Ethical, safety, and environmental concerns about products may seem to be a recent development—one that coincides with the acceleration of globalization. Yet a bit more than two hundred years ago, during the Age of Enlightenment, contemporaries of Voltaire were shocked to learn how brutally supply chains of the time often operated: "it is at this price that you eat sugar in Europe," says the maimed slave to Voltaire's Candide. Receding further, one finds the famous German Law on Beer Purity—restricting the allowed ingredients in the production of beer to water, barley, and hops—which dates from 1516 and is still in existence today. Yet our interest in product authenticity is probably even older: in ancient Rome, for example, fraudulent wine was common and seals were faked to pass lower-grade Gallic wine off as more costly Roman wine.

SUPPLY CHAIN INTEGRITY IS BECOMING A PRIMARY CONCERN

With the development of mass production techniques during the Industrial Age, this interest in provenance seems to have been put on hold for the better part of the last century. The accompanying development of branding allowed consumers to differentiate products that were generally similar, and made them comfortable and familiar with essentially anonymous goods. Today we talk of "product identity," but for a while consumers nearly forgot that things do, in fact, have an origin. And why would consumers have bothered to worry about such things? In the pre-Internet era, brands could essentially master the message that was sent to customers, and the essence of that message was: "Trust me." And for this trusted relationship, whether real or perceived, customers were and are still willing to pay a premium.

Thus for many decades the complexity and opacity of global supply chains made it very easy for some agents to hide, and for others to ignore, a wide array of illegal or unethical activities. This is a state that global markets can no longer sustain. Because supply chains have become an integral part of many a corporate strategy, supply chain integrity is no longer a marginal concern in the current legal, social, and business environment. Shareholders, consumers, civil society, and government have growing expectations that company executives be knowledgeable and accountable for what is happening in their extended supply chains. This goal, as every global brand manager knows in 2012, is much easier said than done.

Today, for any business that manufactures or sells globally, part of the usual price of success is becoming a magnet for counterfeiters; another part is the risk that counterfeits will infiltrate legitimate supply chains. The complexity and interconnectivity of supply chains mean that it is often very difficult to know what is going on beyond first-tier suppliers. Nonetheless, in the public's mind, a global company is increasingly expected to ensure that every one of its suppliers respects labor rights and safety standards, uses environmentally friendly

practices, and provides safe and reliable components and raw materials. But the brands themselves are not the only ones with issues. Shipping and logistics companies may not consider themselves responsible for the illegal acts of producers and importers, yet they are increasingly held accountable in cases of fraud or illegal transshipment. And although retailers have limited abilities to monitor the origin of all of their incoming goods—and thus to guarantee their customers genuine, safe, and ethically produced goods—their reputation is at stake each time the quality of products is compromised by one of their suppliers.

Supply chain integrity is increasingly at the top of supply chain managers' principal concerns. For example, in 2008 a PricewaterhouseCoopers study surveyed 59 global consumer and retail companies, and found that large brand-owners were particularly sensitive to both the reputational and operational risks of supply chains. Seventy-eight percent of respondents cited product safety as the most significant threat to their business; this was followed by concerns about business ethics including bribery, corruption and money laundering (61 percent); working conditions (59 percent); intellectual property (58 percent); broader human rights and community development issues (53 percent); carbon footprint (41 percent); local economic development and local sourcing (39 percent); and, last, broader environmental impact of product (34 percent).

As if product integrity were not challenge enough, the events of 9/11 had a global effect on supply chain security, and businesses had to integrate a whole set of new requirements related to cargo security and inspections. However, as extensive as these efforts were, they often ignored a major, and growing, concern: the origin and integrity of the product itself. For example, according to the International Organization for Standardization (ISO)'s specification for security management systems for the supply chain, "a supply chain is secure when it can resist, fend off, or withstand unauthorized acts that are designed to cause intentional harm or damage"—a definition that overlooks product origin and integrity.[1]

In the meantime, the complexity of supply chains has increased at the pace of globalization. Furthermore, the skills of counterfeiters, and those who would embed malicious code or technologies in otherwise safe products, have grown at the speed of technological change. These new priorities were recognized in the *United States National Strategy for Global Supply Chain Security,* unveiled at Davos in early 2012 by the US Secretary of Homeland Security Janet Napolitano. As stated in the *Strategy,* the number one goal will be to promote the efficient and secure movement of goods, and this will be achieved by "enhancing the integrity of goods as they move through the global supply chain."[2]

ILLICIT TRADE IN GLOBAL SUPPLY CHAINS

Illicit activities are, by nature, hard to monitor. They are often designed by perpetrators to avoid detection, and victims do not necessarily have an interest in reporting them. Yet many of these illicit activities could be detected and stopped before they cause significant harm, but they continue because of negligence or lack of rigorous protocols for controlling quality and provenance.

Illicit trade is typically associated with organized crime, or with seemingly legitimate actors who use the cover of a legitimate business to deliberately perpetrate a profit-based crime. Quite often, however, illicit trade involves multiple independent actors who do not necessarily work cohesively. Moreover, its harmful effects are the consequence not only of one crime, but of a sequence of fraudulent activities or acts of criminal negligence. For example, in 2007 the government of Panama unknowingly used Diethylene Glycol falsely labeled as Glycerine to make 260,000 bottles of cough syrup. The origin of the fake chemicals was traced from Panama through trading companies in Spain to a source near the Yangtze Delta in China.[3] The counterfeit glycerin passed through three trading companies on three continents, yet not one of them tested the syrup to confirm what was on the label. Along the way, a certificate falsely attesting to the purity of the shipment was repeatedly altered, eliminating the name of the manufacturer and previous owner. The result of this series of acts of negligence and falsification is dramatic: 100 people died in Panama from ingesting the deadly cough syrup.

Below are a few indicators of the scale at which supply chains are tampered with:

- The number of counterfeit incidents being detected in the US defense and industrial supply chain rose from 3,868 in 2005 to 9,356 incidents in 2008. This rise was facilitated by "demonstrated weaknesses in inventory management, procurement procedures, recordkeeping, reporting practices, inspection and testing protocols, and communication within and across all industry and government organizations."[4]

- The medication supply chain of lower- to middle-income countries appears to be corrupted to a frightening level. According to various studies, including a collaborative investigation of the World Health Organization and INTERPOL,[5] 50 percent of medications for malaria and 10 percent for tuberculosis are fake, and an argument can be made that these would kill approximately 700,000 persons per year.[6]

- A worldwide analysis of illegal and unreported fishing finds that current illegal and unreported fishing losses worldwide are between $10 billion and $23.5 billion annually (mean value of $16.75 billion, or 20.55 percent of declared import value), representing between 11 and 26 million tons.[7] Meanwhile, tests in stores and restaurants showed that fish was mislabeled 50 percent of the time.[8]

- Bottle refilling of wine, spirits, and food containers is a pervasive problem in many countries, and in the Far East it has become a big business.[9] There is a second market of empty spirit bottles, and some makers of spirits have had to launch costly

consignment services to recover empty bottles while competing with counterfeiters on pricing. And, in a rather amusing twist, authentic empty bottles of luxury wine are fetching such high prices that even wine counterfeiters are sometimes cheated by the resellers of these empty bottles, who are supplying them with counterfeit bottles. One knows that supply chain integrity has become a concern for everyone when even counterfeiters get counterfeited.

In developed markets, supply chain integrity might still be seen—sometimes wrongly—as a manageable issue of risk and compliance. However, in high-growth emerging markets, tampered supply chains are a daily reality. As consumers become increasingly aware that the high level of corruption in emerging markets puts their health and safety at risk, they will expect manufacturers and retailers to be accountable for what they sell.

Incentives for illicit trade will continue to increase. Although the production of goods continues to be commoditized, there will be a continuous switch toward industries and markets that capture higher profit margins. High margins are captured through innovation, brand development, and ethical business practices. Although, in most cases, consumers cannot or do not make out the difference between products and their lower-end substitute, they still care enormously about origin. Many aspects of provenance are not visible in the finished product and provide free-riding opportunities for infringing parties.

THE REGULATORY BURDEN AND THE COMPLEXITIES OF COMPLIANCE

It is likely that terrorist attacks that either use or aim at global supply chains would bring disruption on a large scale. The illicit trading of weapons of mass destruction through a legitimate distribution channel—not to mention their ability to destroy critical infrastructure, such as a major port of entry—would probably force the temporary freeze and long-term reevaluation of security and monitoring processes in the global supply chain. But a subtler risk is that one major catastrophic event would engender fears that "global supply chains are out of control"—a reaction that would lead to sudden changes in regulations, which would place an increased burden on several industries. The Consumer Product Safety Improvement Act mentioned above is a US law that was passed hastily in the wake of several high-profile recalls in 2007 and 2008 of toys manufactured in China. If the public realizes that it is as exposed to threats coming from poorly monitored global supply chains as it was exposed to terrorist attacks on planes before 9/11, authorities might overreact by taking security measures akin to those that slowed down the flow of people through airport security following the terrorist attacks.

In many industries, growing consumer expectations over provenance are being translated into a dramatic increase in international regulatory enforcement actions. Furthermore, the lack of harmonization at

the international level adds to the challenge that executives face in managing their global supply chains. For example, the California Transparency in Supply Chain Act, which was signed into law in 2010, requires disclosures on corporate efforts to eliminate slavery and human trafficking. The Dodd-Frank Wall Street Reform and Consumer Protection Act of 2010 contains broad-reaching transparency provisions for oil, gas, mining, and other extractive industry companies. The Consumer Product Safety Improvement Act of 2008 imposes a variety of requirements on child-related products.

Even when manufacturers can hardly be suspected of complicity in illicit activities—they have no incentive to be complicit, and in fact curtailing illicit trade would be to their advantage—regulations can be far reaching. In July 2011, for example, the European Union adopted a directive intended to prevent falsified medicines from entering the legal supply chain. From early 2013, EU Member States will have to mandate obligatory features on the outer packaging of medicines to demonstrate that they are authentic, to strengthen requirements for the inspection of the manufacturers of pharmaceutical ingredient, and to oblige manufacturers and distributors to report any suspicion of falsified medicines.[10]

Although regulations are expanding at the national level, little is done to harmonize these at the international level. The official World Trade Organization position is that, although it is concerned with licit trade, illicit trade does not fall under its mandate. The topic is indeed sensitive, as different countries can have different understanding of what constitutes "illicit trade," and may have different interests at stake. Despite all its efforts, the World Health Organization has not yet succeeded in developing a definition of *falsified medicine* (the term *counterfeit* itself is avoided as being a subject of controversy) that is acceptable to all its members.

This ambiguity at the international level generates two concerns. For multinational corporations, having to deal with different regulations as well as different sets of standards in each country generates costs, complexity, and uncertainty. And suppliers from developing countries are worried that ever-growing regulations that are in place ostensibly to curb trade in illicit products may increase their cost of compliance, alter the conditions of competition to their disadvantage, and in effect act as protectionist barriers to international trade.

TOWARD THE TRANSPARENT SUPPLY CHAIN

Engaged consumers, nongovernmental organizations, and activists have little concern for the subtleties of international policymaking or for the complexities of compliance. They have strong feelings of right and the wrong, and generally adhere to the principle that "if a party is not part of the solution, then it is part of the problem." Many activists believe that companies that do not proactively address the environmental and social practices of suppliers at all tiers of their supply chain deserve to be "named and shamed," and eventually boycotted, if they are within reach of consumers. As the speed and fluidity of information increases thanks to instant communication and social media, global

companies will become increasingly vulnerable to these reputational risks.

Since the supply chain is often part of a company's competitive model, *transparency* is not necessarily a term that has a positive connotation for supply chain managers. Transparency can be associated with the reverse engineering techniques used to gain insights into a competitor's manufacturing process and profit margin, and which are now part of the tactics of nongovernmental organizations to determine whether suppliers with poor environmental or social records are involved. Whether they like it or not, companies will have to come to grips with transparency and accept that, whatever their marketing budget, they cannot fully control the message delivered to their customers unless it is harmonized with the product. If a company does not make transparent information available to their customers, others will take care of it. For example, GoodGuide provides a mobile phone application that allows consumers to "shop their values" by scanning product barcodes in order to get information on a product's health, environmental, and social impacts. If it turns out that the washing powder a consumer is about to buy has a low environmental score, GoodGuide will propose a more environmentally friendly brand as an alternative. In the same way that consumers can bypass a brand with GoodGuide, they can bypass retailers with SnapShop, a mobile application that scans a barcode to determine which offline or online retailer offers a better deal. Understandably, some businesses may feel they more have to lose than to gain with transparency.

In the fight against illicit trade, technology is a double-edged sword. For years, anti-fraud experts, as well as enforcement authorities, have repeated warnings that new technologies provide an edge to criminals. New technologies allow criminals to encrypt their communications, to operate from countries beyond the reach of law enforcement and reach a mass of anonymous consumers through the Internet, or to hack the protections developed to make counterfeiting difficult. In a session on cybercrime held in Davos earlier this year, Moisés Naím summed up this advantage by saying that "criminals move at the speed of Internet and countries move at the speed of democracy—that's the discrepancy."[11]

Many illicit activities take place because their perpetrators believe that they will remain unnoticed, or that there will not be enough evidence to demonstrate their responsibility. In other words, the rewards are high and the risks of getting caught and punished are low. However, there are two reasons why digital technologies, as they become more pervasive, can make the corruption of supply chains increasingly difficult. First, the development of product-tracking technologies, and their convergence with mobile communication technologies, is allowing an increasingly large number of parties to obtain reliable item-level information on provenance and to securely discern the licit from the illicit. Second, as processes in a supply chain get digitally recorded and managed with the proper data granularity, any licit or illicit activity will leave digital footprints that can be made nearly impossible to tamper with or erase.

PRODUCT-TRACKING AND AUTHENTICATION TECHNOLOGIES

The paradigm of security printing, where banknotes are produced behind closed walls and loaded with secret anti-counterfeiting technologies, does not adapt very well to the cost-constrained industrial world of outsourced production. Furthermore, traditional security features such as holograms and security inks can be easily imitated, as the technology and skills to reproduce them are now freely available on the market. However, new coding techniques are constantly developed to meet the needs of the corporate world and industrial products. For example, Coats Textiles in the United Kingdom has developed a "digital thread" with a security code embedded in the thread itself. It is invisible but can be scanned so it can be used to verify the integrity of clothing, parachutes, and so on—basically anything made from fabric. Invisible taggants, whether chemical or biological, can be inserted into a variety of materials or liquids. Spectral techniques have been developed to increase information capacity, allowing sources of product diversion to be identified. Invisible laser-etched code inside a supplier's manufacturing machines can verify the integrity of source down to the machine level.

There are now technology solutions for any type of product. Luxury goods such as high-end watches can be assigned a Smartcard, and can be authenticated instantly through the Internet via a Smartcard reader that is provided to customers. For fast-moving consumer goods, which can afford only a very low per-item protection cost, small digital graphics can be inserted into the packaging during the production process, and printed with standard industrial printers. One such type of secure graphic, called STAMPS (for "Secure Tracking and Authentication through Matrix Printing and Scanning"), is mathematically impossible to copy and can be authenticated through an image capture with a mobile phone.

If coding beforehand is not possible, alternative techniques can be used to check the product's characteristics. For example, Raman spectroscopic readers can verify whether the spectral profile of a medication or wine matches a reference profile. And while radio-frequency identification (RFID) tags are currently undergoing trials in Malaysian and Brazilian forests as a means of monitoring tree growth, tracking logged trees during transportation and finding and stopping illegal loggers,[12] Mother Nature provides us with free "DNA barcodes." DNA barcoding is a new scientific discipline that can be applied to detect illegal wildlife trade. Illegal logging can be detected from a piece of furniture, because wood from different species and also from different regions have distinct DNA barcodes. A project known as "The Barcode of Life" aims to produce a DNA barcode for every tree and grass species on Earth. Within a few years, the DNA barcode would allow the source of any sample to be identified.[13]

For the foreseeable future, the range of options for product tracking and authentication will continue to grow. But the large number of authentication solutions already on the market can increase the effort to determine which is the most appropriate to a given situation. This is why ISO standard 12931 on the performance criteria for authentication solutions, as well as other standards currently in preparation, can guide brand owners in the selection of the most appropriate technologies for their needs. Yet, however helpful these tools are, many of them remain accessible only to a small minority of authorized parties. The real breakthrough may actually come from open standards and technologies that may seem more basic, but are firmly established and accessible to the masses through their mobile phones.

THE CONVERGENCE OF PRODUCT AUTHENTICATION AND MOBILE COMMUNICATION TECHNOLOGIES

Consider the simple scratch codes that are typically found on lottery tickets. A handful of companies—such as mPedigree in Ghana, Sproxil in Nigeria, and PharmaSecure in India—are proposing to use these very codes as a simple solution to the scourge of counterfeit drugs in developing countries. As a consumer buys a drug, he or she can reveal the code, short message service (SMS) it to a toll free phone number, and receive feedback on its authenticity within seconds. As the codes are random and "verify once," they cannot be guessed or reused by counterfeiters. Similar 12-digit codes are used by the tobacco industry to address the problems of tax avoidance, smuggling, and counterfeiting, which cost governments an estimated $50 billion in lost taxes each year.

User convenience and consumer adoption are key to the success of any consumer-based anti-fraud system, and typing a code on a mobile phone or through an online service might in the end be slightly too inconvenient for integration into consumer habits. RFID chips automate the scanning process, and the idea of using them on products at the item level has been around for years. Although they are still too expensive for many product categories, the main limiting factor today is that only a small number of mobile phones are equipped with near field communication (NFC) readers. If, as expected—or at least rumored—the next generation of smart phones integrates NFC, placing RFID chips on higher-end products will start to become more common.

2D barcodes are high-capacity optical data carriers that might offer the right compromise between the low cost of implementation and the convenience of scanning. Although they were initially developed to help item identification and traceability in various industries, 2D barcodes are increasingly used for mobile marketing. There are now tens of different symbologies (i.e., methods to represent data), and although that could be a handicap for streamlining adoption, this large number indicates serious interest in these technologies. The most popular formats—the QR (for "Quick Response"

code) and Data Matrix—are free to use and based on open ISO standards. Open source code for encoding and decoding the symbols is available, allowing any programmer to launch a mobile phone barcode decoding application. In the meantime, the optics and processing power of mobile phones have tremendously improved, and consumers have started to read those barcodes as they shop. When those codes contain a Web address, the decoding software automatically redirects the user to the Web page. If codes are serialized, item-level traceability can be pushed to the consumer who, in return, can provide feedback that is connected to a specific product.

2D barcodes and RFID cannot be forged as long as they use encryption or have a random part that is matched with a database. That is, a non-authorized party such as a counterfeiter cannot guess new valid codes. Yet these technologies have one fundamental weakness: there is nothing that prevents them from being copied. However, active monitoring can compensate for this weakness. Counterfeiters typically use one or a few codes and massively replicate them. Counterfeit codes therefore generate an abnormally high number of scans, and can be automatically or manually blacklisted. Once a counterfeit code is blacklisted, the authentication system becomes foolproof. Because retailers and consumers vastly outnumber the small investigation teams deployed by brand owners, they can potentially multiply the deterring effect of authentication technologies.

DIGITAL FOOTPRINTS

The convergence of mobile communication, product tracking, and authentication empowers a larger number of stakeholders to access relevant traceability information. Each time a product is checked, a feedback loop that enriches information flows and reinforces the system is created. However, the fact that a manufacturer adds a code or label to the product does not in itself guarantee that all the product-claimed attributes are respected. How is reliable traceability information created in the first place?

On some goods, outbound logistics provenance is vital. This is typical of cold chains for vaccines and medical products, frozen food, and agricultural produce. Simple solutions involve placing time-temperature indicators that change color to signal the occurrence of a potentially damaging heat or freeze event, or the presence of food-borne pathogens. More sophisticated systems use RFID sensors to monitor or record temperature, geographical position, and other events—such as a container opening—at any point along global distribution channels. Such systems are now in use for fine wines, for example, since it was realized that all the effort put into wine making can be destroyed through a careless distribution system. Indeed, according to experts, 10 to 25 percent of the wines sold in America are damaged during transport because of their exposure to extreme temperatures.

With basic "Ok/Not Ok" monitoring systems, a food or product safety crisis can be prevented. But

digital footprints have a deeper impact because they create conditions for continuous improvement and accountability, as each stakeholder in the supply chain receives objective feedback on his performance. Moreover, if the required transport conditions are not maintained, responsibilities can be unambiguously assigned.

The sources of legitimate product and illegitimate goods are often intermingled. For example, there are cases where a manufacturer produces two versions of its product: one destined for the legitimate supply chains and one, made during the "ghost shift," destined for illegal ones. The unlicensed version of the legitimate product is sold often at a higher margin. Yet if the problem comes from a supplier, legitimate quantities can be simply controlled by providing counterfeit-proof serialized labels that must be attached to the legitimate products, according to the ordered quantities.

Of course, dealing with a multi-tier supply network involves a different level of complexity. In this case, placing a simple tag on a component does not necessarily fix problems with suppliers, but it can be an enabler. The important thing is to fit technology into a process that records relevant traceability information, holds the supplier accountable, and makes successful fraud much more difficult because the coherence of the digital trail must be maintained. For example, if a tag is provided to the supplier and assigned to each supplied component, the quality control can be digitally recorded by reading the tag, thereby leaving a permanent trace. The very act of reading the tag can be made equivalent to a digital signature, testifying that, for instance, the supplier has respected a specific quality-control process.

CONCLUSION

The problem of supply chain integrity is an old one in society but a relatively new one in global supply chain management. Its importance has mounted because of the increasing global reach of brands and the lack of accountability in supply chains that operate in many parts of the world. Combined with the new supply chain security risks that use products as vehicles— such as malicious embedded software, bombs in ink cartridges—a new sub-discipline is needed within supply chain risk that might be called "chain of custody management" or "supply chain integrity management." Basically, the focus of this new aspect of supply chain risk management is to answer the four questions of product-level supply chain integrity:

1. 1. *Integrity of source*: Does this product come from where I think it did?

2. 2. *Integrity of content*: Is this product made the way I think it is?

3. 3. *Integrity of purpose*: Is this product going to do exactly what I think it will?

4. 4. *Integrity of channel*: Did this product travel the way I think it did?

In the end, the strategic shift is that information regarding the integrity of the product in the future will be provided not by the supply chain but by the product itself. Gone are the notions that counterfeiting and fraud on the "illegitimate" supply chain is a tolerable cost of doing business, and that there would be an impenetrable, well-controlled legitimate supply chain in which consumers are encouraged to make their purchases. In the future, a consumer will have to be able to trust a product coming from the back of a pickup truck in an unregulated nation with the same confidence as if he or she were taking it off the shelf of a reputable retailer. That may sound far-fetched, but there is now an ecosystem of tracking and communication technologies that has an incredible potential to provide more transparency of supply chains, easier access to information, richer and more granular traceability, enriched communication with consumers, and the ability throughout the supply chain to discern the licit from the illicit. The technology is here now. It just needs to be put to work.

NOTES

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2 whitehouse.gov 2012.

3 Bogdanich and Hooker 2007.

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6 Harris et al. 2009.

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Business Perspectives on Obstacles to Trade: Evidence from New Survey Data

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Despite the global decline of tariff rates to historically low levels, trade is far from being free. Other factors, such as technical regulations, product standards, and customs procedures, still prevent the limitless exchange of goods across countries. Such non-tariff measures (NTMs) are less visible and more complex than measures of tariff protection, and have proved particularly burdensome for companies in developing countries, which sometimes do not have the capacity to support their firms in complying with the imposed rules and regulations. The business sector as well as trade policymakers are therefore more and more concerned about the fact that NTMs can pose real obstacles to trade. Any preferential market access that firms from developing countries might enjoy on international markets could easily vanish without delivering the desired effect.

Existing studies use data at the country level but do not capture the experiences of exporters in their daily operations.[1] Recent analyses of firm-level datasets have convincingly shown, however, that companies differ with respect to their international competitiveness, even when operating in the same country and sector. Whether a manager considers a measure to be burdensome or not depends to a large extent on the situation of the particular firm. The recent literature provides robust evidence that only the most productive firms within an industry are able to serve "difficult" markets that are geographically remote and that feature unfavorable economic conditions or a lower level of institutional quality.[2] A similar reasoning applies to firms' experience with NTMs, thus the perception of such NTMs as burdensome in export markets may eventually be subject to firm-specific characteristics.

Following this line of argumentation, we will present new evidence from recently conducted firm-level surveys on NTMs.[3] As part of a broader initiative of the International Trade Centre (ITC), in these surveys, trading companies in developing countries are asked about the barriers they face in their daily business, as well as the reasons that firms experience a measure as burdensome. The dataset is unique in that it provides comparable and consistent cross-country and cross-sector information on firms from developing countries as well as, at the product-level, the measures these firms perceive as barriers when doing business in their foreign markets. We focus on 12 countries for which data have already been fully processed and harmonized.[4] In each country, between 150 and 1,000 telephone screening and up to 300 face-to-face interviews were carried out, sometimes representing the entire population of trading firms. The analyses in this chapter focus on information obtained during the telephone-screening stage, but are complemented with information obtained during the face-to-face stage.

Figure 1: Shares of NTM-affected firms by export and import sector
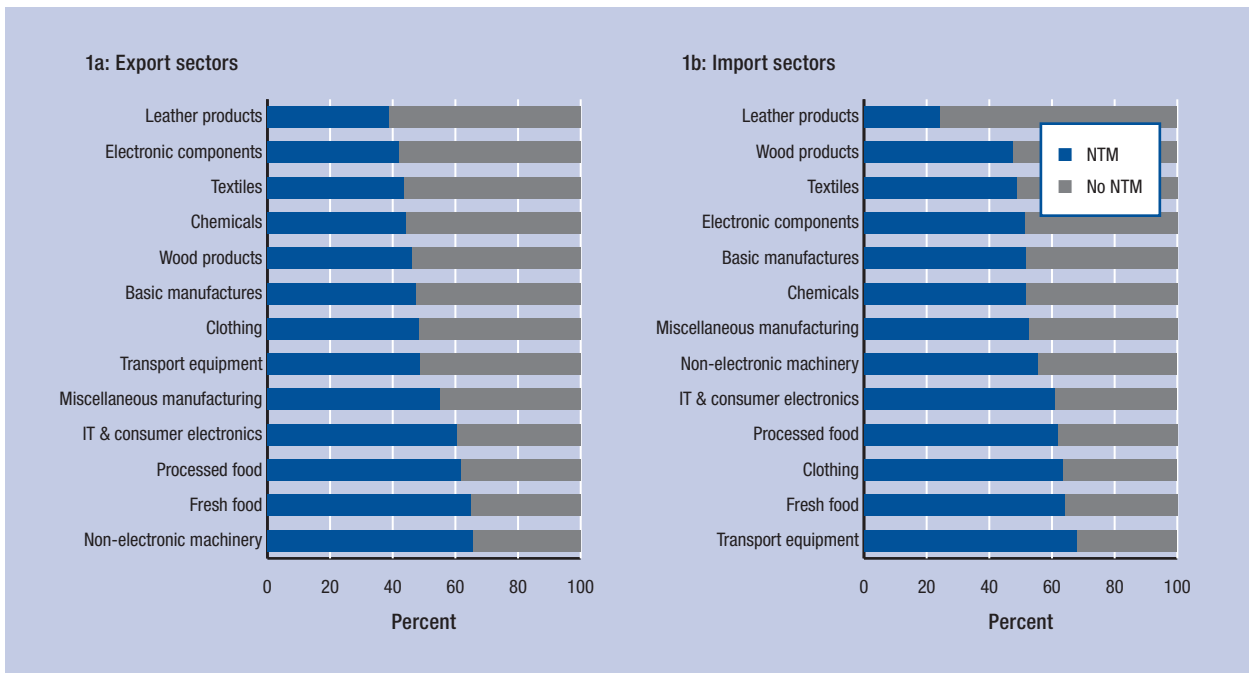
Source: ITC's NTM survey data; author's calculations.

LINKING NON-TARIFF MEASURES TO TRADE

Our study comprises 12 developing countries and 13 sectors across which the share of firms that report burdensome NTMs differs substantially (see Tables A1 and A2 in Appendix A).[5] Out of the 12 countries considered, Malawi, Kenya, and Rwanda record the highest percentages of exporters facing NTMs. Out of a total of 73 Malawian exporters in the sample, 57 claim to experience problems related to NTMs in their daily business. Figure 1 ranks export and import sectors according to their NTM affectedness. On the export side (Figure 1a), firms in non-electronic machinery, as well as firms in the fresh and processed food industry, most often face obstructive NTMs, whereas they are less problematic for firms in the leather and textile industry. On the import side (Figure 1b), the transport equipment industry faces the highest share of firms reporting obstacles from NTMs, again closely followed by the food industry. These country- and sector-specific differences are likely to be related to the nature of NTMs. Previous analyses by the ITC demonstrated that a substantial portion of NTMs are "homemade," meaning that firms experience impediments domestically rather than abroad. Furthermore, these are more likely to occur in the agricultural sector, where food and feed control are essential for ensuring the health and well-being of consumers and the protection of the environment.[6]

The sometimes high shares of NTM reports found in certain countries or sectors would not call for any action if NTMs did not translate into real obstacles to trade. For instance, a tolerance limit for residues may be set at a level that exporters find easy to comply with.

By construction, the survey contains only those NTMs that enterprises perceive as serious hindrances having a negative impact on their trade. Figure 2 confirms the close negative correlation between trade and NTMs. Figure 2a shows that countries with a low share of exporters that face NTMs (such as Egypt, Morocco, and Peru) export substantially more than countries with a high share of exporters that face NTMs (such as Rwanda and Malawi). Kenya and Sri Lanka report a comparatively large number of NTMs given their high export levels. Figure 2b presents a similar picture for imports: again, Peru, Egypt, and Morocco are the countries with the highest imports and the lowest NTM shares. Rwanda, in turn—both a landlocked and a least-developed country—suffers simultaneously from low imports and high NTM shares. Note that causality could go two ways: on the one hand, a low share of NTMs may encourage a country's trade activities. On the other hand, a high trade activity may simply reflect the capacity of a country to support its firms in dealing with NTMs, thereby making them appear to be only slightly burdensome.

The negative relation of NTMs to trade argues in favor of these measures being a vital determinant of market access for firms in developing countries. Even though substantial differences exist between sectors and countries, the question of whether an individual firm considers a measure to be an obstacle or not depends finally on its individual ability to deal with it. Against this background, a business-sector perspective appears indispensable for defining national strategies that help different types of firms to overcome these hindrances.

Figure 2: The relation of NTMs to a country's exports and imports
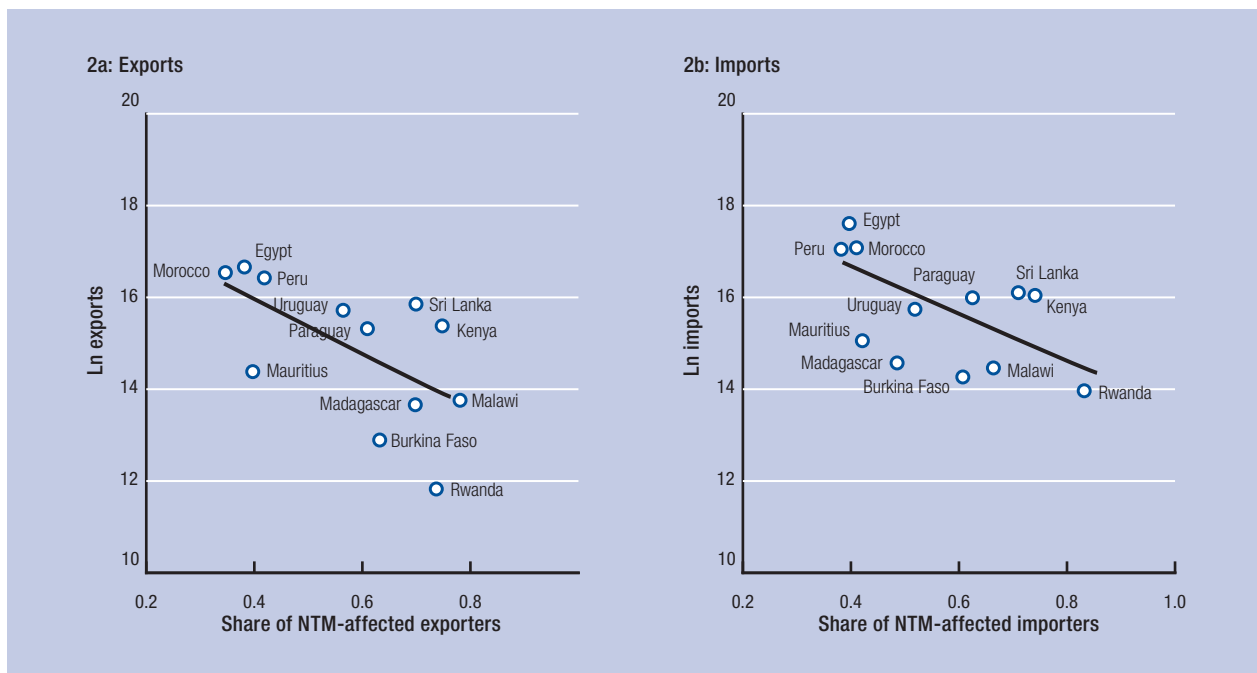
Source: ITC's NTM survey data, author's calculations. Trade data come from ITC's Trade Map. Service trade and trade of arms and minerals are deducted from the total trade values to match the sectors covered in the survey.
Note: Exports and imports are expressed in natural logarithms (ln).

COMPANY TYPES AFFECTED BY NON-TARIFF MEASURES

A few firm characteristics are determined at the telephone-screening stage; these can therefore be used to study variations in the likelihood that an individual firm will face a cumbersome NTM. For example, firms were asked to specify their number of employees, their export status, their location, and their main activity ("producing" or "other," which mainly entails "trading/forwarding"). Since not all of these variables are available for each of the 12 countries (in particular, information on the activity of the firm is sometimes gathered only at the face-to-face interview stage), we focus on information from three countries—Egypt, Madagascar, and Mauritius—for which we can also identify the entity responsible for managing the export and import procedures. In what follows, we limit the sample to exporters that are responsible for dealing with export procedures themselves.

Figure 3 shows the share of firms facing at least one NTM while exporting according to their respective size, export status, and geographic location as well as their activity. Somewhat surprisingly, Figure 3a indicates a U-shaped pattern, with the largest share of firms reporting burdensome NTMs both among the smallest firms with fewer than 11 employees *and* among the biggest firms with more than 250 employees. Figure 3b does not indicate any difference with respect to export status, suggesting that pure exporters and firms that simultaneously export and import are affected to a very similar extent. Both of these results are likely to be influenced by the observation that large firms and two-way traders serve more products and more markets (i.e.,

so-called product-markets). The probability that they would encounter at least one obstructive NTM appears therefore to be high, even though they have much greater capacities than small firms to deal with export procedures in general.

In addition to firm size and export status, the location of firms may play a role. Since government and public agencies are often clustered within the capital of a country, having a firm's head office situated in the capital as well could facilitate its access to information. Challenging this argument, Figure 3c reveals that the share of NTM-affected exporters is slightly higher for firms located in the region of the capital city than for firms located elsewhere in the country. Finally, we look for differences concerning the activity of the firm. On the one hand, trading firms may be more specialized and have more experience in dealing with export procedures than producing firms. On the other hand, producers have detailed knowledge of their products and production processes, which may facilitate their compliance with (international) standards.[7] Indeed, Figure 3d suggests that the share of producers facing burdensome NTMs is considerably lower than the share of other types of firms, including traders. Recall that we have restricted our sample to firms that deal with export procedures on their own responsibility.

Even though Figure 3 gives a first impression of the probability of facing obstructive NTMs according to major firm characteristics, the data do not allow any broader conclusions to be drawn. For instance, it might easily be the case that the food industry, which reports a high share of NTM-facing firms, consists predominantly

Figure 3: Share of NTM-affected firms according to firm characteristics

3a: Firm size

3b: Export status

3c: Location

3d: Firm actiity
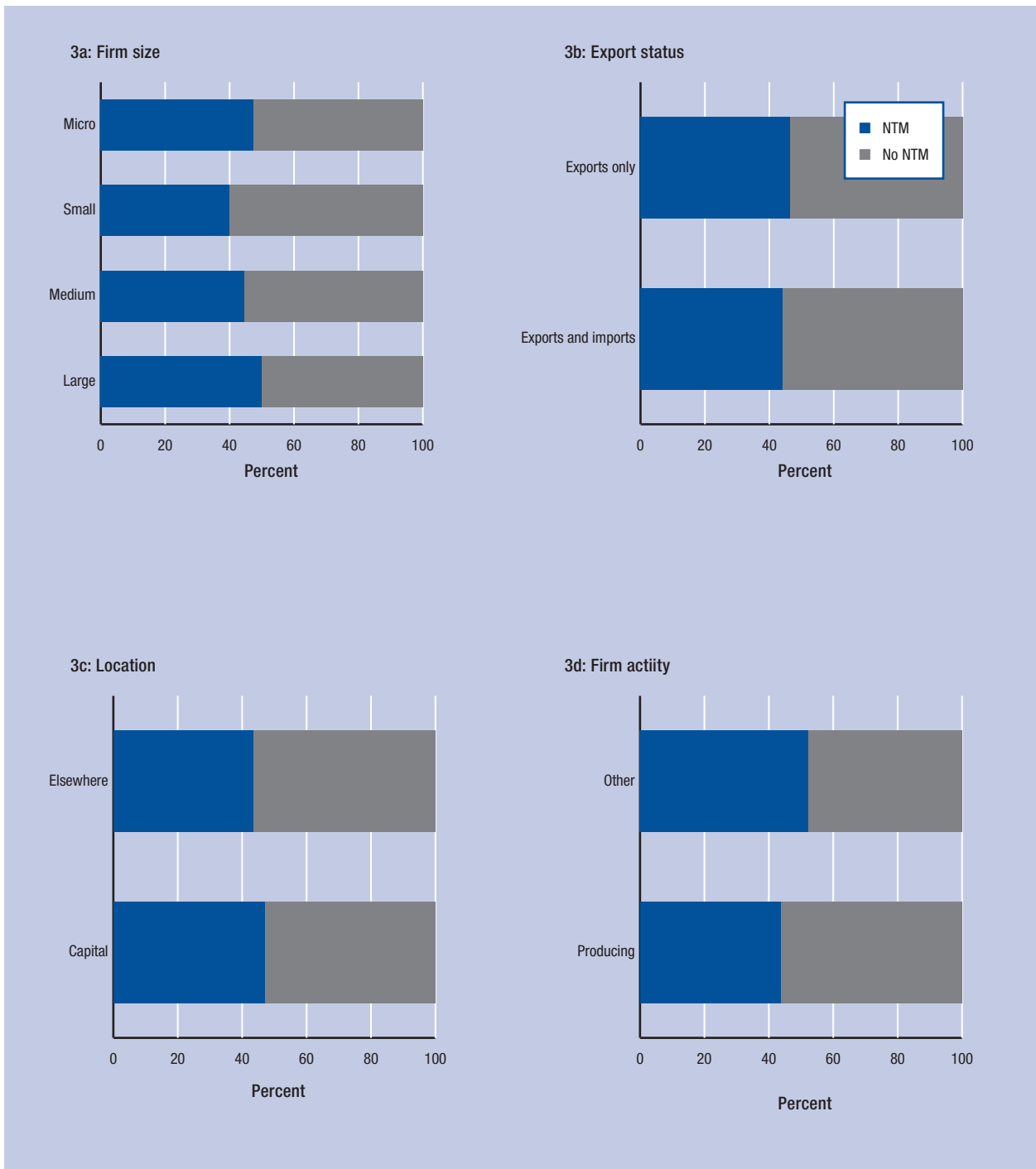
Source: ITC's NTM survey data; author's calculations.

of micro businesses that frequently encounter NTMs. Hence, with the basic analyses conducted so far, it is impossible to distinguish whether the high share of NTMs is caused by the size of the firm or the sector in which it operates. To address this issue, we conduct a regression analysis that allows us to assess how changing one factor influences the probability of a firm encountering a troublesome NTM while all other factors are held fixed.[8] Thus, in contrast to the *unconditional* results obtained by looking at each factor separately,

this exercise will enable us to produce *conditional* results obtained by looking at all factors simultaneously.

Table 1 describes the variables considered to be potentially relevant as well as their presumed and actual relation to the likelihood of a firm facing a burdensome NTM. The expected and estimated effects in Table 1 show how likely it is, on average, that firms with a certain characteristic will encounter an NTM, as compared with firms belonging to the reference group. For firm size, the reference group comprises micro firms (hence firms in

Table 1: Firm characteristics and their relation to the probability of facing an NTM

Variable	Definition	Expected effect	Estimated effect
Firm size	Categorical variable:	-/+	+
	1 = micro firms with < 11 employees		
	2 = small firms with 11–50 employees		
	3 = medium firms with 51–250 employees		
	4 = large firms with > 250 employees		
Export status	Dummy variable:	–/+	+
	0 = firm only exports		
	1 = firm exports and imports		
Location	Dummy variable:	–	(–)
	0 = firm is not located in the country's capital		
	1 = firm is located in the country's capital		
Activity	Dummy variable:	–	–
	0 = firm does not engage in production		
	1 = firm engages in production		

Notes: Parentheses indicate that the estimated effect is statistically not different from 0 at the 10 percent significance level (compare Table A3). Column 4 corresponds to Column 4 of Table A3.

groups 2 to 4 are compared with firms in group 1); for the other three variables, the reference group comprises firms falling into the "0" categories. Although economic theory suggests that large and more experienced traders (such as two-way traders) are better able to overcome bottlenecks to trade, they tend at the same time to export a broader range of products to a greater number of destinations. Hence, these firms are more likely to face a troublesome NTM in at least one of their export activities, a circumstance that naturally conflicts with potential advantages given by their larger resources and/ or greater experience. For this reason, we do not have a clear hypothesis on the direction of the link between firm size and export status on the one hand, and the probability of encountering an NTM on the other hand (see Column 3 of Table 1). Since we suppose that information is more easily accessible in the capital of a country, we expect a lower likelihood of facing an NTM for firms located in the capital. Finally, we expect firms that engage in production to be—on average—less likely to face burdensome NTMs than firms that do not engage in production.

Summarizing the main findings, whereas small firms are less likely to encounter troublesome NTMs than micro firms (which build the reference group), large firms have a higher probability of being confronted with an NTM (for detailed results, please refer to Table A3 in the appendix). Likewise, two-way traders seem to be confronted more often with NTMs than pure exporters. Finally, producing firms are less likely to face an obstructive NTM than non-producing firms. This last finding strongly confirms our presumption that firms find it easier to cope with export procedures when they are familiar with the products they want to export. We additionally account for sector- and country-specific

factors that might be correlated with both the incidence of an NTM and our main variables of interest. Indeed, we find that the country of origin of the firm as well as the sector in which it operates matter. For example, exporters from Egypt and Mauritius are less likely to face burdensome NTMs than exporters from Madagascar. Also agricultural firms (comprising firms operating in the fresh and processed-food industries) are more likely than non-agricultural firms to face cumbersome NTMs.

As previously outlined, the results of the study on firm size and export status may hinge on the difficulty of distinguishing firm-level capabilities to overcome bottlenecks from the likelihood of being confronted with at least one NTM when the product and market dimension is not taken into account. Figure A1 in the appendix uses information from the face-to-face stage to scale the number of NTMs by the number of product-markets. Indeed, the relative share of NTMs is highest for micro firms and for pure exporters, which face on average 0.74 and 0.68 burdensome NTMs per product-market (in contrast to 0.55 and 0.60 NTMs per product-market faced by large firms and two-way traders, respectively). Also, Figure A2 shows that the types of burdensome NTMs differ across size classes. Technical requirements, which represent a fixed market-entry cost, are particularly troublesome for micro firms. Their small export volumes translate into large per-unit costs of compliance with these requirements. In turn, charges, taxes, and para-tariff measures—representing variable costs that increase in the export level of a firm—account for a significant share of large firms' reports on obstructive NTMs. Even though we do not have this information for all interviewed firms at the telephone-screening stage and cannot therefore control for it in the regression

analysis, Figures A1 and A2 support our general perspective that affectedness varies greatly with firm characteristics.

Summing up, our descriptive and regression analyses point out that the country and sector affiliation of the firm is crucial. Nevertheless, we also identify a role for firm characteristics in determining the risk of encountering a troublesome NTM. Although we control for the fact that the firm operates, for example, in the agricultural sector, it is more likely to perceive an NTM as trade-impeding if it does not produce the export good itself. Given these insights, we consider our results at the firm level to be complementary rather than substitutionary to the findings of previous studies conducted at the country or sector level.

CONCLUSIONS

The elimination of NTMs has been gaining importance in the international trade agenda. In the light of low overall levels of tariff protection, there is a fear that NTMs could represent real trade obstacles and therefore influence market access conditions. Our descriptive analyses strongly confirm this. Countries at the lower end of the export (import) rankings are confronted with a higher share of firms that report burdensome NTMs than countries at the top of the export (import) rankings. Differences between sectors are also remarkable, with agricultural firms among the most seriously affected by obstructive NTMs.

Evidence from the ITC's recent firm-level surveys on NTMs suggests, however, that not all firms in the same sector are affected to the same extent. Even within one sector and one country, substantial differences persist. This chapter has shown that a firm's perception of its confrontation with a burdensome NTM is at least partly influenced by its particular situation. We were able to identify the firm's production activity as a firm characteristic that strongly correlates with the incidence of NTMs beyond what can be explained by sector or country characteristics. Furthermore, there is some evidence of a U-shaped relation to firm size, with the smallest and the largest firms being the most highly affected; the latter finding is potentially related to the greater number of served product-markets. These findings have important policy implications that complement earlier insights gained at the country or sector level. An attempt to mitigate NTMs should therefore not be tackled merely at an aggregate level. While a sector- or a countrywide approach may be a very useful starting point, it will not be suitable for every firm. Instead, our findings stress the need to design policies aimed at moderating the impact of trade obstacles that fit different firm types.

NOTES

1 See Ferrantino 2006 for an overview of existing studies and methods.

2 See Greenaway and Kneller 2007 for a synthesis of the literature on the new theories of firms in an open economy context as well as on the rapidly growing microeconomic evidence.

3 When we refer to *NTMs* throughout this study, procedural obstacles are included.

4 The initiative foresees the conduction of interviews in more than 30 developing countries.

5 Note that the sector classification refers to the sector of the main Harmonized System (HS) 6-digit export product. Service exports and exports of arms and minerals are excluded from the survey.

6 See ITC 2010.

7 Furthermore, customs issues affect a larger share of traders' and forwarders' activities. Even though selected carefully, a producing firm's interviewee may for this reason perceive NTMs to be less burdensome.

8 Please refer to Appendix A for a technical description of this method.

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Appendix A:
Country and sector distributions of surveyed firms

This appendix provides specific data for the 12 countries in the study. Table A1 considers the distribution of exporters and importers by country; Table A2 considers the distribution of exporters and importers by sector. Next a regression analysis is applied and Table A3 provides the results of the estimations. Figures A1 and A2 present additional results obtained from the face-to-face stage of the survey.

REGRESSION ANALYSIS
In order to obtain results based on conditional probabilities, we estimate the incidence of a firm encountering an obstructive NTM according to its characteristics while controlling for the sector and the country of origin. We apply a simple probit model (equation 1):

$$Pr(NTM=1) = \phi(\beta_0 + \beta_1 \text{ size} + \beta_2 \text{ status} + \beta_3 \text{ cap} + \beta_4 \Sigma\text{sector} + \beta_5 \Sigma\text{country}) \qquad (1)$$

where the dependent variable is set equal to 1 whenever the firm indicates that it faces at least one NTM while exporting and 0 otherwise.

The factors we consider to be relevant for the likelihood of a firm confronting a burdensome NTM are summarized in Table 1: first, we take into account firm sizes, ranging from 1 for "micro firms with fewer than 11 employees" to 4 for "large firms with more than 250 employees." Second, we assign the value of 1 to firms that export and import at the same time and combine pure exporters together in the 0 category. Third, we set the location variable to 1 if the firm is situated in a country's capital and to 0 if it is situated elsewhere. Fourth, we expect producers to be better able to comply with standards. Since production firms are assigned a value equal to 1, while all other firms are assigned a value equal to 0, we expect, again, a negative relationship.

Detailed results are presented in Table A3. Whereas small firms are less likely to encounter troublesome NTMs than micro firms (which build the reference group), large firms have a higher probability of being confronted with an NTM. Likewise, two-way traders seem to be confronted more often with NTMs than pure exporters. These results are likely to correlate with the number of product-markets. A firm's location in the capital of a country decreases its risk of encountering burdensome NTMs. The effect is, however, statistically not different from zero—that is, we cannot exclude the possibility that we have obtained the result due to a random distribution of NTM-facing firms across locations. Finally, producing firms are less likely to face an obstructive NTM than non-producing firms. As shown in Table A3, this finding is statistically significant and robust across all different specifications. It therefore strongly confirms our presumption that firms find it easier to cope with export procedures when they are familiar with the products they want to export.

Despite the presented evidence that firm characteristics play a role, we also report results for the relationship between firm characteristics (size, export status, location, and activity) and NTMs without controlling for sector and country effects. Table A3 contains the detailed results of all four different specifications. Two findings are remarkable: first, the explanatory power of our model (as captured by the pseudo R^2) increases, particularly as we add country effects, underscoring their importance in determining the existence of NTMs. The negative coefficient indicates that exporters from Egypt and Mauritius are less likely to face burdensome NTMs than exporters from Madagascar. Second, the positive and significant coefficient suggests that agricultural firms are more likely to face cumbersome NTMs. Given these additional insights, we consider our results at the firm level to be complementary rather than substitutionary to the findings of previous studies conducted at the country or sector level.

Table A1: Country distribution of firms

Export rank	Country	No. of exporters	No. of exporters with NTMs	Share of exporters with NTMs (%)
1	Malawi	73	57	78.08
2	Kenya	567	424	74.78
3	Rwanda	138	98	73.68
4	Sri Lanka	412	286	69.93
5	Madagascar	245	171	69.80
6	Burkina Faso	106	67	63.21
7	Paraguay	283	170	60.93
8	Uruguay	365	206	56.44
9	Peru	712	298	41.85
10	Mauritius	272	108	39.71
11	Egypt	719	274	38.16
12	Morocco	560	194	34.64
	Total	4,452	2,353	53.05

Import rank	Country	No. of importers	No. of importers with NTMs	Share of importers with NTMs (%)
1	Rwanda	339	282	83.19
2	Kenya	548	406	74.09
3	Sri Lanka	363	257	70.99
4	Malawi	116	77	66.38
5	Paraguay	297	185	62.50
6	Burkina Faso	84	51	60.71
7	Uruguay	351	182	51.85
8	Madagascar	241	117	48.55
9	Mauritius	368	155	42.12
10	Morocco	697	286	41.03
11	Egypt	630	250	39.68
12	Peru	749	286	38.18
	Total	4,783	2,534	53.01

Source: ITC data; author's calculations.
Note: The figures of the export and the import tables (A1 and A2) do not add up to the total number of firms, since firms engaging in both export and import activities are included in both tables.

Table A2: Sector distribution of firms

Export rank	Sector of main export product	No. of exporters	No. of exporters with NTMs	Share of exporters with NTMs (%)
1	Non-electronic machinery	70	46	65.71
2	Fresh food	853	552	65.02
3	Processed food	585	360	61.54
4	IT & consumer electronics	33	20	60.61
5	Miscellaneous manufacturing	635	348	54.98
6	Transport equipment	35	17	48.57
7	Clothing	454	219	48.45
8	Basic manufactures	350	165	47.28
9	Wood products	303	140	46.20
10	Chemicals	448	198	44.20
11	Textiles	383	167	43.60
12	Electronic components	81	34	41.97
13	Leather products	98	38	38.78
	Total	4,328	2,304	53.35

Import rank	Sector of main import product	No. of importers	No. of importers with NTMs	Share of importers with NTMs (%)
1	Transport equipment	205	139	67.80
2	Fresh food	241	154	63.90
3	Clothing	123	78	63.41
4	Processed food	291	180	61.86
5	IT & consumer electronics	166	101	60.84
6	Non-electronic machinery	298	165	55.37
7	Miscellaneous manufacturing	798	420	52.63
8	Chemicals	738	381	51.63
9	Basic manufactures	426	219	51.41
10	Electronic components	221	113	51.13
11	Textiles	584	285	48.80
12	Wood products	235	111	47.44
13	Leather products	54	13	24.07
	Total	4,380	2,359	53.87

Source: ITC's NTM survey data; author's calculations.
Note: The figures of the export and the import tables (A1 and A2) do not add up to the total number of firms, since firms engaging in both export and import activities are included in both tables.

Table A3: Estimation results

Firm characteristic	Base	Sector effects	Country effects	Sector & country effects
Size 2	−0.136	−0.151	−0.132	−0.148
	(0.147)	(0.147)	(0.153)	(0.152)
Size 3	0.051	0.033	0.116	0.102
	(0.155)	(0.155)	(0.16)	(0.16)
Size 4	0.21	0.205	0.297*	0.294*
	(0.162)	(0.163)	(0.174)	(0.174)
Status	−0.089	−0.015	0.143	0.206*
	(0.103)	(0.107)	(0.112)	(0.115)
Location	0.107	0.093	−0.099	−0.109
	(0.097)	(0.097)	(0.104)	(0.105)
Activity	−0.281**	−0.216	−0.366***	−0.310**
	(0.137)	(0.139)	(0.141)	(0.144)
Constant	0.094	−0.081	0.761***	0.602***
	(0.162)	(0.176)	(0.188)	(0.204)
Agriculture		0.272**		0.247**
		(0.108)		(0.11)
Mauritius			−1.020***	−1.002***
			(0.165)	(0.166)
Egypt			−0.852***	−0.851***
			(0.13)	(0.131)
No. of observations	718	718	718	718
pseudo R^2	0.0106	0.0171	0.061	0.0661

Source: ITC's NTM survey data; author's calculations.

Note: Size class 1 (micro firms with < 11 employees) builds the reference group. Robust standard errors are reported in parentheses with significance levels ***$p < 0.01$, **$p <$ 0.05, * $p < 0.1$.

ADDITIONAL RESULTS FROM THE FACE-TO-FACE STAGE

Figure A1: NTMs to product-markets ratio according to firm characteristics
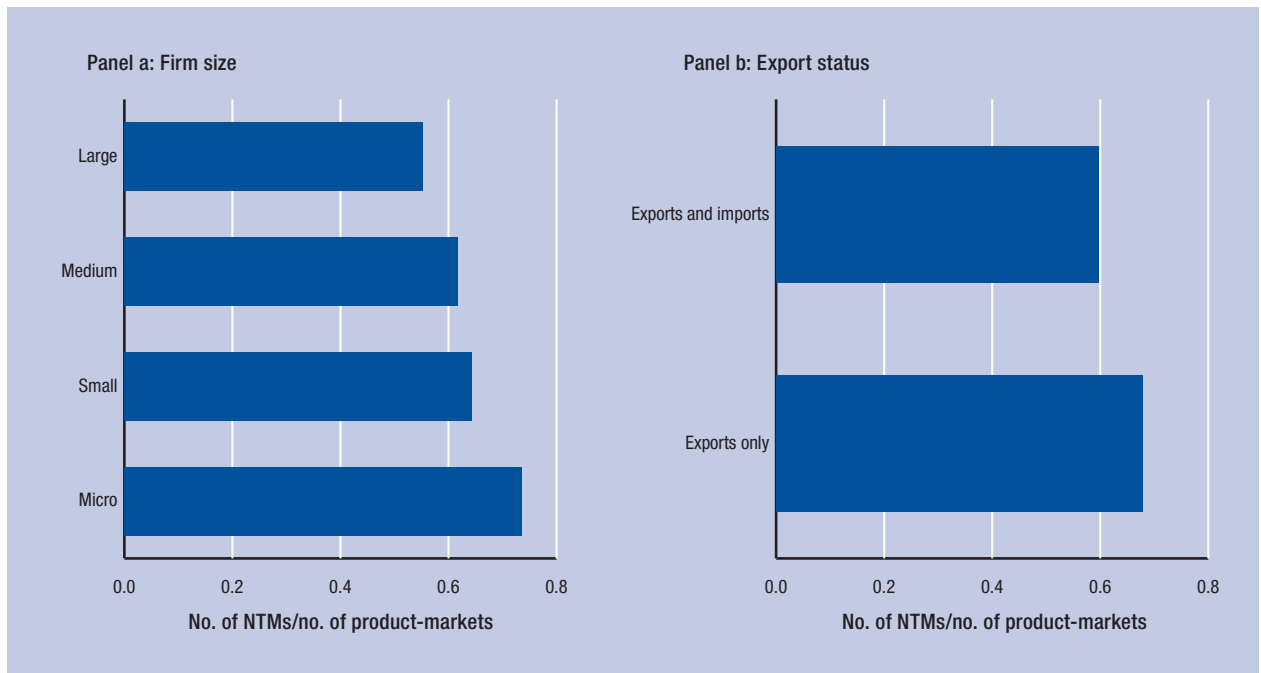
Source: ITC's NTM survey data; author's calculations.

Figure A2: Types of NTMs by firm size

Panel a: Micro

Panel b: Small

Panel c: Medium

Panel d: Large

Legend:
- ■ Technical requirements
- □ Conformity assessment
- ■ Pre-shipment inspection and other entry formalities
- ■ Charges, taxes, and other para-tariff measures
- ■ Rules of origin and related certificate of origin
- ■ Export-related measures
- ■ Procedural obstacles
- ■ Other
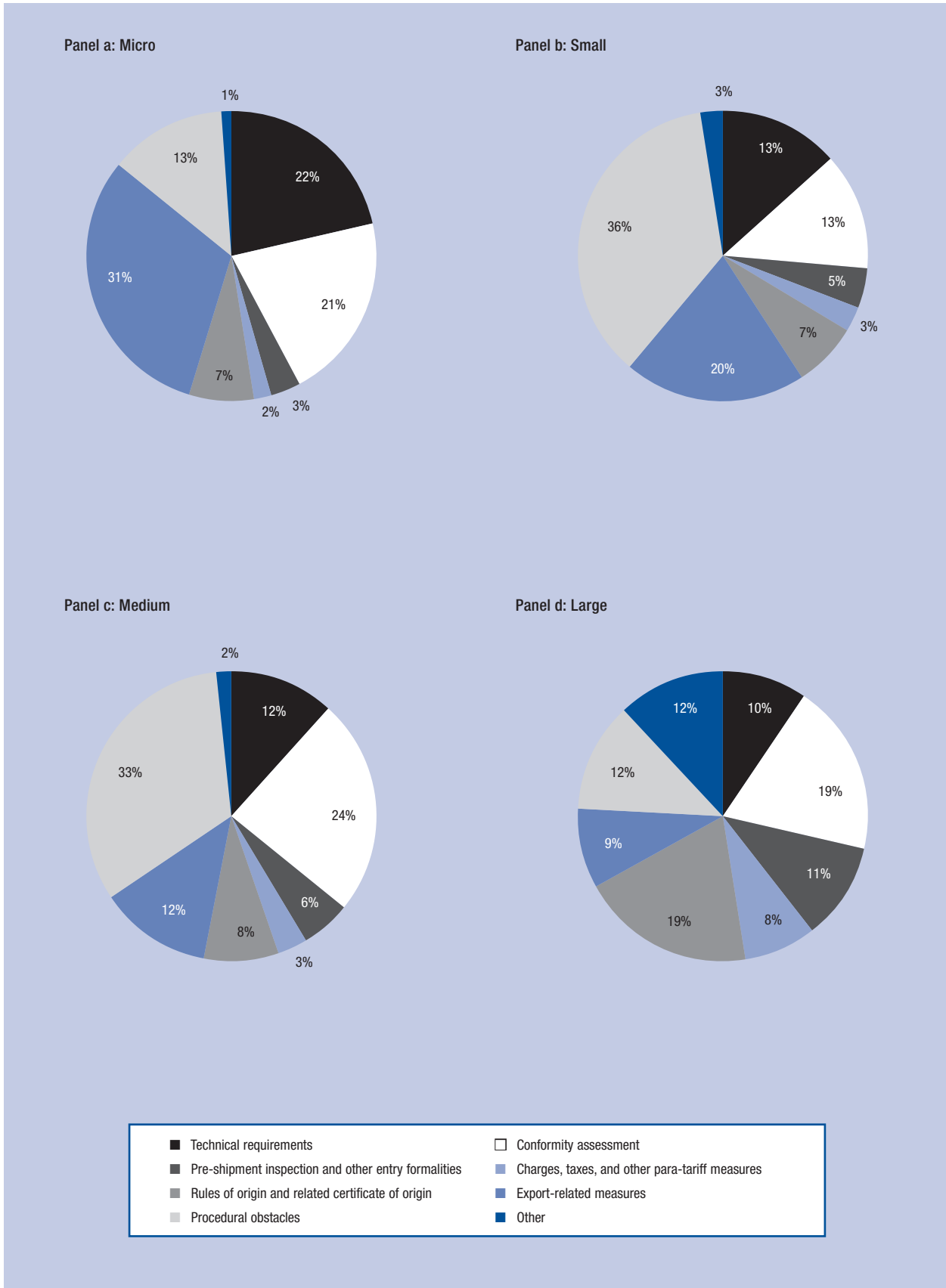
Source: ITC's NTM survey data; author's calculations.

Expansion of Customs-Business Partnerships in the 21st Century

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Customs is uniquely placed among border agencies as being empowered to access information on every cross-border transaction and to stop those that are illegitimate. Traditionally, most customs administrations are concerned with collecting duties and taxes at the border, controlling goods entering and leaving national territories, and imposing penalties on unlawful actions. In the face of such regulatory mandates, business often feels frustrated with customs officers when doing business. In addition, business perception indexes frequently consider customs to be among the most corrupt public institutions,[1] and complicated border procedures are considered to be a major non-tariff barrier that hinders business activities. As a result of these factors, as well as other complaints such as unnecessary delays at borders, business and customs officers are often in conflict.[2]

However, the 21st century has seen an improvement in relations between customs and business worldwide. One noticeable change is that more customs authorities have adopted client-centric policies.[3] The main aim of this approach is to make customs more responsive to stakeholders by guaranteeing specific standards for service delivery, providing a substitute for competition and a benchmark for measuring service quality.[4]

The roles and functions of customs have evolved with the ever-changing domestic and international environment. As a result, trade facilitation—which entails the simplification and harmonization of customs procedures—is now one of the key challenges for many customs administrations (Figure 1). Effective and efficient customs administrations contribute to facilitating legitimate trade, which is an engine of sustainable economic development. Accordingly, experiences to date suggest that many customs authorities in both developed and developing countries have recognized that productive interaction with business is essential for effective and efficient customs administrations.

Many customs administrations around the world have endeavored to work together with business. Good partnerships are important for any function of customs authorities, including revenue collection, trade facilitation, protection of industry/citizens, and trade security. These partnerships are equally important to anti-corruption and customs reform as well as modernization efforts. Customs' experiences show that closer cooperation and collaboration with business are beneficial to both customs and business. Benefits to customs may include improved trade security, trade efficiency, and effective enforcement. The trade community is able to benefit from prompt customs clearance, low trade transaction costs, transparency, and predictability of customs procedures. In essence, trade facilitation is a common objective and mutual trust is vital. To this end, customs should be cognizant of the complexity and vulnerability of the international trade supply chain, and understand the needs and priorities of the business. At the same time, businesses should be aware of border regulations and how customs systems operate in order to maintain a high level of compliance with customs laws and regulations.

Figure 1: Evolution of customs functions and international standards and tools

Revenue collection

Protection of industry

Protection of citizens

Trade facilitation

Trade security

Environmental issues

CUSTOMS FUNCTION

Revenue Package
Fair and efficient collection of revenue, clas-
sification valuation, origin, etc.

RILO & CEN
Exchange of information and joint operations
for drug trafficking, precursor chemicals,
counterfeit trademarks and pirated copyrights
goods, etc.

**Revised Kyoto Convention, technology,
and risk management**

**SAFE standards, Authorized Economic
Operator, etc.**

Green customs initiative, etc.

Source: WCO.

A common challenge for customs administrations is to develop and maintain good relationships with business. The next section of this chapter covers international instruments and tools related to customs-business partnerships. The following section highlights key activities undertaken by the World Customs Organization (WCO) to strengthen the relationship of customs with the business community.[5] Several lessons learned from customs administrations are then presented, and the conclusion follows.

INTERNATIONAL INSTRUMENTS AND TOOLS

International standards can inculcate a common language between customs and business. The WCO has developed and maintains a variety of international customs-related instruments and tools, several of which directly address the partnership between customs and business.[6] This section summarizes several of the key instruments and tools developed by the WCO for customs-business partnerships.

The WCO strategy document *Customs in the 21st Century* identifies customs-trade partnerships as one of the ten building blocks that serve as fundamentals of modern customs administrations in the 21st century.[7] In particular, it states that:

> *Customs in the 21st Century should enter into strategic pacts with trusted economic operators. Customs needs to understand the concerns of business, while business needs to know the requirements of Customs. Most importantly, there is a need to translate this relationship into a partnership that results in mutually beneficial outcomes.*[8]

The Revised Kyoto Convention (RKC) provides for a series of standards aimed at enhancing the transparency and predictability of customs procedures for business.[9] Among these are Standard 3.32 concerning special procedures for authorized persons, Standard 9.2 concerning prior publication of new or amended legislation, Standard 9.9 concerning binding rulings,[10] and Standards 10.1 through 10.5 concerning appeals procedures. In particular, the general principles include the mandatory Standard 1.3, which states:

> *Customs shall institute and maintain formal consultative relationships with the trade to increase co-operation and facilitate participation in establishing the most effective methods of working commensurate with national provisions and international agreements.*

Customs and business partnership is the second pillar of the *SAFE Framework of Standards to Secure and Facilitate Global Trade* (SAFE Framework).[11]

This pillar consists of six standards: partnership, security, authorization, technology, communication, and facilitation. Built on the RKC's *authorized person* concept, the authorized economic operator (AEO) concept entails providing benefits to businesses that have been validated by customs as meeting certain regulatory standards. This is particularly relevant under circumstances where customs relies more on audit-based controls than on transaction-based controls.

Partnerships with business are also stressed in the customs reform and modernization process. In the *WCO Customs Capacity Building Strategy,* the private sector is identified as playing an important role in capacity-building activities.[12] The private sector could use its influence with governments to direct necessary resources to customs reform and modernization efforts, and it could support sound capacity-building initiatives either through training and technical assistance or through direct funding support. The private sector also has a responsibility to provide support by participating in consultative forums or by adopting modern and ethical business standards.

Border enforcement against goods that infringe intellectual property rights (IPRs) is another area in which closer cooperation between customs and business is needed. Seizing infringing goods at the border is an efficient and effective means of protecting IPRs, as international trade reportedly accounts for over half of global counterfeiting and piracy.[13] A secure tool for communication between customs and IPR holders, called *Interface Public-Members* (IPM),[14] was launched in 2010 to facilitate the exchange of information between customs and IPR holders (Figure 2). The IPM contains numerous functions, including a genuine/fake database that provides frontline customs officers at the border with real-time information to help them distinguish genuine products from fakes and counterfeits.

WCO ACTIVITIES

WCO activities directed at strengthening the relationship of customs with the business community have their origins in the economic declaration of the G-7 London Summit in 1991, in which the WCO was invited to strengthen its cooperation with business associations in order to "improve the capacity of law enforcement agencies to target illicit drug movements without hindering the legitimate circulation of persons and goods."[15] To date, the WCO has signed Memoranda of Understanding (MOUs) with more than 30 business associations, including the International Chamber of Commerce (ICC) and the Global Express Association (GEA). Most of these MOUs have been revised recently to broaden the scope of information-sharing from illegal drug–related areas to include wider operations and performance. In 2011, for example, the ICC and the WCO renewed their understanding about promoting and supporting efficiency in customs control and facilitation. That MOU also sets out a list of agreed activities and improved channels of communication.[16]

Given its importance, the WCO selected customs-business partnerships as the theme for International

Figure 2: Interface Public-Members (IPM)

IPM enables Right Holders...

to communicate...

IPM

with a multitude of stakeholders (customs, representatives and others) in an effort to prevent counterfeiting
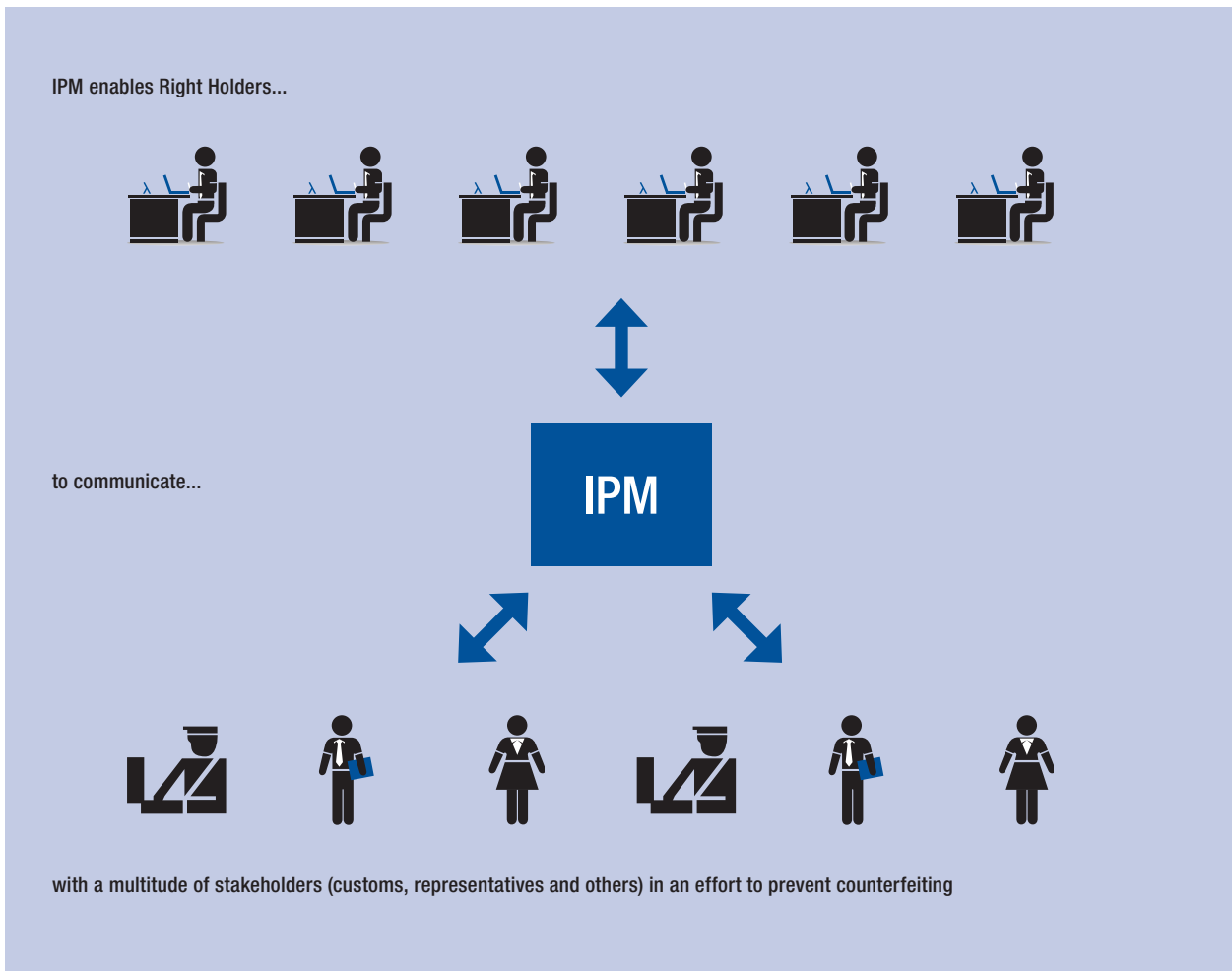
Source: WCO.

Customs Day in 2010, under which the international customs community collectively supported and improved these relationships in order to assist the achievement of key objectives, especially effective customs controls coupled with trade facilitation. Under the theme for 2011, which was "Knowledge," the importance of sharing and accumulating knowledge for a better understanding between customs and business was emphasized. The theme selected for 2012 is "Connectivity." Although it covers broader issues than previous themes—in the areas of people, institutions, and information, for example—the customs-business partnership remains an essential element.

The WCO makes a maximum effort to seek the views of the private sector when developing or revising its customs instruments and tools. A number of business associations attend various WCO meetings as observers. In addition, the Private Sector Consultative Group (PSCG),[17] whose membership is composed of private companies and associations related to the trade and transport industries, provides collective advice. In fact, many of the PSCG's valuable suggestions and proposals have been reflected in new or revised WCO tools and instruments.

Close cooperation on the part of business is a precondition for most of the WCO's customs enforcement and trade facilitation programs. For example, using a secure communication tool called the "WCO Customs Enforcement Network (CEN) applications," the customs community—in cooperation with business and relevant international organizations—collectively conducted more than 30 border enforcement operations in the second half of 2011, targeting specific high-risk goods such as narcotics and tobacco, counterfeit trademark and pirated copyright goods, and environmentally sensitive goods. Moreover, in order to facilitate measuring the time required for the release of goods, the WCO's *Time Release Study Guide* calls for special cooperation and collaboration from the trade and transport community.[18]

Last but not least, the WCO has regularly organized many training sessions for business on technical matters such as rules of origin, the classification of goods, and IPR border enforcement. For example, both events of the Open Day for Trade and the Knowledge Academy for Customs & Trade provide opportunities for the private sector to learn more about the WCO, international customs standards, and the international

customs community, leading to improved compliance with customs requirements. In addition, many events are organized jointly with business, or for business. Among others, the Global Congress on Combating Counterfeiting and Piracy is convened every two years jointly by the International Criminal Police Organization (ICPO– INTERPOL), the WCO, the World Intellectual Property Organization (WIPO), the ICC/BASCAP,[19] and the International Trademark Association (INTA). Two annual technology-related events—the IT Conference & Exhibition and the Technology & Innovation Forum— attract hundreds of participants from customs, business, and academia.

LESSONS LEARNED

A public-private partnership (PPP) is generally defined as "a venture between a government agency and one or more private companies in which the private party provides a public service or project and assumes either partial or full responsibility in the area of financial, technical and operational risks."[20] In the customs context, this can be interpreted as meaning that the stakeholder assumes greater responsibility in traditional customs work. Because of the wide assortment of PPP models, a close partnership between customs and business can be achieved in a variety ways. In many countries, the private sector plays an important role as a stakeholder, as a partner, and as a service provider, and customs is able to benefit from the private sector's involvement through consultation, collaboration, and contracting.[21]

Consultation

Consulting with business is one of the most prevalent ways to promote customs-business partnerships; this consultation may take place at the national and local levels, and in both formal and informal ways.[22] A joint forum or group with representatives of both the public and the private side is common; a public comment system on a specific topic is another method frequently used. The actual voices of users are valuable assets for customs when it comes to assessing and improving customs services. Representatives from the private sector join forums or groups as stakeholders, and an important mechanism for dialogue is provided in order to ensure that interests and strategic directions are mutually understood, where appropriate.

In particular, consultation or dialogue with business plays an important role in customs reform and modernization efforts. In Peru, for example, the success of the customs modernization process can be explained partly by the transformation of a relationship with the private sector into a solid partnership based on dialogue to the benefit of all sides.[23] The role of the private sector in customs modernization programs was also highlighted in connection with the strengthening of capacities in each member state of the East African Community.[24]

Prior consultation—described as consultation on new or amended customs rules and regulations prior to their entry into force—is another trend, particularly in developed countries. In this model, business acts as a stakeholder in the development and implementation of customs legislation and policies. When the European Commission develops proposals for customs policy and legislation, consultations with business are institutionalized in its procedures.[25] In accordance with these procedures, for example, the European Commission sought contributions from stakeholders when reviewing the EU legislation on customs enforcement of IPRs; the proposed texts, which take those contributions into account, are currently under consideration.[26]

As one of the WCO's pilot projects on integrity, Moroccan Customs has established the Observatory to fight corruption and enhance integrity for traders and customs officials.[27] The Observatory—with representatives from customs and relevant business associations—is tasked with consolidating complaints from the customs and business sides regarding corrupt behaviors, identifying problems, analyzing those problems, and finding solutions.

Collaboration

Customs-business collaboration at the border is effective in the trade security and customs enforcement in particular. Information provided by business is extremely useful when identifying high-risk cargoes and passengers/crews. For close cooperation, customs administrations often conclude individual partnership arrangements with business through MOUs or in an informal way. Each customs administration has its own programs and operations. Hong Kong Customs, for example, launched the Strategic Control Scheme on Hazardous Waste, under which a joint examination of high-risk shipments is conducted with shipping companies. A substantial amount of illegal hazardous waste has been denied entry thanks to this cooperative arrangement with shipping companies.[28]

Enhancing voluntary compliance by the private sector also becomes a key strategy of customs administrations. For instance, Irish Customs has created a customer-oriented system coupled with a strategy to maximize voluntary compliance by the business, particularly small-medium enterprises.[29] Since creating good will as partners in the private sector is essential in order to improve compliance, regular business perception surveys on customs work have become a benchmarking tool for Irish Customs.

Further examples that rely on voluntary compliance by the private sector are trusted/authorized trader programs and AEO programs. In both types of program, customs shares its responsibilities with those private companies that have a high level of compliance. In trusted/authorized trader programs, those who demonstrate good compliance with customs requirements and meet conditions specified by customs are entitled to benefit from special procedures such as a low frequency of customs intervention, depending on national laws and regulations. Assuming that cargo dealt by the trusted/authorized trader is low risk enables customs to focus its resources on the high-risk cargoes.

Under AEO programs, on the other hand, if AEO status is awarded to economic operators,[30] they must meet minimum standards of trade supply-chain security under an accreditation process managed by customs. As of May 2011, 16 AEO programs were operational in 42 countries, including Argentina, Canada, China, Costa Rica, Guatemala, Japan, Jordan, the Republic of Korea, Malaysia, New Zealand, Norway, Singapore, Switzerland, the United States, and 27 EU Member States, although their scope, the type of operator, and the benefits granted vary from program to program.[31]

Considering the financial constraints of governments and their frequent lack of technical capacity and infrastructure, customs-business partnerships often provide a solution in developing and maintaining customs IT systems. In addition, the electronic single-window concept—where a single electronic submission of information fulfills all cross-border regulatory requirements—is considered to be an effective trade facilitation measure. Although in most cases customs administrations manage IT systems for single-window service, either alone or jointly with other government agencies, in several cases a single-window service is run by a private company. The WCO 2011 survey on single-window implementation revealed that the private sector provides the single-window service in 14 percent of the countries surveyed, and its maintenance and operation are funded by a PPP in 10 percent of the countries surveyed.[32] Ghana, Mauritius, Senegal, and Singapore are among the countries that have set up a PPP enterprise for a single-window platform.

In another instance of collaboration, in Mozambique an innovative initiative has been launched to optimize revenue collection.[33] Various cooperative mechanisms that act between customs and the informal sector stimulate the informal trade sector to become part of the formal tax environment. Because informal traders with a maximum of 10 employees and not registered with the tax authority account for a significant proportion of Mozambique's economy, this initiative is expected to have a significant positive impact on revenue collection as well as trade facilitation.

Contracting

Governments may choose private-sector services to complement or augment government resources and capabilities. Supporting operations ranging from printing customs legislation and tariffs to designing customs websites, repairing and maintaining facilities and equipment, and conducting research into specific topics are typically outsourced to private companies.[34] This option may be more cost effective than in-house operations for reasons of economic scale, expertise, technology, and the stimulation provided by competition in the private sector. In addition, the outsourcing of supporting functions to the private sector enables customs administrations to focus their scarce resources on their core activities.

Through a contract with a government, certain core customs activities may be outsourced to private companies that conduct Preshipment Inspection

(PSI) or Destination Inspection (DI) activities. As their names suggest, PSI activities are conducted in exporting countries in order to verify the quality, the quantity, the price, and/or the customs classification of exported goods,[35] while DI activities are carried out, in combination with scanning technology, on imported goods in importing countries. PSI/DI is introduced to enhance customs functions as a stop-gap measure while waiting for customs reform and modernization. According to the WTO, as of November 2011 at least 25 countries, most of which are in sub-Sahara Africa, had contracts with private inspection entities for PSI/DI.[36]

It is important to note, however, that such services should be considered not as a permanent substitute for the customs authority, but as a temporary measure. Primarily as a consequence of critical assessments of the performance of inspection companies and inefficient capacity-building and training activities, many customs administrations have exited these outsourcing contracts. With its accumulated knowledge, the WCO is able to assist its Members with the process of discontinuing the contracts. There are certain circumstances where the hiring of inspection companies could be justified because of the lack of expertise, as in the case of a post-conflict reconstruction situation. In such cases, contracts with PSI/DI companies as service providers should be accompanied by active planning for an exit strategy within the context of a capacity-building or customs modernization program, and the PSI/DI companies should work in compliance with the WTO Agreement on PSI and relevant WTO's recommendations.

CONCLUSION

Effectively and efficiently facilitating legitimate trade without compromising customs controls is a common challenge shared by all customs administrations. The continuous modernization and reform of customs in the face of the ever-changing circumstances of international trade is also essential. To this end, a good partnership with business is a key to success. However, a variety of options exist for achieving a good partnership with business. One size does not fit all, and all customs authorities should make every effort to find the best solutions for their particular situation. In support of their efforts, the WCO has provided its Members with various opportunities to share their experiences and best practices. It has also developed customs tools and instruments and conducts capacity-building activities and organizes events jointly with business. The WCO will continue to move forward in this direction with its Members.

Customs-business partnerships have expanded and evolved to reach a new phase, which includes more proactive engagement of the private sector in traditional customs work. The result is a shared responsibility with the public sector through consultation, collaboration, and contracting. Customs authorities should work with business in order to achieve their common and respective goals. To this end, more customs administrations have adopted service charters

that place a client-centric approach at the heart of their operations. Performance indicators are introduced to regularly monitor outputs and outcomes to serve as feedback to improve the commitment. With diligent work, the business perception of customs can be improved, a development that is reflected in business perception indexes—including the Enabling Trade Index of *The Global Enabling Trade Report.*

NOTES

1 Transparency International 2009.

2 Grainger 2011.

3 Jeannard 2010.

4 Ireland et al. 2011

5 The WCO was established in 1952 as the intergovernmental organization dealing with customs matters. It currently represents 177 customs administrations, which together process over 98 percent of world trade. For further information, visit www.wcoomd. org.

6 Zhang et al. 2010.

7 WCO 2008.

8 WCO 2008, p. 7.

9 The RKC is the international convention with the formal title of "INTERNATIONAL CONVENTION ON THE SIMPLIFICATION AND HARMONIZATION OF CUSTOMS PROCEDURES (as amended)" (WCO 1999). It entered into force in February 2006, and currently has 77 contracting parties.

10 RKC's Standard 9.9 concerning binding rulings is supported by two WCO Recommendations: *RECOMMENDATION ON THE IMPROVEMENT OF TARIFF CLASSIFICATION WORK AND RELATED INFRASTRUCTURE (25 June 1998)* and *RECOMMENDATION ON THE INTRODUCTION OF PROGRAMMES FOR BINDING PRE-ENTRY CLASSIFICATION INFORMATION (18 June 1996).* Further information is available at www.wcoomd.org.

11 The SAFE Framework is a non-binding instrument, adopted in 2005 and revised in 2007 and 2011. See WCO 2011a.

12 WCO 2003.

13 Frontier Econmics Ltd 2011.

14 Further information on IPM is available at http://ipmpromo. wcoomdpublications.org.

15 Ministry of Foreign Affairs of Japan 1991, para 62.

16 WCO 2011b.

17 Further information on PSCG is available at www.wcopscg.org.

18 WCO 2011c.

19 BASCAP (Business Action to Stop Counterfeiting and Piracy) is an initiative launched by the ICC.

20 *Public-Private Partnerships: Global Trade Facilitation Partnership for Transportation and Trade (GFP).* Further information is available at www.gfptt.org.

21 Grainger 2011.

22 Grainger 2011; APEC 2006.

23 CO 2010a.

24 WCO 2010b.

25 WCO 2010c.

26 EC 2010.

27 WCO 2010d.

28 WCO 2010e.

29 Feehily 2009.

30 *Economic operators* include, among others, manufacturers, importers, exporters, brokers, carriers, consolidators, intermediaries, ports, airports, terminal operators, integrated operators, warehouses, and distributors.

31 Polner 2011.

32 Choi 2011.

33 WCO 2010f.

34 Grainger 2011.

35 Article 1 of the WTO Agreement on Preshipment Inspection.

36 WTO 2011.

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The Merchant Fleet: A Facilitator of World Trade

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This chapter attempts to present the world merchant fleet in the context of world trade, to explain some of the challenges the industry is facing, and to consider how some of these challenges can work as potential trade barriers.

The analysis will include a brief overview of recent maritime industry history and the current cost of seaborne trade, followed by a look at the opportunities to be found in terms of coping with three key issues: (1) fuel cost, (2) an expected decade of environmental regulation, and (3) fleet renewal.

SHIPPING AND WORLD TRADE

The merchant fleet broadly consists of bulk carriers (bulkers), which are designed to transport unpackaged bulk cargo; tankers, which are designed to transport liquid cargo; and container ships. Together these vessels account for 85 percent of the fleet. Niche segments—such as gas carriers, car carriers, and refrigerated vessels—account for the remaining 15 percent. The entire fleet comprises more than 50,000 seagoing vessels, with a total carrying capacity of close to 1.4 billion metric tons.[1] The economic life expectancy of a ship is typically 25 years.

In 1950 the world seaborne trade comprised about 0.5 billion metric tons, whereas today it has expanded to about 9 billion metric tons. Thus seaborne trade has grown about 18-fold, while GDP has grown roughly eight- or ninefold in the same period. In volume terms, according to Lloyd's Marine Intelligence, 75 percent of world trade is by sea whereas 16 percent is rail and road, 9 percent by pipeline, and 0.3 percent by air. The expansion of world trade has accelerated in the last decade, coinciding with China joining the World Trade Organization. Shipowners and shipyards reacted to this by building more ships to accommodate the growth in demand. As a result, from a historical perspective, the current fleet is very modern.

In value terms, seaborne trade accounts for about 60 percent of world trade. The value of all of world trade today is about US$15 trillion, of which US$9 trillion is by sea. To put this into perspective, total world GDP is about US$63 trillion. GDP growth influences trade growth, but GDP growth is in turn affected by factors such as trade barriers, foreign direct investment, and infrastructure development.

The primary development seen in the shipping industry since the 1950s is the appearance of the container ship. Over the last 60 years, the seaborne container trade has grown from zero to about 1.5 billion metric tons. In 2010, the global value of the seaborne container trade we believe is about US$5.6 trillion, which is about 60 percent of the world's seaborne trade. The remaining US$3.4 trillion, or 40 percent of world seaborne trade, is comprised mainly of commodities such as oil and oil products, iron ore, coal, grain, and other minor bulk cargoes.

Figure 1: Daily cost of moving 65,000 metric tons of coal

- Total daily cost of running the vessel
- Daily cost of hiring the vessel
- Daily cost of fueling the vessel
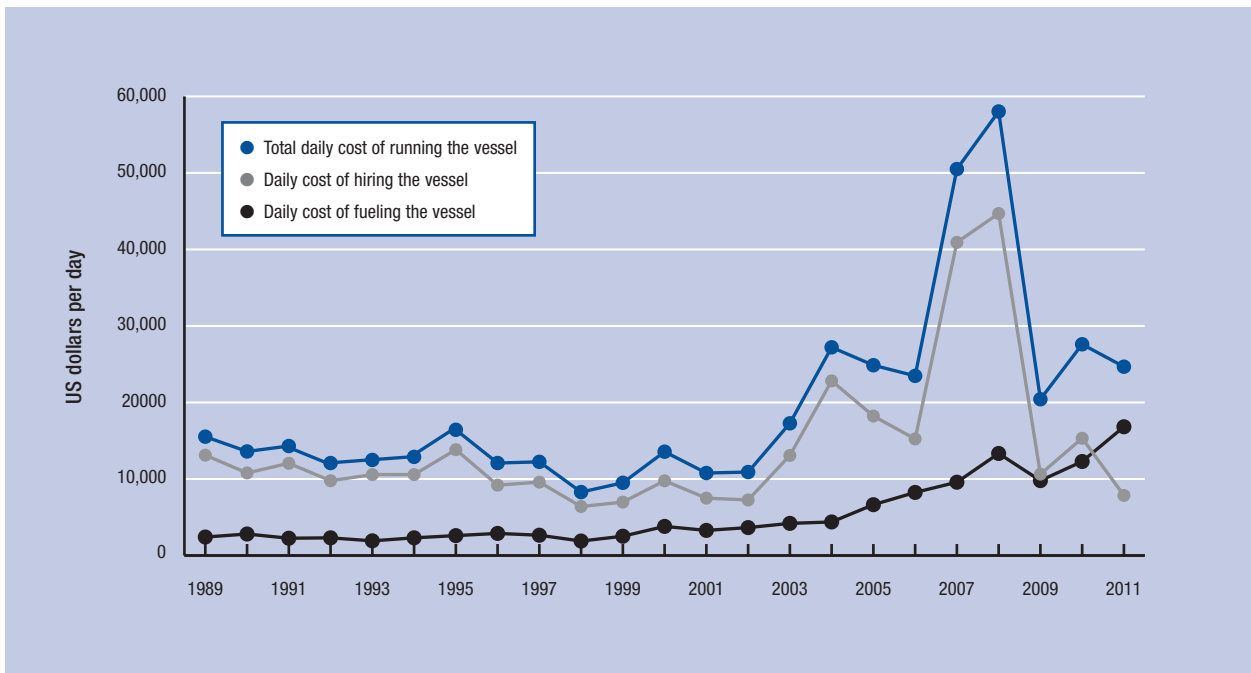
Sources: Clarksons Research Services Ltd; DNB Bank ASA.

THE CURRENT COST OF SHIPPING GOODS AND BUILDING SHIPS

The cost of seaborne transportation today for major commodities is in the region of 2 to 15 percent of the cost of the commodity. Transportation distance is the main driver of this cost: for example, transporting iron ore from Brazil to China would cost about 15 percent of the cost of the ore itself, whereas transporting the iron ore from Australia to China would cost only 6 percent of the cost of the ore.

There is no specific fixed value for the contents of a container, because contents vary. But a crude approximation of average content value can be derived by dividing the global seaborne container trade of US$5.6 trillion by 140 million containers: this gives an average content value of US$42,000. A container can be shipped from the Far East to Europe for US$1,000, which means that the cost of shipping is roughly 2.4 percent of the value of the contents.

The daily cost of transporting the foremost commodities—iron ore and oil—is historically high, even though the actual earnings of the shipowners operating in the spot market are below their breakeven point.

The Clarksons' ClarkSea earnings index has fallen from a peak in excess of 46,000 points in mid 2008 to 8,761 points on average so far in 2012. In comparison, the last low point occurred in 2002, when the index stood at 10,341 points. The average for 2002–11 was 21,000 points, whereas the average for the last three years (2009–11) was 12,000 points.

The graph in Figure 1 shows that the current cost of fuel for the transportation of coal is the key cost component and currently stands at about 80 percent of the cost of the coal. It can be further noted that fuel cost has been higher than transportation cost in the last two decades except during the last 5 years. In the last 10 years, the average bunker price was about US$340 per metric ton; today the price is more than US$700 per metric ton. Currently the daily breakeven cost of moving such a coal cargo is in excess of US$30,000 per day when including fuel, operating costs, and vessel amortizing costs. At breakeven, fuel accounts for about 60 percent of total cost.

Back in 2002, for example, the cost of building a very large crude carrier (VLCC) was US$64 million. At the peak of the market in 2008, the price was US$150 million. The construction cost for such a vessel today is quoted at US$90 million. Current prices for constructing new ships are now between 30 percent and 45 percent higher than they were in 2002. Such an increase over 10 years, when taking into account the rise in steel prices and in the costs of compliance with regulations introduced during the period to improve the quality of ships, is not excessively high. In fact, we may be at a low point in terms of new ship construction cost.

Port congestion, however, is one variable that is not controlled by the shipowner. Port congestion is primarily a problem for dry commodities, such as ore and coal. The dry cargo fleet currently spends about 6 percent of its time idle in ports because of the lack of infrastructure for getting the cargo onboard in a timely fashion. This

Figure 2: Savings opportunities with new technology: Fuel price US$500 per metric ton—illustration of savings with new technology versus old technology
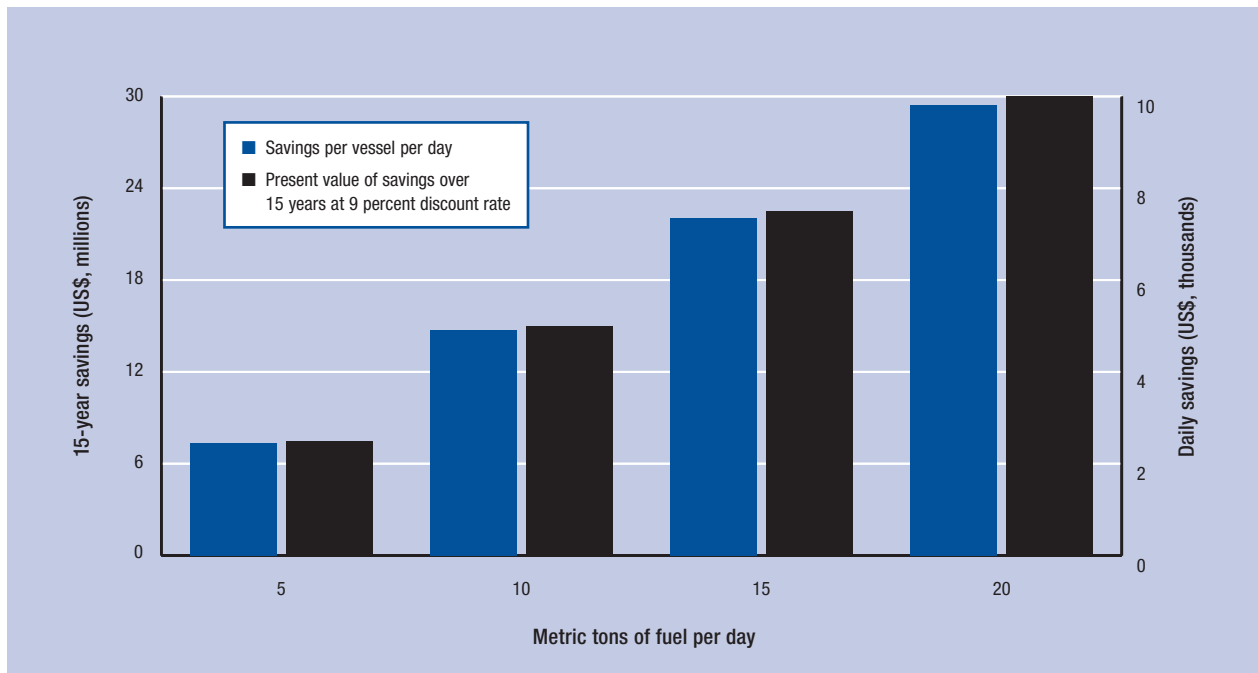
Source: Author's estimates.

equates to roughly 20 days of lost efficiency. Assuming 9,000 bulk carriers at a cost of US$10,000 per day, the annual global cost of this inefficiency is about US$18 billion. With possible future increases in demand, congestion is likely to increase.

In summary, in the current market situation freight rates are high but not sufficient for shipowners to break even because of the high cost of fuel. Thus demand for ships has dropped, resulting in substantially lower ship values and in a lower cost of building new ships.

ADJUSTING TO HIGH FUEL PRICES
The whole industry is adjusting to high fuel costs by reducing speed (a method called *slowsteaming*) in order to reduce consumption. In general, existing vessels in similar segments of the fleet have rather similar fuel consumption needs, regardless of their age.

By slowing a vessel down from 15 knots to 11 knots, fuel consumption may well be reduced by 50 percent. On the run from Brazil to China, for example, this means a round-trip increase from 65 days to 86 days. For a typical ship carrying iron ore on this route, the fuel cost would be reduced by close to US$1 million. The cargo is worth close to US$25 million. Assuming a 10 percent holding cost of the cargo value for the additional 10.5 sailing days on the laden leg, the cost increase in sailing time is about US$80,000.

The value of the cargo on board a VLCC at today's oil prices (April 2012) of about US$120 per barrel is about US$240 million. A container ship with 10,000 containers with a value of US$42,000 each yields a

total cargo value of US$420 million. Slowsteaming with such valuable cargoes seems to be beneficial even after compensating the cargo owners for costs associated with holding such inventory. Thus there is an opportunity to reduce cost by reducing speed and at the same time financially compensating the cargo owner for the loss of time caused by slower speeds.

The rise in bunker price, coupled with the implementation of new emission control regulations, is making the industry focus more on fuel efficiency. Already new designs promise a 20 percent reduction in fuel consumption.

For a new-design VLCC, the reduction in consumption over that of a five-year-old vessel is in the region of 20 metric tons of fuel per day, which implies a daily savings of US$10,000 on average. On an annual basis, this savings comes to US$3.65 million. Assuming 15 years of trading, a constant fuel price, and a discount rate of 9 percent, the present value of the savings is close to US$30 million (see Figure 2). This is about 33 percent of the cost of the asset, currently priced at US$90 million. It may be a fair assumption that the shipowner will retain half of these savings. Recently delivered vessels that are built with the previous year's technology should then be valued at US$75 million. Resale value for a ship to be delivered this year (one built with old technology) is estimated by some to be US$85 million.

Doing a similar exercise for a large dry cargo vessel, annual savings are in the region of US$1.8 million with a net present value of US$18 million, which equates

to 37 percent of the cost of the asset. Doing the same for a 10,000 twenty-foot equivalent container ship, the annual savings is in the region of US$5.8 million with a net present value of US$46 million, which equates to 42 percent of the cost of the asset. Across the sectors of the fleet, substantial savings are possible by using an eco ship. The present value is in the range of 30 to 40 percent of the value of the asset.

It is important to note that there is a difference between shipyards' research and development departments, and they are not equally good on design. Many yards have traditionally focused on producing tonnage as cheaply as possible; these yards have not paid much attention to fuel efficiency. There is already a two-tier, or perhaps even a three-tier, market in the quality of vessels that shipyards produce. This will be intensified as eco ships become prevalent because the top-quality yards are typically those with good research and development capability.

In sum, the fuel-cost challenge is likely to have three main consequences. First will be a reduction of speed, which reduces fuel consumption. Second, pressure is being felt to build ships that are more fuel efficient. Third, inefficient vessels will lose ground to fuel-efficient vessels, and the rate of scrapping older ships is therefore likely to increase.

RULES AND REGULATIONS IN THE COMING DECADE

Regulators are moving onto the high seas with strict emission controls for sulfur and ballast water. The regulations are likely to be delayed because of technological and logistical issues, but by 2015 owners will have to adhere to a stricter regime.

However, the initial phase of requiring less than 1 percent sulfur in the fuel oil when trading in Emission Control Areas (ECA) in coastal areas such as the Baltic and the North Sea has worked smoothly. The global deep-sea limit of 3.5 percent sulfur in fuel oil has also come into force. Beginning in August, 2012, the United States will be introducing an ECA within 200 nautical miles. It is expected that Tokyo Bay, Singapore, Hong Kong, the Mediterranean, and the Caribbean will follow shortly. The challenge for the fleet is to meet the 2015 limit of 0.1 percent sulfur content within ECAs. By the year 2020, the limit of sulfur in international waters is to come down to 0.5 percent. In effect, the 2015 and 2020 limits will mean that the industry will have to burn marine diesel oil (MDO) or marine gas oil instead of heavy fuel oil (HFO). Currently there is not sufficient refining capacity to take the industry from residual fuel to middle distillates.

The price difference between HFO and MDO is about US$300 per metric ton. The technology—scrubbers that can clean the exhaust in order to reduce sulfur content—does exist. It appears that the price for average size ships (smaller than capesize vessels and VLCCs) is in the region of US$3.5 million for new construction and US$4 million plus for a retrofit.

Assuming a fuel consumption of 30 metric tons per day on an average size ship, the annual price of HFO is US$7.7 million whereas the annual price of MDO is US$11 million. The one-year differential of US$3.3 million

is in line with the cost of a scrubber. In order to comply with the 2015 ECA sulfur limit, the need for fuel oil segregation on board will be an issue for some vessels.

Alongside emission control, the merchant fleet has to adapt to ballast water treatment in order to prevent contaminated water and unwanted species from being carried from one region to another. Implementation is at the early stages, and some newly constructed ships have been fitted with the system. The system will be compulsory by 2015, but suppliers and yards will have to have the capacity in terms of production and the logistics to retrofit the existing fleet. Prices of ballast water treatment systems are in the region of US$1 to 4 million, depending on the size of the vessel, and such a system requires 30 to 45 days in a yard to be fitted. In the case of a VLCC, spending 45 days in a yard represents a million dollars in lost revenue in today's market.

Both scrubbers and ballast water treatment will demand a great deal from suppliers and yards for retrofits. Timelines are likely to be pushed back. However, investment decisions will be difficult because technology is still under development, cut-off dates uncertain, and it is difficult to know when and how to choose MDO or HFO as fuel. The cost of fitting the necessary equipment is likely to come down as technology improves, but there will still be the logistical issue of fitting equipment and downtime, which will necessarily lead to a one-off loss of income.

Even if HFO remains the primary fuel for the merchant fleet, it will become more expensive because it will have a lower sulfur content than the fuel currently in use. Older ships are likely to be scrapped because upgrading them will be uneconomical. Furthermore, fuel cost will rise as consequence of having to burn cleaner fuel.

The lack of clarity in implementation dates and exactly what the requirements and limits will be contributes to an uncertainty that itself may become a trade barrier. Not being able to plan increases risk. Not being able to implement new technology hampers development when it cannot be tested in real life.

RENEWAL OF THE FLEET

Rates and ship values are linked, and thus in bad markets, values come down. High scrap steel prices may also entice shipowners to scrap old vessels. Often scrapping coincides with an expensive docking and when expensive upgrades are needed in order to comply with regulation (see Figure 3).

The cost of a VLCC ordered today is US$90 million; a five-year-old vessel today is valued at US$58 million. On average, from 2002 to 2011 a five-year-old vessel was priced at 84 percent of the price of a new construction. Now a five-year-old vessel is priced at 60 percent of a new ship, and a 15-year-old vessel at 25 percent of the cost of building new. A 10-year historic average is not available for 15-year-old vessels, because double-hull tankers came into production early in the 1990s. However, the 2002–11 average ratio of 10-year-old to new construction price was 64 percent. Scrap value is now historically high, and VLCC scrap value is

Figure 3: Scrapping and scrapping indicators
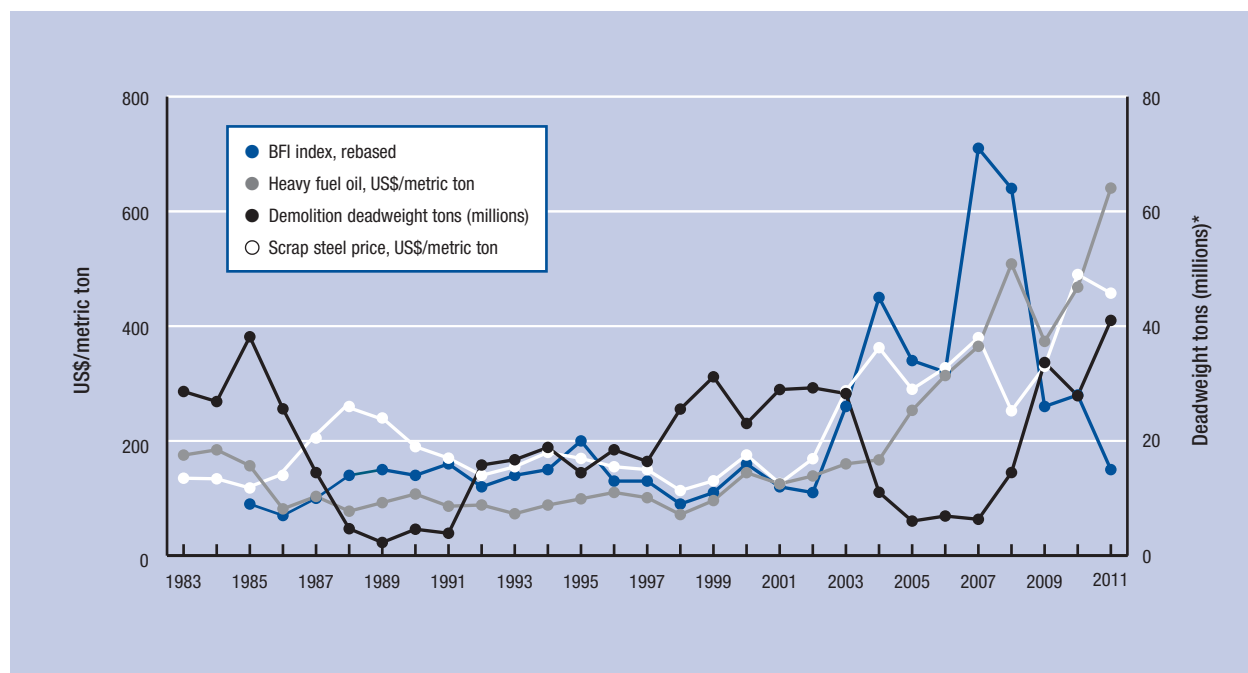
Sources: Clarksons Research Services Ltd; DNB Bank ASA.
* Demolition in million deadweight tons and Baltic Freight Index (BFI) is rebased by dividing the index by 100.

now at 20 percent of the cost of new construction. We see similar trends in the dry cargo and the container segments.

It seems that the fleet is depreciating faster in value than before. It may be the case that the useful life of a non–fuel-efficient ship is 15 years for a VLCC and 20 years for a capesize. When they reach this age, the value of the vessels is close to their scrap value. For crude tankers, many charterers will not take ships older than 15 years. Every five years, ships need to dock and pass a special survey with a classification society.[2] The cost of making any modifications necessary to pass this survey for 15- and 20-year-old vessels may be high. The cost of drydocking a 15-year-old VLCC and a 20-year-old capesize vessel is easily US$3.5 million; 40 days in a shipyard with no income must also be taken into consideration.

As we saw earlier, the earnings of the world global fleet have dropped dramatically. Even the last three years—with average earnings of 60 percent of the 10-year average—have witnessed 115 million deadweight tonnage (DWT) of the fleet being scrapped. This amounts to about 8 percent of the fleet—not a very high percentage, but it has been increasing during the period, and last year some 40 million DWT was scrapped. Earnings have deteriorated since last year by 25 percent and bunker prices have come up by 15 percent. It is not unlikely, then, that scrapping will continue at more than 40 million DWT per annum the next couple of years.

Assume a sluggish world economy and high oil prices for two years, and scrapping 75 million DWT

per annum—or 150 million DWT over the two years—is equal to the entire fleet's vessels that are older than 25 years. But, more importantly, by 2015, 50 million DWT of large tankers will pass the 15-year age mark and 75 million DWT of large bulk carriers will pass the 20-year mark. This level of scrapping for large tankers is equal to 100 percent of the vessels currently on order with the shipyards' orderbooks. In terms of the bulkers, such scrapping is equal to about 60 percent of the order for large bulk carriers.

Scrapping 200 million DWT over the next three years is not unlikely. Current orders are for 340 million DWT, with building capacity for more tonnage in 2013 and 2014. The key to further ordering, apart from what has so far been discussed, is financing capacity.

Most numbers concerning bank capacity in shipping include offshore units such as rigs and supply vessels. An aggregate value of the world fleet—including specialized ships such as chemical tankers, gas tankers, and offshore units—is probably in the region of US$800 to 900 billion. Bank commitments are probably in the region of US$400 to 450 billion. It is likely that this is shrinking because some banks wish to reduce exposure. Over the next couple of years, loan repayments will probably be in the range of US$70 billion per annum, of which US$40 billion is likely to be committed by the banks to new business. Pure shipping orders are to the tune of US$190 billion, or US$270 billion when including offshore units (oil rigs and vessels supporting the offshore industry). It is likely that half of this amount is financed, thus some US$135 billion will need to be

funded over the next two years. At 50 percent of the value of the asset being financed, this represents some US$40 billion per annum. This amount leaves little room for financing either further new construction or secondhand tonnage. However, export credit agencies are expected to play a greater role in new construction because countries such as China, the Republic of Korea, and Brazil are expected to assist in financing ships built at their local yards. Furthermore, the bond market is expected to be part of the funding equation, although that will probably have a greater impact on the offshore side than the shipping side.

There has been a substantial reduction of values and earnings since the height of the market. However, owners with low financial gearing or low operational gearing have weathered the volatile market fairly well. Thus far there have not been many casualties, and most of the ordering spree at high prices has been absorbed into the fleet. However, a prolonged downturn will be a further damper on banks' ability to fund new tonnage.

We expect high scrapping and ships as young as 15 years to be scrapped. We do expect more tonnage to be ordered for 2013/14, but only in limited numbers. A substantial part of the funding will have to come from equity and nonbank debt. It is also to be expected that shipyards that cannot build competitive tonnage will go bankrupt.

CONCLUSION

Continued high oil prices and requirements for cleaner fuel are expected to place an upward pressure on transportation cost. More fuel-efficient tonnage will ease this pressure somewhat over time. However, because of capital constraints and low earnings, the renewal of the fleet in any meaningful way will take time. The current low rates, coupled with high scrap prices, will increase demolition to new peaks—possibly as high as 70 million DWT a year.

A further reduction in speed will reduce the availability of tonnage and put upward pressure on rates. A bit further out in time, tonnage availability will also reduce somewhat because of ships going to shipyards to be upgraded with emissions and ballast water treatment systems.

Once financing is more available, tonnage renewal will accelerate. With fuel costs above US$500 per metric ton, fuel savings of 20 percent or more will be appealing to shipowners. A savings of 10 metric tons per day on average, at US$500 per metric ton, currently has a present value of US$15 million. Thus it is not unlikely that a capesize vessel at a current new construction cost of US$48 million can reduce consumption on average by 10 metric tons daily when slowsteaming. This will be enticing for both owner and charterer. Clarity on emissions technology and improved fuel efficiency will also be catalysts for accelerated renewal, and a pattern of a two-tier merchant fleet will evolve.

The actual cost of the shipping assets is expected to be lower than it was in the last decade. Operating shipping cost inflation is not expected to be high. Thus the cost of the ship itself is not expected to put upward pressure on shipping cost unless there is a shortage of tonnage. For the dry cargo business, better infrastructure around ports will reduce the cost of transportation because ships will wait less time for cargo, thus making the fleet more efficient.

These factors—high fuel cost, congestion in ports, lack of financing, and ability to innovate—will determine the degree to which shipping cost will serve as a significant trade barrier in the future.

NOTES

1   A metric ton is equal to 1,000 kilograms.

2   All ships need to be of a certain quality. Classification societies such the American Bureau of Shipping, Det Norske Veritas, Bureau Veritas, and so on check compliance and issue compliance certificates.

Benefits of Trade Facilitation: The Case of Costa Rica

CARLOS GRAU TANNER

Global Express Association

The Global Express Association represents the four global express carriers: DHL Express, FedEx Express, TNT Express, and UPS. These carriers' sophisticated networks, which provide time-guaranteed delivery of express shipments in 220 countries and territories, are an essential component of the global supply chains that define present-day trade patterns.

As such, they are strong advocates of advances in trade facilitation. Very frequently, whether a shipment can be delivered at a specific time in a specific location depends on its ability to get clearance at the border. In other words, trade facilitation measures are also essential for the functioning of global supply chains, which traverse many countries or continents in most sectors. In such a context, a country with modern, efficient border management is likely to be an attractive location for investment because of its favorable positioning within the global supply chains.

The benefits of trade facilitation have been amply demonstrated by a number of studies conducted by international agencies and academia. The numbers are there and speak for themselves. Most recently, the Organisation for Economic Co-operation and Development (OECD) estimated that the adoption of the trade facilitation package being discussed at the World Trade Organization (WTO) could result in a 10 percent reduction in trading costs. This is a very substantial amount.[1] This figure refers to trading costs in OECD Member States, which are developed economies. One can only guess at the (much higher) savings figures a similar study would yield if it were applied to less-developed economies.

Rather than quoting more such studies or embarking on another defense of the benefits of trade facilitation, the Global Express Association would like to take a look at a real-world example—a case study, if you will. This approach has the benefit of testing the various studies' assumptions in practice. It also shows what went well and what did not.

Costa Rica is a case in point. Granted, with a population of about 4.5 million people and a GDP of around US$30 billion, Costa Rica may not spring to mind immediately when thinking about global supply chains. The C in BRICS is not for Costa Rica. Yet this country's recent success in fostering trade provides an example of what a country's commitment to foreign trade can do to transform its economy, and demonstrates the importance of trade facilitation to such a strategy.

Costa Rica has signed Free Trade Agreements with a number of countries, most of them from the Americas (including Canada, Chile, Mexico, and the United States) but also with the European Union, China, and Singapore. In all, its 52 preferential trade partners represent 83 percent of its total foreign trade and 86 percent of exports. Costa Rica has also been an early proponent of trade facilitation measures. It ranks 43rd on the 2012 Enabling Trade Index (and 3rd in that Index in Latin America).

Costa Rica has had a "single-window" system (called *TICA*) for border management since 2002. The system has been a good start, although there is room for

Table 1: Top 10 exports from Costa Rica, 1994 and 2010

1994: Top 10 Export Products		2010: Top 10 Export Products	
Bananas	22%	Computer microchips	10%
Coffee	12%	Computer parts	9%
Pineapple	2%	Bananas	8%
Jewelry	2%	Serum infusion and transfusion equipment	5%
Hair dryers	2%	Medical prosthesis	3%
Melons	2%	Pharmaceuticals	3%
Boned beef	1%	Food preparations	3%
Shrimp	1%	Coffee	3%
Ornamental plants	1%	Textiles and apparel	2%
Other	32%	Other	46%

Source: COMEX, using data from BCCR and PROCOMER. Reprinted with permission of the Costa Rican Government.

improvement, as will be shown below. Costa Rica also has a US$25 *de minimis* threshold, coupled with a bi-yearly *de minimis* tax exemption for a single import under US$500. This entire approach to trade facilitation—which includes both the thresholds described and the TICA system, among other things—has allowed for relatively fast clearance times, especially when compared with the clearance times of other countries in the region.

As far as the express delivery sector is concerned, the figures speak for themselves. According to the national express delivery association (Asociación de Empresas de Entrega Rápida de Costa Rica, a member of the Latin American express trade association CLADEC), 250,000 express shipments were handled in Costa Rica in 2005. Six years later, in 2010, the figure had increased eightfold to 2,000,000 express shipments. For the government, this increased duty collection tenfold, from US$2 million to US$20 million per annum over the same period.

Naturally, the Government of Costa Rica did not introduce trade facilitation and a single-window system to merely please express carriers. The system is part of a much wider policy that attempted to place Costa Rica firmly on the global supply chain map. And the policy succeeded. The current Costa Rican Minister for Trade, Anabel González, recently delivered a presentation on this issue at the WTO's Public Forum.

Costa Rica's policies have attracted a number of foreign investors from high-tech sectors, mainly from the electronics, medical devices, aeronautics, and automotive industries. By 2008, foreign direct investment inflows amounted to over US$2 billion, about a fourfold increase since 1998. This has led to a dramatic change in the composition and value of Costa Rican exports.

In 1994, Costa Rica's top export were bananas, followed by coffee and pineapples. By 2010, computer chips and parts topped that list, bananas having fallen to third place and representing a much smaller share of the total exports. Whereas in 1994 the list of the top 10 Costa Rican exports included mostly agricultural products and low-tech manufactured goods, in 2010 the list included transfusion equipment, medical prostheses, and pharmaceuticals (Table 1). For instance, electronic components now represent over 25 percent of total exports, and their main destination is China. All of

these high-value-added, time-sensitive products are typically carried by express delivery companies. These companies would not have been able to provide their service absent modern border management. The lack of modern border management, in turn, would have reduced the appeal of Costa Rica as a production location.

The Costa Rican government estimates that industrial sectors operating in a global value chain context now represent 42.8 percent of total exports by value, which is around US$3.5 billion. The country has moved from being an exporter primarily of agricultural goods to being the top high-tech exporter in Latin America. Needless to say, this has had a very favorable impact on job creation in the country.

The Costa Rican government intends to further improve the present situation, in an effort to increase the value added by Costa Rica in the global supply chain. Perhaps the most visible project is the future rollout of a new, improved single window. And there is room for improvement: the TICA system does not now allow advance transmission of electronic data for clearance. In other words, the shipment must be in the country for the transmission to take place. Nor does TICA come with an automated risk assessment system. Recent attempts to introduce such an automated system have not been conclusive. An inspector still determines manually which shipments must be inspected. This is not in line with international best practice and has the effect of slowing down the logistics chain. Furthermore, although TICA accepts (and, in principle, demands) paperless documentation and stores data, formal entries must be made on paper because customs still requires an original signature on the document.

In cooperation with donor agencies, the Costa Rican authorities are working on a fully automated border management concept, one that will automatically link the databases of all 16 border-related agencies and be truly paperless. This should eliminate human intervention from the clearance process and increase its speed, from same-day clearance to clearance within hours or minutes. The Costa Rican government expects the new system to reduce clearance costs by 90 percent.

It is also important to note that the improvement of border management has not been a consistently linear

process. Late in the evening on the eve of Black Friday 2011, the Costa Rican Ministry of Finance changed the interpretation of the US$500 per semester *de minimis* clause. Although the measure was aimed at Internet shopping, it had led to a backlog of 5,000 shipments being held at customs. This backlog, coupled with a return to manual inspections, affected not only shipments from individual to individual but it affected business-to-business supply chains as well. A seemingly technical issue quickly turned into a political one. It is to be hoped that this issue will soon be considered a mere hiccup in an otherwise positive process.

One can draw several conclusions from this case. First, it provides real-world evidence that supports the findings of the numerous academic studies on the importance of policy that facilitates trade. Costa Rica's experience also proves that benefits from improved trade facilitation flow to all players. The country has successfully taken advantage of its inclusion into global value chains and improved trade facilitation measures have significantly contributed to this outcome. Customs revenue has multiplied; employment has improved, both in quantity and quality, as have exports. This improvement in the environment, in turn, has led to further increases in foreign investment. The country, its citizens, and its corporations—both domestic and international—all three are winners. However, Costa Rica's experience also shows that even in the presence of strong and well-executed policies, setbacks can occur. There is constant room for improvement, especially after a few years of operation. Facilitating trade is not an easy process, and is one that requires constant attention.

In sum, the case of Costa Rica presents a very strong, practical argument for further multilateral trade facilitation measures, such as those discussed under the aegis of the WTO. It is tempting to repeat that trade facilitation leads to a win-win-win situation, a statement that has almost become a cliché. Costa Rica, however, has shown that, far from being a cliché, the benefits of trade facilitation are very real and widespread.

NOTE

1 Moïsé et al. 2011.

REFERENCE

Moïsé, E., T. Orliac, and P. Minor. 2011. "Trade Facilitation Indicators: The Impact on Trade Costs." *OECD Trade Policy Working Papers* No. 118. OECD Publishing. Available at http://dx.doi.org/10.1787/5kg6nk654hmr-en.

Part 2
Country/Economy Profiles

How to Read the Country/Economy Profiles

The Country/Economy Profiles section presents a two-page detailed profile of each of the 132 economies covered by *The Global Enabling Trade Report 2012.* Each profile summarizes an economy's performance in the various dimensions of the Enabling Trade Index (ETI).

PAGE 1

❶ Key indicators

The first section presents a selection of key indicators:

- Population figures (millions) are from the United Nations Population Fund (UNFPA)'s *State of World Population 2010*.

- GDP (US$ billions) data are from the International Monetary Fund (IMF)'s *World Economic Outlook Online Database* (September 2011 edition).

- Foreign direct investment (FDI) inflows (US$ millions) are from the United Nations Conference on Trade and Development (UNCTAD)'s *FDIstat* database (retrieved January 26, 2012). FDI flows with a negative sign indicate a reverse investment or disinvestment, as data on FDI flows are presented on a net basis (capital transactions' credits less debits between direct investors and their foreign affiliates).

- Imports and exports share (%) of world trade total is based on trade data from the World Trade Organization (WTO)'s *Statistical Database, Time Series on merchandise and commercial services* (retrieved January 25, 2012). Total trade is the sum of total imports and exports of merchandise and commercial services. For countries where 2010 commercial services trade data are not available, the imports and exports shares of world total are calculated based on 2009 data. These countries are Benin, Burkina Faso, Burundi, Chad, Côte d'Ivoire, Ethiopia, Guyana, Lesotho, Malawi, Mali, Mauritania, and Syria. Because of outdated commercial services data, it was not possible to calculate the total trade value for Qatar and Zimbabwe.
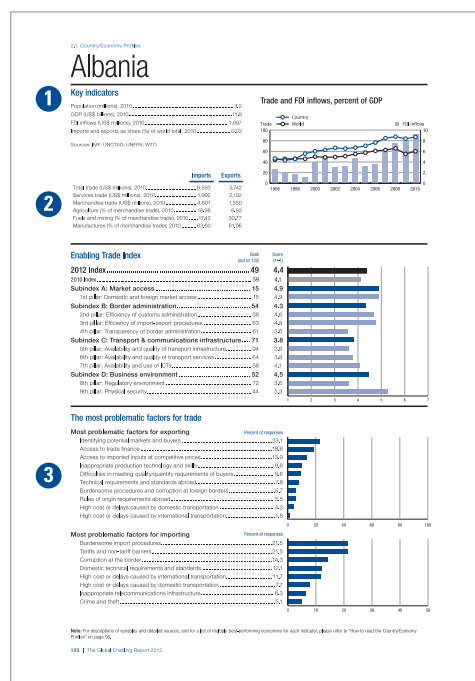
- The chart on the upper right-hand side displays the evolution of trade volumes and FDI as a percentage of GDP from 1996 through 2010 (or over the subperiod for which data are available) for the economy under review (blue line and bars). The black line represents the evolution of world trade as percentage of world GDP. Total trade is the sum of total imports and exports of merchandise and commercial services. Data are from the WTO (ibid). GDP figures come from the IMF (ibid). The bars represent the evolution of FDI inflows as a percentage of GDP and are based on FDI data obtained from UNCTAD's *FDIstat* database (retrieved March 28, 2012).

- Merchandise and commercial services export and import data shown to the left of the chart are for 2010 and are based on trade data obtained from the WTO (ibid). The table also reports the breakdown of the country's merchandise exports and imports, respectively, by commodity group (*Agriculture, Fuels and mining*, and *Manufactures*). According to the WTO's *International Trade Statistics*, these are as follows:

– *Agriculture* covers food products (SITC Rev. 3 sections 0, 1, 4, and division 22) and raw materials (SITC Rev. 3 divisions 21, 23, 24, 25, and 26).

– *Fuels and mining* covers ores and other minerals, as well as fuels and non-ferrous metals.

– *Manufactures* covers iron and steel, chemicals, other semi-manufactures, machinery and transport equipment, textiles, clothing, and other consumer goods.

Note that the sum of shares does not necessarily add up to 100 because the world total merchandise trade includes other commodities and transactions that are not part of the three main commodity groups described above. These commodities are gold, arms and ammunition, and commodities and transactions not classified elsewhere (SITC Rev. 3, section 9). Further note that the breakdown by commodity group for Macedonia is reported for 2009.

❷ Enabling Trade Index

The second section of page 1 summarizes the economy's performance on the main components of the ETI 2012, and also provides its ETI 2010 overall ranking for comparison. The two columns show the economy's rank and score, respectively, out of the sample of 132 economies.

❸ The most problematic factors for trade

This chart summarizes those factors seen by business executives as the most problematic for trading in their economy. The bars in the figure show the responses weighted according to their rankings. The information is drawn from the 2011 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 ten factors when exporting from their country, and from a list of eight factors when importing into their country. Respondents were further asked to rank these from 1 (most problematic) to 5. The results were tabulated and weighted according to the ranking assigned by respondents. For a more detailed explanation of the Survey methodology and data treatment, refer to Browne, C. and T. Geiger, 2011, "The Executive Opinion Survey: An Indispensable Tool in the Assessment of National Competitiveness" in *The Global Competitiveness Report 2011–2012* (available at www. weforum.org/gcr).

Albania

PAGE 2

❹ The Enabling Trade Index 2012 in detail

This section presents an economy's performance (rank and score) in each individual indicator composing the ETI. The indicators are organized by pillar. Please refer to Appendix A of Chapter 1.1 for the detailed structure of the ETI and information about its computation. Units or index ranges are indicated next to the indicator's name. Please refer to the Technical Notes and Sources for a detailed description and sources for all indicators. The detailed rankings by indicator can be found in the Data Tables, which are available online at www.weforum.org/getr.

Indicator 1.02 (Non-tariff measures) is presented in the country profiles, yet not included in the calculation of the ETI as it is being revised by the International Trade Centre to provide a more updated data series.

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

- For the top 10 economies in the overall ETI, any variables on which the economy is ranked 10th or higher are considered to be competitive advantages. Any variables ranked below 10 are considered to be competitive disadvantages.

- For those economies ranked from 11th through 50th on the overall ETI, any variables with a rank higher than the economy's overall rank are considered to be competitive advantages. Any variables 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 variables for which the economy ranks 50th or higher are considered to be competitive advantages. Any variables 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. Given the recent events in Syria, the performance of the second-best performer, Saudi Arabia, is reported for indicator 9.02. However, Syria remains in the ETI sample. *Multiple economies* denotes a tie among several economies for the best score on a specific indicator. For these indicators, we provide below the list of best-performing economies.

- **Tariff peaks.** A total of 23 economies have no tariff peaks: Algeria, Bangladesh, Benin, Burkina Faso, Cambodia, Cameroon, Chad, Chile, Côte d'Ivoire, Ethiopia, Gambia, Ghana, Hong Kong SAR, Madagascar, Malawi, Mali, Mauritania, Mozambique, Nigeria, Paraguay, Senegal, Tunisia, and Zambia.

- **Specific tariffs.** A total of 49 economies have no specific tariffs: Albania, Algeria, Angola, Bahrain, Benin, Bolivia, Brazil, Burkina Faso, Cambodia, Cameroon, Chad, Chile, Colombia, Costa Rica, Côte d'Ivoire, Dominican Republic, Ecuador, El Salvador, Ethiopia, Gambia, Ghana, Guatemala, Guyana, Haiti, Honduras, Hong Kong SAR, the Islamic Republic of Iran, Jamaica, Madagascar, Malawi, Mali, Mauritania, Mongolia, Morocco, Mozambique, Nicaragua, Nigeria, Panama, Paraguay, Peru, the Philippines, Senegal, Syria, Tunisia, Uruguay, Venezuela, Vietnam, Yemen, and Zambia.

- **Customs services index.** Two economies obtain the maximum score of 12 on this index: Singapore and the United Kingdom.

- **Time to export.** It takes five days on average to export goods in Denmark, Estonia, Hong Kong SAR, and Singapore.

- **Paved roads.** A total of 17 economies have 100 percent of their road network paved: Austria, the Czech Republic, Denmark, France, Germany, Hong Kong SAR, Ireland, Israel, Italy, Jordan, Latvia, Luxembourg, Singapore, Slovenia, Switzerland, United Arab Emirates, and the United Kingdom.

- **Government Online Service Index.** Three economies obtain the Index score of 1: the Republic of Korea, Singapore, and the United States.

Index of Countries/Economies

Albania

Key indicators

Population (millions), 2010 .... 3.2
GDP (US$ billions), 2010..11.9
FDI inflows (US$ millions), 2010.. 1,097
Imports and exports as share (%) of world total, 2010.....................0.03

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010	6,593	3,742
Services trade (US$ millions), 2010	1,992	2,192
Merchandise trade (US$ millions), 2010	4,601	1,550
Agriculture (% of merchandise trade), 2010................	18.96	6.93
Fuels and mining (% of merchandise trade), 2010........	17.42	30.77
Manufactures (% of merchandise trade), 2010............	63.60	61.96

Trade and FDI inflows, percent of GDP
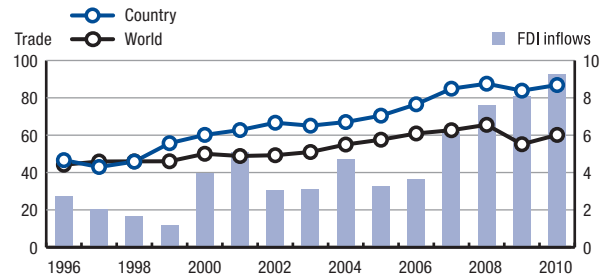
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	49	4.4
2010 Index	59	4.1
Subindex A: Market access	15	4.9
1st pillar: Domestic and foreign market access	15	4.9
Subindex B: Border administration...........................	54	4.3
2nd pillar: Efficiency of customs administration..................................	38	4.6
3rd pillar: Efficiency of import-export procedures	63	4.8
4th pillar: Transparency of border administration................................	61	3.6
Subindex C: Transport & communications infrastructure.....	71	3.8
5th pillar: Availability and quality of transport infrastructure...............	94	3.6
6th pillar: Availability and quality of transport services	64	3.8
7th pillar: Availability and use of ICTs..	58	4.1
Subindex D: Business environment	52	4.5
8th pillar: Regulatory environment	72	3.6
9th pillar: Physical security...	44	5.3

The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers 23.1
Access to trade finance 18.6
Access to imported inputs at competitive prices.............................13.9
Inappropriate production technology and skills 9.8
Difficulties in meeting quality/quantity requirements of buyers.......... 9.6
Technical requirements and standards abroad...................................7.8
Burdensome procedures and corruption at foreign borders............5.7
Rules of origin requirements abroad... 5.5
High cost or delays caused by domestic transportation 4.3
High cost or delays caused by international transportation...............1.8

Most problematic factors for importing

Percent of responses

Burdensome import procedures...21.5
Tariffs and non-tariff barriers..21.5
Corruption at the border 14.3
Domestic technical requirements and standards 12.1
High cost or delays caused by international transportation............11.7
High cost or delays caused by domestic transportation 7.7
Inappropriate telecommunications infrastructure..............................6.3
Crime and theft 5.1

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

Albania

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**15**	**4.9**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	41	■ 3.1	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	75	■ 5.3	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	16	■ 5.7	Hong Kong SAR	0.0
Tariff peaks, %	130	■ 16.3	Multiple economies (23)	0.0
Specific tariffs, %	1	■ 0.0	Multiple economies (49)	0.0
Distinct tariffs, number	23	■ 6	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	12	■ 85.0	Hong Kong SAR	100.0
1.05 Tariffs faced, %	117	■ 5.9	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	16	■ 56.1	Malawi	93.8
2nd pillar: Efficiency of customs administration	**38**	**4.6**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	62	■ 4.2	Singapore	6.2
2.02 Customs services index, 0–12 (best)	36	■ 8.7	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**63**	**4.8**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	84	■ 2.4	Singapore	4.1
3.02 No. of days to import	66	■ 18	Singapore	4.0
3.03 No. of documents to import	74	■ 8	France	2.0
3.04 Cost to import, US$ per container	18	■ 730	Malaysia	435.0
3.05 No. of days to export	74	■ 19	Multiple economies (4)	5.0
3.06 No. of documents to export	80	■ 7	France	2.0
3.07 Cost to export, US$ per container	29	■ 745	Malaysia	450.0
4th pillar: Transparency of border administration	**61**	**3.6**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	49	■ 4.3	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	79	■ 3.1	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**94**	**3.6**	**France**	**6.3**
5.01 Airport density, number per million pop.	93	■ 0.3	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	97	■ 54.2	United States	100.0
5.03 Paved roads, % of total	75	■ 39.0	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	53	■ 5.1	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	129	■ 1.1	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	53	■ 4.2	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	78	■ 3.9	Singapore	6.8
6th pillar: Availability and quality of transport services	**64**	**3.8**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	97	■ 4.5	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	70	■ 2.8	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	87	■ 2.6	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	86	■ 2.6	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	45	■ 3.6	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	51	■ 5.2	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	6	■ 0.5	Jamaica	0.7
7th pillar: Availability and use of ICTs	**58**	**4.1**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	69	■ 4.9	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	18	■ 141.9	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	74	■ 3.3	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	84	■ 0.4	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	50	■ 45.0	Iceland	95.0
8th pillar: Regulatory environment	**72**	**3.6**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	98	■ 3.3	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	56	■ 3.4	Singapore	6.5
8.03 Undue influence, 1–7 (best)	84	■ 3.0	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	40	■ 4.0	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	57	■ 4.3	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	123	■ 2.6	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	14	■ 5.2	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	1	■ 5.9	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	74	■ 4.6	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	32	■ 5.1	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	46	■ 71.8	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	103	■ 3.2	Hong Kong SAR	5.6
9th pillar: Physical security	**44**	**5.3**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	52	■ 4.5	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	42	■ 5.3	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	41	■ 6.0	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Algeria

Key indicators

Population (millions), 2010 .... 35.5
GDP (US$ billions), 2010... 157.8
FDI inflows (US$ millions), 2010.. 2,291
Imports and exports as share (%) of world total, 2010...................... 0.30

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP
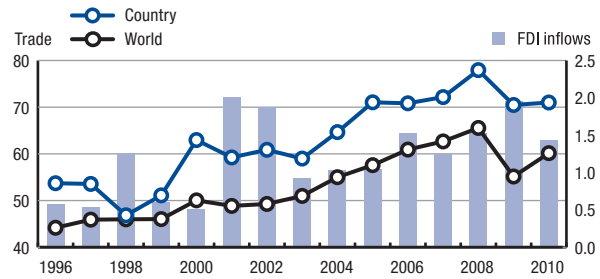
	Imports	Exports
Total trade (US$ millions), 2010	51,588	60,426
Services trade (US$ millions), 2010	11,376	3,373
Merchandise trade (US$ millions), 2010	40,212	57,053
Agriculture (% of merchandise trade), 2010.................	18.28	0.58
Fuels and mining (% of merchandise trade), 2010.........	3.71	98.60
Manufactures (% of merchandise trade), 2010............	78.00	0.81

Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**120**	**3.2**
2010 Index	119	3.1
Subindex A: Market access	**127**	**3.0**
1st pillar: Domestic and foreign market access	127	3.0
Subindex B: Border administration........................	**108**	**3.1**
2nd pillar: Efficiency of customs administration.................	116	2.9
3rd pillar: Efficiency of import-export procedures	93	4.0
4th pillar: Transparency of border administration...............	120	2.4
Subindex C: Transport & communications infrastructure	**93**	**3.4**
5th pillar: Availability and quality of transport infrastructure...	65	4.2
6th pillar: Availability and quality of transport services	96	3.3
7th pillar: Availability and use of ICTs................................	105	2.6
Subindex D: Business environment	**120**	**3.4**
8th pillar: Regulatory environment	123	2.9
9th pillar: Physical security...	106	3.9
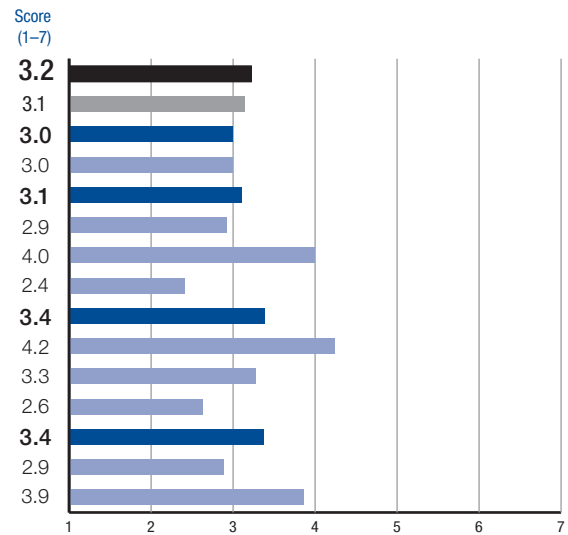
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Access to trade finance	17.0
Inappropriate production technology and skills	14.5
Burdensome procedures and corruption at foreign borders ...	12.7
Difficulties in meeting quality/quantity requirements of buyers ...	11.8
Identifying potential markets and buyers	11.5
High cost or delays caused by domestic transportation	10.3
Access to imported inputs at competitive prices.................	8.5
High cost or delays caused by international transportation......	4.8
Technical requirements and standards abroad....................	4.5
Rules of origin requirements abroad................................	4.2
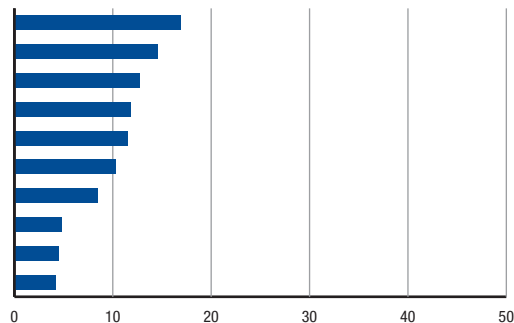
Most problematic factors for importing

Percent of responses

Burdensome import procedures.......................................	24.9
Corruption at the border	21.0
Tariffs and non-tariff barriers...	19.5
High cost or delays caused by international transportation........	14.7
Domestic technical requirements and standards	6.8
Inappropriate telecommunications infrastructure................	5.9
Crime and theft	4.4
High cost or delays caused by domestic transportation	2.8
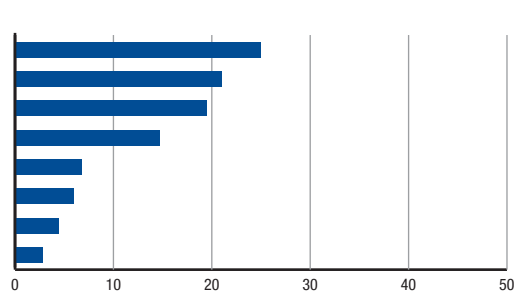
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Algeria

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　　■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**127**	**3.0**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	124	14.0	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	28	6.6	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	90	10.1	Hong Kong SAR	0.0
Tariff peaks, %	1	0.0	Multiple economies (23)	0.0
Specific tariffs, %	1	0.0	Multiple economies (49)	0.0
Distinct tariffs, number	3	4	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	107	22.6	Hong Kong SAR	100.0
1.05 Tariffs faced, %	127	6.1	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	66	24.9	Malawi	93.8
2nd pillar: Efficiency of customs administration	**116**	**2.9**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	128	2.8	Singapore	6.2
2.02 Customs services index, 0–12 (best)	86	5.0	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**93**	**4.0**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	108	2.3	Singapore	4.1
3.02 No. of days to import	96	27	Singapore	4.0
3.03 No. of documents to import	101	9	France	2.0
3.04 Cost to import, US$ per container	69	1,318	Malaysia	435.0
3.05 No. of days to export	64	17	Multiple economies (4)	5.0
3.06 No. of documents to export	95	8	France	2.0
3.07 Cost to export, US$ per container	79	1,248	Malaysia	450.0
4th pillar: Transparency of border administration	**120**	**2.4**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	130	2.1	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	88	2.9	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**65**	**4.2**	**France**	**6.3**
5.01 Airport density, number per million pop.	45	0.8	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	57	72.0	United States	100.0
5.03 Paved roads, % of total	50	73.5	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	98	3.8	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	66	2.6	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	70	3.8	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	113	3.0	Singapore	6.8
6th pillar: Availability and quality of transport services	**96**	**3.3**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	33	31.1	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	89	2.7	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	124	2.1	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	105	2.5	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	108	2.9	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	114	3.4	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	n/a	n/a	Jamaica	0.7
7th pillar: Availability and use of ICTs	**105**	**2.6**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	131	3.1	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	76	92.4	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	80	2.5	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	116	0.3	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	97	12.5	Iceland	95.0
8th pillar: Regulatory environment	**123**	**2.9**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	118	2.8	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	105	2.6	Singapore	6.5
8.03 Undue influence, 1–7 (best)	109	2.6	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	112	2.9	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	123	3.5	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	127	2.3	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	118	3.7	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	118	3.3	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	115	3.7	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	121	3.4	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	85	59.4	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	128	2.6	Hong Kong SAR	5.6
9th pillar: Physical security	**106**	**3.9**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	82	3.7	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	100	4.0	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	125	3.9	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Angola

Key indicators

Population (millions), 2010 ....19.1
GDP (US$ billions), 2010.. 82.5
FDI inflows (US$ millions), 2010... 9,942
Imports and exports as share (%) of world total, 2010.....................0.24

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP
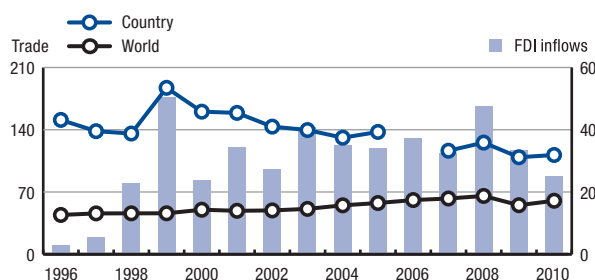
	Imports	Exports
Total trade (US$ millions), 2010	37,896	54,143
Services trade (US$ millions), 2010	16,396	643
Merchandise trade (US$ millions), 2010	21,500	53,500
Agriculture (% of merchandise trade)	n/a	0.06
Fuels and mining (% of merchandise trade)	n/a	99.01
Manufactures (% of merchandise trade).........................	n/a	0.77

Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**127**	**3.0**
2010 Index	n/a	n/a
Subindex A: Market access	**109**	**3.6**
1st pillar: Domestic and foreign market access	109	3.6
Subindex B: Border administration...	**129**	**2.4**
2nd pillar: Efficiency of customs administration................................	128	2.7
3rd pillar: Efficiency of import-export procedures	124	2.2
4th pillar: Transparency of border administration..............................	122	2.4
Subindex C: Transport & communications infrastructure...	**128**	**2.4**
5th pillar: Availability and quality of transport infrastructure..............	129	2.5
6th pillar: Availability and quality of transport services	127	2.5
7th pillar: Availability and use of ICTs...	120	2.2
Subindex D: Business environment	**104**	**3.6**
8th pillar: Regulatory environment	129	2.6
9th pillar: Physical security..	78	4.7
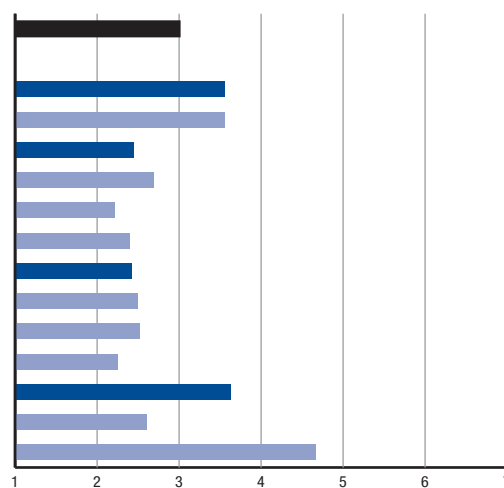
The most problematic factors for trade

Most problematic factors for exporting
Percent of responses

Inappropriate production technology and skills 22.2
High cost or delays caused by domestic transportation 16.9
Access to imported inputs at competitive prices................................ 14.3
Burdensome procedures and corruption at foreign borders 13.5
Difficulties in meeting quality/quantity requirements of buyers 12.0
Access to trade finance 9.4
Technical requirements and standards abroad.................................... 3.8
Identifying potential markets and buyers 3.4
High cost or delays caused by international transportation.............................. 3.0
Rules of origin requirements abroad.. 1.5
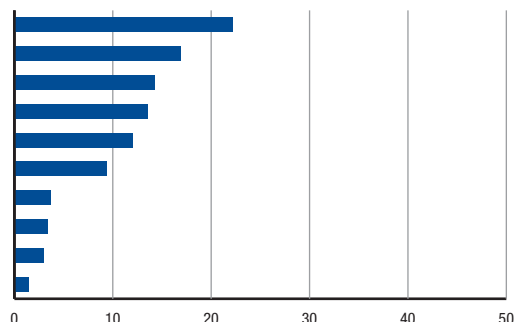
Most problematic factors for importing
Percent of responses

Burdensome import procedures... 23.3
Corruption at the border 18.9
Tariffs and non-tariff barriers..18.0
High cost or delays caused by domestic transportation 14.1
High cost or delays caused by international transportation............................12.9
Crime and theft 6.8
Inappropriate telecommunications infrastructure.................................... 4.6
Domestic technical requirements and standards 1.5
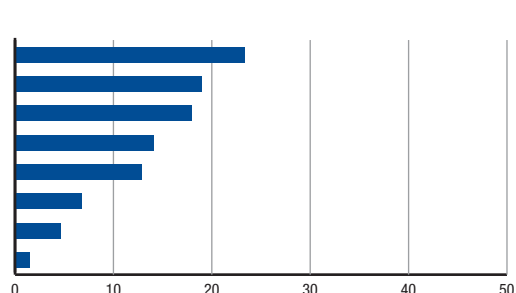
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Angola

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage** ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**109**	**3.6**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	92	8.9	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	43	6.5	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	24	6.7	Hong Kong SAR	0.0
Tariff peaks, %	60	2.8	Multiple economies (23)	0.0
Specific tariffs, %	1	0.0	Multiple economies (49)	0.0
Distinct tariffs, number	23	6	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	131	0.0	Hong Kong SAR	100.0
1.05 Tariffs faced, %	27	5.2	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	74	20.8	Malawi	93.8
2nd pillar: Efficiency of customs administration	**128**	**2.7**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	130	2.7	Singapore	6.2
2.02 Customs services index, 0–12 (best)	n/a	n/a	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**124**	**2.2**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	93	2.3	Singapore	4.1
3.02 No. of days to import	121	45	Singapore	4.0
3.03 No. of documents to import	74	8	France	2.0
3.04 Cost to import, US$ per container	117	2,690	Malaysia	435.0
3.05 No. of days to export	126	48	Multiple economies (4)	5.0
3.06 No. of documents to export	130	11	France	2.0
3.07 Cost to export, US$ per container	110	1,850	Malaysia	450.0
4th pillar: Transparency of border administration	**122**	**2.4**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	107	2.6	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	129	2.0	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**129**	**2.5**	**France**	**6.3**
5.01 Airport density, number per million pop.	129	0.1	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	56	72.3	United States	100.0
5.03 Paved roads, % of total	117	10.4	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	125	3.1	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	114	1.6	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	118	2.5	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	128	2.3	Singapore	6.8
6th pillar: Availability and quality of transport services	**127**	**2.5**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	76	11.3	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	122	2.3	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	128	2.0	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	128	2.0	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	125	2.6	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	131	2.1	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	n/a	n/a	Jamaica	0.7
7th pillar: Availability and use of ICTs	**120**	**2.2**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	130	3.4	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	116	46.7	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	111	0.1	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	100	0.3	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	107	10.0	Iceland	95.0
8th pillar: Regulatory environment	**129**	**2.6**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	126	2.6	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	114	2.4	Singapore	6.5
8.03 Undue influence, 1–7 (best)	124	2.2	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	129	2.6	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	126	3.3	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	129	2.1	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	129	3.3	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	129	2.4	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	79	4.5	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	108	3.7	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	130	27.9	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	130	2.4	Hong Kong SAR	5.6
9th pillar: Physical security	**78**	**4.7**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	94	3.5	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	88	4.4	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	35	6.1	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

Argentina

Key indicators

Population (millions), 2010 .... 40.4
GDP (US$ billions), 2010.. 370.0
FDI inflows (US$ millions), 2010.. 6,337
Imports and exports as share (%) of world total, 2010....................... 0.40

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010	69,974	81,023
Services trade (US$ millions), 2010	13,471	12,890
Merchandise trade (US$ millions), 2010	56,503	68,133
Agriculture (% of merchandise trade), 2010..................	3.75	50.71
Fuels and mining (% of merchandise trade), 2010.......	10.63	11.62
Manufactures (% of merchandise trade), 2010...........	84.32	31.93

Trade and FDI inflows, percent of GDP
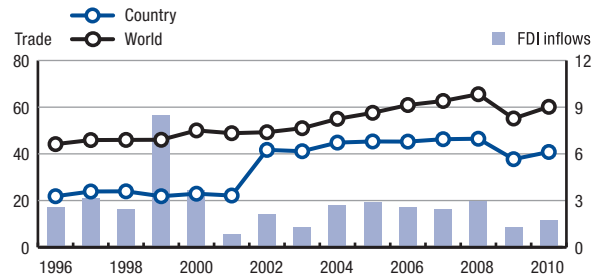
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**96**	**3.7**
2010 Index	95	3.6
Subindex A: Market access	**94**	**3.9**
1st pillar: Domestic and foreign market access	94	3.9
Subindex B: Border administration	**92**	**3.5**
2nd pillar: Efficiency of customs administration	93	3.5
3rd pillar: Efficiency of import-export procedures	85	4.2
4th pillar: Transparency of border administration...............	102	2.7
Subindex C: Transport & communications infrastructure	**67**	**3.9**
5th pillar: Availability and quality of transport infrastructure........	84	3.8
6th pillar: Availability and quality of transport services	75	3.5
7th pillar: Availability and use of ICTs	52	4.2
Subindex D: Business environment	**111**	**3.5**
8th pillar: Regulatory environment	124	2.9
9th pillar: Physical security...	97	4.1
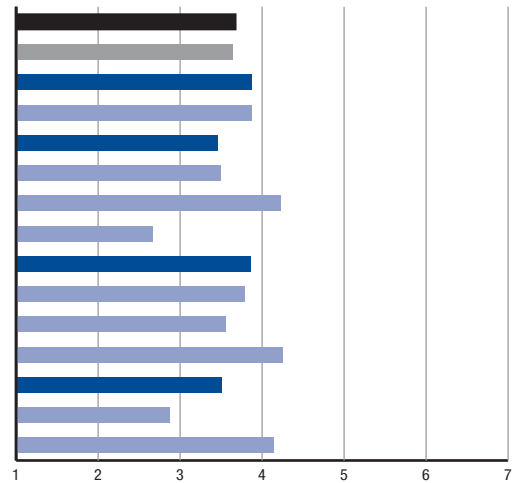
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Access to imported inputs at competitive prices...............	14.9
Access to trade finance	13.9
Inappropriate production technology and skills	12.5
Identifying potential markets and buyers	10.7
Burdensome procedures and corruption at foreign borders	10.6
High cost or delays caused by domestic transportation	10.4
Technical requirements and standards abroad....................	8.4
High cost or delays caused by international transportation............	6.6
Rules of origin requirements abroad..............................	6.4
Difficulties in meeting quality/quantity requirements of buyers	5.6
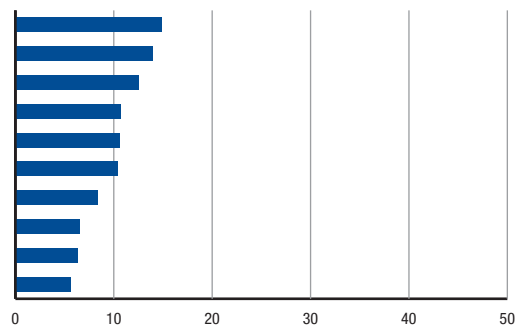
Most problematic factors for importing

Percent of responses

Tariffs and non-tariff barriers...	31.7
Burdensome import procedures......................................	20.8
Domestic technical requirements and standards	15.2
Corruption at the border	13.1
High cost or delays caused by international transportation............	7.4
High cost or delays caused by domestic transportation	5.9
Crime and theft	3.3
Inappropriate telecommunications infrastructure...............	2.5
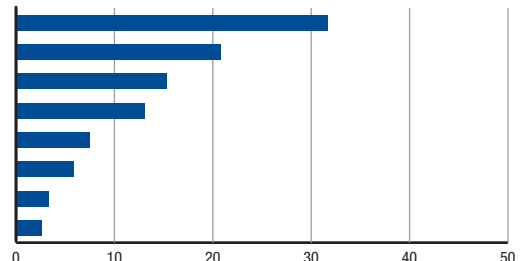
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Argentina

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**94**	**3.9**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	104	10.9	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	27	58.4	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	87	4.7	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	91	10.2	Hong Kong SAR	0.0
	Tariff peaks, %	37	0.7	Multiple economies (23)	0.0
	Specific tariffs, %	98	7.0	Multiple economies (49)	0.0
	Distinct tariffs, number	96	707	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	76	55.0	Hong Kong SAR	100.0
1.05	Tariffs faced, %	32	5.3	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	41	43.3	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**93**	**3.5**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	129	2.7	Singapore	6.2
2.02	Customs services index, 0–12 (best)	61	7.2	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**85**	**4.2**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	81	2.4	Singapore	4.1
3.02	No. of days to import	54	16	Singapore	4.0
3.03	No. of documents to import	52	7	France	2.0
3.04	Cost to import, US$ per container	104	1,810	Malaysia	435.0
3.05	No. of days to export	43	13	Multiple economies (4)	5.0
3.06	No. of documents to export	80	7	France	2.0
3.07	Cost to export, US$ per container	94	1,480	Malaysia	450.0
	4th pillar: Transparency of border administration	**102**	**2.7**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	112	2.5	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	84	3.0	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**84**	**3.8**	**France**	**6.3**
5.01	Airport density, number per million pop.	31	1.1	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	50	73.6	United States	100.0
5.03	Paved roads, % of total	85	30.0	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	111	3.5	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	91	2.0	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	89	3.2	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	86	3.7	Singapore	6.8
	6th pillar: Availability and quality of transport services	**75**	**3.5**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	34	30.6	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	32	3.3	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	51	3.0	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	39	3.3	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	73	3.3	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	108	3.6	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	59	0.0	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**52**	**4.2**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	79	4.8	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	19	141.8	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	49	9.6	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	57	0.5	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	69	36.0	Iceland	95.0
	8th pillar: Regulatory environment	**124**	**2.9**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	123	2.7	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	124	2.2	Singapore	6.5
8.03	Undue influence, 1–7 (best)	123	2.2	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	128	2.6	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	130	3.0	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	120	2.6	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	63	4.6	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	41	4.5	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	31	5.2	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	126	3.2	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	45	72.0	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	108	3.1	Hong Kong SAR	5.6
	9th pillar: Physical security	**97**	**4.1**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	116	2.9	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	111	3.5	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	39	6.0	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Armenia

Key indicators

Population (millions), 2010 .... 3.1
GDP (US$ billions), 2010 .... 9.4
FDI inflows (US$ millions), 2010 577
Imports and exports as share (%) of world total, 2010 .... 0.02

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP
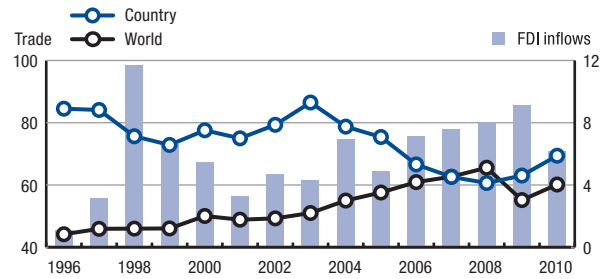
	Imports	Exports
Total trade (US$ millions), 2010	4,756	1,748
Services trade (US$ millions), 2010	973	737
Merchandise trade (US$ millions), 2010	3,783	1,011
Agriculture (% of merchandise trade), 2010	18.39	16.43
Fuels and mining (% of merchandise trade), 2010	20.83	47.82
Manufactures (% of merchandise trade), 2010	55.49	30.99

Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**59**	**4.2**
2010 Index	52	4.2
Subindex A: Market access	**13**	**4.9**
1st pillar: Domestic and foreign market access	13	4.9
Subindex B: Border administration	**85**	**3.5**
2nd pillar: Efficiency of customs administration	74	4.0
3rd pillar: Efficiency of import-export procedures	96	4.0
4th pillar: Transparency of border administration	100	2.7
Subindex C: Transport & communications infrastructure .	**63**	**3.9**
5th pillar: Availability and quality of transport infrastructure	59	4.4
6th pillar: Availability and quality of transport services	62	3.8
7th pillar: Availability and use of ICTs	67	3.6
Subindex D: Business environment	**61**	**4.4**
8th pillar: Regulatory environment	85	3.5
9th pillar: Physical security	49	5.2
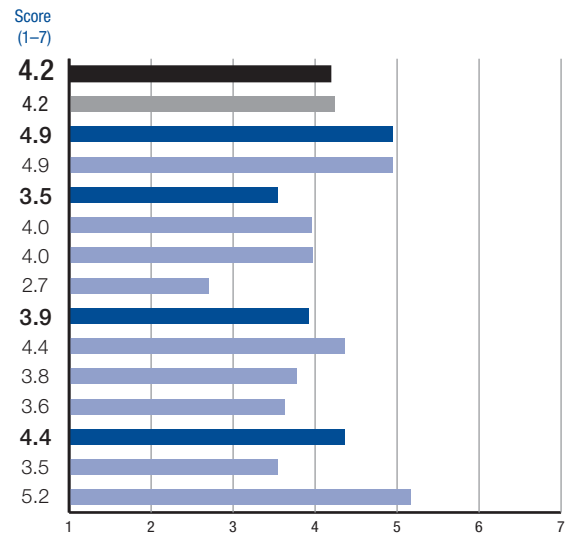
The most problematic factors for trade

Most problematic factors for exporting
Percent of responses

High cost or delays caused by international transportation 15.8
Identifying potential markets and buyers 14.5
Access to imported inputs at competitive prices 13.3
Burdensome procedures and corruption at foreign borders 12.8
Inappropriate production technology and skills 10.9
Difficulties in meeting quality/quantity requirements of buyers 8.6
Access to trade finance 7.7
Technical requirements and standards abroad 7.6
High cost or delays caused by domestic transportation 5.7
Rules of origin requirements abroad 3.0
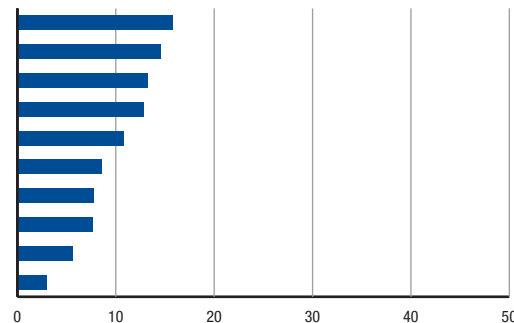
Most problematic factors for importing
Percent of responses

Burdensome import procedures 24.0
Corruption at the border 23.6
Tariffs and non-tariff barriers 17.1
High cost or delays caused by international transportation 12.6
High cost or delays caused by domestic transportation 12.5
Inappropriate telecommunications infrastructure 5.0
Domestic technical requirements and standards 4.2
Crime and theft 1.0

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

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Armenia

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**13**	**4.9**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	34	2.2	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	77	5.1	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	36	7.2	Hong Kong SAR	0.0
Tariff peaks, %	132	27.0	Multiple economies (23)	0.0
Specific tariffs, %	68	0.5	Multiple economies (49)	0.0
Distinct tariffs, number	63	32	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	27	75.5	Hong Kong SAR	100.0
1.05 Tariffs faced, %	63	5.6	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	20	53.7	Malawi	93.8
2nd pillar: Efficiency of customs administration	**74**	**4.0**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	122	2.9	Singapore	6.2
2.02 Customs services index, 0–12 (best)	39	8.5	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**96**	**4.0**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	107	2.3	Singapore	4.1
3.02 No. of days to import	66	18	Singapore	4.0
3.03 No. of documents to import	74	8	France	2.0
3.04 Cost to import, US$ per container	111	2,195	Malaysia	435.0
3.05 No. of days to export	43	13	Multiple economies (4)	5.0
3.06 No. of documents to export	29	5	France	2.0
3.07 Cost to export, US$ per container	109	1,815	Malaysia	450.0
4th pillar: Transparency of border administration	**100**	**2.7**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	100	2.8	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	104	2.6	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**59**	**4.4**	**France**	**6.3**
5.01 Airport density, number per million pop.	60	0.6	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	n/a	n/a	United States	100.0
5.03 Paved roads, % of total	28	90.5	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	69	4.5	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	70	2.5	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	85	3.3	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	123	2.7	Singapore	6.8
6th pillar: Availability and quality of transport services	**62**	**3.8**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	n/a	n/a	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	95	2.7	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	105	2.4	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	96	2.6	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	92	3.1	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	69	4.6	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	14	0.5	Jamaica	0.7
7th pillar: Availability and use of ICTs	**67**	**3.6**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	105	4.3	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	30	125.0	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	78	2.8	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	102	0.3	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	54	44.0	Iceland	95.0
8th pillar: Regulatory environment	**85**	**3.5**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	86	3.5	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	84	2.9	Singapore	6.5
8.03 Undue influence, 1–7 (best)	92	2.8	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	57	3.7	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	110	3.8	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	100	3.0	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	43	4.8	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	5	5.4	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	97	4.3	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	88	4.2	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	38	74.4	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	73	3.7	Hong Kong SAR	5.6
9th pillar: Physical security	**49**	**5.2**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	97	3.5	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	23	5.7	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	16	6.4	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

Australia

Key indicators

Population (millions), 2010 .... 22.3
GDP (US$ billions), 2010... 1,237.4
FDI inflows (US$ millions), 2010... 32,472
Imports and exports as share (%) of world total, 2010...................... 1.35

Sources: IMF; UNCTAD; UNFPA; WTO
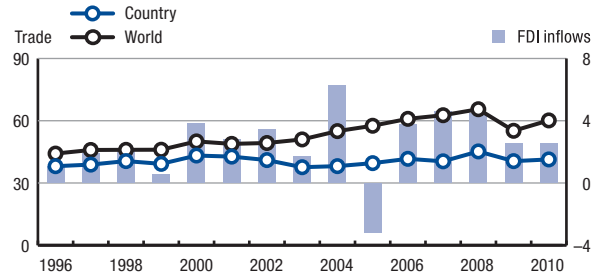
	Imports	Exports
Total trade (US$ millions), 2010	251,858	259,787
Services trade (US$ millions), 2010	50,218	47,233
Merchandise trade (US$ millions), 2010	201,640	212,554
Agriculture (% of merchandise trade), 2010...................	5.50	12.73
Fuels and mining (% of merchandise trade), 2010.......	14.35	61.04
Manufactures (% of merchandise trade), 2010.............	67.72	12.64

Trade and FDI inflows, percent of GDP

Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**17**	**5.1**
2010 Index	15	5.1
Subindex A: Market access	**54**	**4.1**
1st pillar: Domestic and foreign market access	54	4.1
Subindex B: Border administration	**14**	**5.6**
2nd pillar: Efficiency of customs administration	16	5.6
3rd pillar: Efficiency of import-export procedures	28	5.4
4th pillar: Transparency of border administration...............	14	6.0
Subindex C: Transport & communications infrastructure	**23**	**5.2**
5th pillar: Availability and quality of transport infrastructure...............	27	5.2
6th pillar: Availability and quality of transport services	16	4.9
7th pillar: Availability and use of ICTs.................	23	5.5
Subindex D: Business environment	**18**	**5.4**
8th pillar: Regulatory environment	17	4.9
9th pillar: Physical security...	17	5.8
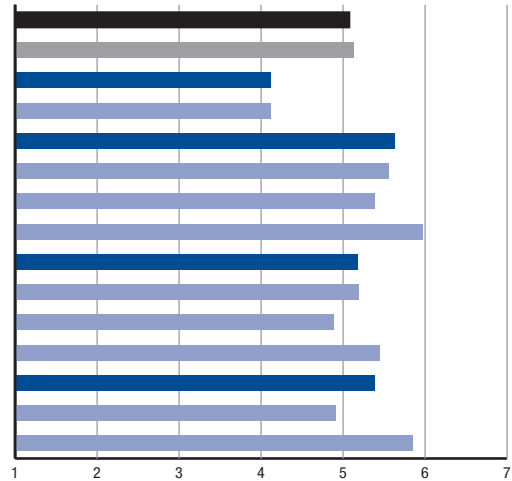
The most problematic factors for trade

Most problematic factors for exporting
Percent of responses

Identifying potential markets and buyers	19.0
High cost or delays caused by international transportation...........................	14.2
Access to imported inputs at competitive prices...................................	14.0
Technical requirements and standards abroad...................................	10.7
High cost or delays caused by domestic transportation	9.4
Rules of origin requirements abroad.......................................	9.3
Burdensome procedures and corruption at foreign borders...........................	6.7
Inappropriate production technology and skills	5.7
Access to trade finance	5.5
Difficulties in meeting quality/quantity requirements of buyers........................	5.4
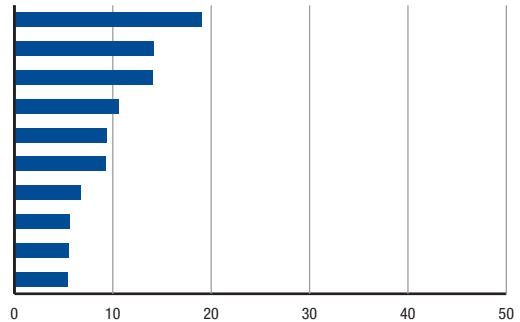
Most problematic factors for importing
Percent of responses

High cost or delays caused by international transportation...........................	26.1
Tariffs and non-tariff barriers...	21.3
Domestic technical requirements and standards	19.2
Burdensome import procedures..	17.4
High cost or delays caused by domestic transportation	12.3
Inappropriate telecommunications infrastructure..	2.7
Crime and theft...	0.9
Corruption at the border	0.1
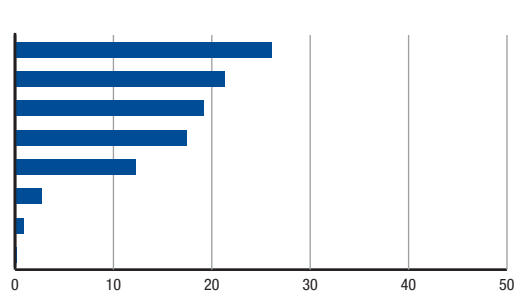
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Australia

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**54**	**4.1**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	39	2.9	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	49	6.4	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	6	3.2	Hong Kong SAR	0.0
Tariff peaks, %	66	4.0	Multiple economies (23)	0.0
Specific tariffs, %	65	0.3	Multiple economies (49)	0.0
Distinct tariffs, number	53	21	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	75	55.6	Hong Kong SAR	100.0
1.05 Tariffs faced, %	123	6.0	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	132	0.0	Malawi	93.8
2nd pillar: Efficiency of customs administration	**16**	**5.6**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	20	5.1	Singapore	6.2
2.02 Customs services index, 0–12 (best)	15	10.3	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**28**	**5.4**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	16	3.6	Singapore	4.1
3.02 No. of days to import	15	8	Singapore	4.0
3.03 No. of documents to import	18	5	France	2.0
3.04 Cost to import, US$ per container	51	1,119	Malaysia	435.0
3.05 No. of days to export	22	9	Multiple economies (4)	5.0
3.06 No. of documents to export	47	6	France	2.0
3.07 Cost to export, US$ per container	58	1,060	Malaysia	450.0
4th pillar: Transparency of border administration	**14**	**6.0**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	21	5.6	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	8	8.8	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**27**	**5.2**	**France**	**6.3**
5.01 Airport density, number per million pop.	6	5.8	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	37	76.3	United States	100.0
5.03 Paved roads, % of total	76	38.7	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	26	5.9	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	28	4.3	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	32	5.1	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	37	5.1	Singapore	6.8
6th pillar: Availability and quality of transport services	**16**	**4.9**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	39	28.3	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	28	3.4	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	16	3.7	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	19	3.8	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	17	4.0	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	27	6.0	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	n/a	n/a	Jamaica	0.7
7th pillar: Availability and use of ICTs	**23**	**5.5**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	16	6.0	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	65	101.0	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	23	24.2	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	9	0.9	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	19	76.0	Iceland	95.0
8th pillar: Regulatory environment	**17**	**4.9**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	20	5.5	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	17	5.3	Singapore	6.5
8.03 Undue influence, 1–7 (best)	16	5.2	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	25	4.4	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	18	4.9	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	19	4.5	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	19	5.1	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	101	3.6	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	10	5.8	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	44	4.9	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	9	83.8	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	42	4.4	Hong Kong SAR	5.6
9th pillar: Physical security	**17**	**5.8**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	16	5.9	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	18	5.9	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	58	5.7	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

Austria

Key indicators

Population (millions), 2010 .... 8.4
GDP (US$ billions), 2010...377.4
FDI inflows (US$ millions), 2010.. 6,613
Imports and exports as share (%) of world total, 2010...................... 1.06

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010	195,508	206,304
Services trade (US$ millions), 2010	36,756	53,990
Merchandise trade (US$ millions), 2010	158,752	152,313
Agriculture (% of merchandise trade), 2010...................	9.66	9.52
Fuels and mining (% of merchandise trade), 2010.......	15.47	6.91
Manufactures (% of merchandise trade), 2010.............	73.11	81.80

Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**15**	**5.1**
2010 Index	14	5.2
Subindex A: Market access	**67**	**3.9**
1st pillar: Domestic and foreign market access	67	3.9
Subindex B: Border administration	**13**	**5.6**
2nd pillar: Efficiency of customs administration	7	5.9
3rd pillar: Efficiency of import-export procedures	19	5.6
4th pillar: Transparency of border administration................	22	5.5
Subindex C: Transport & communications infrastructure	**12**	**5.5**
5th pillar: Availability and quality of transport infrastructure....	16	5.7
6th pillar: Availability and quality of transport services	9	5.3
7th pillar: Availability and use of ICTs	16	5.7
Subindex D: Business environment	**16**	**5.4**
8th pillar: Regulatory environment	25	4.7
9th pillar: Physical security..	13	6.0

The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers	18.2
Access to imported inputs at competitive prices................	13.8
Access to trade finance	11.0
Burdensome procedures and corruption at foreign borders	10.7
High cost or delays caused by international transportation............	10.3
Technical requirements and standards abroad...................	9.6
Rules of origin requirements abroad.................................	8.4
Inappropriate production technology and skills...................	7.0
High cost or delays caused by domestic transportation	6.3
Difficulties in meeting quality/quantity requirements of buyers	4.7

Most problematic factors for importing

Percent of responses

Tariffs and non-tariff barriers..	26.5
High cost or delays caused by international transportation...........	20.9
Domestic technical requirements and standards	16.8
Burdensome import procedures.......................................	16.6
High cost or delays caused by domestic transportation	8.8
Crime and theft	4.5
Inappropriate telecommunications infrastructure...............	3.5
Corruption at the border	2.4

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

Austria

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**67**	**3.9**	**Singapore**	**6.2**
1.01　Tariff rate, (%)	3	0.9	Hong Kong SAR	0.0
1.02　Non-tariff measures, index 0–100 (worst)[1]	32	68.8	Cambodia	4.7
1.03　Complexity of tariffs, index 1–7 (best)	105	3.0	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	57	8.8	Hong Kong SAR	0.0
Tariff peaks, %	95	10.8	Multiple economies (23)	0.0
Specific tariffs, %	102	10.6	Multiple economies (49)	0.0
Distinct tariffs, number	104	1,592	Hong Kong SAR	1.0
1.04　Share of duty-free imports, %	39	64.6	Hong Kong SAR	100.0
1.05　Tariffs faced, %	79	5.7	Chile	3.6
1.06　Margin of preference in destination mkts, index 0–100 (best)	89	9.7	Malawi	93.8
2nd pillar: Efficiency of customs administration	**7**	**5.9**	**Singapore**	**6.6**
2.01　Burden of customs procedures, 1–7 (best)	21	5.0	Singapore	6.2
2.02　Customs services index, 0–12 (best)	5	11.5	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**19**	**5.6**	**Singapore**	**6.4**
3.01　Efficiency of the clearance process, 1–5 (best)	9	3.8	Singapore	4.1
3.02　No. of days to import	15	8	Singapore	4.0
3.03　No. of documents to import	18	5	France	2.0
3.04　Cost to import, US$ per container	57	1,195	Malaysia	435.0
3.05　No. of days to export	8	7	Multiple economies (4)	5.0
3.06　No. of documents to export	8	4	France	2.0
3.07　Cost to export, US$ per container	70	1,180	Malaysia	450.0
4th pillar: Transparency of border administration	**22**	**5.5**	**New Zealand**	**6.7**
4.01　Irregular payments in exports and imports, 1–7 (best)	28	5.3	New Zealand	6.7
4.02　Corruption Perceptions Index, 0–10 (best)	16	7.8	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**16**	**5.7**	**France**	**6.3**
5.01　Airport density, number per million pop.	52	0.7	Iceland	21.9
5.02　Transshipment connectivity, index 0–100 (best)	n/a	n/a	United States	100.0
5.03　Paved roads, % of total	1	100.0	Multiple economies (17)	100.0
5.04　Quality of air transport infrastructure, 1–7 (best)	23	5.9	Singapore	6.9
5.05　Quality of railroad infrastructure, 1–7 (best)	14	5.3	Switzerland	6.8
5.06　Quality of roads, 1–7 (best)	8	6.2	France	6.6
5.07　Quality of port infrastructure, 1–7 (best)	45	4.7	Singapore	6.8
6th pillar: Availability and quality of transport services	**9**	**5.3**	**Singapore**	**6.1**
6.01　Liner Shipping Connectivity Index, 0–152.1 (best)	n/a	n/a	China	152.1
6.02　Ease and affordability of shipment, 1–5 (best)	7	3.7	Hong Kong SAR	4.2
6.03　Logistics competence, 1–5 (best)	3	4.1	Finland	4.1
6.04　Tracking and tracing ability, 1–5 (best)	11	4.0	Finland	4.1
6.05　Timeliness of shipments in reaching destination, 1–5 (best)	31	3.8	Singapore	4.4
6.06　Postal services efficiency, 1–7 (best)	16	6.4	Japan	6.8
6.07　GATS commitments in the transport sector, index 0–1 (best)	18	0.5	Jamaica	0.7
7th pillar: Availability and use of ICTs	**16**	**5.7**	**Netherlands**	**6.3**
7.01　Extent of business Internet use, 1–7 (best)	18	5.9	Sweden	6.5
7.02　Mobile phone subscriptions/100 pop.	12	145.8	Hong Kong SAR	195.6
7.03　Broadband Internet subscriptions/100 pop.	24	23.9	Netherlands	38.1
7.04　Government Online Service Index, 0–1 (best)	26	0.8	Multiple economies (3)	1.0
7.05　Individuals using Internet, %	23	72.7	Iceland	95.0
8th pillar: Regulatory environment	**25**	**4.7**	**Singapore**	**5.7**
8.01　Property rights, 1–7 (best)	15	5.8	Finland	6.4
8.02　Ethics and corruption, 1–7 (best)	23	5.0	Singapore	6.5
8.03　Undue influence, 1–7 (best)	28	4.7	New Zealand	6.1
8.04　Government efficiency, 1–7 (best)	23	4.5	Singapore	5.9
8.05　Domestic competition, 1–7 (best)	30	4.6	Saudi Arabia	5.5
8.06　Efficiency of the financial market, 1–7 (best)	34	4.1	Qatar	5.4
8.07　Openness to foreign participation, index 1–7 (best)	46	4.8	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	109	3.5	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	40	5.1	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	57	4.8	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	25	80.0	Slovenia	93.1
8.08　Availability of trade finance, 1–7 (best)	35	4.4	Hong Kong SAR	5.6
9th pillar: Physical security	**13**	**6.0**	**Finland**	**6.5**
9.01　Reliability of police services, 1–7 (best)	18	5.9	Finland	6.7
9.02　Business costs of crime and violence, 1–7 (best)	28	5.6	Saudi Arabia	6.5*
9.03　Business costs of terrorism, 1–7 (best)	7	6.5	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Azerbaijan

Key indicators

Population (millions), 2010 .... 9.2
GDP (US$ billions), 2010.. 54.4
FDI inflows (US$ millions), 2010... 563
Imports and exports as share (%) of world total, 2010.......................0.10

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010	10,459	28,444
Services trade (US$ millions), 2010	3,714	1,968
Merchandise trade (US$ millions), 2010	6,746	26,476
Agriculture (% of merchandise trade), 2010.................	19.79	2.28
Fuels and mining (% of merchandise trade), 2010..........	2.74	95.73
Manufactures (% of merchandise trade), 2010	74.63	1.99

Trade and FDI inflows, percent of GDP
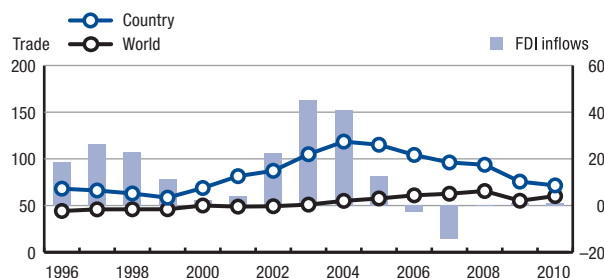
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	81	3.8
2010 Index	77	3.9
Subindex A: Market access	57	4.1
1st pillar: Domestic and foreign market access	57	4.1
Subindex B: Border administration................................	107	3.1
2nd pillar: Efficiency of customs administration..................................	46	4.5
3rd pillar: Efficiency of import-export procedures	123	2.3
4th pillar: Transparency of border administration.............................	108	2.6
Subindex C: Transport & communications infrastructure.....	69	3.8
5th pillar: Availability and quality of transport infrastructure...............	73	4.1
6th pillar: Availability and quality of transport services	53	3.9
7th pillar: Availability and use of ICTs.................................	76	3.6
Subindex D: Business environment	59	4.4
8th pillar: Regulatory environment	60	3.7
9th pillar: Physical security..	59	5.0
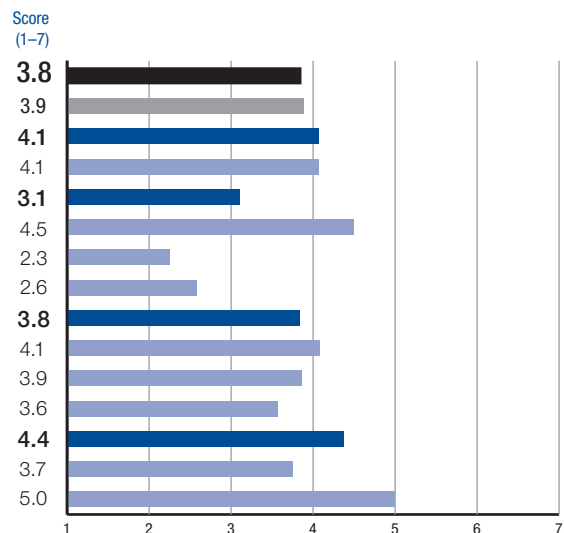
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Difficulties in meeting quality/quantity requirements of buyers........................19.7
Inappropriate production technology and skills.................................14.5
Technical requirements and standards abroad.................................13.1
Access to imported inputs at competitive prices.................................12.5
Identifying potential markets and buyers 11.6
Burdensome procedures and corruption at foreign borders 9.0
Access to trade finance 6.2
High cost or delays caused by domestic transportation 5.8
High cost or delays caused by international transportation...............................4.1
Rules of origin requirements abroad...3.3
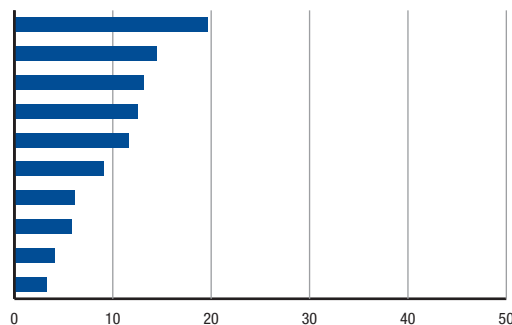
Most problematic factors for importing

Percent of responses

Corruption at the border 26.1
Tariffs and non-tariff barriers...24.7
Burdensome import procedures...19.0
High cost or delays caused by international transportation............................9.2
High cost or delays caused by domestic transportation 7.9
Domestic technical requirements and standards 6.4
Inappropriate telecommunications infrastructure...4.9
Crime and theft 1.7
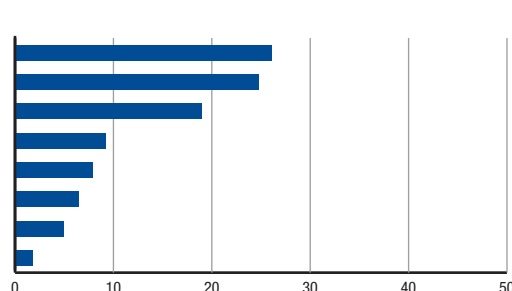
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Azerbaijan

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**57**	**4.1**	**Singapore**	**6.2**
1.01　Tariff rate, (%)	79	7.1	Hong Kong SAR	0.0
1.02　Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03　Complexity of tariffs, index 1–7 (best)	65	5.9	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	53	8.3	Hong Kong SAR	0.0
Tariff peaks, %	48	1.1	Multiple economies (23)	0.0
Specific tariffs, %	81	2.6	Multiple economies (49)	0.0
Distinct tariffs, number	86	266	Hong Kong SAR	1.0
1.04　Share of duty-free imports, %	93	39.7	Hong Kong SAR	100.0
1.05　Tariffs faced, %	61	5.6	Chile	3.6
1.06　Margin of preference in destination mkts, index 0–100 (best)	48	39.1	Malawi	93.8
2nd pillar: Efficiency of customs administration	**46**	**4.5**	**Singapore**	**6.6**
2.01　Burden of customs procedures, 1–7 (best)	101	3.5	Singapore	6.2
2.02　Customs services index, 0–12 (best)	28	9.3	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**123**	**2.3**	**Singapore**	**6.4**
3.01　Efficiency of the clearance process, 1–5 (best)	129	1.9	Singapore	4.1
3.02　No. of days to import	119	42	Singapore	4.0
3.03　No. of documents to import	121	10	France	2.0
3.04　Cost to import, US$ per container	124	3,405	Malaysia	435.0
3.05　No. of days to export	119	38	Multiple economies (4)	5.0
3.06　No. of documents to export	95	8	France	2.0
3.07　Cost to export, US$ per container	124	2,905	Malaysia	450.0
4th pillar: Transparency of border administration	**108**	**2.6**	**New Zealand**	**6.7**
4.01　Irregular payments in exports and imports, 1–7 (best)	102	2.7	New Zealand	6.7
4.02　Corruption Perceptions Index, 0–10 (best)	117	2.4	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**73**	**4.1**	**France**	**6.3**
5.01　Airport density, number per million pop.	81	0.4	Iceland	21.9
5.02　Transshipment connectivity, index 0–100 (best)	n/a	n/a	United States	100.0
5.03　Paved roads, % of total	67	50.6	Multiple economies (17)	100.0
5.04　Quality of air transport infrastructure, 1–7 (best)	54	5.0	Singapore	6.9
5.05　Quality of railroad infrastructure, 1–7 (best)	35	3.9	Switzerland	6.8
5.06　Quality of roads, 1–7 (best)	71	3.8	France	6.6
5.07　Quality of port infrastructure, 1–7 (best)	67	4.1	Singapore	6.8
6th pillar: Availability and quality of transport services	**53**	**3.9**	**Singapore**	**6.1**
6.01　Liner Shipping Connectivity Index, 0–152.1 (best)	n/a	n/a	China	152.1
6.02　Ease and affordability of shipment, 1–5 (best)	111	2.4	Hong Kong SAR	4.2
6.03　Logistics competence, 1–5 (best)	122	2.1	Finland	4.1
6.04　Tracking and tracing ability, 1–5 (best)	79	2.8	Finland	4.1
6.05　Timeliness of shipments in reaching destination, 1–5 (best)	75	3.2	Singapore	4.4
6.06　Postal services efficiency, 1–7 (best)	43	5.5	Japan	6.8
6.07　GATS commitments in the transport sector, index 0–1 (best)	n/a	n/a	Jamaica	0.7
7th pillar: Availability and use of ICTs	**76**	**3.6**	**Netherlands**	**6.3**
7.01　Extent of business Internet use, 1–7 (best)	98	4.5	Sweden	6.5
7.02　Mobile phone subscriptions/100 pop.	70	99.0	Hong Kong SAR	195.6
7.03　Broadband Internet subscriptions/100 pop.	67	5.0	Netherlands	38.1
7.04　Government Online Service Index, 0–1 (best)	93	0.4	Multiple economies (3)	1.0
7.05　Individuals using Internet, %	49	46.0	Iceland	95.0
8th pillar: Regulatory environment	**60**	**3.7**	**Singapore**	**5.7**
8.01　Property rights, 1–7 (best)	76	3.8	Finland	6.4
8.02　Ethics and corruption, 1–7 (best)	72	3.1	Singapore	6.5
8.03　Undue influence, 1–7 (best)	64	3.3	New Zealand	6.1
8.04　Government efficiency, 1–7 (best)	61	3.7	Singapore	5.9
8.05　Domestic competition, 1–7 (best)	88	4.0	Saudi Arabia	5.5
8.06　Efficiency of the financial market, 1–7 (best)	66	3.4	Qatar	5.4
8.07　Openness to foreign participation, index 1–7 (best)	76	4.5	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	71	4.1	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	98	4.3	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	92	4.2	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	38	74.4	Slovenia	93.1
8.08　Availability of trade finance, 1–7 (best)	47	4.2	Hong Kong SAR	5.6
9th pillar: Physical security	**59**	**5.0**	**Finland**	**6.5**
9.01　Reliability of police services, 1–7 (best)	79	3.8	Finland	6.7
9.02　Business costs of crime and violence, 1–7 (best)	45	5.3	Saudi Arabia	6.5*
9.03　Business costs of terrorism, 1–7 (best)	45	5.9	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

Bahrain

Key indicators

Population (millions), 2010 .... 1.3
GDP (US$ billions), 2010.. 22.7
FDI inflows (US$ millions), 2010.. 156
Imports and exports as share (%) of world total, 2010.......................0.08

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010	11,905	17,694
Services trade (US$ millions), 2010	1,905	4,047
Merchandise trade (US$ millions), 2010	10,000	13,647
Agriculture (% of merchandise trade), 2010............	10.00	2.27
Fuels and mining (% of merchandise trade), 2010......	26.26	90.47
Manufactures (% of merchandise trade), 2010..........	61.70	10.31

Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**30**	**4.8**
2010 Index	22	4.9
Subindex A: Market access	**52**	**4.2**
1st pillar: Domestic and foreign market access	52	4.2
Subindex B: Border administration....................	**26**	**5.2**
2nd pillar: Efficiency of customs administration..................	12	5.7
3rd pillar: Efficiency of import-export procedures	49	5.0
4th pillar: Transparency of border administration................	30	4.9
**Subindex C: Transport & communications infrastructure.....	**41**	**4.5**
5th pillar: Availability and quality of transport infrastructure...............	36	5.0
6th pillar: Availability and quality of transport services	67	3.7
7th pillar: Availability and use of ICTs.................................	38	4.7
Subindex D: Business environment	**19**	**5.3**
8th pillar: Regulatory environment	10	5.2
9th pillar: Physical security..	35	5.4

The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Access to imported inputs at competitive prices...............	18.4
Identifying potential markets and buyers	18.4
Technical requirements and standards abroad.................	12.7
Difficulties in meeting quality/quantity requirements of buyers	9.4
High cost or delays caused by international transportation...............	9.1
Inappropriate production technology and skills	9.1
Access to trade finance	7.9
Rules of origin requirements abroad................................	7.3
Burdensome procedures and corruption at foreign borders	4.5
High cost or delays caused by domestic transportation	3.1

Most problematic factors for importing

Percent of responses

High cost or delays caused by international transportation............	29.8
Tariffs and non-tariff barriers...	20.6
Burdensome import procedures......................................	18.2
Domestic technical requirements and standards	16.9
High cost or delays caused by domestic transportation	9.0
Inappropriate telecommunications infrastructure..............	3.6
Corruption at the border...	1.5
Crime and theft	0.4

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

Bahrain

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**52**	**4.2**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	51	4.4	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	29	6.6	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	47	7.9	Hong Kong SAR	0.0
	Tariff peaks, %	45	0.9	Multiple economies (23)	0.0
	Specific tariffs, %	1	0.0	Multiple economies (49)	0.0
	Distinct tariffs, number	18	5	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	101	28.3	Hong Kong SAR	100.0
1.05	Tariffs faced, %	71	5.7	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	54	36.2	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**12**	**5.7**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	8	5.5	Singapore	6.2
2.02	Customs services index, 0–12 (best)	19	9.8	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**49**	**5.0**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	59	2.7	Singapore	4.1
3.02	No. of days to import	48	15	Singapore	4.0
3.03	No. of documents to import	52	7	France	2.0
3.04	Cost to import, US$ per container	45	995	Malaysia	435.0
3.05	No. of days to export	33	11	Multiple economies (4)	5.0
3.06	No. of documents to export	47	6	France	2.0
3.07	Cost to export, US$ per container	48	955	Malaysia	450.0
	4th pillar: Transparency of border administration	**30**	**4.9**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	19	5.8	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	36	5.1	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**36**	**5.0**	**France**	**6.3**
5.01	Airport density, number per million pop.	48	0.8	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	98	53.7	United States	100.0
5.03	Paved roads, % of total	42	81.5	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	17	6.1	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	95	1.9	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	21	5.7	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	12	6.0	Singapore	6.8
	6th pillar: Availability and quality of transport services	**67**	**3.7**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	79	9.8	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	72	2.8	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	53	2.9	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	34	3.4	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	62	3.4	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	18	6.4	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	59	0.0	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**38**	**4.7**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	37	5.5	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	34	124.2	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	66	5.4	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	9	0.9	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	39	55.0	Iceland	95.0
	8th pillar: Regulatory environment	**10**	**5.2**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	17	5.6	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	18	5.3	Singapore	6.5
8.03	Undue influence, 1–7 (best)	21	5.0	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	9	4.9	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	3	5.4	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	4	5.1	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	12	5.3	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	32	4.6	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	13	5.7	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	3	6.0	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	79	60.3	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	3	5.5	Hong Kong SAR	5.6
	9th pillar: Physical security	**35**	**5.4**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	24	5.8	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	39	5.4	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	89	5.1	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Bangladesh

Key indicators

Population (millions), 2010 .... 148.7
GDP (US$ billions), 2010.. 105.6
FDI inflows (US$ millions), 2010.. 913
Imports and exports as share (%) of world total, 2010........................0.14

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010 31,918		20,404
Services trade (US$ millions), 2010 4,099		1,213
Merchandise trade (US$ millions), 2010 27,819		19,191
Agriculture (% of merchandise trade), 2010................. 21.54		5.28
Fuels and mining (% of merchandise trade), 2010.........9.84		1.28
Manufactures (% of merchandise trade), 2010............ 67.95		93.32

Trade and FDI inflows, percent of GDP
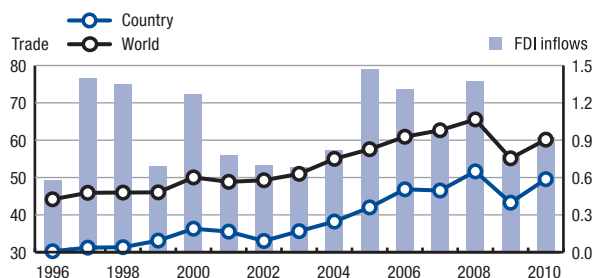
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**109**	**3.5**
2010 Index	113	3.4
Subindex A: Market access..................................	**65**	**4.0**
1st pillar: Domestic and foreign market access	65	4.0
Subindex B: Border administration...........................	**100**	**3.3**
2nd pillar: Efficiency of customs administration.................................	103	3.3
3rd pillar: Efficiency of import-export procedures	86	4.2
4th pillar: Transparency of border administration................................	115	2.5
Subindex C: Transport & communications infrastructure...	**123**	**2.7**
5th pillar: Availability and quality of transport infrastructure.............	126	2.7
6th pillar: Availability and quality of transport services	104	3.1
7th pillar: Availability and use of ICTs...	110	2.5
Subindex D: Business environment	**95**	**3.8**
8th pillar: Regulatory environment	92	3.5
9th pillar: Physical security...	96	4.1
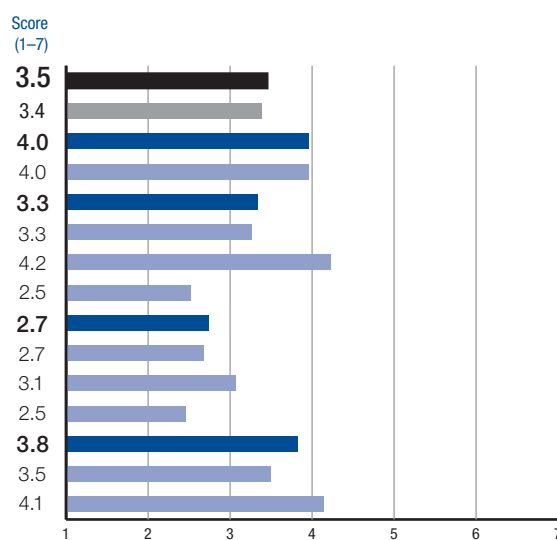
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers 18.2
Inappropriate production technology and skills 14.0
Difficulties in meeting quality/quantity requirements of buyers 12.5
Access to imported inputs at competitive prices............................. 12.1
High cost or delays caused by domestic transportation 11.5
Technical requirements and standards abroad................................10.7
Access to trade finance 7.9
Rules of origin requirements abroad.. 5.3
High cost or delays caused by international transportation............................. 5.3
Burdensome procedures and corruption at foreign borders 2.6
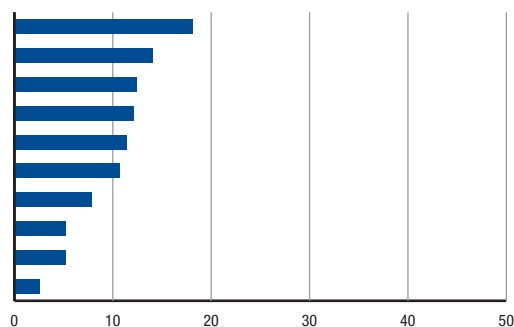
Most problematic factors for importing

Percent of responses

Burdensome import procedures.. 23.9
Tariffs and non-tariff barriers... 20.4
Corruption at the border 16.8
High cost or delays caused by domestic transportation 11.7
High cost or delays caused by international transportation............................10.3
Crime and theft... 7.6
Domestic technical requirements and standards 7.6
Inappropriate telecommunications infrastructure............................. 1.7
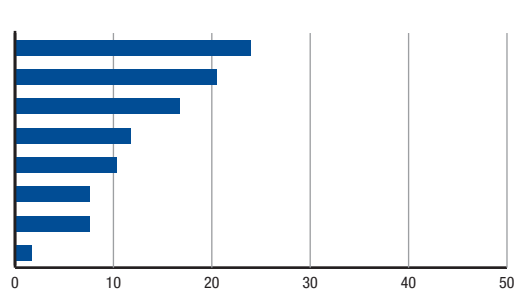
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Bangladesh

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**65**	**4.0**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	121	13.1	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	38	6.6	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	56	8.8	Hong Kong SAR	0.0
	Tariff peaks, %	1	0.0	Multiple economies (23)	0.0
	Specific tariffs, %	69	0.5	Multiple economies (49)	0.0
	Distinct tariffs, number	65	38	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	112	19.0	Hong Kong SAR	100.0
1.05	Tariffs faced, %	11	4.9	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	23	53.0	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**103**	**3.3**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	111	3.4	Singapore	6.2
2.02	Customs services index, 0–12 (best)	84	5.1	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**86**	**4.2**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	97	2.3	Singapore	4.1
3.02	No. of days to import	100	31	Singapore	4.0
3.03	No. of documents to import	74	8	France	2.0
3.04	Cost to import, US$ per container	72	1,370	Malaysia	435.0
3.05	No. of days to export	99	25	Multiple economies (4)	5.0
3.06	No. of documents to export	47	6	France	2.0
3.07	Cost to export, US$ per container	49	965	Malaysia	450.0
	4th pillar: Transparency of border administration	**115**	**2.5**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	117	2.4	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	101	2.7	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**126**	**2.7**	**France**	**6.3**
5.01	Airport density, number per million pop.	132	0.0	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	96	55.1	United States	100.0
5.03	Paved roads, % of total	120	9.5	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	109	3.5	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	74	2.5	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	102	2.9	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	105	3.4	Singapore	6.8
	6th pillar: Availability and quality of transport services	**104**	**3.1**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	83	8.2	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	54	3.0	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	102	2.4	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	87	2.6	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	58	3.5	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	104	3.7	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	59	0.0	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**110**	**2.5**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	109	4.2	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	117	46.2	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	117	0.0	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	81	0.4	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	121	3.7	Iceland	95.0
	8th pillar: Regulatory environment	**92**	**3.5**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	104	3.2	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	118	2.4	Singapore	6.5
8.03	Undue influence, 1–7 (best)	101	2.7	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	79	3.3	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	59	4.3	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	63	3.5	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	106	4.2	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	115	3.4	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	105	4.0	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	24	5.2	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	107	51.0	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	45	4.3	Hong Kong SAR	5.6
	9th pillar: Physical security	**96**	**4.1**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	111	3.1	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	92	4.2	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	87	5.2	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

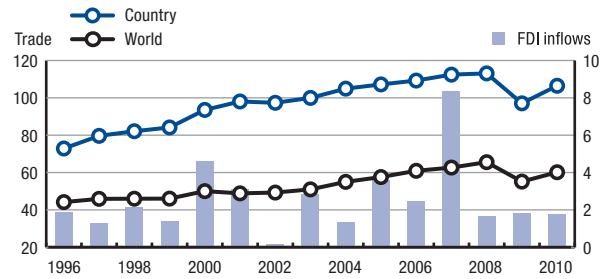* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

Belgium

Key indicators

Population (millions), 2010 .... 10.7
GDP (US$ billions), 2010...467.8
FDI inflows (US$ millions), 2010......................................61,714
Imports and exports as share (%) of world total, 2010......................2.54

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010	467,952	493,923
Services trade (US$ millions), 2010	77,509	81,700
Merchandise trade (US$ millions), 2010	390,443	412,223
Agriculture (% of merchandise trade), 2010..................	9.74	10.23
Fuels and mining (% of merchandise trade), 2010.......	18.33	12.45
Manufactures (% of merchandise trade), 2010............	70.63	76.19

Trade and FDI inflows, percent of GDP
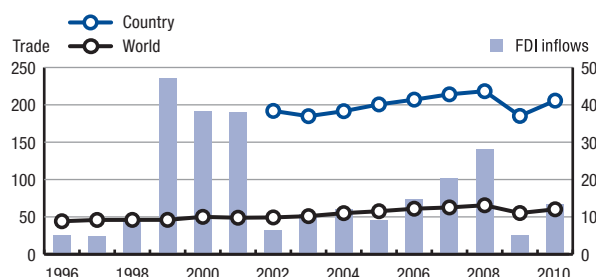
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	21	5.0
2010 Index	24	4.9
Subindex A: Market access...................................	67	3.9
1st pillar: Domestic and foreign market access	67	3.9
Subindex B: Border administration........................	27	5.1
2nd pillar: Efficiency of customs administration.................	41	4.6
3rd pillar: Efficiency of import-export procedures	32	5.3
4th pillar: Transparency of border administration...............	21	5.6
Subindex C: Transport & communications infrastructure.....	13	5.5
5th pillar: Availability and quality of transport infrastructure.............	15	5.7
6th pillar: Availability and quality of transport services	5	5.4
7th pillar: Availability and use of ICTs...............................	21	5.5
Subindex D: Business environment	24	5.3
8th pillar: Regulatory environment	27	4.7
9th pillar: Physical security................................	18	5.8
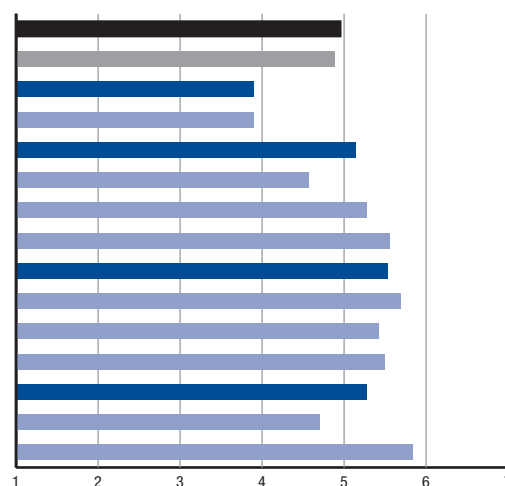
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers	18.6
Technical requirements and standards abroad................	14.0
Access to imported inputs at competitive prices..............	14.0
Rules of origin requirements abroad..............................	10.8
High cost or delays caused by international transportation........................	9.4
Burdensome procedures and corruption at foreign borders	9.1
Access to trade finance	8.3
Inappropriate production technology and skills	6.5
Difficulties in meeting quality/quantity requirements of buyers	5.9
High cost or delays caused by domestic transportation	3.5
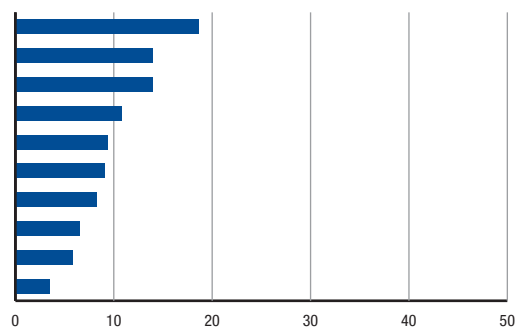
Most problematic factors for importing

Percent of responses

High cost or delays caused by international transportation........................	21.4
Tariffs and non-tariff barriers............................	21.0
Burdensome import procedures........................	20.6
Domestic technical requirements and standards	20.4
High cost or delays caused by domestic transportation	10.7
Inappropriate telecommunications infrastructure............	5.2
Crime and theft................................	0.6
Corruption at the border	0.2
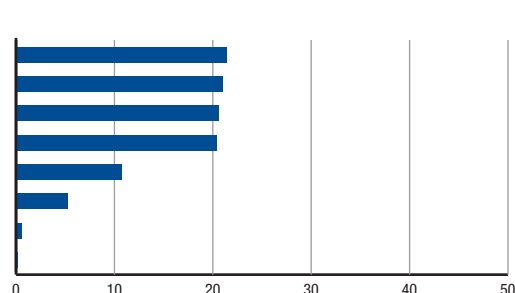
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Belgium

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage** ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**67**	**3.9**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	3	0.9	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	40	70.3	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	105	3.0	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	57	8.8	Hong Kong SAR	0.0
Tariff peaks, %	95	10.8	Multiple economies (23)	0.0
Specific tariffs, %	102	10.6	Multiple economies (49)	0.0
Distinct tariffs, number	104	1,592	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	39	64.6	Hong Kong SAR	100.0
1.05 Tariffs faced, %	79	5.7	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	89	9.7	Malawi	93.8
2nd pillar: Efficiency of customs administration	**41**	**4.6**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	40	4.6	Singapore	6.2
2.02 Customs services index, 0–12 (best)	52	7.7	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**32**	**5.3**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	7	3.8	Singapore	4.1
3.02 No. of days to import	15	8	Singapore	4.0
3.03 No. of documents to import	18	5	France	2.0
3.04 Cost to import, US$ per container	89	1,600	Malaysia	435.0
3.05 No. of days to export	17	8	Multiple economies (4)	5.0
3.06 No. of documents to export	8	4	France	2.0
3.07 Cost to export, US$ per container	89	1,429	Malaysia	450.0
4th pillar: Transparency of border administration	**21**	**5.6**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	22	5.6	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	19	7.5	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**15**	**5.7**	**France**	**6.3**
5.01 Airport density, number per million pop.	78	0.5	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	7	97.3	United States	100.0
5.03 Paved roads, % of total	48	78.2	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	13	6.2	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	13	5.4	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	28	5.4	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	4	6.5	Singapore	6.8
6th pillar: Availability and quality of transport services	**5**	**5.4**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	8	88.5	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	6	3.7	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	8	4.0	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	8	4.0	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	9	4.2	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	30	6.0	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	33	0.4	Jamaica	0.7
7th pillar: Availability and use of ICTs	**21**	**5.5**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	25	5.8	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	50	113.5	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	12	31.5	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	39	0.7	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	20	75.0	Iceland	95.0
8th pillar: Regulatory environment	**27**	**4.7**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	23	5.3	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	28	4.8	Singapore	6.5
8.03 Undue influence, 1–7 (best)	30	4.7	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	52	3.7	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	26	4.7	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	20	4.5	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	16	5.2	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	60	4.2	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	14	5.7	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	40	5.0	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	18	82.1	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	28	4.7	Hong Kong SAR	5.6
9th pillar: Physical security	**18**	**5.8**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	27	5.6	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	22	5.7	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	28	6.2	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

Benin

Key indicators

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

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

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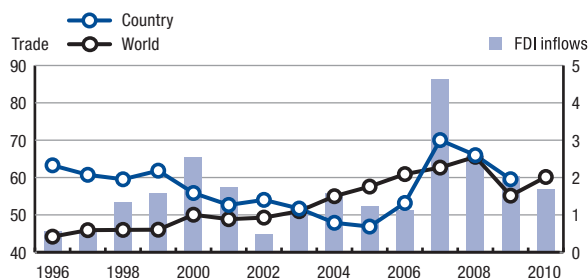
Enabling Trade Index

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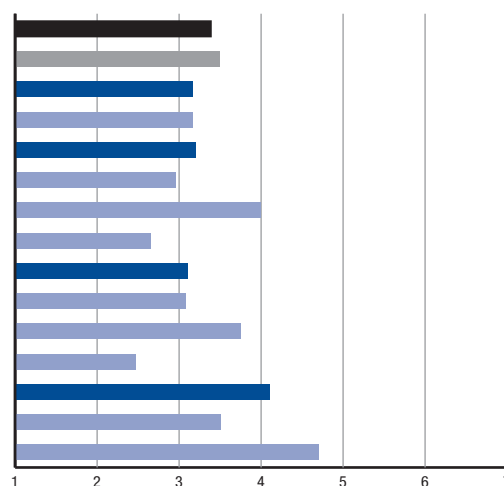
The most problematic factors for trade

Most problematic factors for exporting

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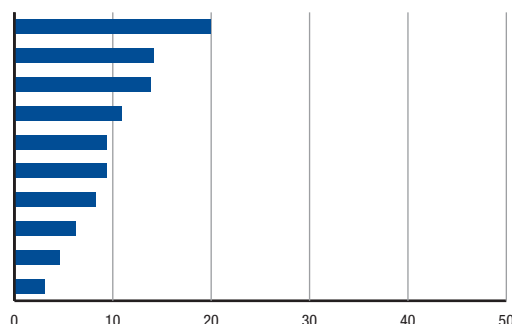
Most problematic factors for importing

	Percent of responses
Burdensome import procedures..	22.9
Tariffs and non-tariff barriers..	21.9
Corruption at the border	20.8
High cost or delays caused by international transportation.............	11.1
High cost or delays caused by domestic transportation	9.9
Inappropriate telecommunications infrastructure................	5.3
Domestic technical requirements and standards	4.4
Crime and theft..	3.7
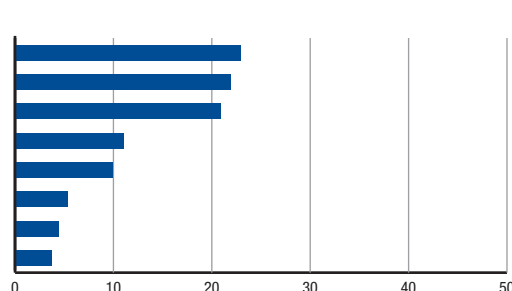
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Benin

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　■ Competitive **Disadvantage**

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

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

Bolivia
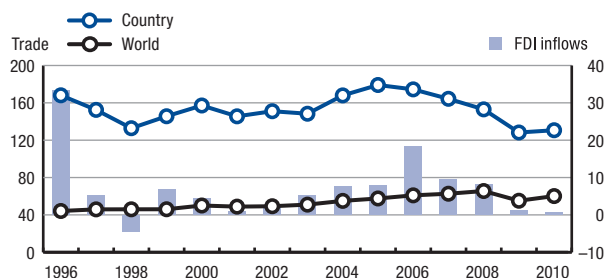
Key indicators

Population (millions), 2010 .... 9.9
GDP (US$ billions), 2010.. 19.8
FDI inflows (US$ millions), 2010... 622
Imports and exports as share (%) of world total, 2010...................... 0.03

Sources: IMF; UNCTAD; UNFPA; WTO
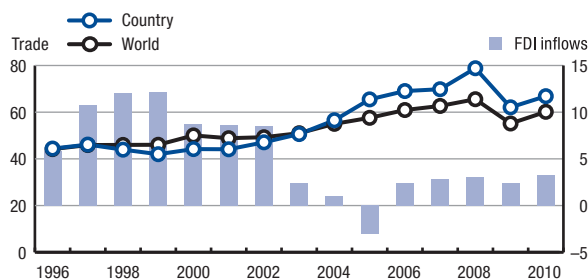
	Imports	Exports
Total trade (US$ millions), 2010	6,423	6,821
Services trade (US$ millions), 2010	1,062	531
Merchandise trade (US$ millions), 2010	5,361	6,290
Agriculture (% of merchandise trade), 2010...................	8.58	17.31
Fuels and mining (% of merchandise trade), 2010.......	12.98	75.03
Manufactures (% of merchandise trade), 2010............	77.85	6.84

Trade and FDI inflows, percent of GDP

Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**95**	**3.7**
2010 Index	98	3.6
Subindex A: Market access.................................	**23**	**4.8**
1st pillar: Domestic and foreign market access	23	4.8
Subindex B: Border administration........................	**89**	**3.5**
2nd pillar: Efficiency of customs administration...................	76	3.9
3rd pillar: Efficiency of import-export procedures	95	4.0
4th pillar: Transparency of border administration...............	107	2.6
Subindex C: Transport & communications infrastructure...	**104**	**3.1**
5th pillar: Availability and quality of transport infrastructure.............	106	3.3
6th pillar: Availability and quality of transport services	103	3.1
7th pillar: Availability and use of ICTs...................................	99	2.8
Subindex D: Business environment	**118**	**3.4**
8th pillar: Regulatory environment	115	3.1
9th pillar: Physical security..	115	3.7
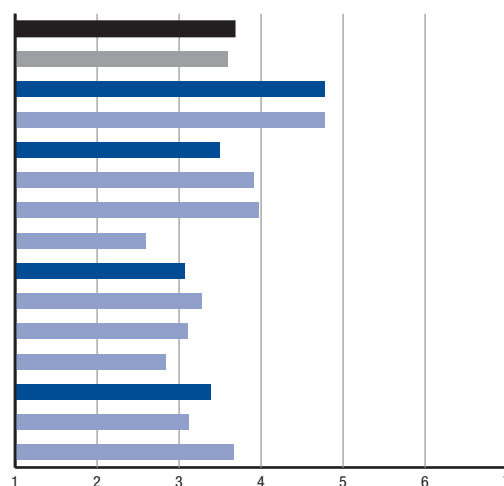
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers	28.2
Access to trade finance	21.1
Access to imported inputs at competitive prices...............................	16.4
Inappropriate production technology and skills	10.9
Difficulties in meeting quality/quantity requirements of buyers	7.7
Rules of origin requirements abroad..	5.3
Technical requirements and standards abroad.................................	3.5
High cost or delays caused by international transportation.................	3.1
High cost or delays caused by domestic transportation	3.1
Burdensome procedures and corruption at foreign borders	0.7
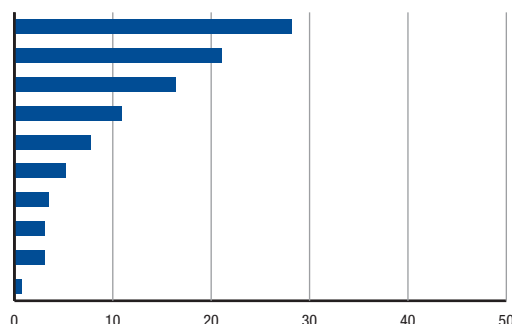
Most problematic factors for importing

Percent of responses

Tariffs and non-tariff barriers..	30.2
Burdensome import procedures..	23.1
Corruption at the border	17.4
High cost or delays caused by international transportation................	13.4
High cost or delays caused by domestic transportation	8.2
Domestic technical requirements and standards	3.2
Crime and theft..	2.6
Inappropriate telecommunications infrastructure.............................	2.0
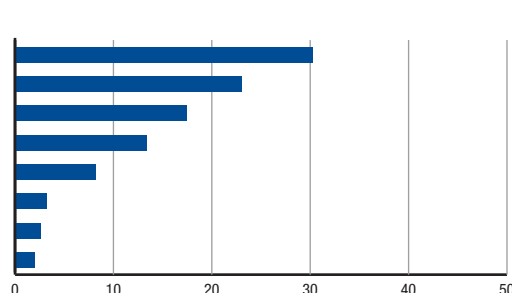
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Bolivia

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**23**	**4.8**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	90	■ 8.6	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	8	26.9	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	58	■ 6.3	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	51	■ 7.9	Hong Kong SAR	0.0
Tariff peaks, %	67	■ 4.5	Multiple economies (23)	0.0
Specific tariffs, %	1	■ 0.0	Multiple economies (49)	0.0
Distinct tariffs, number	23	■ 6	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	73	■ 56.7	Hong Kong SAR	100.0
1.05 Tariffs faced, %	16	■ 5.0	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	14	■ 56.9	Malawi	93.8
2nd pillar: Efficiency of customs administration	**76**	**3.9**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	119	■ 3.0	Singapore	6.2
2.02 Customs services index, 0–12 (best)	42	■ 8.2	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**95**	**4.0**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	86	■ 2.4	Singapore	4.1
3.02 No. of days to import	84	■ 23	Singapore	4.0
3.03 No. of documents to import	52	■ 7	France	2.0
3.04 Cost to import, US$ per container	99	■ 1,747	Malaysia	435.0
3.05 No. of days to export	74	■ 19	Multiple economies (4)	5.0
3.06 No. of documents to export	95	■ 8	France	2.0
3.07 Cost to export, US$ per container	88	■ 1,425	Malaysia	450.0
4th pillar: Transparency of border administration	**107**	**2.6**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	113	■ 2.5	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	93	■ 2.8	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**106**	**3.3**	**France**	**6.3**
5.01 Airport density, number per million pop.	24	■ 1.4	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	n/a	■ n/a	United States	100.0
5.03 Paved roads, % of total	127	■ 7.0	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	100	■ 3.8	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	71	■ 2.5	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	97	■ 3.0	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	112	■ 3.1	Singapore	6.8
6th pillar: Availability and quality of transport services	**103**	**3.1**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	n/a	■ n/a	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	100	■ 2.6	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	93	■ 2.6	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	81	■ 2.7	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	97	■ 3.0	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	120	■ 3.3	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	59	■ 0.0	Jamaica	0.7
7th pillar: Availability and use of ICTs	**99**	**2.8**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	118	■ 3.9	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	98	■ 72.3	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	92	■ 1.0	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	88	■ 0.4	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	88	■ 20.0	Iceland	95.0
8th pillar: Regulatory environment	**115**	**3.1**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	122	■ 2.7	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	97	■ 2.8	Singapore	6.5
8.03 Undue influence, 1–7 (best)	87	■ 2.9	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	98	■ 3.1	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	127	■ 3.2	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	78	■ 3.3	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	121	■ 3.5	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	92	■ 3.7	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	118	■ 3.5	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	122	■ 3.3	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	122	■ 41.8	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	81	■ 3.6	Hong Kong SAR	5.6
9th pillar: Physical security	**115**	**3.7**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	119	■ 2.7	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	104	■ 3.9	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	115	■ 4.4	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

Bosnia and Herzegovina

Key indicators

Population (millions), 2010 .... 3.8
GDP (US$ billions), 2010.. 16.5
FDI inflows (US$ millions), 2010.. 63
Imports and exports as share (%) of world total, 2010....................... 0.04

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010	9,805	6,081
Services trade (US$ millions), 2010	582	1,278
Merchandise trade (US$ millions), 2010	9,223	4,803
Agriculture (% of merchandise trade), 2010.................	19.66	13.24
Fuels and mining (% of merchandise trade), 2010.......	22.50	29.44
Manufactures (% of merchandise trade), 2010.............	57.75	54.69

Trade and FDI inflows, percent of GDP
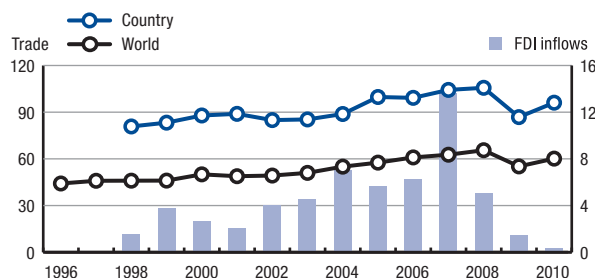
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**80**	**3.9**
2010 Index	80	3.8
Subindex A: Market access	**48**	**4.3**
1st pillar: Domestic and foreign market access	48	4.3
Subindex B: Border administration	**97**	**3.4**
2nd pillar: Efficiency of customs administration	122	2.8
3rd pillar: Efficiency of import-export procedures	83	4.3
4th pillar: Transparency of border administration	72	3.1
Subindex C: Transport & communications infrastructure	**80**	**3.7**
5th pillar: Availability and quality of transport infrastructure..............	108	3.2
6th pillar: Availability and quality of transport services	35	4.3
7th pillar: Availability and use of ICTs	74	3.6
Subindex D: Business environment	**78**	**4.1**
8th pillar: Regulatory environment	110	3.2
9th pillar: Physical security..	55	5.0
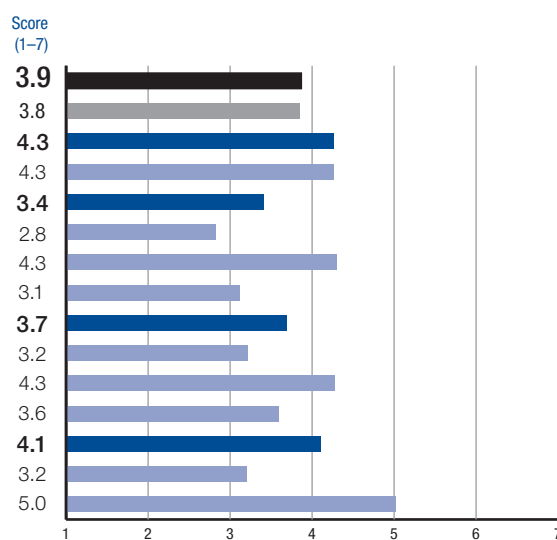
The most problematic factors for trade

Most problematic factors for exporting
Percent of responses

Burdensome procedures and corruption at foreign borders 15.9
Technical requirements and standards abroad... 14.7
Inappropriate production technology and skills 14.1
Rules of origin requirements abroad.. 10.2
Access to imported inputs at competitive prices.. 9.1
Access to trade finance 7.8
Difficulties in meeting quality/quantity requirements of buyers 7.6
Identifying potential markets and buyers 7.4
High cost or delays caused by domestic transportation 7.0
High cost or delays caused by international transportation............................... 6.2
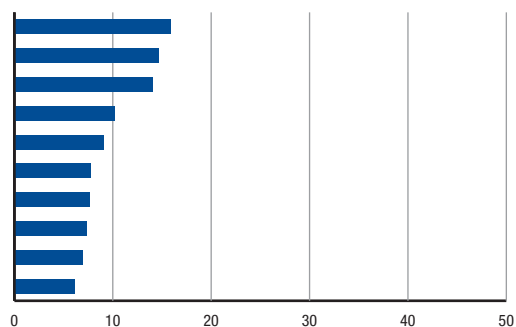
Most problematic factors for importing
Percent of responses

Domestic technical requirements and standards 19.4
High cost or delays caused by international transportation.............................. 15.3
Burdensome import procedures... 15.1
High cost or delays caused by domestic transportation 14.7
Inappropriate telecommunications infrastructure... 12.3
Tariffs and non-tariff barriers.. 9.1
Crime and theft 7.8
Corruption at the border 6.4
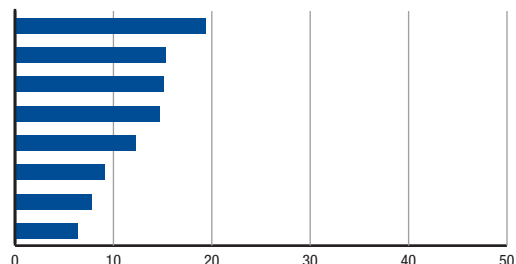
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Bosnia and Herzegovina

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**48**	**4.3**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	63	5.1	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	97	4.1	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	48	7.9	Hong Kong SAR	0.0
Tariff peaks, %	76	6.7	Multiple economies (23)	0.0
Specific tariffs, %	100	7.5	Multiple economies (49)	0.0
Distinct tariffs, number	100	764	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	18	80.4	Hong Kong SAR	100.0
1.05 Tariffs faced, %	126	6.1	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	21	53.6	Malawi	93.8
2nd pillar: Efficiency of customs administration	**122**	**2.8**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	112	3.4	Singapore	6.2
2.02 Customs services index, 0–12 (best)	105	3.5	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**83**	**4.3**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	61	2.7	Singapore	4.1
3.02 No. of days to import	54	16	Singapore	4.0
3.03 No. of documents to import	101	9	France	2.0
3.04 Cost to import, US$ per container	58	1,200	Malaysia	435.0
3.05 No. of days to export	56	15	Multiple economies (4)	5.0
3.06 No. of documents to export	95	8	France	2.0
3.07 Cost to export, US$ per container	76	1,240	Malaysia	450.0
4th pillar: Transparency of border administration	**72**	**3.1**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	79	3.3	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	76	3.2	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**108**	**3.2**	**France**	**6.3**
5.01 Airport density, number per million pop.	47	0.8	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	n/a	n/a	United States	100.0
5.03 Paved roads, % of total	65	52.3	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	128	2.7	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	104	1.8	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	131	1.7	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	131	1.7	Singapore	6.8
6th pillar: Availability and quality of transport services	**35**	**4.3**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	n/a	n/a	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	49	3.0	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	54	2.9	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	71	2.8	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	41	3.6	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	62	4.8	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	n/a	n/a	Jamaica	0.7
7th pillar: Availability and use of ICTs	**74**	**3.6**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	100	4.4	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	92	82.7	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	54	8.2	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	92	0.4	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	42	52.0	Iceland	95.0
8th pillar: Regulatory environment	**110**	**3.2**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	117	2.8	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	73	3.0	Singapore	6.5
8.03 Undue influence, 1–7 (best)	82	3.0	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	120	2.8	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	118	3.6	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	114	2.7	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	84	4.5	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	48	4.3	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	84	4.5	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	111	3.7	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	42	73.1	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	109	3.1	Hong Kong SAR	5.6
9th pillar: Physical security	**55**	**5.0**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	62	4.2	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	86	4.5	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	12	6.4	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Botswana

Key indicators

Population (millions), 2010 .... 2.0
GDP (US$ billions), 2010.. 14.9
FDI inflows (US$ millions), 2010...................................... 529
Imports and exports as share (%) of world total, 2010...................... 0.03

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010	6,930	5,424
Services trade (US$ millions), 2010	1,273	731
Merchandise trade (US$ millions), 2010	5,657	4,693
Agriculture (% of merchandise trade), 2010..................	13.19	5.21
Fuels and mining (% of merchandise trade), 2010........	16.59	14.70
Manufactures (% of merchandise trade), 2010............	68.45	78.49

Trade and FDI inflows, percent of GDP
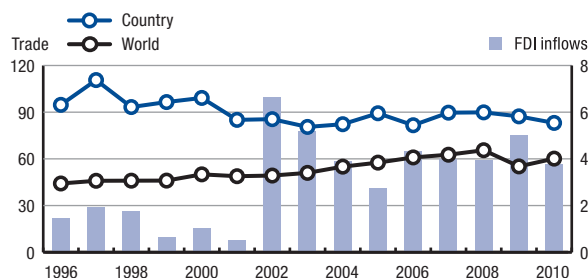
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**54**	**4.3**
2010 Index	53	4.2
Subindex A: Market access................................	**40**	**4.4**
1st pillar: Domestic and foreign market access	40	4.4
Subindex B: Border administration...........................	**60**	**4.2**
2nd pillar: Efficiency of customs administration..................	34	4.7
3rd pillar: Efficiency of import-export procedures	112	3.0
4th pillar: Transparency of border administration................	35	4.7
Subindex C: Transport & communications infrastructure......74		**3.8**
5th pillar: Availability and quality of transport infrastructure...............	69	4.2
6th pillar: Availability and quality of transport services	45	4.0
7th pillar: Availability and use of ICTs................................	90	3.1
Subindex D: Business environment	**33**	**4.9**
8th pillar: Regulatory environment	33	4.4
9th pillar: Physical security..	39	5.4
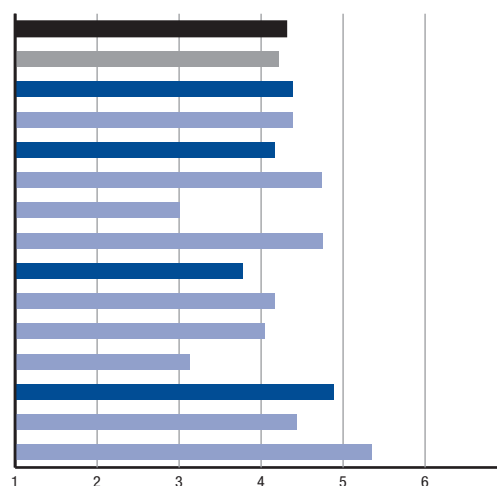
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers 17.9
Access to imported inputs at competitive prices.............................14.8
Inappropriate production technology and skills 11.3
Difficulties in meeting quality/quantity requirements of buyers 10.8
High cost or delays caused by international transportation............................. 9.4
Access to trade finance 8.5
Technical requirements and standards abroad................................... 8.4
Burdensome procedures and corruption at foreign borders 7.1
High cost or delays caused by domestic transportation 6.1
Rules of origin requirements abroad.. 5.7
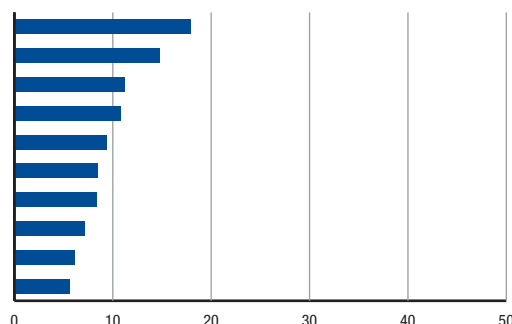
Most problematic factors for importing

Percent of responses

High cost or delays caused by international transportation............................ 25.2
Burdensome import procedures.. 22.4
Tariffs and non-tariff barriers..19.9
Domestic technical requirements and standards 9.9
High cost or delays caused by domestic transportation 9.9
Crime and theft.. 4.5
Corruption at the border.. 4.2
Inappropriate telecommunications infrastructure..4.1
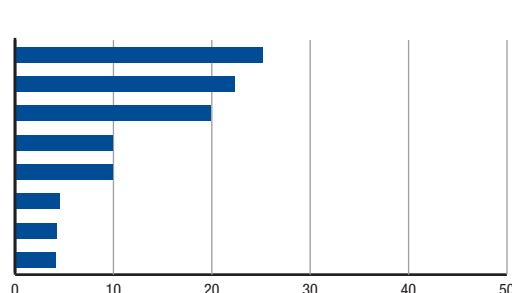
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Botswana

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**40**	**4.4**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	75	6.7	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	79	5.0	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	104	11.8	Hong Kong SAR	0.0
Tariff peaks, %	87	8.7	Multiple economies (23)	0.0
Specific tariffs, %	83	3.2	Multiple economies (49)	0.0
Distinct tariffs, number	82	258	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	4	95.0	Hong Kong SAR	100.0
1.05 Tariffs faced, %	75	5.7	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	79	18.8	Malawi	93.8
2nd pillar: Efficiency of customs administration	**34**	**4.7**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	33	4.7	Singapore	6.2
2.02 Customs services index, 0–12 (best)	n/a	n/a	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**112**	**3.0**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	50	2.8	Singapore	4.1
3.02 No. of days to import	118	41	Singapore	4.0
3.03 No. of documents to import	74	8	France	2.0
3.04 Cost to import, US$ per container	125	3,420	Malaysia	435.0
3.05 No. of days to export	105	28	Multiple economies (4)	5.0
3.06 No. of documents to export	47	6	France	2.0
3.07 Cost to export, US$ per container	127	3,185	Malaysia	450.0
4th pillar: Transparency of border administration	**35**	**4.7**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	36	4.9	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	31	6.1	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**69**	**4.2**	**France**	**6.3**
5.01 Airport density, number per million pop.	18	2.0	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	n/a	n/a	United States	100.0
5.03 Paved roads, % of total	83	32.6	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	86	4.1	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	56	3.0	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	49	4.4	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	79	3.9	Singapore	6.8
6th pillar: Availability and quality of transport services	**45**	**4.0**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	n/a	n/a	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	105	2.5	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	75	2.7	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	80	2.7	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	60	3.4	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	56	5.0	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	n/a	n/a	Jamaica	0.7
7th pillar: Availability and use of ICTs	**90**	**3.1**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	91	4.6	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	42	117.8	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	98	0.6	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	96	0.34	Multiple economies (2)	1.0
Individuals using Internet, % 117		6.0	Iceland	95.0
8th pillar: Regulatory environment	**33**	**4.4**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	38	4.7	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	29	4.8	Singapore	6.5
8.03 Undue influence, 1–7 (best)	26	4.8	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	20	4.6	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	48	4.4	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	51	3.7	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	53	4.7	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	119	3.3	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	20	5.6	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	26	5.2	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	85	59.4	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	66	3.8	Hong Kong SAR	5.6
9th pillar: Physical security	**39**	**5.4**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	42	4.9	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	65	4.8	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	18	6.3	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

Brazil

Key indicators

Population (millions), 2010 .... 194.9
GDP (US$ billions), 2010... 2,090.3
FDI inflows (US$ millions), 2010..................................... 48,438
Imports and exports as share (%) of world total, 2010...................... 1.28

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010	251,236	232,209
Services trade (US$ millions), 2010	59,745	30,294
Merchandise trade (US$ millions), 2010	191,491	201,915
Agriculture (% of merchandise trade), 2010..................	5.62	34.00
Fuels and mining (% of merchandise trade), 2010........	18.85	27.85
Manufactures (% of merchandise trade), 2010............	70.32	35.22

Trade and FDI inflows, percent of GDP
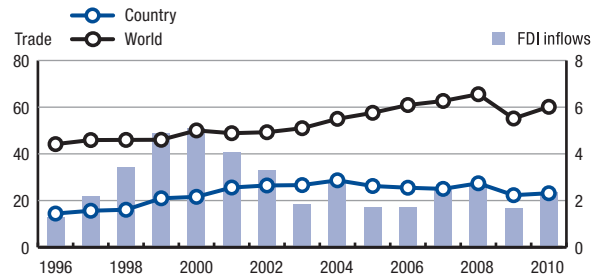
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**84**	**3.8**
2010 Index	87	3.8
Subindex A: Market access	**104**	**3.6**
1st pillar: Domestic and foreign market access	104	3.6
Subindex B: Border administration	**83**	**3.6**
2nd pillar: Efficiency of customs administration	99	3.4
3rd pillar: Efficiency of import-export procedures	101	3.7
4th pillar: Transparency of border administration	57	3.7
Subindex C: Transport & communications infrastructure	**73**	**3.8**
5th pillar: Availability and quality of transport infrastructure	109	3.2
6th pillar: Availability and quality of transport services	48	4.0
7th pillar: Availability and use of ICTs	53	4.2
Subindex D: Business environment	**75**	**4.1**
8th pillar: Regulatory environment	70	3.7
9th pillar: Physical security......................................	81	4.6
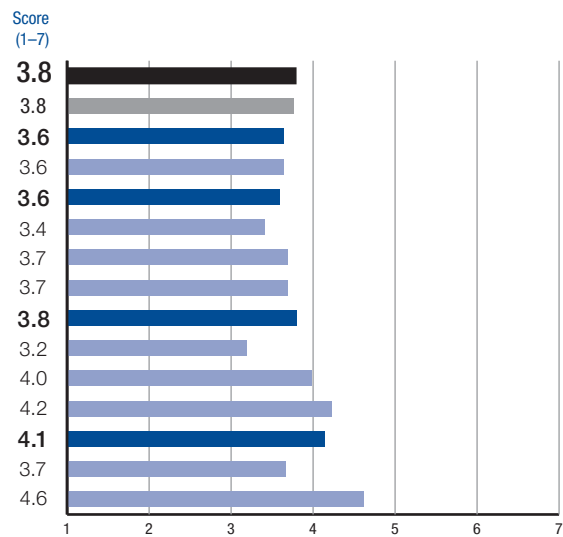
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

High cost or delays caused by domestic transportation 21.2
Access to trade finance 11.9
High cost or delays caused by international transportation...........................11.4
Access to imported inputs at competitive prices..10.4
Rules of origin requirements abroad... 9.3
Inappropriate production technology and skills 8.7
Technical requirements and standards abroad.................................... 8.6
Identifying potential markets and buyers 7.7
Difficulties in meeting quality/quantity requirements of buyers 6.0
Burdensome procedures and corruption at foreign borders 4.9
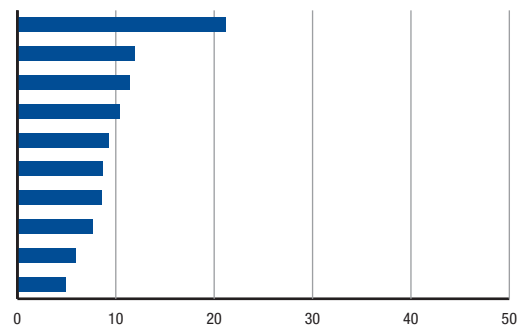
Most problematic factors for importing

Percent of responses

Tariffs and non-tariff barriers.. 27.1
Burdensome import procedures.. 24.2
High cost or delays caused by domestic transportation 16.0
High cost or delays caused by international transportation............................13.3
Domestic technical requirements and standards 8.2
Corruption at the border 5.9
Inappropriate telecommunications infrastructure....................................3.1
Crime and theft 2.2
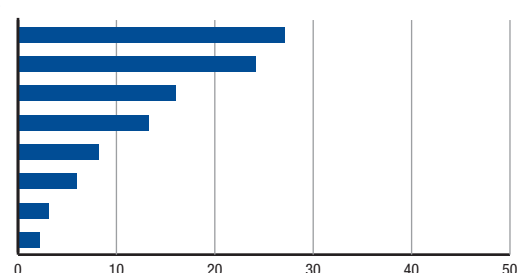
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Brazil

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**104**	**3.6**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	114	11.6	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	23	46.0	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	21	6.7	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	54	8.5	Hong Kong SAR	0.0
Tariff peaks, %	24	0.0	Multiple economies (23)	0.0
Specific tariffs, %	1	0.0	Multiple economies (49)	0.0
Distinct tariffs, number	52	19	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	98	31.6	Hong Kong SAR	100.0
1.05 Tariffs faced, %	48	5.5	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	70	22.1	Malawi	93.8
2nd pillar: Efficiency of customs administration	**99**	**3.4**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	116	3.1	Singapore	6.2
2.02 Customs services index, 0–12 (best)	77	6.1	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**101**	**3.7**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	77	2.5	Singapore	4.1
3.02 No. of days to import	59	17	Singapore	4.0
3.03 No. of documents to import	74	8	France	2.0
3.04 Cost to import, US$ per container	112	2,275	Malaysia	435.0
3.05 No. of days to export	43	13	Multiple economies (4)	5.0
3.06 No. of documents to export	80	7	France	2.0
3.07 Cost to export, US$ per container	117	2,215	Malaysia	450.0
4th pillar: Transparency of border administration	**57**	**3.7**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	53	4.1	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	59	3.8	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**109**	**3.2**	**France**	**6.3**
5.01 Airport density, number per million pop.	70	0.6	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	47	74.0	United States	100.0
5.03 Paved roads, % of total	129	5.5	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	114	3.4	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	93	1.9	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	109	2.8	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	121	2.7	Singapore	6.8
6th pillar: Availability and quality of transport services	**48**	**4.0**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	31	34.6	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	40	3.1	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	42	3.1	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	33	3.4	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	49	3.6	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	37	5.7	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	58	0.0	Jamaica	0.7
7th pillar: Availability and use of ICTs	**53**	**4.2**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	28	5.7	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	61	104.1	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	58	6.8	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	32	0.7	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	59	40.7	Iceland	95.0
8th pillar: Regulatory environment	**70**	**3.7**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	61	4.0	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	83	2.9	Singapore	6.5
8.03 Undue influence, 1–7 (best)	61	3.4	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	100	3.1	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	119	3.6	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	39	4.0	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	103	4.2	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	103	3.6	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	73	4.6	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	68	4.6	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	108	50.8	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	55	4.0	Hong Kong SAR	5.6
9th pillar: Physical security	**81**	**4.6**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	60	4.3	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	118	3.4	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	22	6.2	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Bulgaria

Key indicators

Population (millions), 2010 ....7.5
GDP (US$ billions), 2010...47.7
FDI inflows (US$ millions), 2010...2,170
Imports and exports as share (%) of world total, 2010.......................0.15

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010	29,880	27,653
Services trade (US$ millions), 2010	4,477	6,987
Merchandise trade (US$ millions), 2010	25,403	20,666
Agriculture (% of merchandise trade), 2010.................	10.82	17.82
Fuels and mining (% of merchandise trade), 2010........	31.15	30.45
Manufactures (% of merchandise trade), 2010............	56.81	50.17

Trade and FDI inflows, percent of GDP
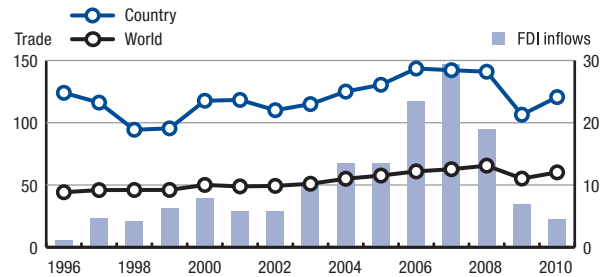
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	74	3.9
2010 Index	78	3.9
Subindex A: Market access	67	3.9
1st pillar: Domestic and foreign market access	67	3.9
Subindex B: Border administration...........................	74	3.9
2nd pillar: Efficiency of customs administration.................................	72	4.1
3rd pillar: Efficiency of import-export procedures	73	4.5
4th pillar: Transparency of border administration...............................	73	3.1
Subindex C: Transport & communications infrastructure.....	52	4.2
5th pillar: Availability and quality of transport infrastructure...............	66	4.2
6th pillar: Availability and quality of transport services	55	3.8
7th pillar: Availability and use of ICTs..	45	4.5
Subindex D: Business environment	98	3.7
8th pillar: Regulatory environment	101	3.4
9th pillar: Physical security..	99	4.1
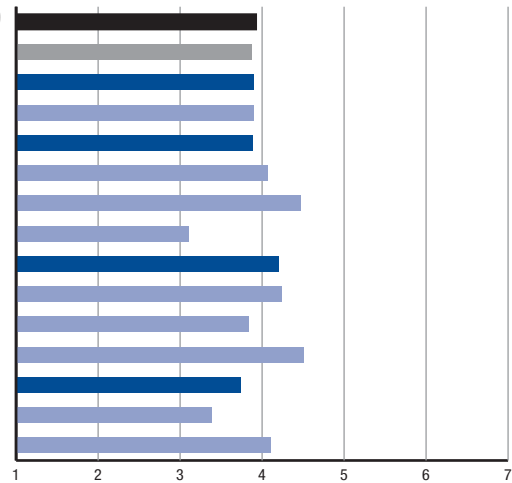
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Technical requirements and standards abroad...12.5
Difficulties in meeting quality/quantity requirements of buyers.......................12.5
Burdensome procedures and corruption at foreign borders...........................12.0
Access to imported inputs at competitive prices...11.2
Identifying potential markets and buyers 10.3
Inappropriate production technology and skills 9.2
High cost or delays caused by domestic transportation 9.1
Rules of origin requirements abroad...8.8
Access to trade finance 7.6
High cost or delays caused by international transportation..............................6.8
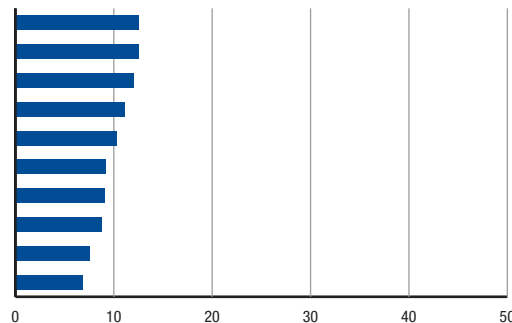
Most problematic factors for importing

Percent of responses

Burdensome import procedures..19.9
Corruption at the border 17.5
Tariffs and non-tariff barriers..13.3
High cost or delays caused by international transportation..............................13.2
Domestic technical requirements and standards 11.7
High cost or delays caused by domestic transportation 11.2
Crime and theft..8.2
Inappropriate telecommunications infrastructure...5.0
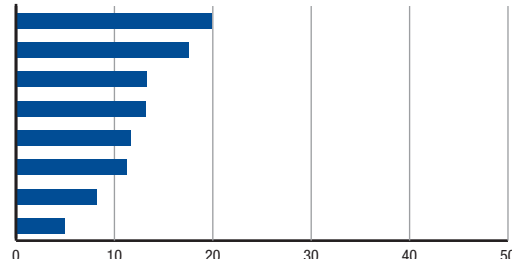
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Bulgaria

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**67**	**3.9**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	3 ■	0.9	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	30	67.7	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	105 ■	3.0	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	57 ■	8.8	Hong Kong SAR	0.0
	Tariff peaks, %	95 ■	10.8	Multiple economies (23)	0.0
	Specific tariffs, %	102 ■	10.6	Multiple economies (49)	0.0
	Distinct tariffs, number	104 ■	1,592	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	39 ■	64.6	Hong Kong SAR	100.0
1.05	Tariffs faced, %	79 ■	5.7	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	89 ■	9.7	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**72**	**4.1**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	106 ■	3.5	Singapore	6.2
2.02	Customs services index, 0–12 (best)	48 ■	7.8	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**73**	**4.5**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	42 ■	3.0	Singapore	4.1
3.02	No. of days to import	59 ■	17	Singapore	4.0
3.03	No. of documents to import	37 ■	6	France	2.0
3.04	Cost to import, US$ per container	94 ■	1,666	Malaysia	435.0
3.05	No. of days to export	83 ■	21	Multiple economies (4)	5.0
3.06	No. of documents to export	29 ■	5	France	2.0
3.07	Cost to export, US$ per container	101 ■	1,551	Malaysia	450.0
	4th pillar: Transparency of border administration	**73**	**3.1**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	81 ■	3.2	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	72 ■	3.3	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**66**	**4.2**	**France**	**6.3**
5.01	Airport density, number per million pop.	72 ■	0.5	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	93 ■	58.6	United States	100.0
5.03	Paved roads, % of total	21 ■	98.4	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	82 ■	4.2	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	54 ■	3.0	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	126 ■	2.1	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	85 ■	3.8	Singapore	6.8
	6th pillar: Availability and quality of transport services	**55**	**3.8**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	92 ■	5.4	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	34 ■	3.3	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	43 ■	3.1	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	49 ■	3.2	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	47 ■	3.6	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	80 ■	4.4	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	29 ■	0.4	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**45**	**4.5**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	49 ■	5.2	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	21 ■	136.1	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	36 ■	14.5	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	68 ■	0.5	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	48 ■	46.2	Iceland	95.0
	8th pillar: Regulatory environment	**101**	**3.4**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	106 ■	3.2	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	86 ■	2.9	Singapore	6.5
8.03	Undue influence, 1–7 (best)	99 ■	2.7	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	106 ■	3.0	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	91 ■	4.0	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	80 ■	3.3	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	79 ■	4.5	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	74 ■	4.0	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	95 ■	4.3	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	112 ■	3.6	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	9 ■	83.8	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	84 ■	3.5	Hong Kong SAR	5.6
	9th pillar: Physical security	**99**	**4.1**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	98 ■	3.4	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	99 ■	4.0	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	96 ■	4.9	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Burkina Faso

## Key indicators

Population (millions), 2010 .... 16.5
GDP (US$ billions), 2010.. 9.0
FDI inflows (US$ millions), 2010... 37
Imports and exports as share (%) of world total, 2009 .... 0.01

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2009....................................	2,373	1,006
Services trade (US$ millions), 2009................................	503	106
Merchandise trade (US$ millions), 2010	2,048	1,288
Agriculture (% of merchandise trade), 2010.................	15.86	28.02
Fuels and mining (% of merchandise trade), 2010.......	22.86	0.53
Manufactures (% of merchandise trade), 2010............	60.93	2.85
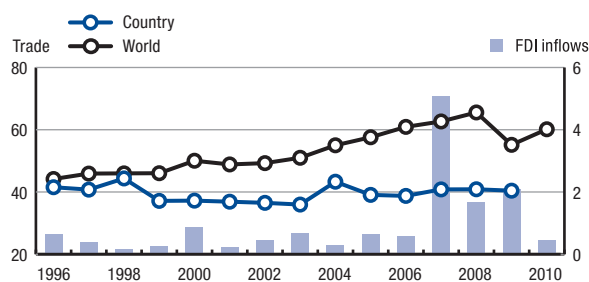
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	122	3.1
2010 Index	110	3.4
Subindex A: Market access	111	3.5
1st pillar: Domestic and foreign market access	111	3.5
Subindex B: Border administration..	124	2.7
2nd pillar: Efficiency of customs administration.................................	102	3.3
3rd pillar: Efficiency of import-export procedures	126	2.0
4th pillar: Transparency of border administration.................................	98	2.8
Subindex C: Transport & communications infrastructure...	129	2.4
5th pillar: Availability and quality of transport infrastructure...............	131	2.2
6th pillar: Availability and quality of transport services	119	2.9
7th pillar: Availability and use of ICTs...	127	2.1
Subindex D: Business environment	84	4.0
8th pillar: Regulatory environment	108	3.3
9th pillar: Physical security...	77	4.7
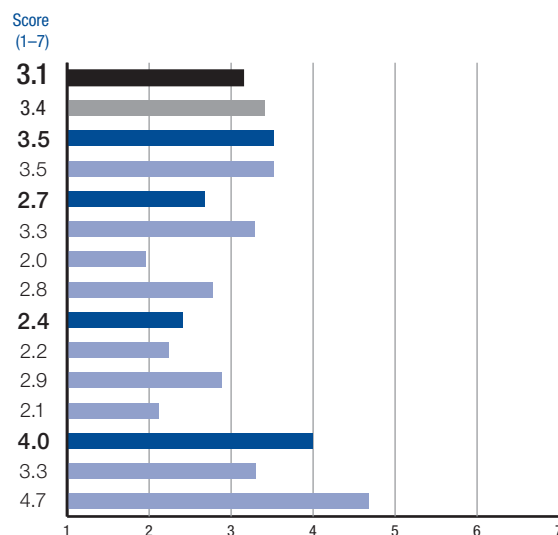
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Access to trade finance 19.3
High cost or delays caused by international transportation............................ 13.2
Identifying potential markets and buyers 13.2
Inappropriate production technology and skills................................12.3
Access to imported inputs at competitive prices............................ 11.1
Burdensome procedures and corruption at foreign borders 10.8
High cost or delays caused by domestic transportation 9.7
Difficulties in meeting quality/quantity requirements of buyers 4.5
Technical requirements and standards abroad................................... 4.2
Rules of origin requirements abroad..1.7
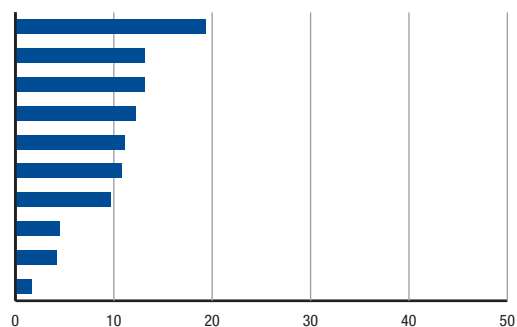
Most problematic factors for importing

Percent of responses

Tariffs and non-tariff barriers...21.4
Burdensome import procedures..21.3
Corruption at the border 17.1
High cost or delays caused by international transportation............................ 16.2
High cost or delays caused by domestic transportation 13.0
Inappropriate telecommunications infrastructure... 6.7
Domestic technical requirements and standards 2.3
Crime and theft 2.0
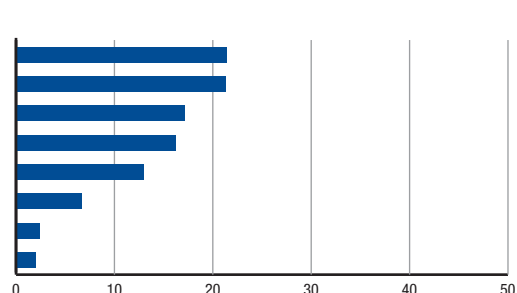
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Burkina Faso

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**111**	**3.5**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	109	11.4	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	15	33.9	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	6	6.8	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	26	6.8	Hong Kong SAR	0.0
	Tariff peaks, %	1	0.0	Multiple economies (23)	0.0
	Specific tariffs, %	1	0.0	Multiple economies (49)	0.0
	Distinct tariffs, number	3	4	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	106	23.3	Hong Kong SAR	100.0
1.05	Tariffs faced, %	46	5.5	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	82	16.9	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**102**	**3.3**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	72	4.0	Singapore	6.2
2.02	Customs services index, 0–12 (best)	100	4.0	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**126**	**2.0**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	119	2.1	Singapore	4.1
3.02	No. of days to import	123	49	Singapore	4.0
3.03	No. of documents to import	121	10	France	2.0
3.04	Cost to import, US$ per container	127	4,030	Malaysia	435.0
3.05	No. of days to export	120	41	Multiple economies (4)	5.0
3.06	No. of documents to export	125	10	France	2.0
3.07	Cost to export, US$ per container	120	2,412	Malaysia	450.0
	4th pillar: Transparency of border administration	**98**	**2.8**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	103	2.7	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	80	3.0	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**131**	**2.2**	**France**	**6.3**
5.01	Airport density, number per million pop.	122	0.1	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	n/a	n/a	United States	100.0
5.03	Paved roads, % of total	130	4.2	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	124	3.1	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	98	1.8	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	117	2.5	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	91	3.7	Singapore	6.8
	6th pillar: Availability and quality of transport services	**119**	**2.9**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	n/a	n/a	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	118	2.3	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	113	2.3	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	124	2.1	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	122	2.7	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	85	4.2	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	59	0.0	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**127**	**2.1**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	116	4.0	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	125	34.7	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	112	0.1	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	113	0.3	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	130	1.4	Iceland	95.0
	8th pillar: Regulatory environment	**108**	**3.3**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	68	3.9	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	106	2.6	Singapore	6.5
8.03	Undue influence, 1–7 (best)	104	2.7	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	75	3.4	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	95	4.0	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	122	2.6	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	88	4.4	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	42	4.5	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	92	4.3	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	45	4.9	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	111	50.0	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	121	2.8	Hong Kong SAR	5.6
	9th pillar: Physical security	**77**	**4.7**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	87	3.6	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	72	4.7	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	55	5.7	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

Burundi

Key indicators

Population (millions), 2010 .... 8.4
GDP (US$ billions), 2010... 1.5
FDI inflows (US$ millions), 2010... 14
Imports and exports as share (%) of world total, 2009 .... 0.00

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2009.......................................	562	66
Services trade (US$ millions), 2009.................................	160	2
Merchandise trade (US$ millions), 2010	509	100
Agriculture (% of merchandise trade), 2010.................	11.92	90.08
Fuels and mining (% of merchandise trade), 2010.........	2.47	2.19
Manufactures (% of merchandise trade), 2010............	69.42	7.16

Trade and FDI inflows, percent of GDP
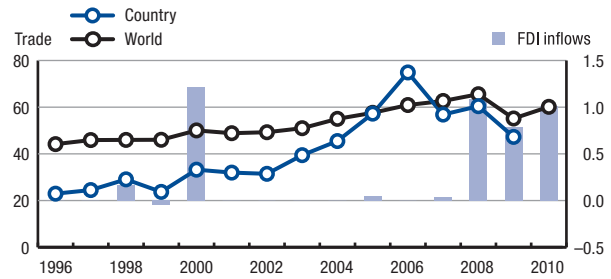
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**131**	**2.9**
2010 Index	125	2.8
Subindex A: Market access	**35**	**4.5**
1st pillar: Domestic and foreign market access	35	4.5
Subindex B: Border administration	**131**	**2.3**
2nd pillar: Efficiency of customs administration..................................	125	2.8
3rd pillar: Efficiency of import-export procedures	125	2.0
4th pillar: Transparency of border administration............................	128	2.2
Subindex C: Transport & communications infrastructure...	**132**	**2.0**
5th pillar: Availability and quality of transport infrastructure.............	132	2.2
6th pillar: Availability and quality of transport services	132	2.0
7th pillar: Availability and use of ICTs..	131	1.7
Subindex D: Business environment	**129**	**2.9**
8th pillar: Regulatory environment	130	2.6
9th pillar: Physical security..	124	3.3
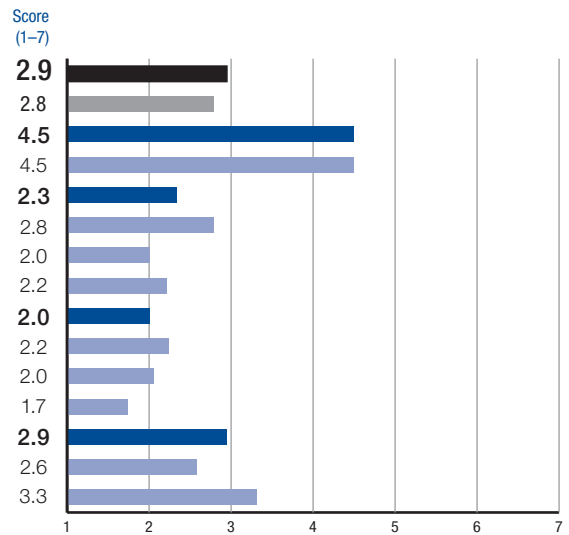
The most problematic factors for trade

Most problematic factors for exporting
Percent of responses

Access to trade finance	17.5
Inappropriate production technology and skills	16.3
Access to imported inputs at competitive prices..............................	12.7
Identifying potential markets and buyers	11.1
High cost or delays caused by international transportation..............................	10.7
Difficulties in meeting quality/quantity requirements of buyers......................	9.9
Burdensome procedures and corruption at foreign borders	6.5
Technical requirements and standards abroad.................................	6.4
High cost or delays caused by domestic transportation	6.3
Rules of origin requirements abroad..	2.7
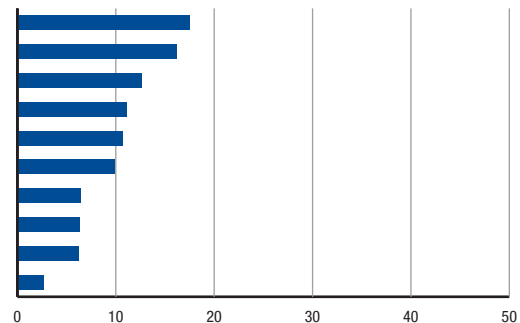
Most problematic factors for importing
Percent of responses

Burdensome import procedures..	23.5
Tariffs and non-tariff barriers..	21.4
Corruption at the border	21.2
High cost or delays caused by international transportation............................	19.4
High cost or delays caused by domestic transportation	6.5
Inappropriate telecommunications infrastructure.............................	4.1
Crime and theft...	2.4
Domestic technical requirements and standards	1.5
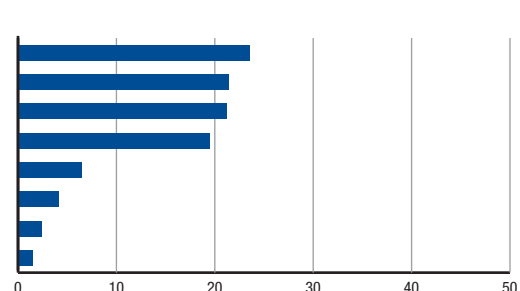
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Burundi

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**35**	**4.5**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	93	8.9	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	44	6.5	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	97	11.6	Hong Kong SAR	0.0
Tariff peaks, %	38	0.8	Multiple economies (23)	0.0
Specific tariffs, %	53	0.1	Multiple economies (49)	0.0
Distinct tariffs, number	42	15	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	34	68.1	Hong Kong SAR	100.0
1.05 Tariffs faced, %	30	5.3	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	59	29.4	Malawi	93.8
2nd pillar: Efficiency of customs administration	**125**	**2.8**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	120	2.9	Singapore	6.2
2.02 Customs services index, 0–12 (best)	98	4.2	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**125**	**2.0**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	132	1.7	Singapore	4.1
3.02 No. of days to import	125	54	Singapore	4.0
3.03 No. of documents to import	121	10	France	2.0
3.04 Cost to import, US$ per container	129	4,855	Malaysia	435.0
3.05 No. of days to export	116	35	Multiple economies (4)	5.0
3.06 No. of documents to export	119	9	France	2.0
3.07 Cost to export, US$ per container	125	2,965	Malaysia	450.0
4th pillar: Transparency of border administration	**128**	**2.2**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	125	2.3	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	130	1.9	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**132**	**2.2**	**France**	**6.3**
5.01 Airport density, number per million pop.	124	0.1	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	n/a	n/a	United States	100.0
5.03 Paved roads, % of total	116	10.4	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	118	3.2	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	119	1.4	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	108	2.8	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	115	3.0	Singapore	6.8
6th pillar: Availability and quality of transport services	**132**	**2.0**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	n/a	n/a	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	132	1.6	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	132	1.4	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	131	1.7	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	132	1.7	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	101	3.8	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	59	0.0	Jamaica	0.7
7th pillar: Availability and use of ICTs	**131**	**1.7**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	126	3.7	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	131	13.7	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	130	0.0	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	126	0.2	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	127	2.1	Iceland	95.0
8th pillar: Regulatory environment	**130**	**2.6**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	129	2.4	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	132	2.0	Singapore	6.5
8.03 Undue influence, 1–7 (best)	125	2.1	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	122	2.8	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	128	3.2	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	132	2.0	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	130	3.3	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	81	3.9	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	129	2.6	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	114	3.5	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	128	34.0	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	118	2.9	Hong Kong SAR	5.6
9th pillar: Physical security	**124**	**3.3**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	129	2.2	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	117	3.4	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	117	4.3	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

Cambodia

Key indicators

Population (millions), 2010 .... 14.1
GDP (US$ billions), 2010.. 11.6
FDI inflows (US$ millions), 2010.. 783
Imports and exports as share (%) of world total, 2010...................... 0.04

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010	8,582	6,701
Services trade (US$ millions), 2010	1,082	1,671
Merchandise trade (US$ millions), 2010	7,500	5,030
Agriculture (% of merchandise trade), 2010...................	5.65	4.14
Fuels and mining (% of merchandise trade), 2010.........	5.59	0.14
Manufactures (% of merchandise trade), 2010..............	51.77	95.64

Trade and FDI inflows, percent of GDP
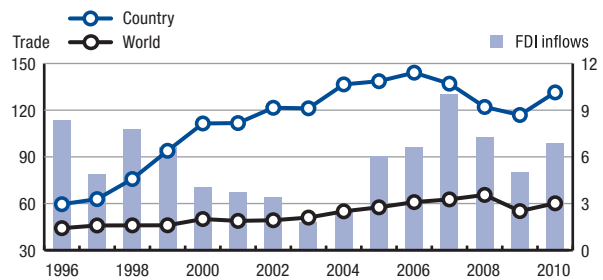
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**102**	**3.5**
2010 Index	102	3.6
Subindex A: Market access...............................	**64**	**4.0**
1st pillar: Domestic and foreign market access	64	4.0
Subindex B: Border administration.....................	**98**	**3.4**
2nd pillar: Efficiency of customs administration.................	90	3.7
3rd pillar: Efficiency of import-export procedures	89	4.2
4th pillar: Transparency of border administration..............	125	2.4
Subindex C: Transport & communications infrastructure....	**116**	**2.8**
5th pillar: Availability and quality of transport infrastructure..............	112	3.1
6th pillar: Availability and quality of transport services	116	2.9
7th pillar: Availability and use of ICTs...............................	116	2.3
Subindex D: Business environment.......................	**88**	**3.9**
8th pillar: Regulatory environment	67	3.7
9th pillar: Physical security...	98	4.1
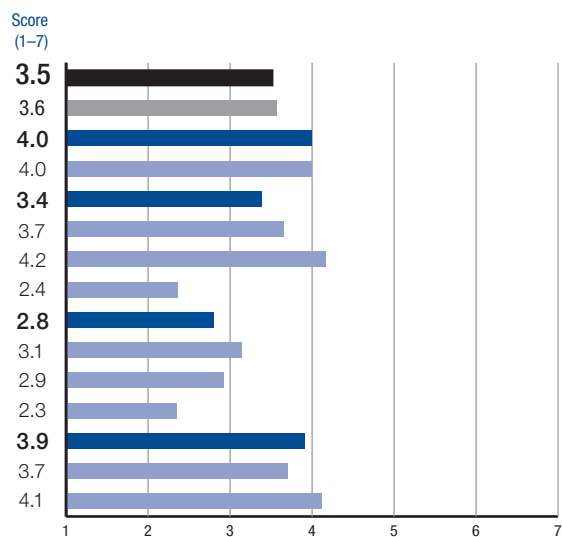
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Difficulties in meeting quality/quantity requirements of buyers 14.0
Identifying potential markets and buyers 14.0
Inappropriate production technology and skills................................. 13.3
High cost or delays caused by domestic transportation 12.3
Burdensome procedures and corruption at foreign borders 10.1
Access to imported inputs at competitive prices.............................. 9.6
Technical requirements and standards abroad.................................. 8.0
High cost or delays caused by international transportation.............................. 7.3
Access to trade finance 7.2
Rules of origin requirements abroad.................................. 4.3
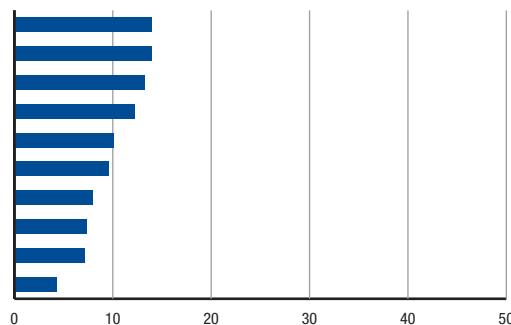
Most problematic factors for importing

Percent of responses

Tariffs and non-tariff barriers... 20.6
Corruption at the border 20.4
Burdensome import procedures.. 19.2
High cost or delays caused by domestic transportation 13.3
High cost or delays caused by international transportation............................. 11.6
Domestic technical requirements and standards 6.8
Inappropriate telecommunications infrastructure................................ 4.5
Crime and theft 3.5
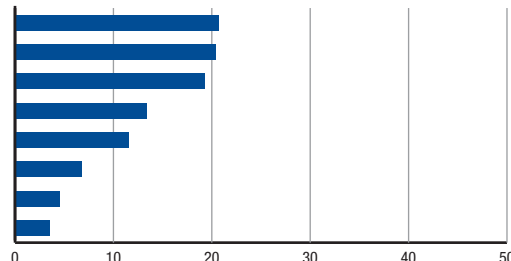
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Cambodia

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage** ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**64**	**4.0**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	119	12.8	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	1	4.7	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	33	6.6	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	93	10.8	Hong Kong SAR	0.0
Tariff peaks, %	1	0.0	Multiple economies (23)	0.0
Specific tariffs, %	1	0.0	Multiple economies (49)	0.0
Distinct tariffs, number	3	4	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	122	9.4	Hong Kong SAR	100.0
1.05 Tariffs faced, %	2	3.9	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	52	37.1	Malawi	93.8
2nd pillar: Efficiency of customs administration	**90**	**3.7**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	87	3.7	Singapore	6.2
2.02 Customs services index, 0–12 (best)	81	5.8	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**89**	**4.2**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	101	2.3	Singapore	4.1
3.02 No. of days to import	95	26	Singapore	4.0
3.03 No. of documents to import	121	10	France	2.0
3.04 Cost to import, US$ per container	33	872	Malaysia	435.0
3.05 No. of days to export	91	22	Multiple economies (4)	5.0
3.06 No. of documents to export	119	9	France	2.0
3.07 Cost to export, US$ per container	26	732	Malaysia	450.0
4th pillar: Transparency of border administration	**125**	**2.4**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	118	2.4	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	126	2.1	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**112**	**3.1**	**France**	**6.3**
5.01 Airport density, number per million pop.	118	0.1	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	94	58.4	United States	100.0
5.03 Paved roads, % of total	128	6.3	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	77	4.3	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	99	1.8	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	61	4.0	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	70	4.0	Singapore	6.8
6th pillar: Availability and quality of transport services	**116**	**2.9**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	93	5.4	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	99	2.6	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	98	2.5	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	77	2.8	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	98	2.9	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	112	3.5	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	52	0.1	Jamaica	0.7
7th pillar: Availability and use of ICTs	**116**	**2.3**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	80	4.8	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	111	57.7	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	106	0.3	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	124	0.2	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	131	1.3	Iceland	95.0
8th pillar: Regulatory environment	**67**	**3.7**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	85	3.6	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	63	3.3	Singapore	6.5
8.03 Undue influence, 1–7 (best)	69	3.2	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	51	3.8	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	74	4.2	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	74	3.3	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	66	4.5	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	34	4.6	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	88	4.4	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	38	5.0	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	102	53.2	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	71	3.7	Hong Kong SAR	5.6
9th pillar: Physical security	**98**	**4.1**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	100	3.4	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	94	4.2	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	102	4.8	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

Cameroon

Key indicators

Population (millions), 2010 .... 19.6
GDP (US$ billions), 2010.. 22.5
FDI inflows (US$ millions), 2010.. 425
Imports and exports as share (%) of world total, 2010...................... 0.03

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP
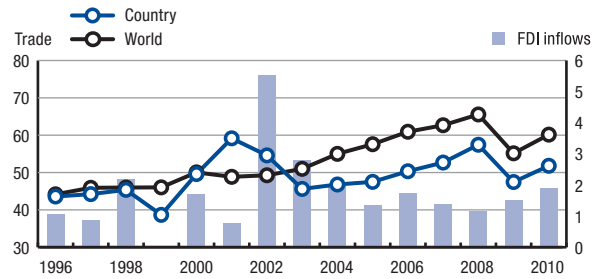
	Imports	Exports
Total trade (US$ millions), 2010	6,609	5,059
Services trade (US$ millions), 2010	1,759	1,059
Merchandise trade (US$ millions), 2010	4,850	4,000
Agriculture (% of merchandise trade), 2010.................	20.34	38.03
Fuels and mining (% of merchandise trade), 2010.......	31.40	51.54
Manufactures (% of merchandise trade), 2010............	48.25	6.68

Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**118**	**3.3**
2010 Index	115	3.3
Subindex A: Market access	**117**	**3.4**
1st pillar: Domestic and foreign market access	117	3.4
Subindex B: Border administration...	**110**	**3.0**
2nd pillar: Efficiency of customs administration..................................	92	3.5
3rd pillar: Efficiency of import-export procedures	111	3.0
4th pillar: Transparency of border administration.............................	109	2.6
Subindex C: Transport & communications infrastructure...	**124**	**2.7**
5th pillar: Availability and quality of transport infrastructure.............	122	3.0
6th pillar: Availability and quality of transport services	121	2.8
7th pillar: Availability and use of ICTs...	117	2.3
Subindex D: Business environment	**85**	**4.0**
8th pillar: Regulatory environment	103	3.3
9th pillar: Physical security...	79	4.6
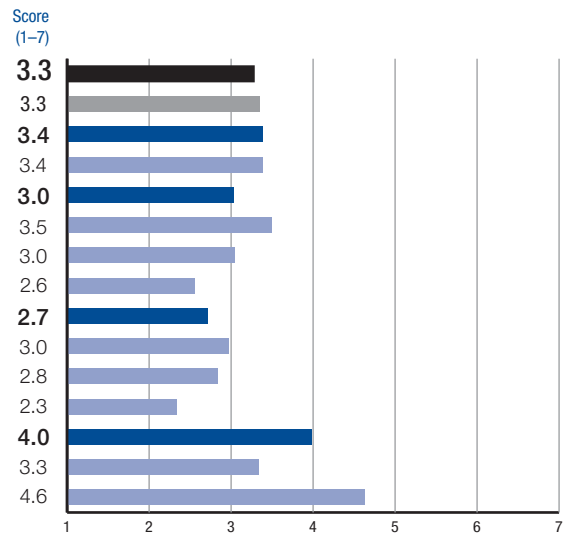
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Burdensome procedures and corruption at foreign borders 17.3
Access to trade finance 15.9
Inappropriate production technology and skills 10.7
Difficulties in meeting quality/quantity requirements of buyers 10.4
High cost or delays caused by international transportation........................... 10.3
Identifying potential markets and buyers 8.5
High cost or delays caused by domestic transportation 8.2
Rules of origin requirements abroad.. 6.9
Access to imported inputs at competitive prices.................................... 6.6
Technical requirements and standards abroad....................................... 5.2
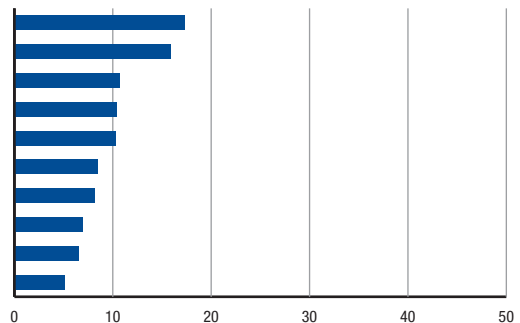
Most problematic factors for importing

Percent of responses

Burdensome import procedures... 25.5
Corruption at the border 21.4
Tariffs and non-tariff barriers... 20.9
High cost or delays caused by international transportation........................... 9.3
High cost or delays caused by domestic transportation 6.6
Domestic technical requirements and standards 5.8
Crime and theft.. 5.3
Inappropriate telecommunications infrastructure.................................... 5.1
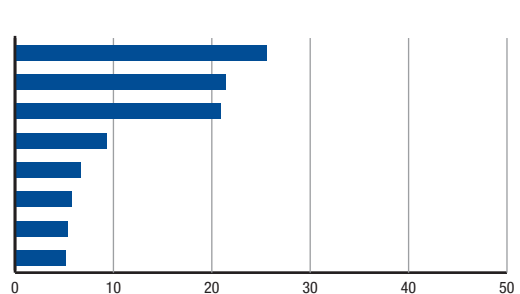
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Cameroon

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**117**	**3.4**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	122	13.3	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	26	6.7	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	86	9.6	Hong Kong SAR	0.0
	Tariff peaks, %	1	0.0	Multiple economies (23)	0.0
	Specific tariffs, %	1	0.0	Multiple economies (49)	0.0
	Distinct tariffs, number	18	5	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	113	18.3	Hong Kong SAR	100.0
1.05	Tariffs faced, %	108	5.8	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	33	46.4	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**92**	**3.5**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	73	4.0	Singapore	6.2
2.02	Customs services index, 0–12 (best)	88	4.8	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**111**	**3.0**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	90	2.4	Singapore	4.1
3.02	No. of days to import	91	25	Singapore	4.0
3.03	No. of documents to import	131	12	France	2.0
3.04	Cost to import, US$ per container	109	2,167	Malaysia	435.0
3.05	No. of days to export	94	23	Multiple economies (4)	5.0
3.06	No. of documents to export	130	11	France	2.0
3.07	Cost to export, US$ per container	85	1,379	Malaysia	450.0
	4th pillar: Transparency of border administration	**109**	**2.6**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	105	2.7	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	112	2.5	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**122**	**3.0**	**France**	**6.3**
5.01	Airport density, number per million pop.	126	0.1	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	44	74.8	United States	100.0
5.03	Paved roads, % of total	123	8.4	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	116	3.3	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	82	2.3	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	110	2.8	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	97	3.5	Singapore	6.8
	6th pillar: Availability and quality of transport services	**121**	**2.8**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	74	11.4	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	115	2.4	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	104	2.4	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	99	2.6	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	78	3.2	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	121	3.3	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	59	0.0	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**117**	**2.3**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	88	4.6	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	120	44.1	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	128	0.0	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	109	0.3	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	119	4.0	Iceland	95.0
	8th pillar: Regulatory environment	**103**	**3.3**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	91	3.4	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	108	2.5	Singapore	6.5
8.03	Undue influence, 1–7 (best)	95	2.8	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	87	3.2	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	73	4.2	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	112	2.8	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	64	4.6	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	26	4.7	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	33	5.2	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	89	4.2	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	106	51.1	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	106	3.2	Hong Kong SAR	5.6
	9th pillar: Physical security	**79**	**4.6**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	85	3.7	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	80	4.5	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	57	5.7	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Canada

Key indicators

Population (millions), 2010 .... 34.0
GDP (US$ billions), 2010...1,577.0
FDI inflows (US$ millions), 2010.......................................23,413
Imports and exports as share (%) of world total, 2010......................2.50

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010	492,243	455,450
Services trade (US$ millions), 2010	89,963	67,432
Merchandise trade (US$ millions), 2010	402,280	388,019
Agriculture (% of merchandise trade), 2010...................	7.94	13.43
Fuels and mining (% of merchandise trade), 2010.......	12.67	31.16
Manufactures (% of merchandise trade), 2010............	72.69	47.92

Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**9**	**5.2**
2010 Index	8	5.3
Subindex A: Market access	**27**	**4.7**
1st pillar: Domestic and foreign market access	27	4.7
Subindex B: Border administration	**15**	**5.6**
2nd pillar: Efficiency of customs administration	18	5.5
3rd pillar: Efficiency of import-export procedures	33	5.3
4th pillar: Transparency of border administration.................................	10	6.1
Subindex C: Transport & communications infrastructure	**21**	**5.2**
5th pillar: Availability and quality of transport infrastructure...............	19	5.6
6th pillar: Availability and quality of transport services	24	4.6
7th pillar: Availability and use of ICTs................................	22	5.5
Subindex D: Business environment	**15**	**5.4**
8th pillar: Regulatory environment	14	5.1
9th pillar: Physical security...	30	5.6

The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers	21.1
Technical requirements and standards abroad....................................	17.4
Burdensome procedures and corruption at foreign borders..........................	12.1
Rules of origin requirements abroad..	11.9
Access to trade finance	8.5
Inappropriate production technology and skills	7.9
High cost or delays caused by international transportation........................	7.7
Access to imported inputs at competitive prices...........................	6.7
High cost or delays caused by domestic transportation	3.5
Difficulties in meeting quality/quantity requirements of buyers........................	3.3

Most problematic factors for importing

Percent of responses

Burdensome import procedures..	26.3
Tariffs and non-tariff barriers..	25.0
Domestic technical requirements and standards	20.2
High cost or delays caused by international transportation............................	15.9
High cost or delays caused by domestic transportation	7.4
Inappropriate telecommunications infrastructure.............................	3.7
Corruption at the border..	1.1
Crime and theft	0.5

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

Canada

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**27**	**4.7**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	37	2.7	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	86	4.7	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	122	20.6	Hong Kong SAR	0.0
Tariff peaks, %	78	6.8	Multiple economies (23)	0.0
Specific tariffs, %	88	3.5	Multiple economies (49)	0.0
Distinct tariffs, number	88	330	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	10	88.9	Hong Kong SAR	100.0
1.05 Tariffs faced, %	67	5.6	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	64	26.3	Malawi	93.8
2nd pillar: Efficiency of customs administration	**18**	**5.5**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	29	4.9	Singapore	6.2
2.02 Customs services index, 0–12 (best)	15	10.3	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**33**	**5.3**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	17	3.6	Singapore	4.1
3.02 No. of days to import	28	11	Singapore	4.0
3.03 No. of documents to import	5	4	France	2.0
3.04 Cost to import, US$ per container	92	1,660	Malaysia	435.0
3.05 No. of days to export	8	7	Multiple economies (4)	5.0
3.06 No. of documents to export	2	3	France	2.0
3.07 Cost to export, US$ per container	104	1,610	Malaysia	450.0
4th pillar: Transparency of border administration	**10**	**6.1**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	13	6.0	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	10	8.7	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**19**	**5.6**	**France**	**6.3**
5.01 Airport density, number per million pop.	3	6.4	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	26	80.4	United States	100.0
5.03 Paved roads, % of total	74	39.9	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	20	6.0	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	15	5.3	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	14	5.8	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	14	5.8	Singapore	6.8
6th pillar: Availability and quality of transport services	**24**	**4.6**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	25	38.4	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	18	3.5	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	13	3.8	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	14	3.9	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	3	4.3	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	13	6.5	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	59	0.0	Jamaica	0.7
7th pillar: Availability and use of ICTs	**22**	**5.5**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	10	6.1	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	100	70.7	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	14	29.8	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	6	0.9	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	13	81.6	Iceland	95.0
8th pillar: Regulatory environment	**14**	**5.1**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	14	5.8	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	16	5.4	Singapore	6.5
8.03 Undue influence, 1–7 (best)	13	5.3	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	16	4.7	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	8	5.2	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	13	4.8	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	44	4.8	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	76	4.0	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	18	5.7	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	56	4.8	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	73	62.9	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	7	5.2	Hong Kong SAR	5.6
9th pillar: Physical security	**30**	**5.6**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	6	6.3	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	41	5.3	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	84	5.2	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Chad

Key indicators

Population (millions), 2010 .... 11.2
GDP (US$ billions), 2010.. 8.6
FDI inflows (US$ millions), 2010.. 781
Imports and exports as share (%) of world total, 2009 .... 0.02

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2009....................................	4,542	2,839
Services trade (US$ millions), 2009..............................	2,242	189
Merchandise trade (US$ millions), 2010	2,600	3,450
Agriculture (% of merchandise trade)	n/a	n/a
Fuels and mining (% of merchandise trade)	n/a	n/a
Manufactures (% of merchandise trade).........................	n/a	n/a

Trade and FDI inflows, percent of GDP
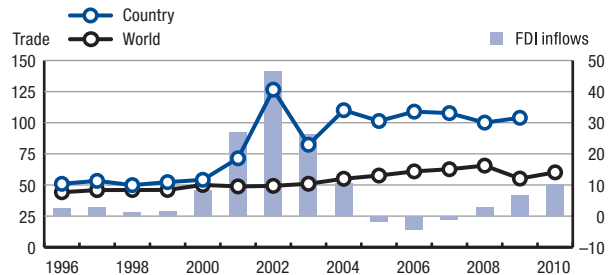
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**132**	**2.6**
2010 Index	124	2.9
Subindex A: Market access	**126**	**3.0**
1st pillar: Domestic and foreign market access	126	3.0
Subindex B: Border administration.........................	**132**	**2.1**
2nd pillar: Efficiency of customs administration................	120	2.8
3rd pillar: Efficiency of import-export procedures	132	1.6
4th pillar: Transparency of border administration...............	131	2.0
Subindex C: Transport & communications infrastructure...	**131**	**2.1**
5th pillar: Availability and quality of transport infrastructure...	130	2.3
6th pillar: Availability and quality of transport services	130	2.5
7th pillar: Availability and use of ICTs..............................	132	1.5
Subindex D: Business environment	**127**	**3.2**
8th pillar: Regulatory environment	126	2.7
9th pillar: Physical security..	112	3.8
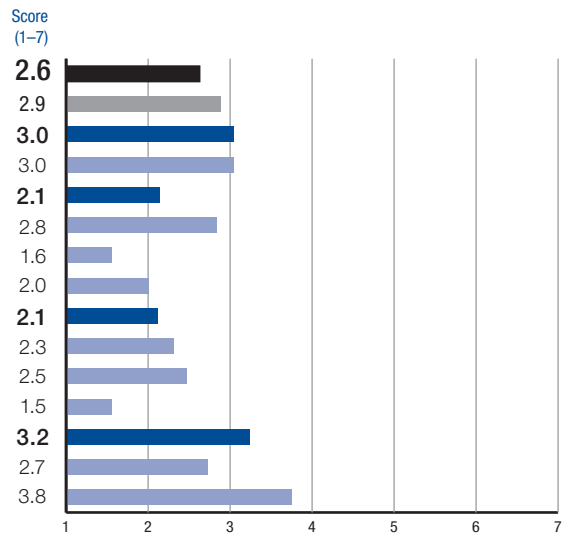
The most problematic factors for trade

Most problematic factors for exporting
Percent of responses

Access to trade finance 16.8
Burdensome procedures and corruption at foreign borders 13.4
Inappropriate production technology and skills 13.2
Difficulties in meeting quality/quantity requirements of buyers 11.5
High cost or delays caused by international transportation............................ 9.3
Identifying potential markets and buyers 9.3
High cost or delays caused by domestic transportation 8.7
Access to imported inputs at competitive prices.................................... 8.2
Rules of origin requirements abroad.. 6.2
Technical requirements and standards abroad.................................... 3.5
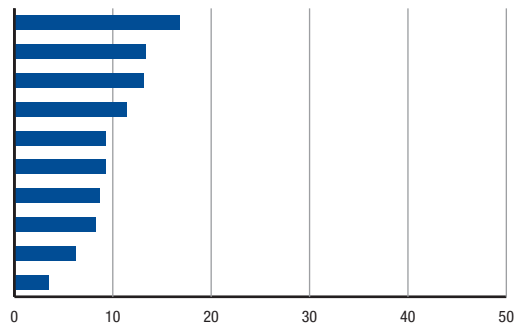
Most problematic factors for importing
Percent of responses

Tariffs and non-tariff barriers... 22.3
Burdensome import procedures.. 21.2
Corruption at the border 20.8
High cost or delays caused by international transportation............................ 12.0
High cost or delays caused by domestic transportation 7.5
Inappropriate telecommunications infrastructure............................... 6.3
Crime and theft.. 5.7
Domestic technical requirements and standards 4.2
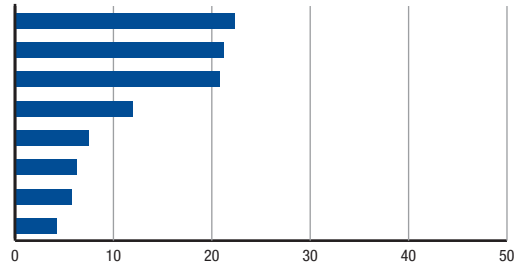
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Chad

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　　■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**126**	**3.0**	**Singapore**	**6.2**
1.01　Tariff rate, (%)	123	13.6	Hong Kong SAR	0.0
1.02　Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03　Complexity of tariffs, index 1–7 (best)	24	6.7	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	83	9.5	Hong Kong SAR	0.0
Tariff peaks, %	1	0.0	Multiple economies (23)	0.0
Specific tariffs, %	1	0.0	Multiple economies (49)	0.0
Distinct tariffs, number	18	5	Hong Kong SAR	1.0
1.04　Share of duty-free imports, %	126	6.3	Hong Kong SAR	100.0
1.05　Tariffs faced, %	38	5.4	Chile	3.6
1.06　Margin of preference in destination mkts, index 0–100 (best)	116	9.4	Malawi	93.8
2nd pillar: Efficiency of customs administration	**120**	**2.8**	**Singapore**	**6.6**
2.01　Burden of customs procedures, 1–7 (best)	125	2.8	Singapore	6.2
2.02　Customs services index, 0–12 (best)	n/a	n/a	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**132**	**1.6**	**Singapore**	**6.4**
3.01　Efficiency of the clearance process, 1–5 (best)	130	1.9	Singapore	4.1
3.02　No. of days to import	132	101	Singapore	4.0
3.03　No. of documents to import	130	11	France	2.0
3.04　Cost to import, US$ per container	132	8,525	Malaysia	435.0
3.05　No. of days to export	130	75	Multiple economies (4)	5.0
3.06　No. of documents to export	95	8	France	2.0
3.07　Cost to export, US$ per container	132	5,902	Malaysia	450.0
4th pillar: Transparency of border administration	**131**	**2.0**	**New Zealand**	**6.7**
4.01　Irregular payments in exports and imports, 1–7 (best)	131	1.8	New Zealand	6.7
4.02　Corruption Perceptions Index, 0–10 (best)	128	2.0	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**130**	**2.3**	**France**	**6.3**
5.01　Airport density, number per million pop.	113	0.2	Iceland	21.9
5.02　Transshipment connectivity, index 0–100 (best)	n/a	n/a	United States	100.0
5.03　Paved roads, % of total	132	0.8	Multiple economies (17)	100.0
5.04　Quality of air transport infrastructure, 1–7 (best)	121	3.2	Singapore	6.9
5.05　Quality of railroad infrastructure, 1–7 (best)	87	2.1	Switzerland	6.8
5.06　Quality of roads, 1–7 (best)	96	3.0	France	6.6
5.07　Quality of port infrastructure, 1–7 (best)	122	2.7	Singapore	6.8
6th pillar: Availability and quality of transport services	**130**	**2.5**	**Singapore**	**6.1**
6.01　Liner Shipping Connectivity Index, 0–152.1 (best)	n/a	n/a	China	152.1
6.02　Ease and affordability of shipment, 1–5 (best)	128	2.0	Hong Kong SAR	4.2
6.03　Logistics competence, 1–5 (best)	129	2.0	Finland	4.1
6.04　Tracking and tracing ability, 1–5 (best)	132	1.6	Finland	4.1
6.05　Timeliness of shipments in reaching destination, 1–5 (best)	119	2.7	Singapore	4.4
6.06　Postal services efficiency, 1–7 (best)	118	3.4	Japan	6.8
6.07　GATS commitments in the transport sector, index 0–1 (best)	59	0.0	Jamaica	0.7
7th pillar: Availability and use of ICTs	**132**	**1.5**	**Netherlands**	**6.3**
7.01　Extent of business Internet use, 1–7 (best)	132	2.9	Sweden	6.5
7.02　Mobile phone subscriptions/100 pop.	129	23.8	Hong Kong SAR	195.6
7.03　Broadband Internet subscriptions/100 pop.	131	0.0	Netherlands	38.1
7.04　Government Online Service Index, 0–1 (best)	127	0.1	Multiple economies (3)	1.0
7.05　Individuals using Internet, %	128	1.7	Iceland	95.0
8th pillar: Regulatory environment	**126**	**2.7**	**Singapore**	**5.7**
8.01　Property rights, 1–7 (best)	128	2.5	Finland	6.4
8.02　Ethics and corruption, 1–7 (best)	126	2.2	Singapore	6.5
8.03　Undue influence, 1–7 (best)	110	2.5	New Zealand	6.1
8.04　Government efficiency, 1–7 (best)	118	2.8	Singapore	5.9
8.05　Domestic competition, 1–7 (best)	129	3.1	Saudi Arabia	5.5
8.06　Efficiency of the financial market, 1–7 (best)	124	2.5	Qatar	5.4
8.07　Openness to foreign participation, index 1–7 (best)	126	3.4	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	82	3.9	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	123	3.3	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	125	3.2	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	125	36.9	Slovenia	93.1
8.08　Availability of trade finance, 1–7 (best)	122	2.8	Hong Kong SAR	5.6
9th pillar: Physical security	**112**	**3.8**	**Finland**	**6.5**
9.01　Reliability of police services, 1–7 (best)	120	2.6	Finland	6.7
9.02　Business costs of crime and violence, 1–7 (best)	103	3.9	Saudi Arabia	6.5*
9.03　Business costs of terrorism, 1–7 (best)	105	4.7	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Chile

Key indicators

Population (millions), 2010 .... 17.1
GDP (US$ billions), 2010.. 203.3
FDI inflows (US$ millions), 2010.. 15,095
Imports and exports as share (%) of world total, 2010...................... 0.40

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010	70,524	81,714
Services trade (US$ millions), 2010	11,568	10,685
Merchandise trade (US$ millions), 2010	58,956	71,028
Agriculture (% of merchandise trade), 2010..................	7.61	21.81
Fuels and mining (% of merchandise trade), 2010.......	21.35	64.16
Manufactures (% of merchandise trade), 2010.............	60.14	10.03
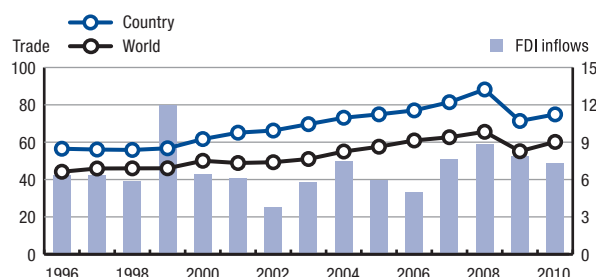
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**14**	**5.1**
2010 Index	18	5.1
Subindex A: Market access	**2**	**5.7**
1st pillar: Domestic and foreign market access	2	5.7
Subindex B: Border administration...........................	**23**	**5.3**
2nd pillar: Efficiency of customs administration.................	24	5.2
3rd pillar: Efficiency of import-export procedures	43	5.1
4th pillar: Transparency of border administration................	18	5.6
Subindex C: Transport & communications infrastructure	**50**	**4.2**
5th pillar: Availability and quality of transport infrastructure....	57	4.4
6th pillar: Availability and quality of transport services	65	3.7
7th pillar: Availability and use of ICTs..............................	44	4.6
Subindex D: Business environment	**23**	**5.3**
8th pillar: Regulatory environment	20	4.9
9th pillar: Physical security......................................	26	5.7
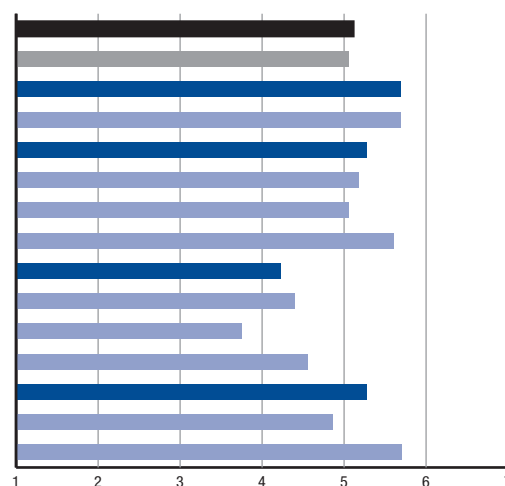
The most problematic factors for trade

Most problematic factors for exporting
Percent of responses

Identifying potential markets and buyers	16.7
Technical requirements and standards abroad..................................	13.6
High cost or delays caused by international transportation....................	12.5
Access to imported inputs at competitive prices...............................	11.2
Inappropriate production technology and skills	11.0
Rules of origin requirements abroad...	10.3
Difficulties in meeting quality/quantity requirements of buyers	8.5
Burdensome procedures and corruption at foreign borders	5.8
Access to trade finance	5.5
High cost or delays caused by domestic transportation	5.0
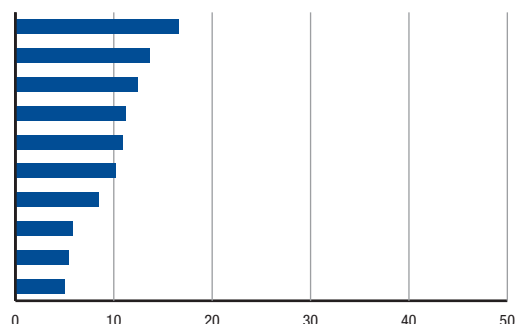
Most problematic factors for importing
Percent of responses

High cost or delays caused by domestic transportation	24.3
Burdensome import procedures...	20.2
Domestic technical requirements and standards	17.7
High cost or delays caused by international transportation....................	14.8
Tariffs and non-tariff barriers..	14.3
Inappropriate telecommunications infrastructure...............................	3.8
Crime and theft	3.2
Corruption at the border	1.6
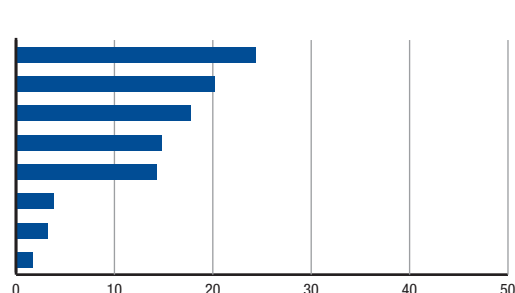
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Chile

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**2**	**5.7**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	58	4.7	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	9	27.7	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	2	7.0	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	2	0.4	Hong Kong SAR	0.0
	Tariff peaks, %	1	0.0	Multiple economies (23)	0.0
	Specific tariffs, %	1	0.0	Multiple economies (49)	0.0
	Distinct tariffs, number	2	3	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	22	77.9	Hong Kong SAR	100.0
1.05	Tariffs faced, %	1	3.6	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	50	38.0	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**24**	**5.2**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	10	5.5	Singapore	6.2
2.02	Customs services index, 0–12 (best)	40	8.3	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**43**	**5.1**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	36	3.1	Singapore	4.1
3.02	No. of days to import	73	20	Singapore	4.0
3.03	No. of documents to import	37	6	France	2.0
3.04	Cost to import, US$ per container	28	795	Malaysia	435.0
3.05	No. of days to export	83	21	Multiple economies (4)	5.0
3.06	No. of documents to export	47	6	France	2.0
3.07	Cost to export, US$ per container	33	795	Malaysia	450.0
	4th pillar: Transparency of border administration	**18**	**5.6**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	16	5.9	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	20	7.2	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**57**	**4.4**	**France**	**6.3**
5.01	Airport density, number per million pop.	46	0.8	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	54	72.9	United States	100.0
5.03	Paved roads, % of total	98	20.2	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	32	5.6	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	83	2.3	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	22	5.7	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	34	5.2	Singapore	6.8
	6th pillar: Availability and quality of transport services	**65**	**3.7**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	47	22.8	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	43	3.1	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	46	3.0	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	42	3.2	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	55	3.5	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	46	5.3	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	54	0.0	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**44**	**4.6**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	36	5.5	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	45	116.0	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	46	10.5	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	24	0.8	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	50	45.0	Iceland	95.0
	8th pillar: Regulatory environment	**20**	**4.9**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	45	4.6	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	20	5.0	Singapore	6.5
8.03	Undue influence, 1–7 (best)	20	5.0	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	22	4.6	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	24	4.8	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	21	4.5	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	10	5.3	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	31	4.6	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	8	5.9	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	7	5.6	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	50	70.6	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	14	5.0	Hong Kong SAR	5.6
	9th pillar: Physical security	**26**	**5.7**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	10	6.2	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	67	4.8	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	37	6.1	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.
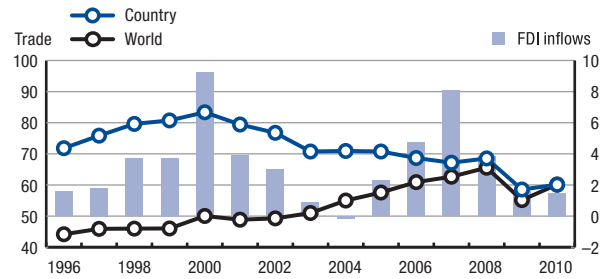
China

Key indicators

Population (millions), 2010 .... 1,341.3
GDP (US$ billions), 2010 .... 5,878.3
FDI inflows (US$ millions), 2010 105,735
Imports and exports as share (%) of world total, 2010 .... 8.81

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010	1,587,274	1,748,072
Services trade (US$ millions), 2010	192,174	170,248
Merchandise trade (US$ millions), 2010	1,395,100	1,577,824
Agriculture (% of merchandise trade), 2010	7.76	3.27
Fuels and mining (% of merchandise trade), 2010	26.74	3.05
Manufactures (% of merchandise trade), 2010	64.11	93.60

Trade and FDI inflows, percent of GDP
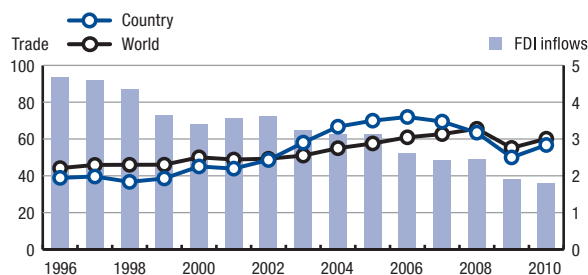
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**56**	**4.2**
2010 Index	48	4.3
Subindex A: Market access	**108**	**3.6**
1st pillar: Domestic and foreign market access	108	3.6
Subindex B: Border administration	**45**	**4.4**
2nd pillar: Efficiency of customs administration	45	4.5
3rd pillar: Efficiency of import-export procedures	37	5.2
4th pillar: Transparency of border administration	59	3.6
Subindex C: Transport & communications infrastructure	**48**	**4.3**
5th pillar: Availability and quality of transport infrastructure	53	4.5
6th pillar: Availability and quality of transport services	21	4.7
7th pillar: Availability and use of ICTs	72	3.6
Subindex D: Business environment	**45**	**4.6**
8th pillar: Regulatory environment	38	4.3
9th pillar: Physical security	62	4.9

The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers	16.2
Technical requirements and standards abroad	13.3
Access to imported inputs at competitive prices	12.6
Inappropriate production technology and skills	11.2
Access to trade finance	9.6
High cost or delays caused by international transportation	9.4
Difficulties in meeting quality/quantity requirements of buyers ...	8.6
High cost or delays caused by domestic transportation	7.9
Burdensome procedures and corruption at foreign borders	6.5
Rules of origin requirements abroad	4.8

Most problematic factors for importing

Percent of responses

Tariffs and non-tariff barriers	22.2
Burdensome import procedures	19.9
Domestic technical requirements and standards	14.2
High cost or delays caused by international transportation	13.7
High cost or delays caused by domestic transportation	13.1
Corruption at the border	9.0
Inappropriate telecommunications infrastructure	5.4
Crime and theft	2.6

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

China

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**108**	**3.6**	**Singapore**	**6.2**
1.01　Tariff rate, (%)	113	11.5	Hong Kong SAR	0.0
1.02　Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03　Complexity of tariffs, index 1–7 (best)	56	6.3	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	41	7.5	Hong Kong SAR	0.0
Tariff peaks, %	58	2.3	Multiple economies (23)	0.0
Specific tariffs, %	70	0.7	Multiple economies (49)	0.0
Distinct tariffs, number	72	106	Hong Kong SAR	1.0
1.04　Share of duty-free imports, %	84	47.8	Hong Kong SAR	100.0
1.05　Tariffs faced, %	58	5.5	Chile	3.6
1.06　Margin of preference in destination mkts, index 0–100 (best)	128	3.1	Malawi	93.8
2nd pillar: Efficiency of customs administration	**45**	**4.5**	**Singapore**	**6.6**
2.01　Burden of customs procedures, 1–7 (best)	53	4.4	Singapore	6.2
2.02　Customs services index, 0–12 (best)	51	7.8	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**37**	**5.2**	**Singapore**	**6.4**
3.01　Efficiency of the clearance process, 1–5 (best)	30	3.3	Singapore	4.1
3.02　No. of days to import	86	24	Singapore	4.0
3.03　No. of documents to import	18	5	France	2.0
3.04　Cost to import, US$ per container	3	545	Malaysia	435.0
3.05　No. of days to export	83	21	Multiple economies (4)	5.0
3.06　No. of documents to export	95	8	France	2.0
3.07　Cost to export, US$ per container	3	500	Malaysia	450.0
4th pillar: Transparency of border administration	**59**	**3.6**	**New Zealand**	**6.7**
4.01　Irregular payments in exports and imports, 1–7 (best)	58	4.0	New Zealand	6.7
4.02　Corruption Perceptions Index, 0–10 (best)	61	3.6	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**53**	**4.5**	**France**	**6.3**
5.01　Airport density, number per million pop.	121	0.1	Iceland	21.9
5.02　Transshipment connectivity, index 0–100 (best)	2	99.2	United States	100.0
5.03　Paved roads, % of total	64	53.5	Multiple economies (17)	100.0
5.04　Quality of air transport infrastructure, 1–7 (best)	67	4.6	Singapore	6.9
5.05　Quality of railroad infrastructure, 1–7 (best)	21	4.6	Switzerland	6.8
5.06　Quality of roads, 1–7 (best)	50	4.4	France	6.6
5.07　Quality of port infrastructure, 1–7 (best)	52	4.5	Singapore	6.8
6th pillar: Availability and quality of transport services	**21**	**4.7**	**Singapore**	**6.1**
6.01　Liner Shipping Connectivity Index, 0–152.1 (best)	1	152.1	China	152.1
6.02　Ease and affordability of shipment, 1–5 (best)	23	3.5	Hong Kong SAR	4.2
6.03　Logistics competence, 1–5 (best)	29	3.5	Finland	4.1
6.04　Tracking and tracing ability, 1–5 (best)	31	3.5	Finland	4.1
6.05　Timeliness of shipments in reaching destination, 1–5 (best)	30	3.8	Singapore	4.4
6.06　Postal services efficiency, 1–7 (best)	45	5.4	Japan	6.8
6.07　GATS commitments in the transport sector, index 0–1 (best)	53	0.1	Jamaica	0.7
7th pillar: Availability and use of ICTs	**72**	**3.6**	**Netherlands**	**6.3**
7.01　Extent of business Internet use, 1–7 (best)	46	5.3	Sweden	6.5
7.02　Mobile phone subscriptions/100 pop.	106	64.0	Hong Kong SAR	195.6
7.03　Broadband Internet subscriptions/100 pop.	50	9.4	Netherlands	38.1
7.04　Government Online Service Index, 0–1 (best)	57	0.5	Multiple economies (3)	1.0
7.05　Individuals using Internet, %	71	34.3	Iceland	95.0
8th pillar: Regulatory environment	**38**	**4.3**	**Singapore**	**5.7**
8.01　Property rights, 1–7 (best)	40	4.7	Finland	6.4
8.02　Ethics and corruption, 1–7 (best)	40	4.0	Singapore	6.5
8.03　Undue influence, 1–7 (best)	44	3.9	New Zealand	6.1
8.04　Government efficiency, 1–7 (best)	34	4.2	Singapore	5.9
8.05　Domestic competition, 1–7 (best)	53	4.3	Saudi Arabia	5.5
8.06　Efficiency of the financial market, 1–7 (best)	40	4.0	Qatar	5.4
8.07　Openness to foreign participation, index 1–7 (best)	15	5.2	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	12	5.0	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	91	4.4	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	21	5.3	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	4	88.0	Slovenia	93.1
8.08　Availability of trade finance, 1–7 (best)	50	4.1	Hong Kong SAR	5.6
9th pillar: Physical security	**62**	**4.9**	**Finland**	**6.5**
9.01　Reliability of police services, 1–7 (best)	50	4.6	Finland	6.7
9.02　Business costs of crime and violence, 1–7 (best)	53	5.1	Saudi Arabia	6.5*
9.03　Business costs of terrorism, 1–7 (best)	85	5.2	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Colombia

Key indicators

Population (millions), 2010 .... 46.3
GDP (US$ billions), 2010.. 289.4
FDI inflows (US$ millions), 2010.. 6,760
Imports and exports as share (%) of world total, 2010...................... 0.25

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP
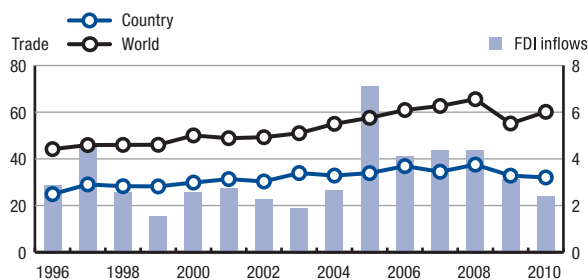
	Imports	Exports
Total trade (US$ millions), 2010	48,523	44,192
Services trade (US$ millions), 2010	7,841	4,373
Merchandise trade (US$ millions), 2010	40,683	39,820
Agriculture (% of merchandise trade), 2010.................	11.03	14.46
Fuels and mining (% of merchandise trade), 2010..........	7.15	58.21
Manufactures (% of merchandise trade), 2010............	80.37	21.98

Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**89**	**3.8**
2010 Index	91	3.7
Subindex A: Market access....................................	**45**	**4.3**
1st pillar: Domestic and foreign market access	45	4.3
Subindex B: Border administration...........................	**82**	**3.6**
2nd pillar: Efficiency of customs administration..................	94	3.5
3rd pillar: Efficiency of import-export procedures	97	3.9
4th pillar: Transparency of border administration...............	64	3.4
Subindex C: Transport & communications infrastructure.....	**78**	**3.7**
5th pillar: Availability and quality of transport infrastructure...............	92	3.6
6th pillar: Availability and quality of transport services	84	3.4
7th pillar: Availability and use of ICTs.................................	56	4.1
Subindex D: Business environment	**112**	**3.5**
8th pillar: Regulatory environment	77	3.6
9th pillar: Physical security...	123	3.3

The most problematic factors for trade

Most problematic factors for exporting
Percent of responses

Identifying potential markets and buyers 15.0
High cost or delays caused by domestic transportation 13.7
Inappropriate production technology and skills 11.9
Technical requirements and standards abroad................................11.3
Access to imported inputs at competitive prices................................10.2
High cost or delays caused by international transportation.............................9.7
Access to trade finance 8.3
Difficulties in meeting quality/quantity requirements of buyers........................ 8.0
Rules of origin requirements abroad................................ 6.4
Burdensome procedures and corruption at foreign borders 5.4

Most problematic factors for importing
Percent of responses

Tariffs and non-tariff barriers...21.7
Burdensome import procedures...18.4
High cost or delays caused by international transportation...........................16.7
High cost or delays caused by domestic transportation 12.6
Domestic technical requirements and standards 9.6
Corruption at the border... 8.9
Crime and theft... 7.1
Inappropriate telecommunications infrastructure.. 5.2

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

Colombia

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**45**	**4.3**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	88	8.3	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	25	47.9	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	32	6.6	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	34	6.9	Hong Kong SAR	0.0
Tariff peaks, %	51	1.3	Multiple economies (23)	0.0
Specific tariffs, %	1	0.0	Multiple economies (49)	0.0
Distinct tariffs, number	39	13	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	100	29.5	Hong Kong SAR	100.0
1.05 Tariffs faced, %	21	5.1	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	39	44.4	Malawi	93.8
2nd pillar: Efficiency of customs administration	**94**	**3.5**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	76	4.0	Singapore	6.2
2.02 Customs services index, 0–12 (best)	88	4.8	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**97**	**3.9**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	63	2.6	Singapore	4.1
3.02 No. of days to import	37	13	Singapore	4.0
3.03 No. of documents to import	37	6	France	2.0
3.04 Cost to import, US$ per container	118	2,830	Malaysia	435.0
3.05 No. of days to export	51	14	Multiple economies (4)	5.0
3.06 No. of documents to export	29	5	France	2.0
3.07 Cost to export, US$ per container	119	2,270	Malaysia	450.0
4th pillar: Transparency of border administration	**64**	**3.4**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	63	3.7	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	65	3.4	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**92**	**3.6**	**France**	**6.3**
5.01 Airport density, number per million pop.	30	1.1	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	36	76.4	United States	100.0
5.03 Paved roads, % of total	109	14.4	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	87	4.1	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	106	1.7	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	99	2.9	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	101	3.4	Singapore	6.8
6th pillar: Availability and quality of transport services	**84**	**3.4**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	41	27.3	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	79	2.8	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	52	2.9	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	84	2.7	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	59	3.5	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	84	4.3	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	59	0.0	Jamaica	0.7
7th pillar: Availability and use of ICTs	**56**	**4.1**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	63	5.0	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	73	96.1	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	63	5.6	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	16	0.8	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	67	36.5	Iceland	95.0
8th pillar: Regulatory environment	**77**	**3.6**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	81	3.7	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	94	2.8	Singapore	6.5
8.03 Undue influence, 1–7 (best)	78	3.1	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	77	3.4	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	115	3.7	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	53	3.7	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	60	4.6	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	61	4.2	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	71	4.6	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	65	4.6	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	63	65.8	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	59	4.0	Hong Kong SAR	5.6
9th pillar: Physical security	**123**	**3.3**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	58	4.3	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	124	2.8	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	132	2.9	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

Costa Rica

Key indicators

Population (millions), 2010 .... 4.7
GDP (US$ billions), 2010...35.8
FDI inflows (US$ millions), 2010..1,413
Imports and exports as share (%) of world total, 2010......................0.08

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP
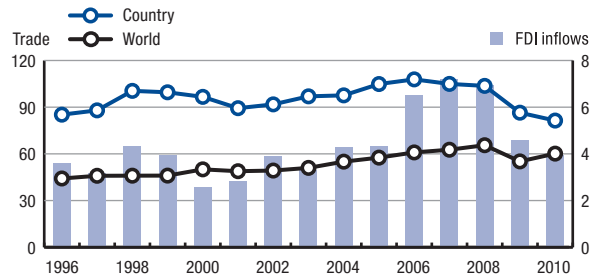
	Imports	Exports
Total trade (US$ millions), 2010	15,348	13,780
Services trade (US$ millions), 2010	1,778	4,395
Merchandise trade (US$ millions), 2010	13,570	9,385
Agriculture (% of merchandise trade), 2010................	10.34	35.92
Fuels and mining (% of merchandise trade), 2010.......	14.34	1.64
Manufactures (% of merchandise trade), 2010............	74.82	58.48

Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	43	4.4
2010 Index	44	4.5
Subindex A: Market access	3	5.5
1st pillar: Domestic and foreign market access	3	5.5
Subindex B: Border administration.............................	46	4.4
2nd pillar: Efficiency of customs administration...................................	35	4.7
3rd pillar: Efficiency of import-export procedures	66	4.7
4th pillar: Transparency of border administration................................	51	3.8
Subindex C: Transport & communications infrastructure.....	89	3.5
5th pillar: Availability and quality of transport infrastructure...............	85	3.8
6th pillar: Availability and quality of transport services	101	3.1
7th pillar: Availability and use of ICTs...	80	3.5
Subindex D: Business environment	67	4.2
8th pillar: Regulatory environment	53	3.9
9th pillar: Physical security...	84	4.6
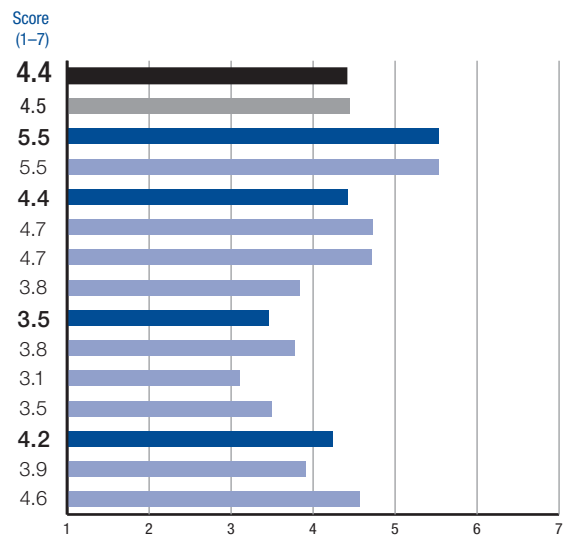
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Access to imported inputs at competitive prices................................	14.5
Identifying potential markets and buyers	14.3
Access to trade finance	12.2
High cost or delays caused by domestic transportation	11.0
High cost or delays caused by international transportation................	10.8
Inappropriate production technology and skills	10.4
Technical requirements and standards abroad..................................	9.1
Difficulties in meeting quality/quantity requirements of buyers..........	7.3
Burdensome procedures and corruption at foreign borders	6.4
Rules of origin requirements abroad..	4.1
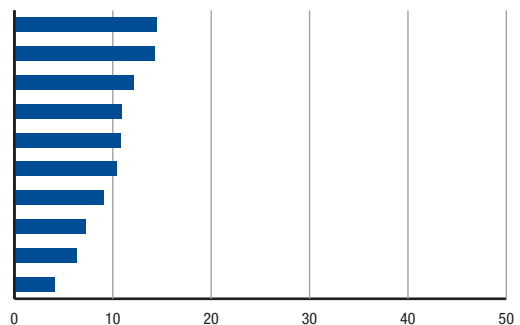
Most problematic factors for importing

Percent of responses

Burdensome import procedures..	22.2
Tariffs and non-tariff barriers..	19.3
High cost or delays caused by domestic transportation	14.1
High cost or delays caused by international transportation................	13.9
Domestic technical requirements and standards	10.9
Inappropriate telecommunications infrastructure..............................	8.3
Corruption at the border	7.1
Crime and theft	4.3

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

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Costa Rica

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**3**	**5.5**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	43 ■	3.6	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	36 ■	6.6	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	43 ■	7.6	Hong Kong SAR	0.0
Tariff peaks, %	52 ■	1.3	Multiple economies (23)	0.0
Specific tariffs, %	1 ■	0.0	Multiple economies (49)	0.0
Distinct tariffs, number	42 ■	15	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	19 ■	78.8	Hong Kong SAR	100.0
1.05 Tariffs faced, %	10 ■	4.8	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	44 ■	40.6	Malawi	93.8
2nd pillar: Efficiency of customs administration	**35**	**4.7**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	83 ■	3.9	Singapore	6.2
2.02 Customs services index, 0–12 (best)	21 ■	9.5	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**66**	**4.7**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	79 ■	2.5	Singapore	4.1
3.02 No. of days to import	48 ■	15	Singapore	4.0
3.03 No. of documents to import	52 ■	7	France	2.0
3.04 Cost to import, US$ per container	56 ■	1,190	Malaysia	435.0
3.05 No. of days to export	43 ■	13	Multiple economies (4)	5.0
3.06 No. of documents to export	47 ■	6	France	2.0
3.07 Cost to export, US$ per container	72 ■	1,190	Malaysia	450.0
4th pillar: Transparency of border administration	**51**	**3.8**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	62 ■	3.8	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	40 ■	4.8	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**85**	**3.8**	**France**	**6.3**
5.01 Airport density, number per million pop.	12 ■	3.2	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	68 ■	66.8	United States	100.0
5.03 Paved roads, % of total	90 ■	25.3	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	63 ■	4.7	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	107 ■	1.7	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	115 ■	2.5	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	127 ■	2.3	Singapore	6.8
6th pillar: Availability and quality of transport services	**101**	**3.1**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	77 ■	10.7	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	69 ■	2.9	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	96 ■	2.5	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	72 ■	2.8	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	80 ■	3.2	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	95 ■	4.0	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	59 ■	0.0	Jamaica	0.7
7th pillar: Availability and use of ICTs	**80**	**3.5**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	48 ■	5.2	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	104 ■	65.1	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	60 ■	6.2	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	65 ■	0.5	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	67 ■	36.5	Iceland	95.0
8th pillar: Regulatory environment	**53**	**3.9**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	60 ■	4.0	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	47 ■	3.8	Singapore	6.5
8.03 Undue influence, 1–7 (best)	38 ■	4.1	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	62 ■	3.6	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	93 ■	4.0	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	97 ■	3.1	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	42 ■	4.8	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	75 ■	4.0	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	22 ■	5.5	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	34 ■	5.1	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	73 ■	62.9	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	75 ■	3.7	Hong Kong SAR	5.6
9th pillar: Physical security	**84**	**4.6**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	45 ■	4.7	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	109 ■	3.6	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	70 ■	5.5	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Côte d'Ivoire

Key indicators

Population (millions), 2010 .... 19.7
GDP (US$ billions), 2010 .... 23.0
FDI inflows (US$ millions), 2010 418
Imports and exports as share (%) of world total, 2009 .... 0.07

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2009	9,284	11,812
Services trade (US$ millions), 2009	2,324	816
Merchandise trade (US$ millions), 2010	7,830	10,320
Agriculture (% of merchandise trade), 2010	19.82	56.77
Fuels and mining (% of merchandise trade), 2010	24.27	23.44
Manufactures (% of merchandise trade), 2010	54.41	15.63
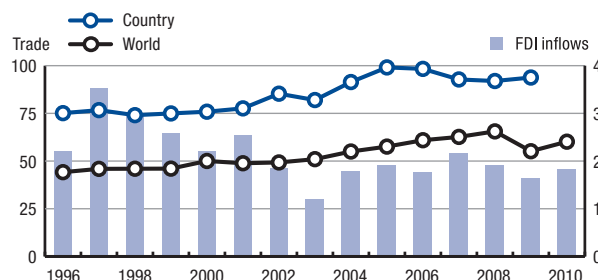
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**126**	**3.0**
2010 Index	123	2.9
Subindex A: Market access	**123**	**3.1**
1st pillar: Domestic and foreign market access	123	3.1
Subindex B: Border administration	**121**	**2.7**
2nd pillar: Efficiency of customs administration	109	3.1
3rd pillar: Efficiency of import-export procedures	117	2.7
4th pillar: Transparency of border administration	124	2.4
Subindex C: Transport & communications infrastructure	**110**	**2.9**
5th pillar: Availability and quality of transport infrastructure	113	3.1
6th pillar: Availability and quality of transport services	100	3.2
7th pillar: Availability and use of ICTs	107	2.5
Subindex D: Business environment	**122**	**3.3**
8th pillar: Regulatory environment	120	3.0
9th pillar: Physical security	113	3.7
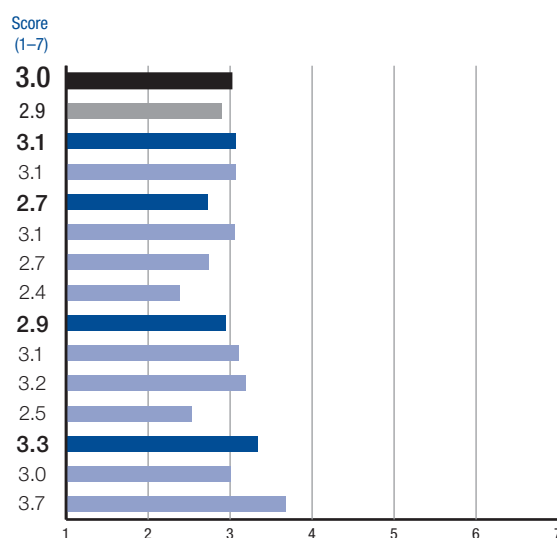
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Access to trade finance 18.0
Burdensome procedures and corruption at foreign borders 17.2
Inappropriate production technology and skills 12.0
Identifying potential markets and buyers 10.8
High cost or delays caused by domestic transportation 9.6
High cost or delays caused by international transportation............ 8.7
Access to imported inputs at competitive prices.................. 7.4
Difficulties in meeting quality/quantity requirements of buyers 6.7
Technical requirements and standards abroad................... 5.0
Rules of origin requirements abroad................................ 4.7
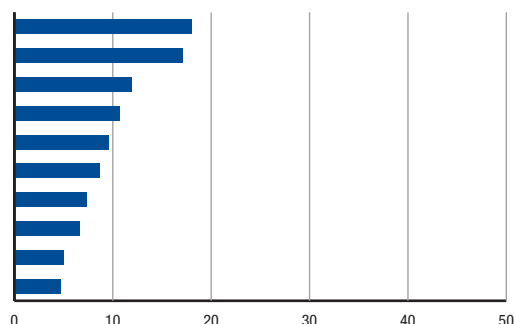
Most problematic factors for importing

Percent of responses

Burdensome import procedures.................................... 26.7
Tariffs and non-tariff barriers.................................... 21.5
Corruption at the border 17.2
High cost or delays caused by international transportation............ 13.8
Crime and theft 9.1
High cost or delays caused by domestic transportation 6.6
Domestic technical requirements and standards 3.4
Inappropriate telecommunications infrastructure................ 1.6
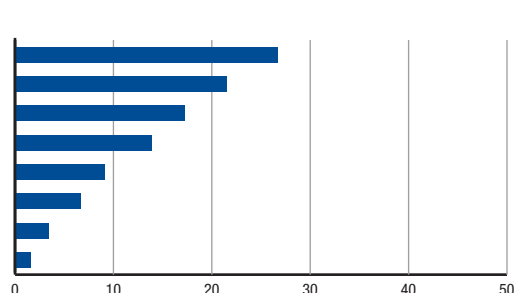
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Côte d'Ivoire

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**123**	**3.1**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	111	11.4	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	6	6.8	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	26	6.8	Hong Kong SAR	0.0
	Tariff peaks, %	1	0.0	Multiple economies (23)	0.0
	Specific tariffs, %	1	0.0	Multiple economies (49)	0.0
	Distinct tariffs, number	3	4	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	128	6.3	Hong Kong SAR	100.0
1.05	Tariffs faced, %	132	6.2	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	56	34.2	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**109**	**3.1**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	79	3.9	Singapore	6.2
2.02	Customs services index, 0–12 (best)	108	3.3	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**117**	**2.7**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	100	2.3	Singapore	4.1
3.02	No. of days to import	114	36	Singapore	4.0
3.03	No. of documents to import	101	9	France	2.0
3.04	Cost to import, US$ per container	115	2,577	Malaysia	435.0
3.05	No. of days to export	99	25	Multiple economies (4)	5.0
3.06	No. of documents to export	125	10	France	2.0
3.07	Cost to export, US$ per container	114	1,969	Malaysia	450.0
	4th pillar: Transparency of border administration	**124**	**2.4**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	119	2.4	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	121	2.2	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**113**	**3.1**	**France**	**6.3**
5.01	Airport density, number per million pop.	130	0.1	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	39	76.2	United States	100.0
5.03	Paved roads, % of total	124	7.9	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	74	4.3	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	90	2.0	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	103	2.9	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	40	4.9	Singapore	6.8
	6th pillar: Availability and quality of transport services	**100**	**3.2**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	62	17.4	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	62	2.9	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	78	2.7	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	83	2.7	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	67	3.4	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	126	3.0	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	49	0.1	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**107**	**2.5**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	120	3.9	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	96	76.1	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	119	0.0	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	100	0.3	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	125	2.6	Iceland	95.0
	8th pillar: Regulatory environment	**120**	**3.0**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	116	2.9	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	129	2.1	Singapore	6.5
8.03	Undue influence, 1–7 (best)	128	2.0	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	113	2.8	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	109	3.8	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	109	2.8	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	54	4.7	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	29	4.7	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	21	5.6	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	62	4.7	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	118	44.5	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	116	3.0	Hong Kong SAR	5.6
	9th pillar: Physical security	**113**	**3.7**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	127	2.4	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	123	2.9	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	52	5.8	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

Croatia

Key indicators

Population (millions), 2010 .... 4.4
GDP (US$ billions), 2010...60.8
FDI inflows (US$ millions), 2010..583
Imports and exports as share (%) of world total, 2010.......................0.12

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010 23,551		23,033
Services trade (US$ millions), 2010 3,497		11,226
Merchandise trade (US$ millions), 2010 20,054		11,807
Agriculture (% of merchandise trade), 2010.................11.50		15.00
Fuels and mining (% of merchandise trade), 2010....... 21.23		16.92
Manufactures (% of merchandise trade), 2010............. 67.12		67.55
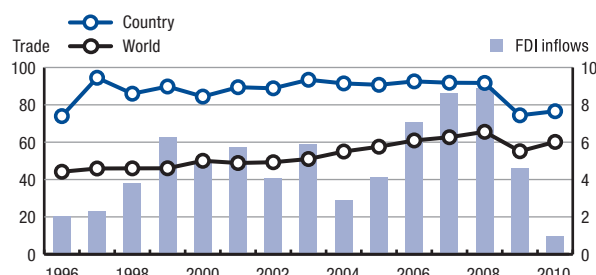
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**46**	**4.4**
2010 Index	45	4.4
Subindex A: Market access...............................	**42**	**4.4**
1st pillar: Domestic and foreign market access.................................	42	4.4
Subindex B: Border administration........................	**61**	**4.1**
2nd pillar: Efficiency of customs administration...................................	57	4.4
3rd pillar: Efficiency of import-export procedures	74	4.5
4th pillar: Transparency of border administration................................	63	3.5
Subindex C: Transport & communications infrastructure.....	**33**	**4.7**
5th pillar: Availability and quality of transport infrastructure...............	35	5.0
6th pillar: Availability and quality of transport services	42	4.1
7th pillar: Availability and use of ICTs...	30	5.1
Subindex D: Business environment	**60**	**4.4**
8th pillar: Regulatory environment	102	3.4
9th pillar: Physical security..	37	5.4
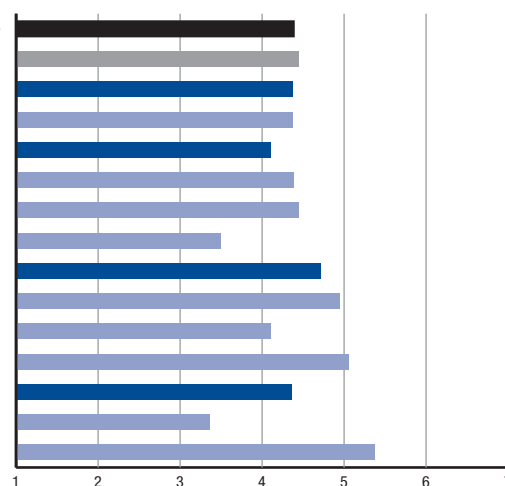
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Access to trade finance 15.8
Inappropriate production technology and skills...............................15.6
Identifying potential markets and buyers 13.8
Access to imported inputs at competitive prices............................ 11.1
Technical requirements and standards abroad................................10.6
Difficulties in meeting quality/quantity requirements of buyers.......10.3
Burdensome procedures and corruption at foreign borders............ 7.1
High cost or delays caused by domestic transportation 6.4
Rules of origin requirements abroad.. 5.3
High cost or delays caused by international transportation.............. 4.0
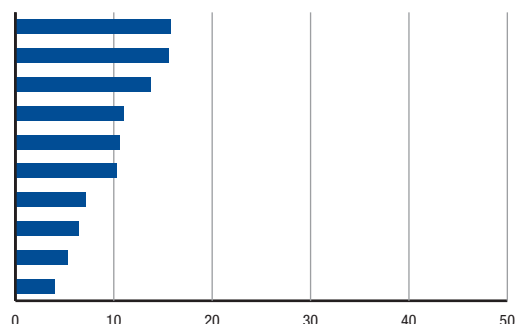
Most problematic factors for importing

Percent of responses

Burdensome import procedures... 25.5
Tariffs and non-tariff barriers...18.4
Domestic technical requirements and standards 15.4
Corruption at the border 12.2
Crime and theft.. 8.4
High cost or delays caused by international transportation............... 8.3
High cost or delays caused by domestic transportation 8.0
Inappropriate telecommunications infrastructure.............................. 3.8
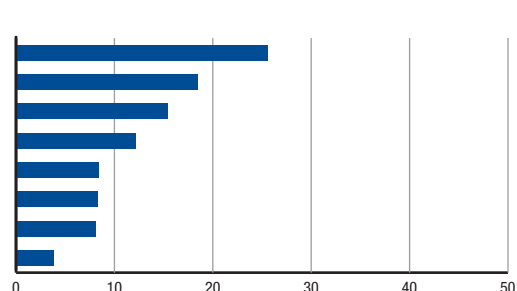
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Croatia

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage** ■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**42**	**4.4**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	40	■ 3.0	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	100	■ 3.6	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	18	■ 6.1	Hong Kong SAR	0.0
	Tariff peaks, %	127	■ 13.9	Multiple economies (23)	0.0
	Specific tariffs, %	97	■ 6.5	Multiple economies (49)	0.0
	Distinct tariffs, number	98	■ 724	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	13	■ 84.6	Hong Kong SAR	100.0
1.05	Tariffs faced, %	121	■ 6.0	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	32	■ 46.9	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**57**	**4.4**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	68	■ 4.1	Singapore	6.2
2.02	Customs services index, 0–12 (best)	50	■ 7.8	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**74**	**4.5**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	38	■ 3.1	Singapore	4.1
3.02	No. of days to import	54	■ 16	Singapore	4.0
3.03	No. of documents to import	74	■ 8	France	2.0
3.04	Cost to import, US$ per container	55	■ 1,180	Malaysia	435.0
3.05	No. of days to export	79	■ 20	Multiple economies (4)	5.0
3.06	No. of documents to export	80	■ 7	France	2.0
3.07	Cost to export, US$ per container	83	■ 1,300	Malaysia	450.0
	4th pillar: Transparency of border administration	**63**	**3.5**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	67	■ 3.6	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	53	■ 4.0	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**35**	**5.0**	**France**	**6.3**
5.01	Airport density, number per million pop.	25	■ 1.4	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	63	■ 70.0	United States	100.0
5.03	Paved roads, % of total	35	■ 86.9	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	70	■ 4.4	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	50	■ 3.2	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	27	■ 5.4	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	72	■ 4.0	Singapore	6.8
	6th pillar: Availability and quality of transport services	**42**	**4.1**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	50	■ 21.8	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	59	■ 2.9	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	55	■ 2.9	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	44	■ 3.2	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	50	■ 3.5	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	41	■ 5.5	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	12	■ 0.5	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**30**	**5.1**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	51	■ 5.2	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	15	■ 144.5	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	34	■ 18.3	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	40	■ 0.6	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	37	■ 60.3	Iceland	95.0
	8th pillar: Regulatory environment	**102**	**3.4**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	77	■ 3.8	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	82	■ 3.0	Singapore	6.5
8.03	Undue influence, 1–7 (best)	90	■ 2.9	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	119	■ 2.8	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	108	■ 3.8	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	98	■ 3.1	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	104	■ 4.2	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	120	■ 3.1	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	94	■ 4.3	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	128	■ 3.1	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	2	■ 89.7	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	91	■ 3.3	Hong Kong SAR	5.6
	9th pillar: Physical security	**37**	**5.4**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	44	■ 4.7	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	49	■ 5.2	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	21	■ 6.2	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Cyprus

Key indicators

Population (millions), 2010 .... 1.1
GDP (US$ billions), 2010... 23.2
FDI inflows (US$ millions), 2010.............................. 4,860
Imports and exports as share (%) of world total, 2010...................... 0.07

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010	12,578	12,777
Services trade (US$ millions), 2010	4,079	11,365
Merchandise trade (US$ millions), 2010	8,499	1,412
Agriculture (% of merchandise trade), 2010................	14.97	20.29
Fuels and mining (% of merchandise trade), 2010.......	21.39	22.78
Manufactures (% of merchandise trade), 2010............	61.67	55.14
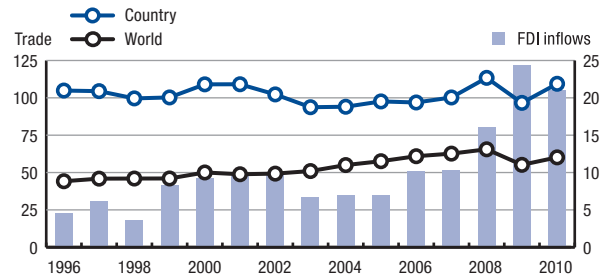
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	37	4.6
2010 Index	31	4.7
Subindex A: Market access	67	3.9
1st pillar: Domestic and foreign market access	67	3.9
Subindex B: Border administration............................	32	4.9
2nd pillar: Efficiency of customs administration..................................	52	4.4
3rd pillar: Efficiency of import-export procedures	25	5.5
4th pillar: Transparency of border administration................................	32	4.9
Subindex C: Transport & communications infrastructure.....	39	4.5
5th pillar: Availability and quality of transport infrastructure...............	33	5.0
6th pillar: Availability and quality of transport services	40	4.1
7th pillar: Availability and use of ICTs..	51	4.3
Subindex D: Business environment	29	5.1
8th pillar: Regulatory environment	28	4.6
9th pillar: Physical security..	28	5.6

The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers	21.5
Access to imported inputs at competitive prices.................................	19.2
High cost or delays caused by international transportation.............................	11.6
Difficulties in meeting quality/quantity requirements of buyers	11.1
Inappropriate production technology and skills	10.9
High cost or delays caused by domestic transportation	8.9
Technical requirements and standards abroad....................................	6.6
Access to trade finance	5.6
Rules of origin requirements abroad..	2.4
Burdensome procedures and corruption at foreign borders............................	2.2

Most problematic factors for importing

Percent of responses

Tariffs and non-tariff barriers..	25.1
High cost or delays caused by international transportation.............................	20.2
Burdensome import procedures...	18.0
High cost or delays caused by domestic transportation	16.3
Domestic technical requirements and standards	11.4
Corruption at the border	3.4
Crime and theft	3.1
Inappropriate telecommunications infrastructure................................	2.5

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

Cyprus

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage** ■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**67**	**3.9**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	3	0.9	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	57	72.2	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	105	3.0	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	57	8.8	Hong Kong SAR	0.0
	Tariff peaks, %	95	10.8	Multiple economies (23)	0.0
	Specific tariffs, %	102	10.6	Multiple economies (49)	0.0
	Distinct tariffs, number	104	1,592	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	39	64.6	Hong Kong SAR	100.0
1.05	Tariffs faced, %	79	5.7	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	89	9.7	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**52**	**4.4**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	26	4.9	Singapore	6.2
2.02	Customs services index, 0–12 (best)	71	6.5	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**25**	**5.5**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	40	3.0	Singapore	4.1
3.02	No. of days to import	2	5	Singapore	4.0
3.03	No. of documents to import	52	7	France	2.0
3.04	Cost to import, US$ per container	37	900	Malaysia	435.0
3.05	No. of days to export	8	7	Multiple economies (4)	5.0
3.06	No. of documents to export	29	5	France	2.0
3.07	Cost to export, US$ per container	32	790	Malaysia	450.0
	4th pillar: Transparency of border administration	**32**	**4.9**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	34	5.0	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	27	6.3	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**33**	**5.0**	**France**	**6.3**
5.01	Airport density, number per million pop.	15	2.7	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	62	70.2	United States	100.0
5.03	Paved roads, % of total	60	64.6	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	39	5.5	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	100	1.8	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	19	5.7	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	36	5.1	Singapore	6.8
	6th pillar: Availability and quality of transport services	**40**	**4.1**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	63	17.1	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	36	3.2	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	38	3.2	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	37	3.4	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	51	3.5	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	24	6.2	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	42	0.3	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**51**	**4.3**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	60	5.0	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	75	93.7	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	35	17.6	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	49	0.6	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	41	53.0	Iceland	95.0
	8th pillar: Regulatory environment	**28**	**4.6**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	29	5.1	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	32	4.6	Singapore	6.5
8.03	Undue influence, 1–7 (best)	33	4.4	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	26	4.4	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	17	4.9	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	37	4.1	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	32	4.9	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	62	4.2	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	75	4.6	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	33	5.1	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	20	81.5	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	30	4.6	Hong Kong SAR	5.6
	9th pillar: Physical security	**28**	**5.6**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	33	5.2	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	24	5.7	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	43	5.9	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

Czech Republic

Key indicators

Population (millions), 2010 .... 10.5
GDP (US$ billions), 2010.. 192.0
FDI inflows (US$ millions), 2010...................................... 6,781
Imports and exports as share (%) of world total, 2010...................... 0.80

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010	146,475	154,460
Services trade (US$ millions), 2010	20,253	21,608
Merchandise trade (US$ millions), 2010	126,222	132,852
Agriculture (% of merchandise trade), 2010...................	6.45	5.11
Fuels and mining (% of merchandise trade), 2010........	12.92	5.77
Manufactures (% of merchandise trade), 2010............	72.81	81.02

Trade and FDI inflows, percent of GDP
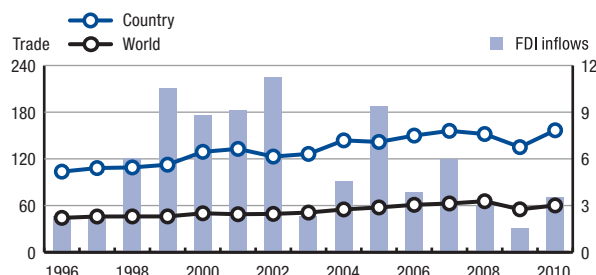
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**41**	**4.4**
2010 Index	42	4.5
Subindex A: Market access............................	**67**	**3.9**
1st pillar: Domestic and foreign market access	67	3.9
Subindex B: Border administration................	**41**	**4.6**
2nd pillar: Efficiency of customs administration.................	21	5.3
3rd pillar: Efficiency of import-export procedures	52	4.9
4th pillar: Transparency of border administration..............	55	3.7
Subindex C: Transport & communications infrastructure.....	**32**	**4.7**
5th pillar: Availability and quality of transport infrastructure...........	29	5.1
6th pillar: Availability and quality of transport services	46	4.0
7th pillar: Availability and use of ICTs..............................	33	5.0
Subindex D: Business environment................	**54**	**4.4**
8th pillar: Regulatory environment	66	3.7
9th pillar: Physical security...	51	5.2
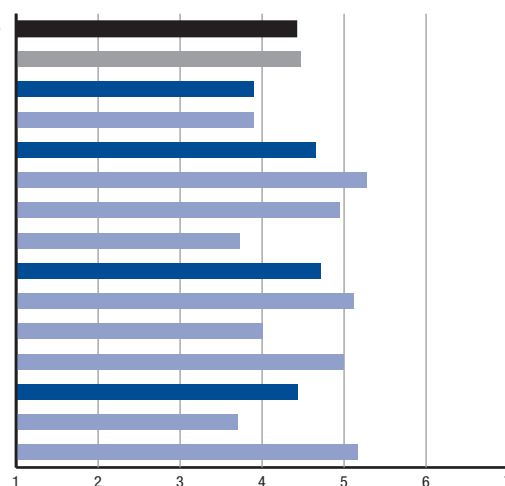
The most problematic factors for trade

Most problematic factors for exporting
Percent of responses

Identifying potential markets and buyers 19.0
Technical requirements and standards abroad................................ 13.9
Access to trade finance 11.4
Difficulties in meeting quality/quantity requirements of buyers 10.3
High cost or delays caused by international transportation.............. 10.0
Inappropriate production technology and skills 8.5
Access to imported inputs at competitive prices............................. 8.0
Burdensome procedures and corruption at foreign borders 7.6
Rules of origin requirements abroad.. 7.3
High cost or delays caused by domestic transportation 3.9
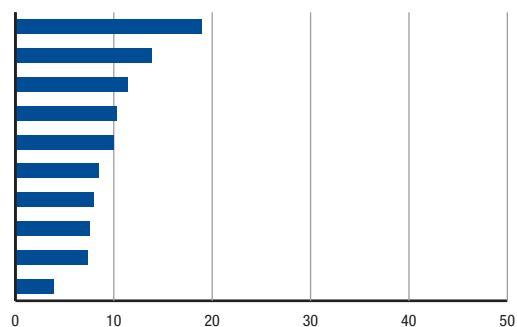
Most problematic factors for importing
Percent of responses

High cost or delays caused by international transportation........................... 20.9
Burdensome import procedures.. 19.0
Tariffs and non-tariff barriers.. 18.1
Domestic technical requirements and standards 17.8
High cost or delays caused by domestic transportation 10.5
Corruption at the border... 5.7
Crime and theft.. 4.7
Inappropriate telecommunications infrastructure............................ 3.4

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

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Czech Republic

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage** ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**67**	**3.9**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	3 ■	0.9	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	43	70.4	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	105	3.0	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	57	8.8	Hong Kong SAR	0.0
Tariff peaks, %	95	10.8	Multiple economies (23)	0.0
Specific tariffs, %	102	10.6	Multiple economies (49)	0.0
Distinct tariffs, number	104	1,592	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	39 ■	64.6	Hong Kong SAR	100.0
1.05 Tariffs faced, %	79	5.7	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	89	9.7	Malawi	93.8
2nd pillar: Efficiency of customs administration	**21**	**5.3**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	49	4.4	Singapore	6.2
2.02 Customs services index, 0–12 (best)	12 ■	10.5	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**52**	**4.9**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	44	3.0	Singapore	4.1
3.02 No. of days to import	73	20	Singapore	4.0
3.03 No. of documents to import	52	7	France	2.0
3.04 Cost to import, US$ per container	54	1,165	Malaysia	435.0
3.05 No. of days to export	64	17	Multiple economies (4)	5.0
3.06 No. of documents to export	8 ■	4	France	2.0
3.07 Cost to export, US$ per container	58	1,060	Malaysia	450.0
4th pillar: Transparency of border administration	**55**	**3.7**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	61	3.8	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	47	4.4	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**29**	**5.1**	**France**	**6.3**
5.01 Airport density, number per million pop.	75	0.5	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	n/a	n/a	United States	100.0
5.03 Paved roads, % of total	1 ■	100.0	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	21 ■	6.0	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	22 ■	4.5	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	74	3.6	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	49	4.7	Singapore	6.8
6th pillar: Availability and quality of transport services	**46**	**4.0**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	103	0.4	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	45	3.0	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	32 ■	3.3	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	47	3.2	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	65	3.4	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	34 ■	5.8	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	19 ■	0.5	Jamaica	0.7
7th pillar: Availability and use of ICTs	**33**	**5.0**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	23 ■	5.9	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	20 ■	137.2	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	37 ■	14.5	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	51	0.5	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	30 ■	68.8	Iceland	95.0
8th pillar: Regulatory environment	**66**	**3.7**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	64	4.0	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	103	2.6	Singapore	6.5
8.03 Undue influence, 1–7 (best)	80	3.0	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	105	3.0	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	44	4.4	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	61	3.5	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	31 ■	5.0	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	64	4.2	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	51	5.0	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	28 ■	5.2	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	33 ■	75.4	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	53	4.1	Hong Kong SAR	5.6
9th pillar: Physical security	**51**	**5.2**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	89	3.6	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	31 ■	5.5	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	15 ■	6.4	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

Denmark

Key indicators

Population (millions), 2010 .... 5.6
GDP (US$ billions), 2010...309.9
FDI inflows (US$ millions), 2010.....................................−1,814
Imports and exports as share (%) of world total, 2010......................0.77

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010	134,164	156,331
Services trade (US$ millions), 2010	49,316	58,650
Merchandise trade (US$ millions), 2010	84,848	97,681
Agriculture (% of merchandise trade), 2010.................	16.87	22.28
Fuels and mining (% of merchandise trade), 2010.........	8.65	11.14
Manufactures (% of merchandise trade), 2010............	72.60	63.96
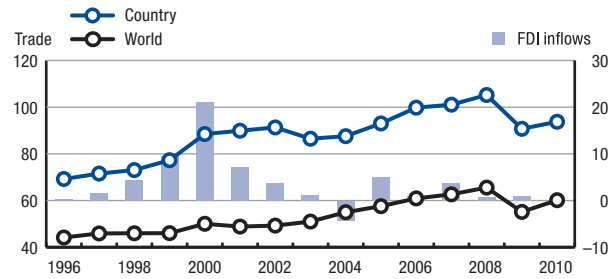
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**3**	**5.4**
2010 Index	3	5.4
Subindex A: Market access	**67**	**3.9**
1st pillar: Domestic and foreign market access	67	3.9
Subindex B: Border administration	**3**	**6.2**
2nd pillar: Efficiency of customs administration	6	5.9
3rd pillar: Efficiency of import-export procedures	3	6.2
4th pillar: Transparency of border administration...................	2	6.5
Subindex C: Transport & communications infrastructure	**8**	**5.8**
5th pillar: Availability and quality of transport infrastructure.................	3	6.1
6th pillar: Availability and quality of transport services	15	4.9
7th pillar: Availability and use of ICTs..................................	2	6.3
Subindex D: Business environment	**4**	**5.8**
8th pillar: Regulatory environment	8	5.3
9th pillar: Physical security...	3	6.3
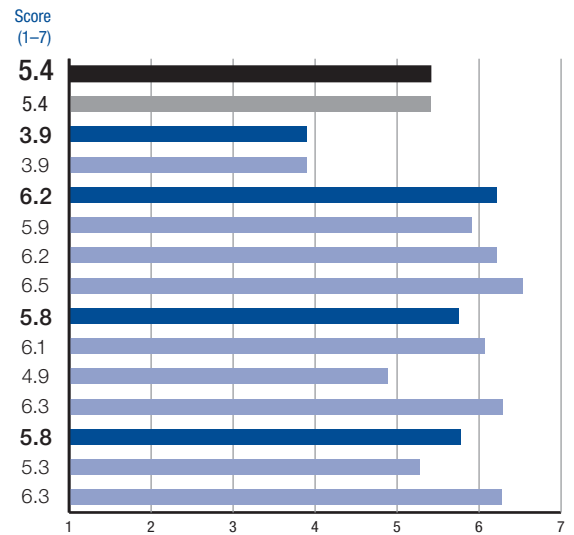
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers	28.5
Technical requirements and standards abroad.................................	15.9
Access to imported inputs at competitive prices.............................	15.9
Burdensome procedures and corruption at foreign borders	10.1
Access to trade finance	7.5
Difficulties in meeting quality/quantity requirements of buyers.........................	7.2
Rules of origin requirements abroad..	6.6
High cost or delays caused by international transportation.............................	4.9
Inappropriate production technology and skills	2.9
High cost or delays caused by domestic transportation	0.6
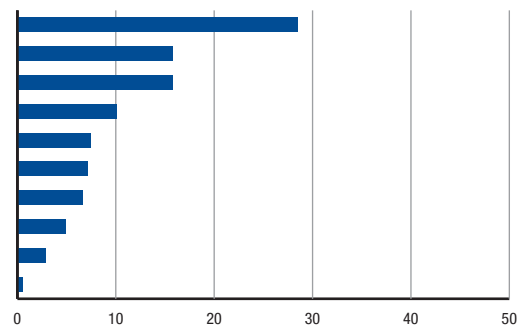
Most problematic factors for importing

Percent of responses

Tariffs and non-tariff barriers...	27.2
Domestic technical requirements and standards	23.6
Burdensome import procedures..	22.0
High cost or delays caused by international transportation.........................	14.2
High cost or delays caused by domestic transportation	7.1
Inappropriate telecommunications infrastructure.............................	3.5
Crime and theft	2.4
Corruption at the border	0.0
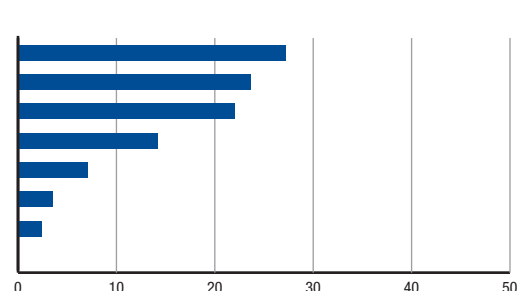
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Denmark

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**67**	**3.9**	**Singapore**	**6.2**
1.01　Tariff rate, (%)	3	■ 0.9	Hong Kong SAR	0.0
1.02　Non-tariff measures, index 0–100 (worst)[1]	48	70.7	Cambodia	4.7
1.03　Complexity of tariffs, index 1–7 (best)	105	3.0	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	57	8.8	Hong Kong SAR	0.0
Tariff peaks, %	95	10.8	Multiple economies (23)	0.0
Specific tariffs, %	102	10.6	Multiple economies (49)	0.0
Distinct tariffs, number	104	1,592	Hong Kong SAR	1.0
1.04　Share of duty-free imports, %	39	64.6	Hong Kong SAR	100.0
1.05　Tariffs faced, %	79	5.7	Chile	3.6
1.06　Margin of preference in destination mkts, index 0–100 (best)	89	9.7	Malawi	93.8
2nd pillar: Efficiency of customs administration	**6**	**5.9**	**Singapore**	**6.6**
2.01　Burden of customs procedures, 1–7 (best)	6	■ 5.7	Singapore	6.2
2.02　Customs services index, 0–12 (best)	12	10.5	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**3**	**6.2**	**Singapore**	**6.4**
3.01　Efficiency of the clearance process, 1–5 (best)	4	■ 3.9	Singapore	4.1
3.02　No. of days to import	2	■ 5	Singapore	4.0
3.03　No. of documents to import	2	■ 3	France	2.0
3.04　Cost to import, US$ per container	22	744	Malaysia	435.0
3.05　No. of days to export	1	■ 5	Multiple economies (4)	5.0
3.06　No. of documents to export	8	■ 4	France	2.0
3.07　Cost to export, US$ per container	28	744	Malaysia	450.0
4th pillar: Transparency of border administration	**2**	**6.5**	**New Zealand**	**6.7**
4.01　Irregular payments in exports and imports, 1–7 (best)	3	■ 6.4	New Zealand	6.7
4.02　Corruption Perceptions Index, 0–10 (best)	3	■ 9.4	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**3**	**6.1**	**France**	**6.3**
5.01　Airport density, number per million pop.	20	1.8	Iceland	21.9
5.02　Transshipment connectivity, index 0–100 (best)	59	71.4	United States	100.0
5.03　Paved roads, % of total	1	■ 100.0	Multiple economies (17)	100.0
5.04　Quality of air transport infrastructure, 1–7 (best)	8	■ 6.3	Singapore	6.9
5.05　Quality of railroad infrastructure, 1–7 (best)	11	5.5	Switzerland	6.8
5.06　Quality of roads, 1–7 (best)	6	■ 6.3	France	6.6
5.07　Quality of port infrastructure, 1–7 (best)	9	■ 6.2	Singapore	6.8
6th pillar: Availability and quality of transport services	**15**	**4.9**	**Singapore**	**6.1**
6.01　Liner Shipping Connectivity Index, 0–152.1 (best)	43	26.4	China	152.1
6.02　Ease and affordability of shipment, 1–5 (best)	8	■ 3.7	Hong Kong SAR	4.2
6.03　Logistics competence, 1–5 (best)	2	■ 4.1	Finland	4.1
6.04　Tracking and tracing ability, 1–5 (best)	4	■ 4.1	Finland	4.1
6.05　Timeliness of shipments in reaching destination, 1–5 (best)	7	■ 4.2	Singapore	4.4
6.06　Postal services efficiency, 1–7 (best)	10	■ 6.5	Japan	6.8
6.07　GATS commitments in the transport sector, index 0–1 (best)	41	0.3	Jamaica	0.7
7th pillar: Availability and use of ICTs	**2**	**6.3**	**Netherlands**	**6.3**
7.01　Extent of business Internet use, 1–7 (best)	6	■ 6.2	Sweden	6.5
7.02　Mobile phone subscriptions/100 pop.	31	124.7	Hong Kong SAR	195.6
7.03　Broadband Internet subscriptions/100 pop.	3	■ 37.7	Netherlands	38.1
7.04　Government Online Service Index, 0–1 (best)	13	0.9	Multiple economies (3)	1.0
7.05　Individuals using Internet, %	6	■ 88.7	Iceland	95.0
8th pillar: Regulatory environment	**8**	**5.3**	**Singapore**	**5.7**
8.01　Property rights, 1–7 (best)	6	■ 6.0	Finland	6.4
8.02　Ethics and corruption, 1–7 (best)	4	■ 6.2	Singapore	6.5
8.03　Undue influence, 1–7 (best)	3	■ 6.0	New Zealand	6.1
8.04　Government efficiency, 1–7 (best)	8	■ 5.0	Singapore	5.9
8.05　Domestic competition, 1–7 (best)	15	4.9	Saudi Arabia	5.5
8.06　Efficiency of the financial market, 1–7 (best)	26	4.4	Qatar	5.4
8.07　Openness to foreign participation, index 1–7 (best)	30	5.0	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	88	3.8	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	34	5.2	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	42	5.0	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	11	83.6	Slovenia	93.1
8.08　Availability of trade finance, 1–7 (best)	24	4.7	Hong Kong SAR	5.6
9th pillar: Physical security	**3**	**6.3**	**Finland**	**6.5**
9.01　Reliability of police services, 1–7 (best)	3	■ 6.3	Finland	6.7
9.02　Business costs of crime and violence, 1–7 (best)	7	■ 6.2	Saudi Arabia	6.5*
9.03　Business costs of terrorism, 1–7 (best)	20	6.3	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Dominican Republic

Key indicators

Population (millions), 2010 .... 9.9
GDP (US$ billions), 2010..51.6
FDI inflows (US$ millions), 2010.. 1,626
Imports and exports as share (%) of world total, 2010.......................0.08

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010 17,354		11,730
Services trade (US$ millions), 2010 2,055		5,132
Merchandise trade (US$ millions), 2010 15,299		6,598
Agriculture (% of merchandise trade), 2010................. 14.55		19.36
Fuels and mining (% of merchandise trade), 2010....... 25.05		8.77
Manufactures (% of merchandise trade), 2010............ 59.01		62.20
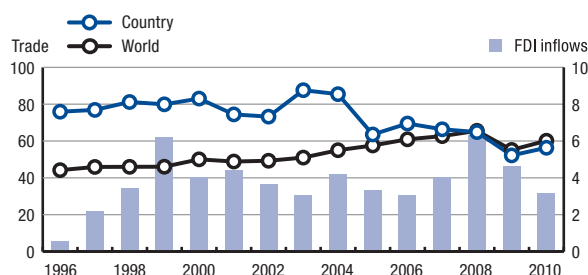
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**87**	**3.8**
2010 Index	73	3.9
Subindex A: Market access	**62**	**4.0**
1st pillar: Domestic and foreign market access	62	4.0
Subindex B: Border administration..........................	**70**	**3.9**
2nd pillar: Efficiency of customs administration..................................	78	3.9
3rd pillar: Efficiency of import-export procedures	50	5.0
4th pillar: Transparency of border administration................................	89	2.9
Subindex C: Transport & communications infrastructure.....	**72**	**3.8**
5th pillar: Availability and quality of transport infrastructure...............	60	4.3
6th pillar: Availability and quality of transport services	80	3.4
7th pillar: Availability and use of ICTs..	68	3.6
Subindex D: Business environment	**119**	**3.4**
8th pillar: Regulatory environment	104	3.3
9th pillar: Physical security...	122	3.4
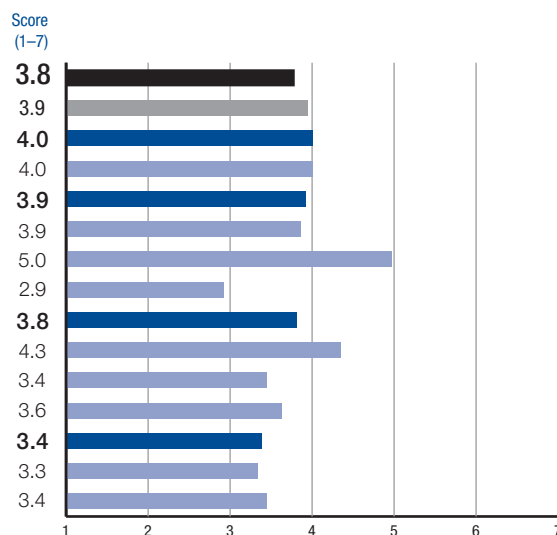
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers 15.2	
Inappropriate production technology and skills 14.2	
Difficulties in meeting quality/quantity requirements of buyers 13.6	
Access to trade finance 11.0	
Technical requirements and standards abroad...10.3	
Access to imported inputs at competitive prices.. 9.0	
High cost or delays caused by international transportation................................8.1	
High cost or delays caused by domestic transportation 7.9	
Burdensome procedures and corruption at foreign borders 6.5	
Rules of origin requirements abroad.. 4.2	
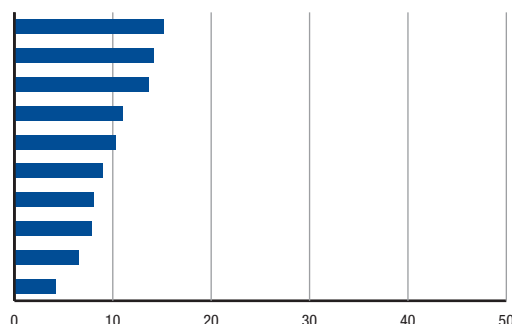
Most problematic factors for importing

Percent of responses

Tariffs and non-tariff barriers.. 24.2	
Burdensome import procedures..19.2	
High cost or delays caused by domestic transportation 13.4	
High cost or delays caused by international transportation............................12.9	
Domestic technical requirements and standards 11.7	
Corruption at the border.. 11.6	
Crime and theft.. 5.6	
Inappropriate telecommunications infrastructure...1.3	
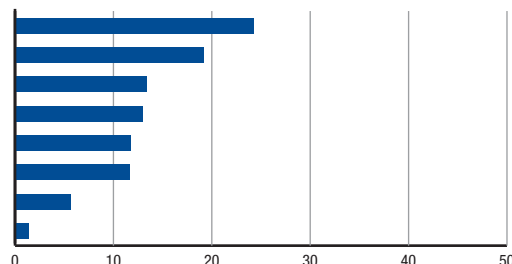
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Dominican Republic

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**62**	**4.0**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	81	7.3	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	23	6.7	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	50	7.9	Hong Kong SAR	0.0
	Tariff peaks, %	30	0.4	Multiple economies (23)	0.0
	Specific tariffs, %	1	0.0	Multiple economies (49)	0.0
	Distinct tariffs, number	28	7	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	88	44.1	Hong Kong SAR	100.0
1.05	Tariffs faced, %	125	6.1	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	51	37.7	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**78**	**3.9**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	54	4.4	Singapore	6.2
2.02	Customs services index, 0–12 (best)	82	5.5	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**50**	**5.0**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	75	2.5	Singapore	4.1
3.02	No. of days to import	24	10	Singapore	4.0
3.03	No. of documents to import	52	7	France	2.0
3.04	Cost to import, US$ per container	53	1,150	Malaysia	435.0
3.05	No. of days to export	17	8	Multiple economies (4)	5.0
3.06	No. of documents to export	47	6	France	2.0
3.07	Cost to export, US$ per container	53	1,040	Malaysia	450.0
	4th pillar: Transparency of border administration	**89**	**2.9**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	80	3.3	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	106	2.6	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**60**	**4.3**	**France**	**6.3**
5.01	Airport density, number per million pop.	63	0.6	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	30	78.3	United States	100.0
5.03	Paved roads, % of total	68	49.4	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	50	5.2	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	73	2.5	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	64	3.9	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	54	4.4	Singapore	6.8
	6th pillar: Availability and quality of transport services	**80**	**3.4**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	46	22.9	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	73	2.8	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	76	2.7	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	104	2.5	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	96	3.0	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	128	2.7	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	4	0.6	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**68**	**3.6**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	78	4.8	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	84	89.6	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	73	3.6	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	53	0.5	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	63	39.5	Iceland	95.0
	8th pillar: Regulatory environment	**104**	**3.3**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	92	3.4	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	125	2.2	Singapore	6.5
8.03	Undue influence, 1–7 (best)	121	2.2	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	102	3.0	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	104	3.9	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	94	3.2	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	36	4.9	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	39	4.5	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	39	5.2	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	39	5.0	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	63	65.8	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	65	3.8	Hong Kong SAR	5.6
	9th pillar: Physical security	**122**	**3.4**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	132	2.0	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	114	3.4	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	97	4.9	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Ecuador

Key indicators

Population (millions), 2010 .... 14.5
GDP (US$ billions), 2010.. 58.0
FDI inflows (US$ millions), 2010....................................... 164
Imports and exports as share (%) of world total, 2010........................0.11

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010	23,498	18,754
Services trade (US$ millions), 2010	2,907	1,264
Merchandise trade (US$ millions), 2010	20,591	17,490
Agriculture (% of merchandise trade), 2010..................	9.38	34.11
Fuels and mining (% of merchandise trade), 2010.......	22.43	55.93
Manufactures (% of merchandise trade), 2010.............	67.75	9.56

Trade and FDI inflows, percent of GDP
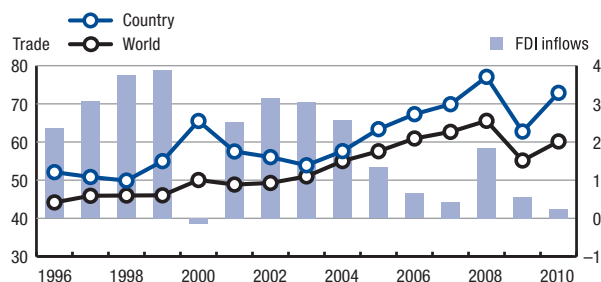
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**83**	**3.8**
2010 Index	89	3.7
Subindex A: Market access	**22**	**4.8**
1st pillar: Domestic and foreign market access	22	4.8
Subindex B: Border administration	**81**	**3.6**
2nd pillar: Efficiency of customs administration..................................	77	3.9
3rd pillar: Efficiency of import-export procedures	92	4.0
4th pillar: Transparency of border administration................................	87	3.0
Subindex C: Transport & communications infrastructure	**87**	**3.5**
5th pillar: Availability and quality of transport infrastructure...............	80	3.8
6th pillar: Availability and quality of transport services	94	3.3
7th pillar: Availability and use of ICTs...	82	3.4
Subindex D: Business environment	**117**	**3.4**
8th pillar: Regulatory environment	113	3.1
9th pillar: Physical security..	114	3.7
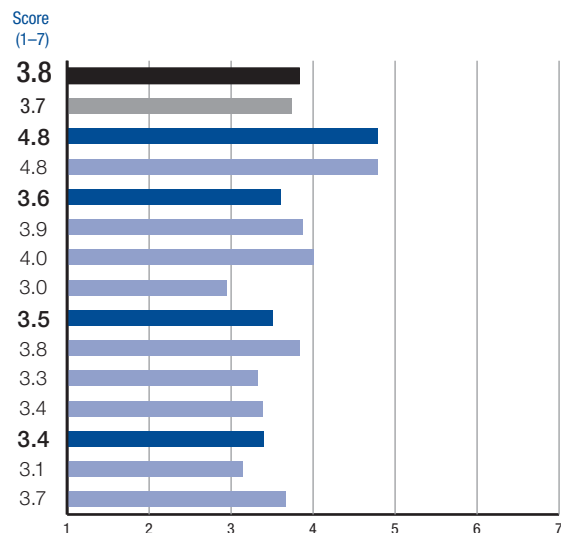
The most problematic factors for trade

Most problematic factors for exporting
Percent of responses

Access to imported inputs at competitive prices...............	14.7
High cost or delays caused by international transportation............................	11.9
Inappropriate production technology and skills	11.9
Difficulties in meeting quality/quantity requirements of buyers	10.5
Identifying potential markets and buyers	10.4
High cost or delays caused by domestic transportation	10.0
Access to trade finance	9.8
Technical requirements and standards abroad.................................	8.9
Rules of origin requirements abroad	5.9
Burdensome procedures and corruption at foreign borders	5.9
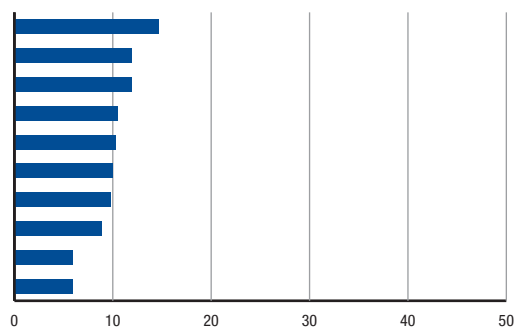
Most problematic factors for importing
Percent of responses

Tariffs and non-tariff barriers...	22.5
Corruption at the border	16.3
Burdensome import procedures.......................................	13.6
High cost or delays caused by domestic transportation	12.4
Crime and theft	11.7
Domestic technical requirements and standards	10.7
High cost or delays caused by international transportation............................	9.3
Inappropriate telecommunications infrastructure..	3.6
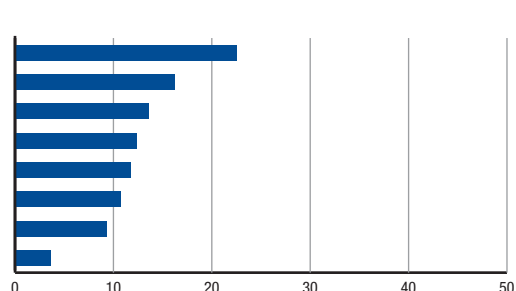
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Ecuador

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**22**	**4.8**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	80	7.2	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	14	33.1	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	40	6.5	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	95	11.1	Hong Kong SAR	0.0
Tariff peaks, %	36	0.7	Multiple economies (23)	0.0
Specific tariffs, %	1	0.0	Multiple economies (49)	0.0
Distinct tariffs, number	50	17	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	35	67.5	Hong Kong SAR	100.0
1.05 Tariffs faced, %	28	5.3	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	42	42.6	Malawi	93.8
2nd pillar: Efficiency of customs administration	**77**	**3.9**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	99	3.5	Singapore	6.2
2.02 Customs services index, 0–12 (best)	66	7.0	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**92**	**4.0**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	92	2.4	Singapore	4.1
3.02 No. of days to import	91	25	Singapore	4.0
3.03 No. of documents to import	52	7	France	2.0
3.04 Cost to import, US$ per container	78	1,432	Malaysia	435.0
3.05 No. of days to export	79	20	Multiple economies (4)	5.0
3.06 No. of documents to export	95	8	France	2.0
3.07 Cost to export, US$ per container	93	1,455	Malaysia	450.0
4th pillar: Transparency of border administration	**87**	**3.0**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	78	3.3	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	102	2.7	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**80**	**3.8**	**France**	**6.3**
5.01 Airport density, number per million pop.	37	1.0	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	46	74.3	United States	100.0
5.03 Paved roads, % of total	108	14.8	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	76	4.3	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	92	2.0	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	56	4.2	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	84	3.8	Singapore	6.8
6th pillar: Availability and quality of transport services	**94**	**3.3**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	48	22.5	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	67	2.9	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	86	2.6	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	95	2.6	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	61	3.4	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	97	3.9	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	50	0.1	Jamaica	0.7
7th pillar: Availability and use of ICTs	**82**	**3.4**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	97	4.5	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	64	102.2	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	89	1.4	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	77	0.4	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	77	29.0	Iceland	95.0
8th pillar: Regulatory environment	**113**	**3.1**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	111	3.1	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	99	2.7	Singapore	6.5
8.03 Undue influence, 1–7 (best)	107	2.6	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	109	2.9	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	120	3.6	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	95	3.1	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	117	3.9	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	90	3.8	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	109	3.9	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	130	2.9	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	60	66.4	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	92	3.3	Hong Kong SAR	5.6
9th pillar: Physical security	**114**	**3.7**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	110	3.1	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	119	3.3	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	110	4.6	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

Egypt

Key indicators

Population (millions), 2010 ....81.1
GDP (US$ billions), 2010.. 218.5
FDI inflows (US$ millions), 2010...6,386
Imports and exports as share (%) of world total, 2010......................0.31

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010 65,926		50,056
Services trade (US$ millions), 2010 13,003		23,618
Merchandise trade (US$ millions), 2010 52,923		26,438
Agriculture (% of merchandise trade), 2010................. 22.39		19.37
Fuels and mining (% of merchandise trade), 2010........ 17.70		34.55
Manufactures (% of merchandise trade), 2010............ 59.91		41.50

Trade and FDI inflows, percent of GDP
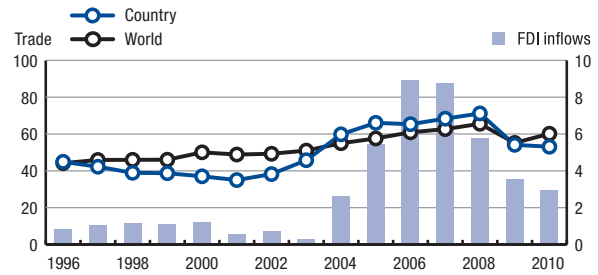
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**90**	**3.8**
2010 Index	76	3.9
Subindex A: Market access	**113**	**3.5**
1st pillar: Domestic and foreign market access	113	3.5
Subindex B: Border administration	**76**	**3.9**
2nd pillar: Efficiency of customs administration...................................	80	3.9
3rd pillar: Efficiency of import-export procedures	55	4.9
4th pillar: Transparency of border administration................................	94	2.8
Subindex C: Transport & communications infrastructure	**60**	**3.9**
5th pillar: Availability and quality of transport infrastructure...............	55	4.5
6th pillar: Availability and quality of transport services	51	3.9
7th pillar: Availability and use of ICTs.................................	81	3.4
Subindex D: Business environment	**93**	**3.8**
8th pillar: Regulatory environment	58	3.8
9th pillar: Physical security...	104	3.9
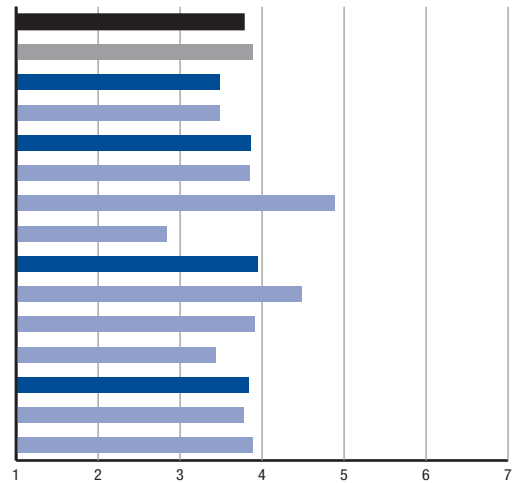
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Access to imported inputs at competitive prices...............................15.6
Inappropriate production technology and skills 13.8
Identifying potential markets and buyers 13.8
Technical requirements and standards abroad..................................11.2
Access to trade finance 11.0
Difficulties in meeting quality/quantity requirements of buyers.........................9.7
High cost or delays caused by domestic transportation 7.5
High cost or delays caused by international transportation.............................. 6.7
Rules of origin requirements abroad... 6.3
Burdensome procedures and corruption at foreign borders 4.3
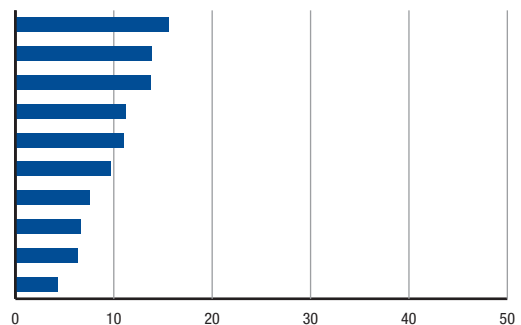
Most problematic factors for importing

Percent of responses

Tariffs and non-tariff barriers.. 26.6
Burdensome import procedures..19.4
High cost or delays caused by international transportation............................ 13.2
High cost or delays caused by domestic transportation 12.3
Domestic technical requirements and standards 10.1
Corruption at the border 8.2
Crime and theft 5.5
Inappropriate telecommunications infrastructure.. 4.6
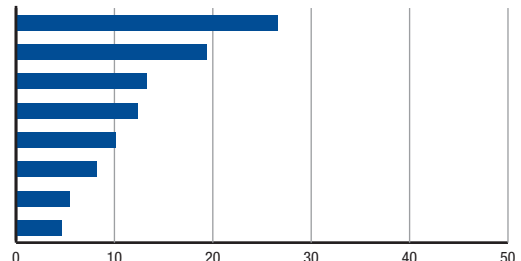
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Egypt

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**113**	**3.5**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	125	15.2	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	20	42.1	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	73	5.4	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	132	143.0	Hong Kong SAR	0.0
	Tariff peaks, %	32	0.5	Multiple economies (23)	0.0
	Specific tariffs, %	59	0.2	Multiple economies (49)	0.0
	Distinct tariffs, number	59	23	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	91	39.9	Hong Kong SAR	100.0
1.05	Tariffs faced, %	35	5.4	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	29	48.1	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**80**	**3.9**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	71	4.1	Singapore	6.2
2.02	Customs services index, 0–12 (best)	78	6.0	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**55**	**4.9**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	68	2.6	Singapore	4.1
3.02	No. of days to import	33	12	Singapore	4.0
3.03	No. of documents to import	101	9	France	2.0
3.04	Cost to import, US$ per container	26	755	Malaysia	435.0
3.05	No. of days to export	36	12	Multiple economies (4)	5.0
3.06	No. of documents to export	95	8	France	2.0
3.07	Cost to export, US$ per container	10	613	Malaysia	450.0
	4th pillar: Transparency of border administration	**94**	**2.8**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	93	2.9	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	92	2.9	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**55**	**4.5**	**France**	**6.3**
5.01	Airport density, number per million pop.	114	0.2	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	17	85.3	United States	100.0
5.03	Paved roads, % of total	34	86.9	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	45	5.3	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	52	3.2	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	80	3.4	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	73	4.0	Singapore	6.8
	6th pillar: Availability and quality of transport services	**51**	**3.9**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	19	51.2	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	50	3.0	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	50	3.0	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	66	2.9	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	66	3.4	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	57	5.0	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	48	0.1	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**81**	**3.4**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	90	4.6	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	86	87.1	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	83	1.8	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	41	0.6	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	82	26.7	Iceland	95.0
	8th pillar: Regulatory environment	**58**	**3.8**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	72	3.9	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	66	3.2	Singapore	6.5
8.03	Undue influence, 1–7 (best)	50	3.7	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	78	3.4	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	99	3.9	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	54	3.7	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	91	4.4	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	99	3.7	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	103	4.1	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	91	4.2	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	41	73.7	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	46	4.2	Hong Kong SAR	5.6
	9th pillar: Physical security	**104**	**3.9**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	76	3.9	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	102	3.9	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	126	3.8	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

El Salvador

## Key indicators

Population (millions), 2010 .... 6.2
GDP (US$ billions), 2010... 21.2
FDI inflows (US$ millions), 2010... 78
Imports and exports as share (%) of world total, 2010......................0.04

Sources: IMF; UNCTAD; UNFPA; WTO
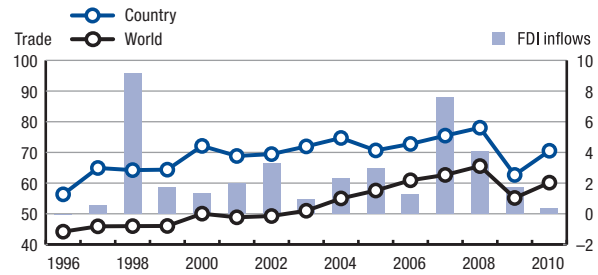
	Imports	Exports
Total trade (US$ millions), 2010	9,523	5,443
Services trade (US$ millions), 2010	1,024	944
Merchandise trade (US$ millions), 2010	8,498	4,499
Agriculture (% of merchandise trade), 2010.................	18.49	21.85
Fuels and mining (% of merchandise trade), 2010........	17.44	4.62
Manufactures (% of merchandise trade), 2010.............	63.69	71.53

Trade and FDI inflows, percent of GDP

Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	70	4.0
2010 Index	57	4.2
Subindex A: Market access	7	5.2
1st pillar: Domestic and foreign market access	7	5.2
Subindex B: Border administration...........................	64	4.1
2nd pillar: Efficiency of customs administration..................................	71	4.1
3rd pillar: Efficiency of import-export procedures	64	4.7
4th pillar: Transparency of border administration.................................	66	3.4
Subindex C: Transport & communications infrastructure.....	88	3.5
5th pillar: Availability and quality of transport infrastructure...............	95	3.5
6th pillar: Availability and quality of transport services	106	3.0
7th pillar: Availability and use of ICTs..	63	3.9
Subindex D: Business environment	125	3.3
8th pillar: Regulatory environment	89	3.5
9th pillar: Physical security..	131	3.0
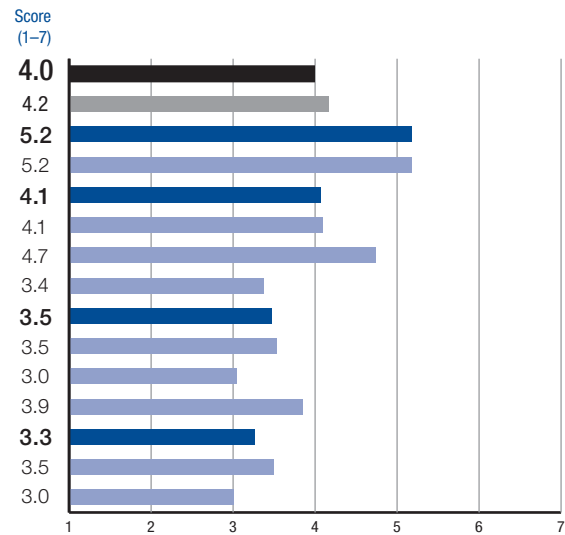
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers 14.5
Inappropriate production technology and skills 13.2
Access to imported inputs at competitive prices............................. 13.1
Technical requirements and standards abroad................................12.9
Difficulties in meeting quality/quantity requirements of buyers 11.0
Access to trade finance 9.7
High cost or delays caused by international transportation.............8.8
Rules of origin requirements abroad.. 6.0
Burdensome procedures and corruption at foreign borders 5.9
High cost or delays caused by domestic transportation 4.7
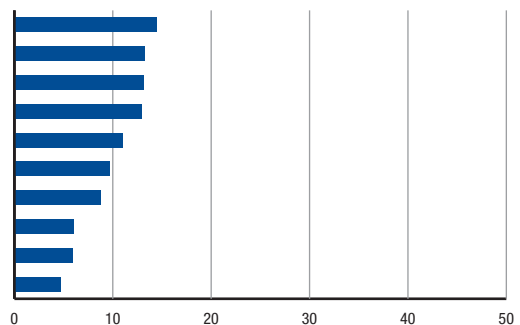
Most problematic factors for importing

Percent of responses

Crime and theft...19.1
Burdensome import procedures...17.0
Tariffs and non-tariff barriers...16.5
High cost or delays caused by domestic transportation 14.8
Corruption at the border 13.2
Domestic technical requirements and standards 9.8
High cost or delays caused by international transportation.............8.4
Inappropriate telecommunications infrastructure.............................1.2
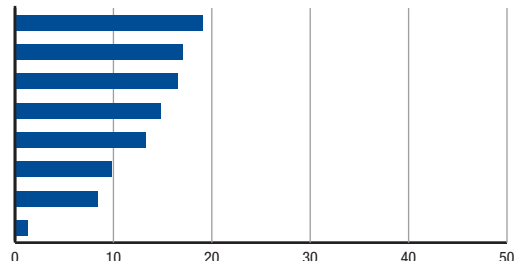
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

El Salvador

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**7**	**5.2**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	50	4.4	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	50	6.4	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	44	7.6	Hong Kong SAR	0.0
Tariff peaks, %	62	2.9	Multiple economies (23)	0.0
Specific tariffs, %	1	0.0	Multiple economies (49)	0.0
Distinct tariffs, number	34	11	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	29	74.9	Hong Kong SAR	100.0
1.05 Tariffs faced, %	52	5.5	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	4	64.2	Malawi	93.8
2nd pillar: Efficiency of customs administration	**71**	**4.1**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	82	3.9	Singapore	6.2
2.02 Customs services index, 0–12 (best)	62	7.2	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**64**	**4.7**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	105	2.3	Singapore	4.1
3.02 No. of days to import	24	10	Singapore	4.0
3.03 No. of documents to import	74	8	France	2.0
3.04 Cost to import, US$ per container	31	845	Malaysia	435.0
3.05 No. of days to export	51	14	Multiple economies (4)	5.0
3.06 No. of documents to export	95	8	France	2.0
3.07 Cost to export, US$ per container	38	845	Malaysia	450.0
4th pillar: Transparency of border administration	**66**	**3.4**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	65	3.7	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	67	3.4	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**95**	**3.5**	**France**	**6.3**
5.01 Airport density, number per million pop.	115	0.2	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	77	64.4	United States	100.0
5.03 Paved roads, % of total	99	19.8	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	41	5.5	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	120	1.4	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	37	4.8	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	82	3.8	Singapore	6.8
6th pillar: Availability and quality of transport services	**106**	**3.0**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	69	12.0	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	103	2.6	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	91	2.6	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	91	2.6	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	90	3.1	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	86	4.2	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	59	0.0	Jamaica	0.7
7th pillar: Availability and use of ICTs	**63**	**3.9**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	61	5.0	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	32	124.3	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	77	2.8	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	32	0.7	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	93	15.9	Iceland	95.0
8th pillar: Regulatory environment	**89**	**3.5**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	95	3.4	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	93	2.8	Singapore	6.5
8.03 Undue influence, 1–7 (best)	102	2.7	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	95	3.1	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	80	4.1	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	64	3.5	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	52	4.7	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	44	4.4	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	35	5.2	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	96	4.1	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	57	67.5	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	78	3.6	Hong Kong SAR	5.6
9th pillar: Physical security	**131**	**3.0**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	109	3.1	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	131	1.9	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	122	4.0	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Estonia

Key indicators

Population (millions), 2010 .... 1.3
GDP (US$ billions), 2010.. 19.3
FDI inflows (US$ millions), 2010.. 1,539
Imports and exports as share (%) of world total, 2010..................... 0.08

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010	14,994	16,064
Services trade (US$ millions), 2010	2,742	4,460
Merchandise trade (US$ millions), 2010	12,252	11,605
Agriculture (% of merchandise trade), 2010.................	13.48	15.96
Fuels and mining (% of merchandise trade), 2010.......	18.49	18.64
Manufactures (% of merchandise trade), 2010.............	67.14	64.71
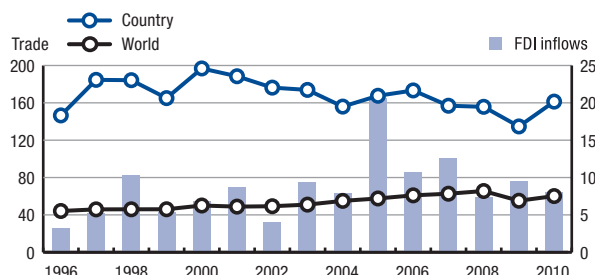
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	26	4.9
2010 Index	23	4.9
Subindex A: Market access	67	3.9
1st pillar: Domestic and foreign market access	67	3.9
Subindex B: Border administration........................	16	5.6
2nd pillar: Efficiency of customs administration..................	11	5.7
3rd pillar: Efficiency of import-export procedures	8	5.9
4th pillar: Transparency of border administration................	23	5.2
Subindex C: Transport & communications infrastructure.....	31	4.7
5th pillar: Availability and quality of transport infrastructure..............	50	4.6
6th pillar: Availability and quality of transport services	54	3.8
7th pillar: Availability and use of ICTs.................................	15	5.7
Subindex D: Business environment	27	5.2
8th pillar: Regulatory environment	30	4.6
9th pillar: Physical security..	19	5.8
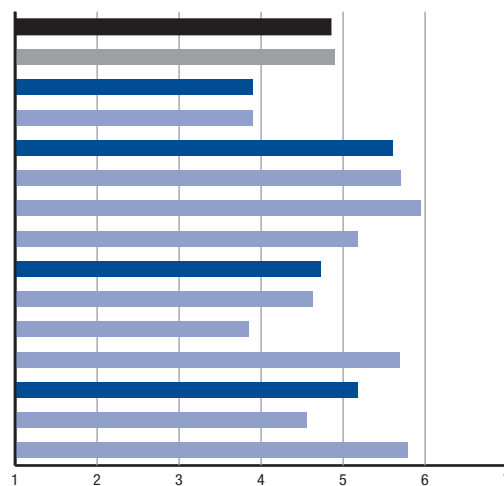
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers 25.2
Access to imported inputs at competitive prices............................. 12.5
Inappropriate production technology and skills 11.9
Technical requirements and standards abroad................................ 11.6
Difficulties in meeting quality/quantity requirements of buyers 10.1
Access to trade finance 8.2
Burdensome procedures and corruption at foreign borders 6.8
Rules of origin requirements abroad.. 6.4
High cost or delays caused by international transportation.............................. 4.7
High cost or delays caused by domestic transportation 2.5
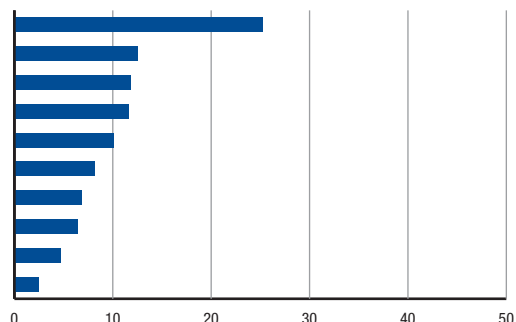
Most problematic factors for importing

Percent of responses

High cost or delays caused by international transportation........................... 25.6
Tariffs and non-tariff barriers... 19.8
Burdensome import procedures.. 18.7
Domestic technical requirements and standards 18.5
High cost or delays caused by domestic transportation 9.2
Inappropriate telecommunications infrastructure............................... 3.9
Crime and theft... 2.7
Corruption at the border 1.6
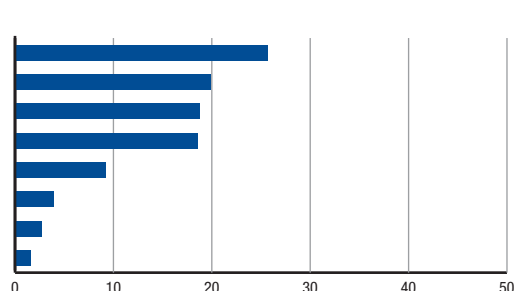
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Estonia

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**67**	**3.9**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	3 ■	0.9	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	52	71.2	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	105 ■	3.0	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	57	8.8	Hong Kong SAR	0.0
	Tariff peaks, %	95	10.8	Multiple economies (23)	0.0
	Specific tariffs, %	102	10.6	Multiple economies (49)	0.0
	Distinct tariffs, number	104	1,592	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	39	64.6	Hong Kong SAR	100.0
1.05	Tariffs faced, %	79	5.7	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	89 ■	9.7	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**11**	**5.7**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	13 ■	5.2	Singapore	6.2
2.02	Customs services index, 0–12 (best)	12 ■	10.5	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**8**	**5.9**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	78 ■	2.5	Singapore	4.1
3.02	No. of days to import	2 ■	5	Singapore	4.0
3.03	No. of documents to import	5 ■	4	France	2.0
3.04	Cost to import, US$ per container	16 ■	725	Malaysia	435.0
3.05	No. of days to export	1 ■	5	Multiple economies (4)	5.0
3.06	No. of documents to export	2 ■	3	France	2.0
3.07	Cost to export, US$ per container	24 ■	725	Malaysia	450.0
	4th pillar: Transparency of border administration	**23**	**5.2**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	24 ■	5.5	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	26 ■	6.4	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**50**	**4.6**	**France**	**6.3**
5.01	Airport density, number per million pop.	10 ■	3.7	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	89 ■	61.3	United States	100.0
5.03	Paved roads, % of total	87 ■	28.8	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	71 ■	4.4	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	44 ■	3.5	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	47 ■	4.5	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	17 ■	5.6	Singapore	6.8
	6th pillar: Availability and quality of transport services	**54**	**3.8**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	88 ■	5.8	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	74 ■	2.8	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	65 ■	2.8	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	59 ■	3.0	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	76 ■	3.2	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	25 ■	6.2	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	27 ■	0.4	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**15**	**5.7**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	3 ■	6.3	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	35 ■	123.2	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	19 ■	25.1	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	18 ■	0.8	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	21 ■	74.1	Iceland	95.0
	8th pillar: Regulatory environment	**30**	**4.6**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	27 ■	5.1	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	30 ■	4.7	Singapore	6.5
8.03	Undue influence, 1–7 (best)	27 ■	4.7	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	28 ■	4.4	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	27 ■	4.7	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	44 ■	3.8	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	21 ■	5.1	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	86 ■	3.8	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	42 ■	5.1	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	18 ■	5.4	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	15 ■	82.9	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	62 ■	3.9	Hong Kong SAR	5.6
	9th pillar: Physical security	**19**	**5.8**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	30 ■	5.5	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	32 ■	5.5	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	10 ■	6.4	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

Ethiopia

Key indicators

Population (millions), 2010 .... 82.9
GDP (US$ billions), 2010 .... 29.7
FDI inflows (US$ millions), 2010 184
Imports and exports as share (%) of world total, 2009 .... 0.04

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2009 9,858	9,858	3,294
Services trade (US$ millions), 2009 2,190	2,190	1,676
Merchandise trade (US$ millions), 2010 8,552	8,552	2,238
Agriculture (% of merchandise trade), 2010 .... 11.47	11.47	81.25
Fuels and mining (% of merchandise trade), 2010 .... 19.71	19.71	1.02
Manufactures (% of merchandise trade), 2010 .... 68.73	68.73	9.83

Trade and FDI inflows, percent of GDP
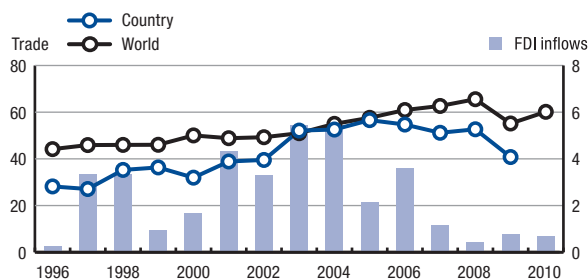
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**106**	**3.5**
2010 Index	107	3.5
Subindex A: Market access	**105**	**3.6**
1st pillar: Domestic and foreign market access	105	3.6
Subindex B: Border administration	**102**	**3.3**
2nd pillar: Efficiency of customs administration	60	4.3
3rd pillar: Efficiency of import-export procedures	119	2.6
4th pillar: Transparency of border administration	90	2.9
Subindex C: Transport & communications infrastructure	**117**	**2.8**
5th pillar: Availability and quality of transport infrastructure	121	3.0
6th pillar: Availability and quality of transport services	93	3.3
7th pillar: Availability and use of ICTs	128	2.1
Subindex D: Business environment	**70**	**4.2**
8th pillar: Regulatory environment	90	3.5
9th pillar: Physical security	61	5.0
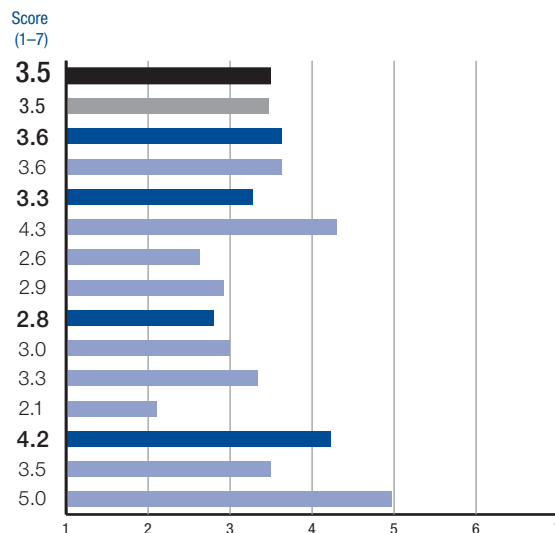
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers 27.0
Access to trade finance 21.4
Access to imported inputs at competitive prices 16.2
Difficulties in meeting quality/quantity requirements of buyers ... 12.8
Technical requirements and standards abroad 7.9
Inappropriate production technology and skills 5.6
High cost or delays caused by domestic transportation 3.6
Rules of origin requirements abroad 2.2
High cost or delays caused by international transportation ... 1.8
Burdensome procedures and corruption at foreign borders ... 1.5
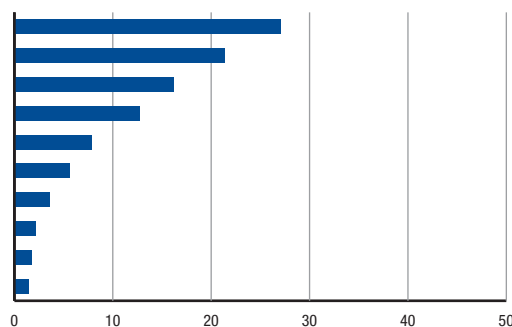
Most problematic factors for importing

Percent of responses

Tariffs and non-tariff barriers 29.6
Burdensome import procedures 24.5
High cost or delays caused by international transportation ... 14.7
Domestic technical requirements and standards 10.8
High cost or delays caused by domestic transportation 10.7
Corruption at the border 4.3
Inappropriate telecommunications infrastructure 3.4
Crime and theft 2.1
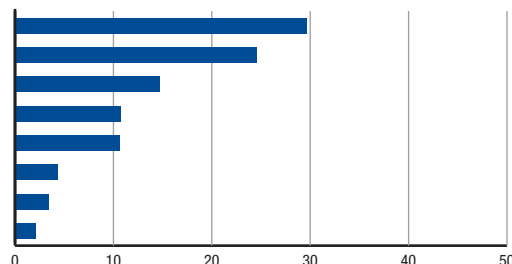
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Ethiopia

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**105**	**3.6**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	120	12.8	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	37	6.6	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	102	11.6	Hong Kong SAR	0.0
Tariff peaks, %	1	0.0	Multiple economies (23)	0.0
Specific tariffs, %	1	0.0	Multiple economies (49)	0.0
Distinct tariffs, number	23	6	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	124	8.3	Hong Kong SAR	100.0
1.05 Tariffs faced, %	18	5.0	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	46	39.4	Malawi	93.8
2nd pillar: Efficiency of customs administration	**60**	**4.3**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	107	3.5	Singapore	6.2
2.02 Customs services index, 0–12 (best)	36	8.7	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**119**	**2.6**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	124	2.0	Singapore	4.1
3.02 No. of days to import	120	44	Singapore	4.0
3.03 No. of documents to import	101	9	France	2.0
3.04 Cost to import, US$ per container	116	2,660	Malaysia	435.0
3.05 No. of days to export	123	42	Multiple economies (4)	5.0
3.06 No. of documents to export	80	7	France	2.0
3.07 Cost to export, US$ per container	107	1,760	Malaysia	450.0
4th pillar: Transparency of border administration	**90**	**2.9**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	82	3.2	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	98	2.7	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**121**	**3.0**	**France**	**6.3**
5.01 Airport density, number per million pop.	110	0.2	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	n/a	n/a	United States	100.0
5.03 Paved roads, % of total	112	13.7	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	46	5.3	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	123	1.3	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	58	4.1	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	81	3.9	Singapore	6.8
6th pillar: Availability and quality of transport services	**93**	**3.3**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	n/a	n/a	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	117	2.3	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	120	2.2	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	126	2.1	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	127	2.5	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	60	4.9	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	n/a	n/a	Jamaica	0.7
7th pillar: Availability and use of ICTs	**128**	**2.1**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	128	3.6	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	132	8.3	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	129	0.0	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	73	0.5	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	132	0.8	Iceland	95.0
8th pillar: Regulatory environment	**90**	**3.5**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	55	4.1	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	54	3.5	Singapore	6.5
8.03 Undue influence, 1–7 (best)	72	3.2	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	53	3.7	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	63	4.2	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	116	2.7	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	124	3.5	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	112	3.5	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	121	3.4	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	87	4.3	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	129	28.3	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	117	3.0	Hong Kong SAR	5.6
9th pillar: Physical security	**61**	**5.0**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	68	4.1	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	33	5.5	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	82	5.3	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

Finland

Key indicators

Population (millions), 2010 .... 5.4
GDP (US$ billions), 2010.. 239.2
FDI inflows (US$ millions), 2010.. 4,314
Imports and exports as share (%) of world total, 2010...................... 0.48

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010	89,189	93,061
Services trade (US$ millions), 2010	20,679	23,431
Merchandise trade (US$ millions), 2010	68,510	69,630
Agriculture (% of merchandise trade), 2010..................	9.43	8.23
Fuels and mining (% of merchandise trade), 2010.......	26.41	12.93
Manufactures (% of merchandise trade), 2010............	62.29	73.06

Trade and FDI inflows, percent of GDP

Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**6**	**5.3**
2010 Index	12	5.3
Subindex A: Market access...................................	**67**	**3.9**
1st pillar: Domestic and foreign market access.................	67	3.9
Subindex B: Border administration........................	**7**	**5.9**
2nd pillar: Efficiency of customs administration.................	28	5.1
3rd pillar: Efficiency of import-export procedures	6	6.1
4th pillar: Transparency of border administration...............	5	6.4
Subindex C: Transport & communications infrastructure.......	**9**	**5.6**
5th pillar: Availability and quality of transport infrastructure...............	13	5.8
6th pillar: Availability and quality of transport services	17	4.8
7th pillar: Availability and use of ICTs....................................	4	6.2
Subindex D: Business environment........................	**1**	**6.0**
8th pillar: Regulatory environment	6	5.4
9th pillar: Physical security..	1	6.5

The most problematic factors for trade

Most problematic factors for exporting

	Percent of responses
Identifying potential markets and buyers	21.1
High cost or delays caused by international transportation............................	19.5
Burdensome procedures and corruption at foreign borders	11.5
Access to imported inputs at competitive prices................................	10.6
Access to trade finance	9.2
Technical requirements and standards abroad....................................	8.3
Rules of origin requirements abroad..	6.4
High cost or delays caused by domestic transportation	6.2
Difficulties in meeting quality/quantity requirements of buyers	4.6
Inappropriate production technology and skills	2.8

Most problematic factors for importing

	Percent of responses
High cost or delays caused by international transportation............................	34.7
High cost or delays caused by domestic transportation	18.5
Domestic technical requirements and standards	17.1
Burdensome import procedures...	13.8
Tariffs and non-tariff barriers..	13.2
Inappropriate telecommunications infrastructure.................................	1.7
Corruption at the border	0.8
Crime and theft	0.3

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

Finland

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage** ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**67**	**3.9**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	3 ■	0.9	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	31	68.8	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	105 ■	3.0	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	57 ■	8.8	Hong Kong SAR	0.0
Tariff peaks, %	95 ■	10.8	Multiple economies (23)	0.0
Specific tariffs, %	102 ■	10.6	Multiple economies (49)	0.0
Distinct tariffs, number	104 ■	1,592	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	39 ■	64.6	Hong Kong SAR	100.0
1.05 Tariffs faced, %	79 ■	5.7	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	89 ■	9.7	Malawi	93.8
2nd pillar: Efficiency of customs administration	**28**	**5.1**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	3 ■	6.0	Singapore	6.2
2.02 Customs services index, 0–12 (best)	64 ■	7.1	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**6**	**6.1**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	2 ■	4.0	Singapore	4.1
3.02 No. of days to import	15 ■	8	Singapore	4.0
3.03 No. of documents to import	18 ■	5	France	2.0
3.04 Cost to import, US$ per container	6 ■	620	Malaysia	435.0
3.05 No. of days to export	17 ■	8	Multiple economies (4)	5.0
3.06 No. of documents to export	8 ■	4	France	2.0
3.07 Cost to export, US$ per container	4 ■	540	Malaysia	450.0
4th pillar: Transparency of border administration	**5**	**6.4**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	10 ■	6.2	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	2 ■	9.4	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**13**	**5.8**	**France**	**6.3**
5.01 Airport density, number per million pop.	9 ■	4.1	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	82 ■	63.6	United States	100.0
5.03 Paved roads, % of total	58 ■	65.5	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	15 ■	6.2	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	10 ■	5.6	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	15 ■	5.8	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	7 ■	6.2	Singapore	6.8
6th pillar: Availability and quality of transport services	**17**	**4.8**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	75 ■	11.3	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	4 ■	3.8	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	1 ■	4.1	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	1 ■	4.1	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	15 ■	4.1	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	3 ■	6.8	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	39 ■	0.3	Jamaica	0.7
7th pillar: Availability and use of ICTs	**4**	**6.2**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	14 ■	6.0	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	9 ■	156.4	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	15 ■	28.6	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	7 ■	0.9	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	7 ■	86.9	Iceland	95.0
8th pillar: Regulatory environment	**6**	**5.4**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	1 ■	6.4	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	7 ■	5.9	Singapore	6.5
8.03 Undue influence, 1–7 (best)	5 ■	5.7	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	3 ■	5.3	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	31 ■	4.6	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	12 ■	4.8	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	18 ■	5.1	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	38 ■	4.5	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	37 ■	5.2	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	35 ■	5.0	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	27 ■	78.8	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	5 ■	5.3	Hong Kong SAR	5.6
9th pillar: Physical security	**1**	**6.5**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	1 ■	6.7	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	5 ■	6.3	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	4 ■	6.6	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

France

Key indicators

Population (millions), 2010 .... 62.8
GDP (US$ billions), 2010.. 2,562.7
FDI inflows (US$ millions), 2010...33,905
Imports and exports as share (%) of world total, 2010......................3.69

Sources: IMF; UNCTAD; UNFPA; WTO
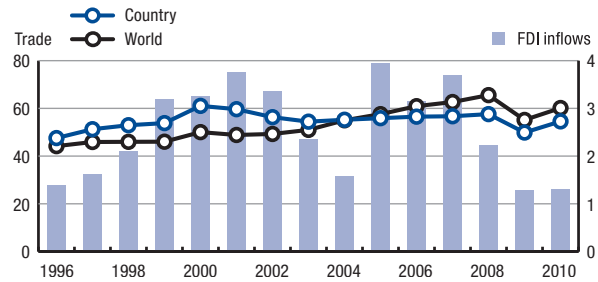
	Imports	Exports
Total trade (US$ millions), 2010	734,637	663,266
Services trade (US$ millions), 2010	128,931	142,605
Merchandise trade (US$ millions), 2010	605,706	520,661
Agriculture (% of merchandise trade), 2010...................	9.94	13.12
Fuels and mining (% of merchandise trade), 2010.......	16.39	6.35
Manufactures (% of merchandise trade), 2010............	73.25	78.54

Trade and FDI inflows, percent of GDP

Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	20	5.0
2010 Index	20	5.0
Subindex A: Market access.......................................	67	3.9
1st pillar: Domestic and foreign market access	67	3.9
Subindex B: Border administration............................	19	5.4
2nd pillar: Efficiency of customs administration...................	23	5.2
3rd pillar: Efficiency of import-export procedures	9	5.9
4th pillar: Transparency of border administration................	24	5.2
Subindex C: Transport & communications infrastructure.......	7	5.8
5th pillar: Availability and quality of transport infrastructure.................	1	6.3
6th pillar: Availability and quality of transport services	11	5.2
7th pillar: Availability and use of ICTs.................................	13	5.8
Subindex D: Business environment	31	5.0
8th pillar: Regulatory environment	26	4.7
9th pillar: Physical security..	41	5.3

The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Burdensome procedures and corruption at foreign borders 15.5
Identifying potential markets and buyers 14.3
Access to imported inputs at competitive prices................................14.2
Technical requirements and standards abroad....................................10.6
Rules of origin requirements abroad..10.4
Access to trade finance 9.6
High cost or delays caused by international transportation............................. 8.5
High cost or delays caused by domestic transportation 6.7
Difficulties in meeting quality/quantity requirements of buyers 5.9
Inappropriate production technology and skills................................. 4.4

Most problematic factors for importing

Percent of responses

Burdensome import procedures... 23.4
High cost or delays caused by international transportation............................ 20.3
Domestic technical requirements and standards 20.1
Tariffs and non-tariff barriers... 18.7
High cost or delays caused by domestic transportation 12.0
Corruption at the border 2.7
Crime and theft...1.5
Inappropriate telecommunications infrastructure..1.3

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

France

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage** ■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**67**	**3.9**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	3	0.9	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	50	70.9	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	105	3.0	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	57	8.8	Hong Kong SAR	0.0
	Tariff peaks, %	95	10.8	Multiple economies (23)	0.0
	Specific tariffs, %	102	10.6	Multiple economies (49)	0.0
	Distinct tariffs, number	104	1,592	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	39	64.6	Hong Kong SAR	100.0
1.05	Tariffs faced, %	79	5.7	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	89	9.7	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**23**	**5.2**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	30	4.9	Singapore	6.2
2.02	Customs services index, 0–12 (best)	21	9.5	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**9**	**5.9**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	14	3.6	Singapore	4.1
3.02	No. of days to import	28	11	Singapore	4.0
3.03	No. of documents to import	1	2	France	2.0
3.04	Cost to import, US$ per container	63	1,248	Malaysia	435.0
3.05	No. of days to export	22	9	Multiple economies (4)	5.0
3.06	No. of documents to export	1	2	France	2.0
3.07	Cost to export, US$ per container	60	1,078	Malaysia	450.0
	4th pillar: Transparency of border administration	**24**	**5.2**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	32	5.1	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	24	7.0	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**1**	**6.3**	**France**	**6.3**
5.01	Airport density, number per million pop.	39	0.9	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	2	99.2	United States	100.0
5.03	Paved roads, % of total	1	100.0	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	7	6.3	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	4	6.4	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	1	6.6	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	18	5.6	Singapore	6.8
	6th pillar: Availability and quality of transport services	**11**	**5.2**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	12	71.8	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	5	3.7	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	14	3.8	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	12	4.0	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	23	4.0	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	29	6.0	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	32	0.4	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**13**	**5.8**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	22	5.9	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	66	100.7	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	7	34.0	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	8	0.9	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	15	80.1	Iceland	95.0
	8th pillar: Regulatory environment	**26**	**4.7**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	8	5.9	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	27	4.8	Singapore	6.5
8.03	Undue influence, 1–7 (best)	35	4.3	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	35	4.1	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	40	4.5	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	24	4.5	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	23	5.0	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	107	3.6	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	12	5.8	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	50	4.9	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	14	83.1	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	29	4.6	Hong Kong SAR	5.6
	9th pillar: Physical security	**41**	**5.3**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	32	5.4	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	43	5.3	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	81	5.3	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

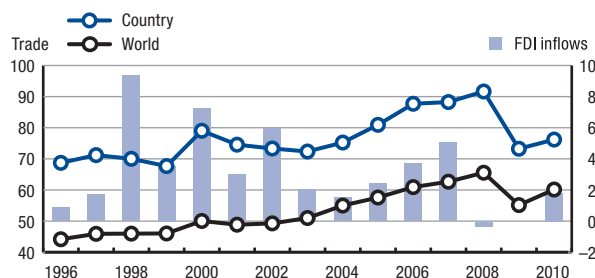* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

Gambia, The

Key indicators

Population (millions), 2010 ....1.7
GDP (US$ billions), 2010...1.1
FDI inflows (US$ millions), 2010.. 37
Imports and exports as share (%) of world total, 2010.......................0.00

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010 347		103
Services trade (US$ millions), 2010 72		88
Merchandise trade (US$ millions), 2010 276		15
Agriculture (% of merchandise trade), 2010................. 39.91		75.00
Fuels and mining (% of merchandise trade), 2010....... 12.33		18.75
Manufactures (% of merchandise trade), 2010............. 54.77		3.13
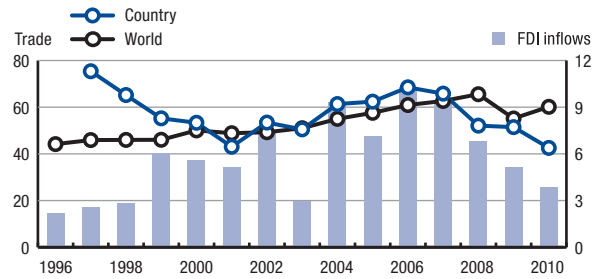
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**91**	**3.7**
2010 Index	82	3.8
Subindex A: Market access	**125**	**3.0**
1st pillar: Domestic and foreign market access	125	3.0
Subindex B: Border administration..........................	**66**	**4.0**
2nd pillar: Efficiency of customs administration..................	79	3.9
3rd pillar: Efficiency of import-export procedures	67	4.7
4th pillar: Transparency of border administration................	62	3.5
Subindex C: Transport & communications infrastructure...	**102**	**3.2**
5th pillar: Availability and quality of transport infrastructure..............	78	3.9
6th pillar: Availability and quality of transport services	117	2.9
7th pillar: Availability and use of ICTs..............................	100	2.8
Subindex D: Business environment	**40**	**4.7**
8th pillar: Regulatory environment	39	4.3
9th pillar: Physical security..	50	5.2
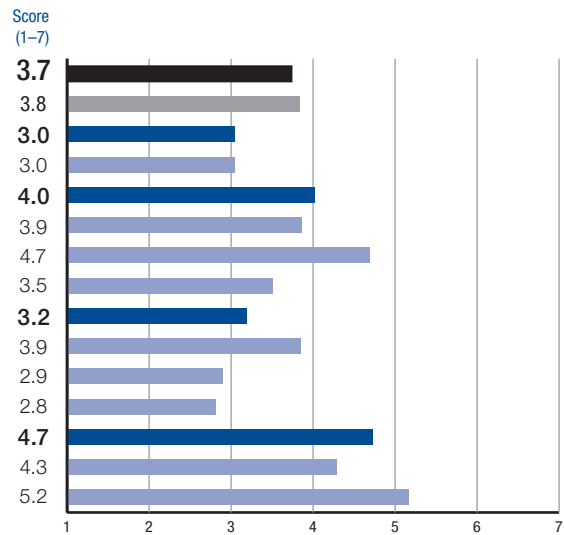
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Access to trade finance 19.7
Identifying potential markets and buyers 16.5
Inappropriate production technology and skills 10.2
Access to imported inputs at competitive prices................ 10.2
Technical requirements and standards abroad.................9.7
Difficulties in meeting quality/quantity requirements of buyers......... 8.9
High cost or delays caused by domestic transportation 7.0
Rules of origin requirements abroad................................ 6.4
High cost or delays caused by international transportation............. 5.8
Burdensome procedures and corruption at foreign borders 5.6
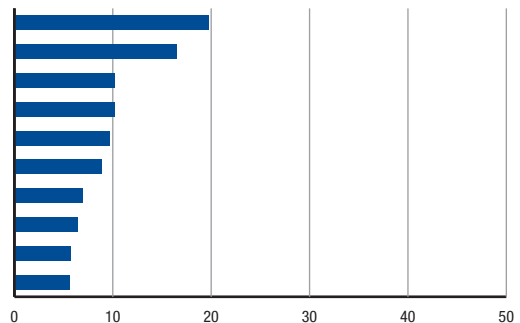
Most problematic factors for importing

Percent of responses

Tariffs and non-tariff barriers..27.7
Burdensome import procedures.......................................21.0
High cost or delays caused by international transportation............. 17.4
Corruption at the border 11.5
Domestic technical requirements and standards 8.9
High cost or delays caused by domestic transportation 7.9
Crime and theft... 3.6
Inappropriate telecommunications infrastructure............. 2.0
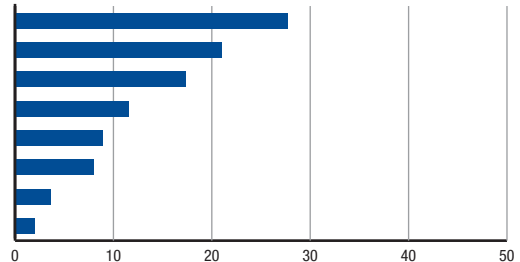
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Gambia, The

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage** ■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**125**	**3.0**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	130	17.9	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	14	6.7	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	42	7.6	Hong Kong SAR	0.0
	Tariff peaks, %	1	0.0	Multiple economies (23)	0.0
	Specific tariffs, %	1	0.0	Multiple economies (49)	0.0
	Distinct tariffs, number	3	4	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	120	10.9	Hong Kong SAR	100.0
1.05	Tariffs faced, %	41	5.4	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	71	22.0	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**79**	**3.9**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	16	5.2	Singapore	6.2
2.02	Customs services index, 0–12 (best)	100	4.0	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**67**	**4.7**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	103	2.3	Singapore	4.1
3.02	No. of days to import	77	21	Singapore	4.0
3.03	No. of documents to import	52	7	France	2.0
3.04	Cost to import, US$ per container	35	885	Malaysia	435.0
3.05	No. of days to export	94	23	Multiple economies (4)	5.0
3.06	No. of documents to export	47	6	France	2.0
3.07	Cost to export, US$ per container	37	831	Malaysia	450.0
	4th pillar: Transparency of border administration	**62**	**3.5**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	60	3.9	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	64	3.5	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**78**	**3.9**	**France**	**6.3**
5.01	Airport density, number per million pop.	68	0.6	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	88	62.4	United States	100.0
5.03	Paved roads, % of total	100	19.3	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	59	4.8	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	105	1.7	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	48	4.5	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	43	4.9	Singapore	6.8
	6th pillar: Availability and quality of transport services	**117**	**2.9**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	94	5.2	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	97	2.6	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	95	2.5	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	75	2.8	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	126	2.5	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	87	4.2	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	59	0.0	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**100**	**2.8**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	92	4.5	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	89	85.5	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	123	0.0	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	103	0.3	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	112	9.2	Iceland	95.0
	8th pillar: Regulatory environment	**39**	**4.3**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	33	5.0	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	35	4.5	Singapore	6.5
8.03	Undue influence, 1–7 (best)	31	4.5	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	18	4.6	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	101	3.9	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	62	3.5	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	74	4.5	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	37	4.5	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	48	5.0	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	47	4.9	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	121	42.8	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	67	3.8	Hong Kong SAR	5.6
	9th pillar: Physical security	**50**	**5.2**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	43	4.9	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	50	5.2	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	69	5.5	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Georgia

Key indicators

Population (millions), 2010 .... 4.4
GDP (US$ billions), 2010.. 11.7
FDI inflows (US$ millions), 2010... 549
Imports and exports as share (%) of world total, 2010...................... 0.02

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010	6,090	3,095
Services trade (US$ millions), 2010	995	1,512
Merchandise trade (US$ millions), 2010	5,096	1,583
Agriculture (% of merchandise trade), 2010.................	18.90	20.34
Fuels and mining (% of merchandise trade), 2010.......	20.50	20.65
Manufactures (% of merchandise trade), 2010............	60.24	53.38

Trade and FDI inflows, percent of GDP
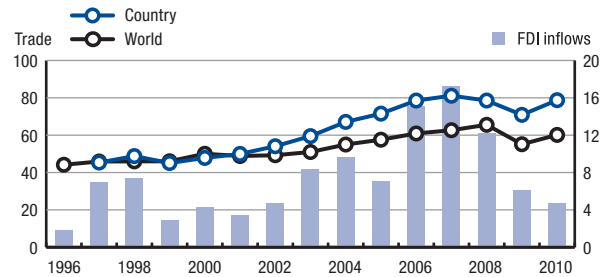
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**38**	**4.6**
2010 Index	37	4.6
Subindex A: Market access	**9**	**5.1**
1st pillar: Domestic and foreign market access	9	5.1
Subindex B: Border administration	**33**	**4.9**
2nd pillar: Efficiency of customs administration..................................	27	5.1
3rd pillar: Efficiency of import-export procedures	53	4.9
4th pillar: Transparency of border administration................................	39	4.5
Subindex C: Transport & communications infrastructure	**66**	**3.9**
5th pillar: Availability and quality of transport infrastructure...............	49	4.6
6th pillar: Availability and quality of transport services	85	3.4
7th pillar: Availability and use of ICTs...	69	3.6
Subindex D: Business environment	**50**	**4.5**
8th pillar: Regulatory environment	64	3.7
9th pillar: Physical security...	45	5.3
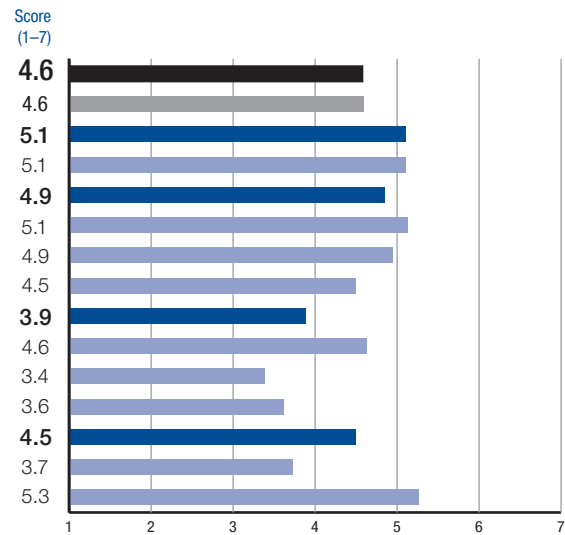
The most problematic factors for trade

Most problematic factors for exporting
Percent of responses

Identifying potential markets and buyers	21.0
Inappropriate production technology and skills	15.8
Difficulties in meeting quality/quantity requirements of buyers	11.8
Access to trade finance	11.2
Technical requirements and standards abroad...................................	10.5
Access to imported inputs at competitive prices................................	8.6
Rules of origin requirements abroad...	6.0
Burdensome procedures and corruption at foreign borders	5.8
High cost or delays caused by international transportation.................	5.0
High cost or delays caused by domestic transportation	4.3
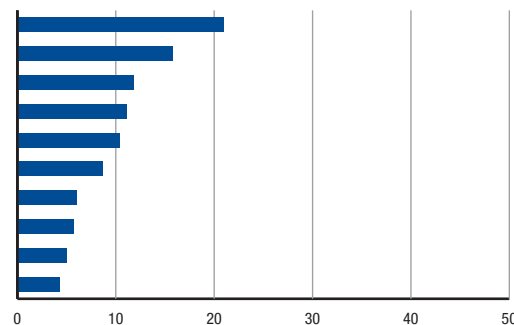
Most problematic factors for importing
Percent of responses

High cost or delays caused by international transportation................	25.7
Tariffs and non-tariff barriers...	19.8
High cost or delays caused by domestic transportation	15.0
Domestic technical requirements and standards	14.4
Burdensome import procedures...	14.3
Inappropriate telecommunications infrastructure................................	6.1
Corruption at the border	3.3
Crime and theft..	1.4
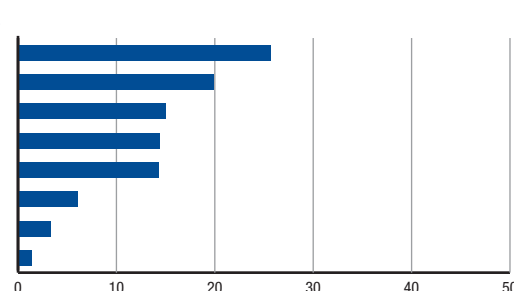
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Georgia

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**9**	**5.1**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	29	■ 1.0	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	88	■ 4.7	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	89	■ 10.1	Hong Kong SAR	0.0
Tariff peaks, %	131	■ 17.5	Multiple economies (23)	0.0
Specific tariffs, %	78	■ 1.7	Multiple economies (49)	0.0
Distinct tariffs, number	77	■ 186	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	7	■ 91.7	Hong Kong SAR	100.0
1.05 Tariffs faced, %	55	■ 5.5	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	38	■ 44.6	Malawi	93.8
2nd pillar: Efficiency of customs administration	**27**	**5.1**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	27	■ 4.9	Singapore	6.2
2.02 Customs services index, 0–12 (best)	32	■ 9.0	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**53**	**4.9**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	45	■ 2.9	Singapore	4.1
3.02 No. of days to import	37	■ 13	Singapore	4.0
3.03 No. of documents to import	5	■ 4	France	2.0
3.04 Cost to import, US$ per container	96	■ 1,715	Malaysia	435.0
3.05 No. of days to export	27	■ 10	Multiple economies (4)	5.0
3.06 No. of documents to export	8	■ 4	France	2.0
3.07 Cost to export, US$ per container	103	■ 1,595	Malaysia	450.0
4th pillar: Transparency of border administration	**39**	**4.5**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	26	■ 5.5	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	51	■ 4.1	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**49**	**4.6**	**France**	**6.3**
5.01 Airport density, number per million pop.	55	■ 0.7	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	99	■ 53.3	United States	100.0
5.03 Paved roads, % of total	24	■ 94.1	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	81	■ 4.2	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	36	■ 3.9	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	52	■ 4.2	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	62	■ 4.2	Singapore	6.8
6th pillar: Availability and quality of transport services	**85**	**3.4**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	100	■ 3.8	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	91	■ 2.7	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	70	■ 2.8	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	92	■ 2.6	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	107	■ 2.9	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	90	■ 4.1	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	9	■ 0.5	Jamaica	0.7
7th pillar: Availability and use of ICTs	**69**	**3.6**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	86	■ 4.6	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	80	■ 91.4	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	62	■ 5.8	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	41	■ 0.6	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	81	■ 26.9	Iceland	95.0
8th pillar: Regulatory environment	**64**	**3.7**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	109	■ 3.1	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	39	■ 4.2	Singapore	6.5
8.03 Undue influence, 1–7 (best)	71	■ 3.2	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	45	■ 3.9	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	60	■ 4.3	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	106	■ 3.0	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	35	■ 4.9	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	3	■ 5.5	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	101	■ 4.1	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	49	■ 4.9	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	52	■ 69.6	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	98	■ 3.2	Hong Kong SAR	5.6
9th pillar: Physical security	**45**	**5.3**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	39	■ 5.0	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	47	■ 5.2	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	64	■ 5.6	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

Germany

Key indicators

Population (millions), 2010 .... 82.3
GDP (US$ billions), 2010...3,286.5
FDI inflows (US$ millions), 2010...46,134
Imports and exports as share (%) of world total, 2010.......................7.47

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010	1,326,577	1,501,268
Services trade (US$ millions), 2010	259,737	232,394
Merchandise trade (US$ millions), 2010	1,066,840	1,268,874
Agriculture (% of merchandise trade), 2010..................	9.60	6.42
Fuels and mining (% of merchandise trade), 2010.......	16.45	5.19
Manufactures (% of merchandise trade), 2010............	72.01	86.00

Trade and FDI inflows, percent of GDP
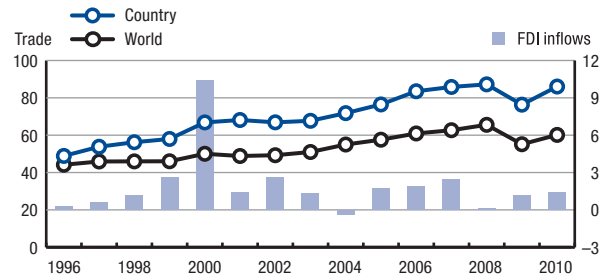
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	13	5.1
2010 Index	13	5.2
Subindex A: Market access	67	3.9
1st pillar: Domestic and foreign market access	67	3.9
Subindex B: Border administration........................	18	5.5
2nd pillar: Efficiency of customs administration.................	26	5.2
3rd pillar: Efficiency of import-export procedures	13	5.8
4th pillar: Transparency of border administration.................	19	5.6
Subindex C: Transport & communications infrastructure.......	5	5.8
5th pillar: Availability and quality of transport infrastructure.................	7	6.0
6th pillar: Availability and quality of transport services	4	5.6
7th pillar: Availability and use of ICTs................................	12	5.8
Subindex D: Business environment	21	5.3
8th pillar: Regulatory environment	21	4.8
9th pillar: Physical security..................................	22	5.8
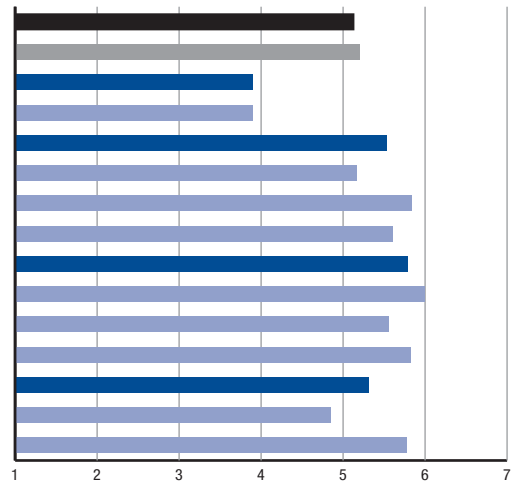
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Burdensome procedures and corruption at foreign borders	14.8
Identifying potential markets and buyers	13.7
Access to trade finance	12.7
Technical requirements and standards abroad....................................	12.1
Rules of origin requirements abroad..	11.1
High cost or delays caused by international transportation...........................	10.8
Access to imported inputs at competitive prices...................................	10.3
Difficulties in meeting quality/quantity requirements of buyers	5.1
Inappropriate production technology and skills	4.8
High cost or delays caused by domestic transportation	4.6
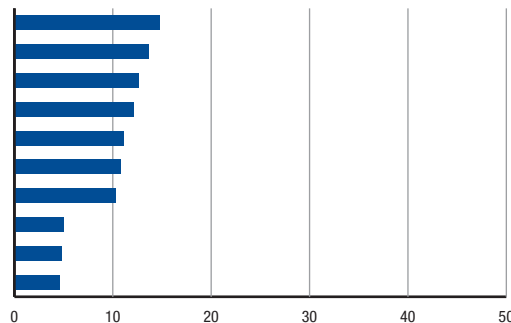
Most problematic factors for importing

Percent of responses

Tariffs and non-tariff barriers..	24.0
Domestic technical requirements and standards	21.6
High cost or delays caused by international transportation............................	21.0
Burdensome import procedures...	16.6
High cost or delays caused by domestic transportation	8.2
Corruption at the border	3.4
Crime and theft...	3.0
Inappropriate telecommunications infrastructure...............................	2.2
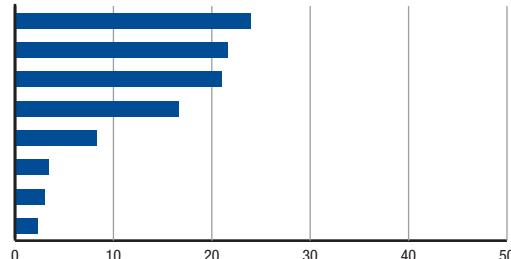
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Germany

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**67**	**3.9**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	3	0.9	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	35	69.8	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	105	3.0	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	57	8.8	Hong Kong SAR	0.0
	Tariff peaks, %	95	10.8	Multiple economies (23)	0.0
	Specific tariffs, %	102	10.6	Multiple economies (49)	0.0
	Distinct tariffs, number	104	1,592	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	39	64.6	Hong Kong SAR	100.0
1.05	Tariffs faced, %	79	5.7	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	89	9.7	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**26**	**5.2**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	36	4.7	Singapore	6.2
2.02	Customs services index, 0–12 (best)	20	9.6	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**13**	**5.8**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	6	3.9	Singapore	4.1
3.02	No. of days to import	11	7	Singapore	4.0
3.03	No. of documents to import	18	5	France	2.0
3.04	Cost to import, US$ per container	39	937	Malaysia	435.0
3.05	No. of days to export	8	7	Multiple economies (4)	5.0
3.06	No. of documents to export	8	4	France	2.0
3.07	Cost to export, US$ per container	43	872	Malaysia	450.0
	4th pillar: Transparency of border administration	**19**	**5.6**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	27	5.4	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	14	8.0	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**7**	**6.0**	**France**	**6.3**
5.01	Airport density, number per million pop.	85	0.4	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	9	95.3	United States	100.0
5.03	Paved roads, % of total	1	100.0	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	6	6.5	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	5	5.7	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	10	6.2	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	10	6.1	Singapore	6.8
	6th pillar: Availability and quality of transport services	**4**	**5.6**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	4	93.3	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	11	3.7	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	4	4.1	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	7	4.0	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	2	4.3	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	11	6.5	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	35	0.4	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**12**	**5.8**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	27	5.8	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	27	127.0	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	10	31.7	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	24	0.8	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	12	82.0	Iceland	95.0
	8th pillar: Regulatory environment	**21**	**4.8**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	16	5.7	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	19	5.0	Singapore	6.5
8.03	Undue influence, 1–7 (best)	11	5.3	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	31	4.3	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	28	4.7	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	32	4.2	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	38	4.9	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	83	3.9	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	45	5.1	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	66	4.6	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	17	82.5	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	27	4.7	Hong Kong SAR	5.6
	9th pillar: Physical security	**22**	**5.8**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	20	5.9	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	30	5.6	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	51	5.8	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Ghana

Key indicators

Population (millions), 2010 .... 24.4
GDP (US$ billions), 2010.. 32.3
FDI inflows (US$ millions), 2010.. 2,527
Imports and exports as share (%) of world total, 2010.................... 0.06

Sources: IMF; UNCTAD; UNFPA; WTO
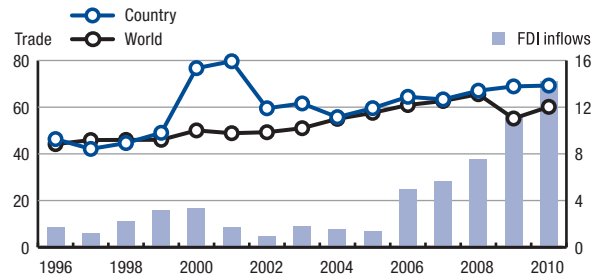
	Imports	Exports
Total trade (US$ millions), 2010	13,147	9,240
Services trade (US$ millions), 2010	2,444	1,344
Merchandise trade (US$ millions), 2010	10,703	7,896
Agriculture (% of merchandise trade), 2010.................	16.42	73.43
Fuels and mining (% of merchandise trade), 2010..........	9.74	9.27
Manufactures (% of merchandise trade), 2010............	72.27	3.29

Trade and FDI inflows, percent of GDP

Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**99**	**3.6**
2010 Index	96	3.6
Subindex A: Market access	**112**	**3.5**
1st pillar: Domestic and foreign market access	112	3.5
Subindex B: Border administration	**86**	**3.5**
2nd pillar: Efficiency of customs administration	108	3.1
3rd pillar: Efficiency of import-export procedures	75	4.4
4th pillar: Transparency of border administration	71	3.1
Subindex C: Transport & communications infrastructure...	**106**	**3.0**
5th pillar: Availability and quality of transport infrastructure.............	100	3.4
6th pillar: Availability and quality of transport services	111	3.0
7th pillar: Availability and use of ICTs...............................	102	2.7
Subindex D: Business environment	**64**	**4.3**
8th pillar: Regulatory environment	61	3.7
9th pillar: Physical security...	65	4.9

The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Access to trade finance 19.6
Burdensome procedures and corruption at foreign borders 16.6
Identifying potential markets and buyers 12.8
Access to imported inputs at competitive prices...................................10.1
High cost or delays caused by international transportation..........................7.9
High cost or delays caused by domestic transportation 7.9
Inappropriate production technology and skills 7.9
Technical requirements and standards abroad.....................................7.7
Difficulties in meeting quality/quantity requirements of buyers.........................6.5
Rules of origin requirements abroad...3.0

Most problematic factors for importing

Percent of responses

Burdensome import procedures.. 26.6
Tariffs and non-tariff barriers..20.1
Corruption at the border 19.6
High cost or delays caused by international transportation............................12.3
High cost or delays caused by domestic transportation 8.3
Domestic technical requirements and standards 7.1
Crime and theft...5.0
Inappropriate telecommunications infrastructure.....................................1.1

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

Ghana

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**112**	**3.5**	**Singapore**	**6.2**
1.01　Tariff rate, (%)	101	■ 10.6	Hong Kong SAR	0.0
1.02　Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03　Complexity of tariffs, index 1–7 (best)	5	■ 6.8	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	25	■ 6.8	Hong Kong SAR	0.0
Tariff peaks, %	1	■ 0.0	Multiple economies (23)	0.0
Specific tariffs, %	1	■ 0.0	Multiple economies (49)	0.0
Distinct tariffs, number	3	■ 4	Hong Kong SAR	1.0
1.04　Share of duty-free imports, %	108	■ 21.7	Hong Kong SAR	100.0
1.05　Tariffs faced, %	118	■ 5.9	Chile	3.6
1.06　Margin of preference in destination mkts, index 0–100 (best)	55	■ 34.6	Malawi	93.8
2nd pillar: Efficiency of customs administration	**108**	**3.1**	**Singapore**	**6.6**
2.01　Burden of customs procedures, 1–7 (best)	96	■ 3.6	Singapore	6.2
2.02　Customs services index, 0–12 (best)	100	■ 4.0	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**75**	**4.4**	**Singapore**	**6.4**
3.01　Efficiency of the clearance process, 1–5 (best)	93	■ 2.3	Singapore	4.1
3.02　No. of days to import	99	■ 29	Singapore	4.0
3.03　No. of documents to import	52	■ 7	France	2.0
3.04　Cost to import, US$ per container	67	■ 1,315	Malaysia	435.0
3.05　No. of days to export	74	■ 19	Multiple economies (4)	5.0
3.06　No. of documents to export	47	■ 6	France	2.0
3.07　Cost to export, US$ per container	51	■ 1,013	Malaysia	450.0
4th pillar: Transparency of border administration	**71**	**3.1**	**New Zealand**	**6.7**
4.01　Irregular payments in exports and imports, 1–7 (best)	94	■ 2.9	New Zealand	6.7
4.02　Corruption Perceptions Index, 0–10 (best)	58	■ 3.9	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**100**	**3.4**	**France**	**6.3**
5.01　Airport density, number per million pop.	109	■ 0.2	Iceland	21.9
5.02　Transshipment connectivity, index 0–100 (best)	42	■ 75.4	United States	100.0
5.03　Paved roads, % of total	107	■ 14.9	Multiple economies (17)	100.0
5.04　Quality of air transport infrastructure, 1–7 (best)	80	■ 4.2	Singapore	6.9
5.05　Quality of railroad infrastructure, 1–7 (best)	117	■ 1.4	Switzerland	6.8
5.06　Quality of roads, 1–7 (best)	82	■ 3.4	France	6.6
5.07　Quality of port infrastructure, 1–7 (best)	61	■ 4.2	Singapore	6.8
6th pillar: Availability and quality of transport services	**111**	**3.0**	**Singapore**	**6.1**
6.01　Liner Shipping Connectivity Index, 0–152.1 (best)	61	■ 18.0	China	152.1
6.02　Ease and affordability of shipment, 1–5 (best)	76	■ 2.8	Hong Kong SAR	4.2
6.03　Logistics competence, 1–5 (best)	80	■ 2.7	Finland	4.1
6.04　Tracking and tracing ability, 1–5 (best)	118	■ 2.3	Finland	4.1
6.05　Timeliness of shipments in reaching destination, 1–5 (best)	112	■ 2.8	Singapore	4.4
6.06　Postal services efficiency, 1–7 (best)	99	■ 3.8	Japan	6.8
6.07　GATS commitments in the transport sector, index 0–1 (best)	59	■ 0.0	Jamaica	0.7
7th pillar: Availability and use of ICTs	**102**	**2.7**	**Netherlands**	**6.3**
7.01　Extent of business Internet use, 1–7 (best)	95	■ 4.5	Sweden	6.5
7.02　Mobile phone subscriptions/100 pop.	99	■ 71.5	Hong Kong SAR	195.6
7.03　Broadband Internet subscriptions/100 pop.	107	■ 0.2	Netherlands	38.1
7.04　Government Online Service Index, 0–1 (best)	109	■ 0.3	Multiple economies (3)	1.0
7.05　Individuals using Internet, %	111	■ 9.6	Iceland	95.0
8th pillar: Regulatory environment	**61**	**3.7**	**Singapore**	**5.7**
8.01　Property rights, 1–7 (best)	79	■ 3.7	Finland	6.4
8.02　Ethics and corruption, 1–7 (best)	65	■ 3.2	Singapore	6.5
8.03　Undue influence, 1–7 (best)	58	■ 3.5	New Zealand	6.1
8.04　Government efficiency, 1–7 (best)	48	■ 3.8	Singapore	5.9
8.05　Domestic competition, 1–7 (best)	38	■ 4.5	Saudi Arabia	5.5
8.06　Efficiency of the financial market, 1–7 (best)	89	■ 3.2	Qatar	5.4
8.07　Openness to foreign participation, index 1–7 (best)	81	■ 4.5	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	94	■ 3.7	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	50	■ 5.0	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	43	■ 5.0	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	100	■ 54.5	Slovenia	93.1
8.08　Availability of trade finance, 1–7 (best)	89	■ 3.4	Hong Kong SAR	5.6
9th pillar: Physical security	**65**	**4.9**	**Finland**	**6.5**
9.01　Reliability of police services, 1–7 (best)	53	■ 4.5	Finland	6.7
9.02　Business costs of crime and violence, 1–7 (best)	90	■ 4.3	Saudi Arabia	6.5*
9.03　Business costs of terrorism, 1–7 (best)	50	■ 5.8	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Greece

Key indicators

Population (millions), 2010 ....11.4
GDP (US$ billions), 2010..305.4
FDI inflows (US$ millions), 2010.................................2,188
Imports and exports as share (%) of world total, 2010.......................0.37

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010 82,430		58,104
Services trade (US$ millions), 2010 19,257		36,695
Merchandise trade (US$ millions), 2010 63,173		21,409
Agriculture (% of merchandise trade), 2010................. 13.38		27.12
Fuels and mining (% of merchandise trade), 2010.......26.88		20.70
Manufactures (% of merchandise trade), 2010............59.64		49.33
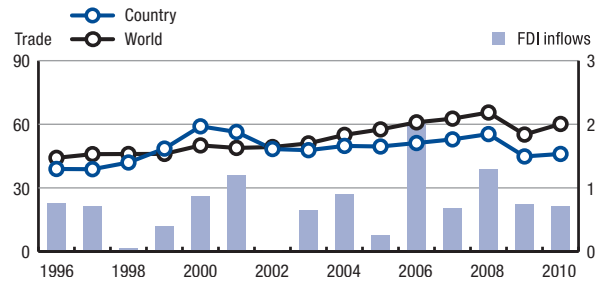
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**67**	**4.1**
2010 Index	55	4.2
Subindex A: Market access......................................	**67**	**3.9**
1st pillar: Domestic and foreign market access..................	67	3.9
Subindex B: Border administration............................	**79**	**3.8**
2nd pillar: Efficiency of customs administration...................	96	3.5
3rd pillar: Efficiency of import-export procedures	71	4.6
4th pillar: Transparency of border administration.................	67	3.3
Subindex C: Transport & communications infrastructure.....	**40**	**4.5**
5th pillar: Availability and quality of transport infrastructure...............	28	5.2
6th pillar: Availability and quality of transport services	52	3.9
7th pillar: Availability and use of ICTs.................................	50	4.4
Subindex D: Business environment...........................	**80**	**4.1**
8th pillar: Regulatory environment	97	3.5
9th pillar: Physical security...	73	4.7
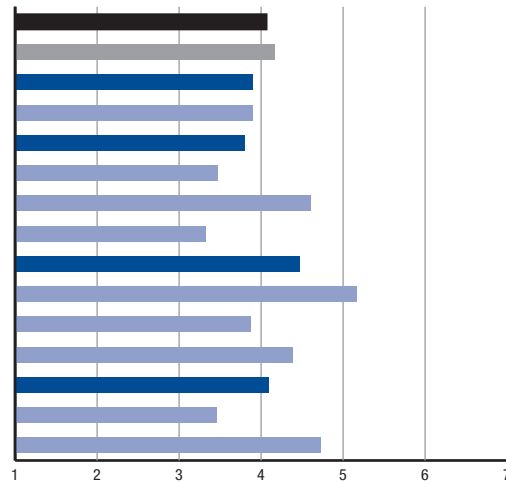
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers	16.0
Access to trade finance	15.1
High cost or delays caused by domestic transportation	13.2
Inappropriate production technology and skills	9.7
Technical requirements and standards abroad..	9.5
Difficulties in meeting quality/quantity requirements of buyers	9.3
Access to imported inputs at competitive prices.....................................	9.1
Burdensome procedures and corruption at foreign borders	7.5
High cost or delays caused by international transportation.............................	5.7
Rules of origin requirements abroad...	4.9
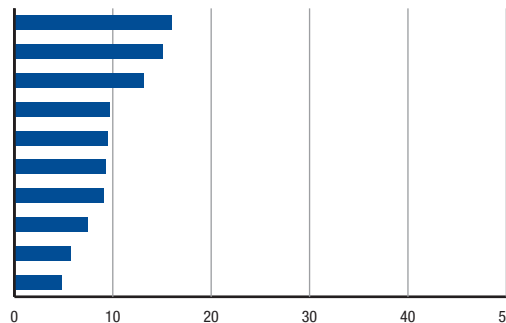
Most problematic factors for importing

Percent of responses

Burdensome import procedures...	27.1
Tariffs and non-tariff barriers...	18.4
High cost or delays caused by domestic transportation	16.9
High cost or delays caused by international transportation.............................	12.5
Corruption at the border	10.7
Domestic technical requirements and standards	10.0
Crime and theft	2.6
Inappropriate telecommunications infrastructure......................................	1.8
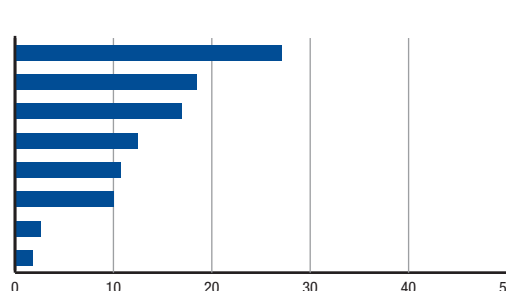
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Greece

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**67**	**3.9**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	3	0.9	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	34	69.6	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	105	3.0	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	57	8.8	Hong Kong SAR	0.0
	Tariff peaks, %	95	10.8	Multiple economies (23)	0.0
	Specific tariffs, %	102	10.6	Multiple economies (49)	0.0
	Distinct tariffs, number	104	1,592	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	39	64.6	Hong Kong SAR	100.0
1.05	Tariffs faced, %	79	5.7	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	89	9.7	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**96**	**3.5**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	74	4.0	Singapore	6.2
2.02	Customs services index, 0–12 (best)	90	4.8	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**71**	**4.6**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	89	2.4	Singapore	4.1
3.02	No. of days to import	91	25	Singapore	4.0
3.03	No. of documents to import	37	6	France	2.0
3.04	Cost to import, US$ per container	65	1,265	Malaysia	435.0
3.05	No. of days to export	79	20	Multiple economies (4)	5.0
3.06	No. of documents to export	29	5	France	2.0
3.07	Cost to export, US$ per container	69	1,153	Malaysia	450.0
	4th pillar: Transparency of border administration	**67**	**3.3**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	66	3.6	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	68	3.4	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**28**	**5.2**	**France**	**6.3**
5.01	Airport density, number per million pop.	11	3.3	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	32	77.9	United States	100.0
5.03	Paved roads, % of total	25	91.8	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	42	5.4	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	68	2.6	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	62	4.0	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	65	4.1	Singapore	6.8
	6th pillar: Availability and quality of transport services	**52**	**3.9**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	32	32.2	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	87	2.7	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	73	2.8	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	63	3.0	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	68	3.3	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	38	5.6	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	43	0.3	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**50**	**4.4**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	89	4.6	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	53	108.2	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	30	19.9	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	46	0.6	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	53	44.4	Iceland	95.0
	8th pillar: Regulatory environment	**97**	**3.5**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	52	4.3	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	101	2.7	Singapore	6.5
8.03	Undue influence, 1–7 (best)	85	3.0	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	124	2.8	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	112	3.7	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	82	3.2	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	73	4.5	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	69	4.1	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	87	4.4	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	119	3.4	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	8	84.2	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	85	3.5	Hong Kong SAR	5.6
	9th pillar: Physical security	**73**	**4.7**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	74	4.0	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	69	4.8	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	73	5.4	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Guatemala

Key indicators

Population (millions), 2010 .... 14.4
GDP (US$ billions), 2010 ....41.2
FDI inflows (US$ millions), 2010 687
Imports and exports as share (%) of world total, 2010 .... 0.07

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010 16,188		10,583
Services trade (US$ millions), 2010 2,351		2,117
Merchandise trade (US$ millions), 2010 13,837		8,466
Agriculture (% of merchandise trade), 2010................. 14.62		46.27
Fuels and mining (% of merchandise trade), 2010....... 19.27		10.99
Manufactures (% of merchandise trade), 2010............ 65.91		42.60

Trade and FDI inflows, percent of GDP
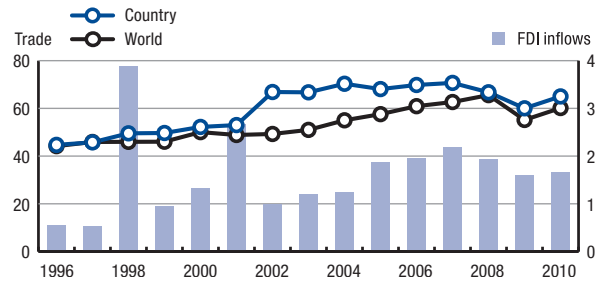
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**77**	**3.9**
2010 Index	69	4.0
Subindex A: Market access	**11**	**5.0**
1st pillar: Domestic and foreign market access	11	5.0
Subindex B: Border administration	**68**	**3.9**
2nd pillar: Efficiency of customs administration...................	37	4.7
3rd pillar: Efficiency of import-export procedures	90	4.1
4th pillar: Transparency of border administration................	78	3.1
Subindex C: Transport & communications infrastructure	**86**	**3.5**
5th pillar: Availability and quality of transport infrastructure.........	89	3.7
6th pillar: Availability and quality of transport services	91	3.3
7th pillar: Availability and use of ICTs	75	3.6
Subindex D: Business environment	**128**	**3.1**
8th pillar: Regulatory environment	95	3.5
9th pillar: Physical security...	132	2.8
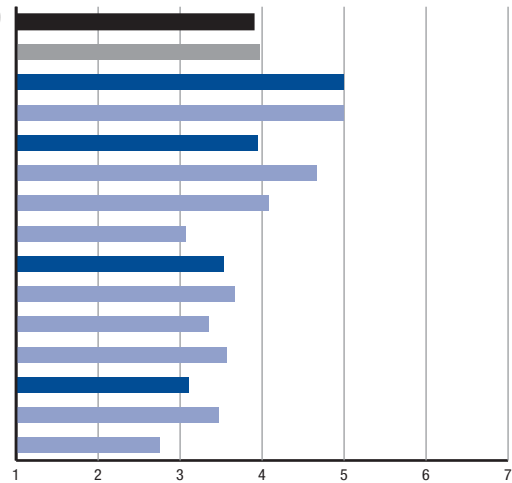
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers	14.6
High cost or delays caused by domestic transportation	13.1
Inappropriate production technology and skills	12.0
High cost or delays caused by international transportation............................	11.3
Access to imported inputs at competitive prices............................	9.9
Technical requirements and standards abroad................................	9.5
Difficulties in meeting quality/quantity requirements of buyers........................	9.0
Burdensome procedures and corruption at foreign borders..........................	7.6
Access to trade finance	6.5
Rules of origin requirements abroad..	6.4
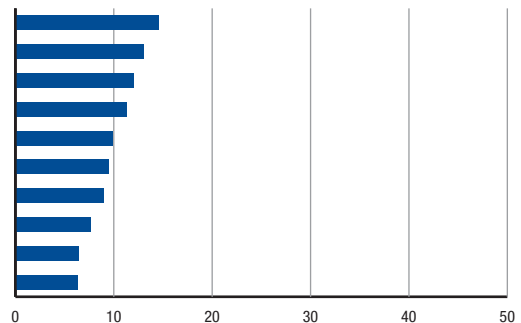
Most problematic factors for importing

Percent of responses

Crime and theft..	21.6
Corruption at the border	16.7
Burdensome import procedures...	16.2
Tariffs and non-tariff barriers..	15.8
High cost or delays caused by international transportation............................	11.6
High cost or delays caused by domestic transportation	11.5
Domestic technical requirements and standards	4.5
Inappropriate telecommunications infrastructure................................	2.1
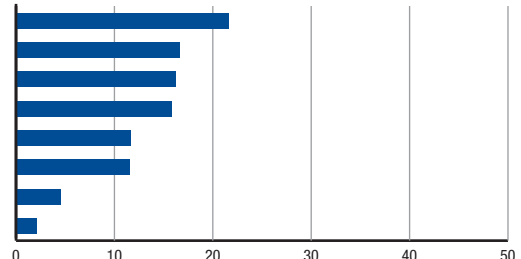
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Guatemala

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**11**	**5.0**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	49	■ 4.3	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	27	■ 6.6	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	21	■ 6.3	Hong Kong SAR	0.0
Tariff peaks, %	50	■ 1.3	Multiple economies (23)	0.0
Specific tariffs, %	1	■ 0.0	Multiple economies (49)	0.0
Distinct tariffs, number	32	■ 9	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	30	■ 73.0	Hong Kong SAR	100.0
1.05 Tariffs faced, %	56	■ 5.5	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	36	■ 45.3	Malawi	93.8
2nd pillar: Efficiency of customs administration	**37**	**4.7**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	61	■ 4.2	Singapore	6.2
2.02 Customs services index, 0–12 (best)	34	■ 8.8	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**90**	**4.1**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	67	■ 2.6	Singapore	4.1
3.02 No. of days to import	59	■ 17	Singapore	4.0
3.03 No. of documents to import	101	■ 9	France	2.0
3.04 Cost to import, US$ per container	66	■ 1,302	Malaysia	435.0
3.05 No. of days to export	64	■ 17	Multiple economies (4)	5.0
3.06 No. of documents to export	125	■ 10	France	2.0
3.07 Cost to export, US$ per container	67	■ 1,127	Malaysia	450.0
4th pillar: Transparency of border administration	**78**	**3.1**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	72	■ 3.5	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	95	■ 2.7	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**89**	**3.7**	**France**	**6.3**
5.01 Airport density, number per million pop.	119	■ 0.1	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	45	■ 74.7	United States	100.0
5.03 Paved roads, % of total	81	■ 34.5	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	43	■ 5.4	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	127	■ 1.2	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	66	■ 3.9	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	56	■ 4.3	Singapore	6.8
6th pillar: Availability and quality of transport services	**91**	**3.3**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	55	■ 20.9	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	75	■ 2.8	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	71	■ 2.8	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	73	■ 2.8	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	79	■ 3.2	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	77	■ 4.5	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	56	■ 0.0	Jamaica	0.7
7th pillar: Availability and use of ICTs	**75**	**3.6**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	44	■ 5.3	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	28	■ 125.6	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	82	■ 1.8	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	74	■ 0.5	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	106	■ 10.5	Iceland	95.0
8th pillar: Regulatory environment	**95**	**3.5**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	105	■ 3.2	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	112	■ 2.5	Singapore	6.5
8.03 Undue influence, 1–7 (best)	112	■ 2.5	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	94	■ 3.2	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	79	■ 4.1	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	58	■ 3.6	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	71	■ 4.5	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	52	■ 4.3	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	54	■ 4.9	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	100	■ 4.1	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	73	■ 62.9	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	51	■ 4.1	Hong Kong SAR	5.6
9th pillar: Physical security	**132**	**2.8**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	128	■ 2.3	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	132	■ 1.7	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	119	■ 4.3	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

Guyana

Key indicators

Population (millions), 2010 .... 0.8
GDP (US$ billions), 2010.. 2.3
FDI inflows (US$ millions), 2010.. 188
Imports and exports as share (%) of world total, 2009 .... 0.01

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2009..................................	1,430	933
Services trade (US$ millions), 2009...............................	270	171
Merchandise trade (US$ millions), 2010	1,400	877
Agriculture (% of merchandise trade), 2010.................	15.85	51.92
Fuels and mining (% of merchandise trade), 2010.......	30.90	20.24
Manufactures (% of merchandise trade), 2010.............	53.18	6.19
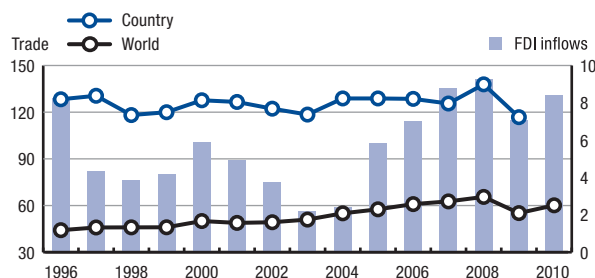
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**104**	**3.5**
2010 Index	109	3.4
Subindex A: Market access	**97**	**3.8**
1st pillar: Domestic and foreign market access	97	3.8
Subindex B: Border administration	**88**	**3.5**
2nd pillar: Efficiency of customs administration...............	105	3.2
3rd pillar: Efficiency of import-export procedures	68	4.7
4th pillar: Transparency of border administration.............	106	2.6
Subindex C: Transport & communications infrastructure...	**105**	**3.0**
5th pillar: Availability and quality of transport infrastructure........	91	3.7
6th pillar: Availability and quality of transport services	129	2.5
7th pillar: Availability and use of ICTs.................................	96	3.0
Subindex D: Business environment	**101**	**3.7**
8th pillar: Regulatory environment	86	3.5
9th pillar: Physical security..	105	3.9
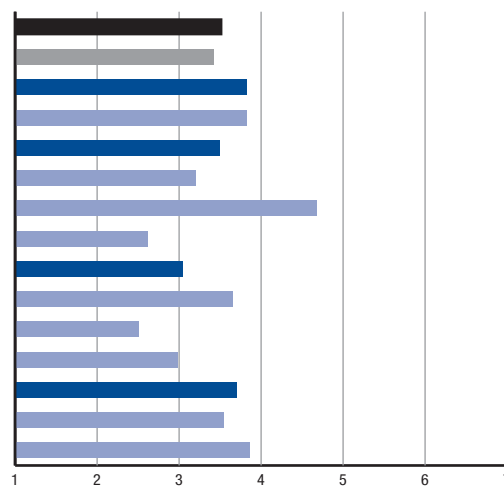
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers	19.9
Difficulties in meeting quality/quantity requirements of buyers......................	16.6
Inappropriate production technology and skills	12.5
Technical requirements and standards abroad.................................	10.2
Access to imported inputs at competitive prices...............................	9.9
Access to trade finance	9.4
High cost or delays caused by international transportation..................	8.1
High cost or delays caused by domestic transportation	6.5
Rules of origin requirements abroad..	3.5
Burdensome procedures and corruption at foreign borders........................	3.5
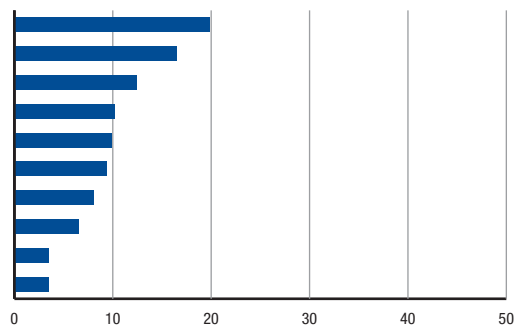
Most problematic factors for importing

Percent of responses

Burdensome import procedures...	25.5
Tariffs and non-tariff barriers..	19.6
High cost or delays caused by international transportation...................	16.6
Crime and theft	10.9
Corruption at the border	10.5
Domestic technical requirements and standards	6.9
High cost or delays caused by domestic transportation	6.2
Inappropriate telecommunications infrastructure................................	3.8
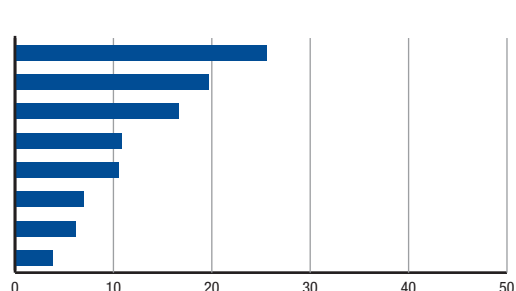
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Guyana

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**97**	**3.8**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	102	■ 10.8	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	69	■ 5.7	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	109	■ 12.5	Hong Kong SAR	0.0
	Tariff peaks, %	90	■ 8.9	Multiple economies (23)	0.0
	Specific tariffs, %	1	■ 0.0	Multiple economies (49)	0.0
	Distinct tariffs, number	42	■ 15	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	89	■ 41.9	Hong Kong SAR	100.0
1.05	Tariffs faced, %	109	■ 5.8	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	9	■ 60.4	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**105**	**3.2**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	103	■ 3.5	Singapore	6.2
2.02	Customs services index, 0–12 (best)	92	■ 4.7	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**68**	**4.7**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	104	■ 2.3	Singapore	4.1
3.02	No. of days to import	80	■ 22	Singapore	4.0
3.03	No. of documents to import	74	■ 8	France	2.0
3.04	Cost to import, US$ per container	23	■ 745	Malaysia	435.0
3.05	No. of days to export	74	■ 19	Multiple economies (4)	5.0
3.06	No. of documents to export	80	■ 7	France	2.0
3.07	Cost to export, US$ per container	25	■ 730	Malaysia	450.0
	4th pillar: Transparency of border administration	**106**	**2.6**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	104	■ 2.7	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	109	■ 2.5	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**91**	**3.7**	**France**	**6.3**
5.01	Airport density, number per million pop.	26	■ 1.3	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	78	■ 64.4	United States	100.0
5.03	Paved roads, % of total	125	■ 7.4	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	92	■ 4.0	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	85	■ 2.2	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	69	■ 3.8	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	93	■ 3.7	Singapore	6.8
	6th pillar: Availability and quality of transport services	**129**	**2.5**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	99	■ 4.0	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	116	■ 2.4	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	109	■ 2.3	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	123	■ 2.1	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	121	■ 2.7	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	123	■ 3.1	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	59	■ 0.0	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**96**	**3.0**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	75	■ 4.9	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	97	■ 73.6	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	87	■ 1.5	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	116	■ 0.3	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	76	■ 29.9	Iceland	95.0
	8th pillar: Regulatory environment	**86**	**3.5**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	87	■ 3.5	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	79	■ 3.0	Singapore	6.5
8.03	Undue influence, 1–7 (best)	86	■ 3.0	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	68	■ 3.5	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	82	■ 4.1	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	86	■ 3.2	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	110	■ 4.1	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	24	■ 4.7	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	110	■ 3.9	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	73	■ 4.6	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	126	■ 35.7	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	58	■ 4.0	Hong Kong SAR	5.6
	9th pillar: Physical security	**105**	**3.9**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	105	■ 3.2	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	122	■ 3.1	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	83	■ 5.3	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Haiti

Key indicators

Population (millions), 2010 .... 10.0
GDP (US$ billions), 2010.. 6.6
FDI inflows (US$ millions), 2010... 150
Imports and exports as share (%) of world total, 2010...................... 0.01

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010	4,434	779
Services trade (US$ millions), 2010	1,284	199
Merchandise trade (US$ millions), 2010	3,150	580
Agriculture (% of merchandise trade), 2010.................	22.21	4.26
Fuels and mining (% of merchandise trade), 2010.......	16.87	0.00
Manufactures (% of merchandise trade), 2010............	54.01	95.74

Trade and FDI inflows, percent of GDP
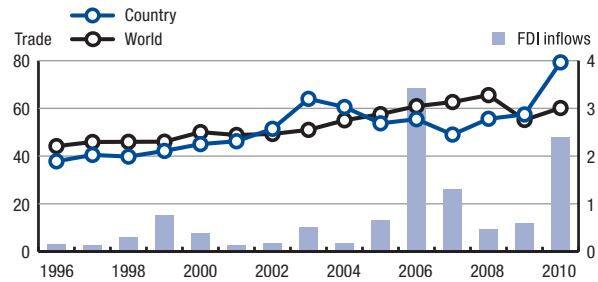
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	128	3.0
2010 Index	n/a	n/a
Subindex A: Market access	63	4.0
1st pillar: Domestic and foreign market access	63	4.0
Subindex B: Border administration...........................	123	2.7
2nd pillar: Efficiency of customs administration..................................	131	2.5
3rd pillar: Efficiency of import-export procedures	105	3.4
4th pillar: Transparency of border administration.............................	130	2.1
Subindex C: Transport & communications infrastructure...	130	2.4
5th pillar: Availability and quality of transport infrastructure..............	127	2.7
6th pillar: Availability and quality of transport services	131	2.4
7th pillar: Availability and use of ICTs..	129	2.0
Subindex D: Business environment	131	2.8
8th pillar: Regulatory environment	132	2.4
9th pillar: Physical security..	125	3.3
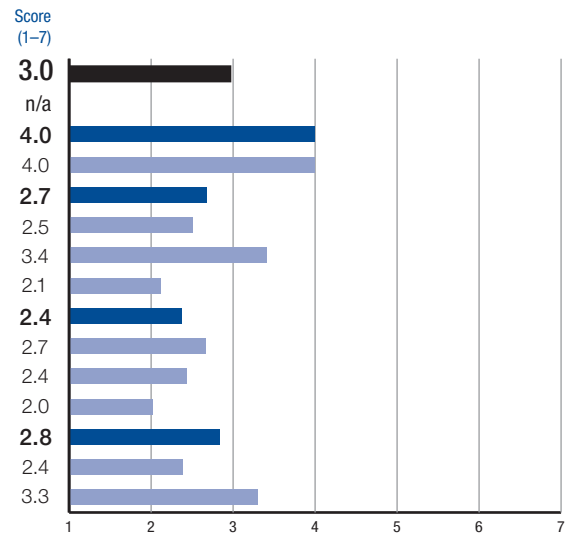
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Access to trade finance 15.7
Burdensome procedures and corruption at foreign borders 14.3
Inappropriate production technology and skills 12.8
Difficulties in meeting quality/quantity requirements of buyers 10.9
Access to imported inputs at competitive prices................................10.7
High cost or delays caused by domestic transportation 10.0
Identifying potential markets and buyers 9.5
High cost or delays caused by international transportation.............................6.8
Technical requirements and standards abroad..5.3
Rules of origin requirements abroad..4.1
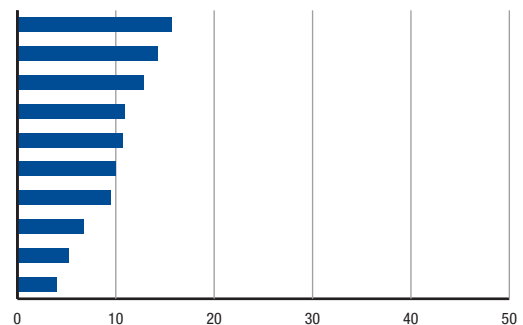
Most problematic factors for importing

Percent of responses

Burdensome import procedures.. 24.2
Tariffs and non-tariff barriers..21.4
Corruption at the border 19.3
High cost or delays caused by international transportation...........................11.4
Crime and theft 7.9
High cost or delays caused by domestic transportation 6.9
Domestic technical requirements and standards 4.5
Inappropriate telecommunications infrastructure..4.4
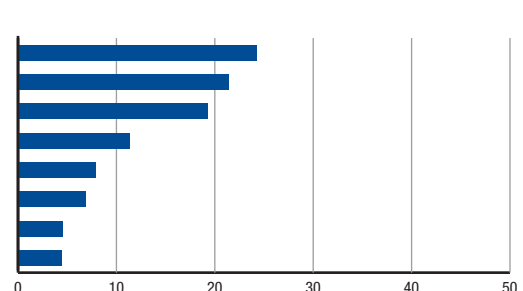
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Haiti

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**63**	**4.0**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	68	5.4	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	70	5.6	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	15	5.7	Hong Kong SAR	0.0
Tariff peaks, %	125	12.8	Multiple economies (23)	0.0
Specific tariffs, %	1	0.0	Multiple economies (49)	0.0
Distinct tariffs, number	34	11	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	114	18.1	Hong Kong SAR	100.0
1.05 Tariffs faced, %	77	5.7	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	7	61.5	Malawi	93.8
2nd pillar: Efficiency of customs administration	**131**	**2.5**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	131	2.5	Singapore	6.2
2.02 Customs services index, 0–12 (best)	n/a	n/a	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**105**	**3.4**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	131	1.8	Singapore	4.1
3.02 No. of days to import	100	31	Singapore	4.0
3.03 No. of documents to import	121	10	France	2.0
3.04 Cost to import, US$ per container	86	1,545	Malaysia	435.0
3.05 No. of days to export	113	33	Multiple economies (4)	5.0
3.06 No. of documents to export	95	8	France	2.0
3.07 Cost to export, US$ per container	71	1,185	Malaysia	450.0
4th pillar: Transparency of border administration	**130**	**2.1**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	129	2.1	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	132	1.8	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**127**	**2.7**	**France**	**6.3**
5.01 Airport density, number per million pop.	99	0.3	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	71	66.4	United States	100.0
5.03 Paved roads, % of total	91	24.3	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	132	2.1	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	126	1.2	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	130	1.7	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	129	1.8	Singapore	6.8
6th pillar: Availability and quality of transport services	**131**	**2.4**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	95	4.8	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	130	1.9	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	131	1.7	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	122	2.1	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	115	2.7	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	129	2.4	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	n/a	n/a	Jamaica	0.7
7th pillar: Availability and use of ICTs	**129**	**2.0**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	113	4.1	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	122	40.0	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	132	0.0	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	128	0.1	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	113	8.4	Iceland	95.0
8th pillar: Regulatory environment	**132**	**2.4**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	131	2.0	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	131	2.0	Singapore	6.5
8.03 Undue influence, 1–7 (best)	129	2.0	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	130	2.2	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	131	2.9	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	131	2.0	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	120	3.6	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	17	4.8	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	128	2.8	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	127	3.2	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	115	45.9	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	131	2.3	Hong Kong SAR	5.6
9th pillar: Physical security	**125**	**3.3**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	124	2.6	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	128	2.4	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	95	5.0	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Honduras

Key indicators

Population (millions), 2010 ....7.6
GDP (US$ billions), 2010.. 15.3
FDI inflows (US$ millions), 2010... 797
Imports and exports as share (%) of world total, 2010......................0.04

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010 9,849		6,742
Services trade (US$ millions), 2010 1,299		1,001
Merchandise trade (US$ millions), 2010 8,550		5,742
Agriculture (% of merchandise trade), 2010................. 14.22		27.68
Fuels and mining (% of merchandise trade), 2010........18.13		5.28
Manufactures (% of merchandise trade), 2010............64.54		61.44
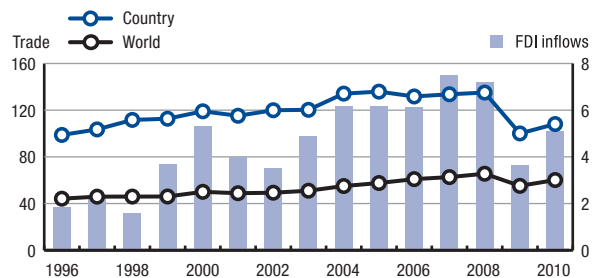
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	78	3.9
2010 Index	66	4.0
Subindex A: Market access	8	5.2
1st pillar: Domestic and foreign market access	8	5.2
Subindex B: Border administration...........................	84	3.6
2nd pillar: Efficiency of customs administration................................	101	3.3
3rd pillar: Efficiency of import-export procedures	82	4.3
4th pillar: Transparency of border administration................................	80	3.0
Subindex C: Transport & communications infrastructure.....	97	3.3
5th pillar: Availability and quality of transport infrastructure...............	79	3.8
6th pillar: Availability and quality of transport services	122	2.8
7th pillar: Availability and use of ICTs...	83	3.4
Subindex D: Business environment	110	3.5
8th pillar: Regulatory environment	84	3.6
9th pillar: Physical security...	121	3.5
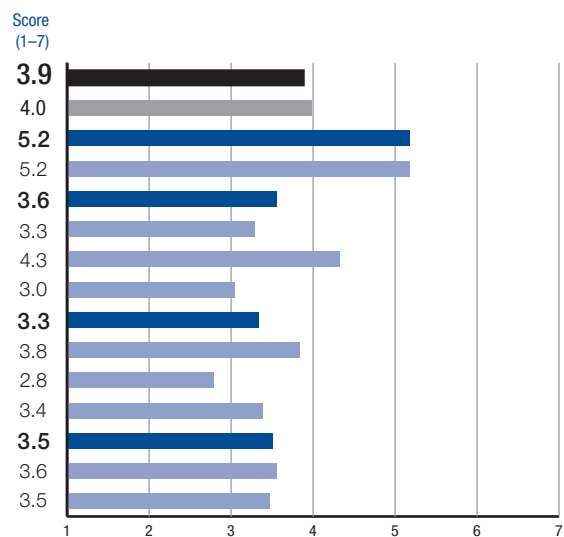
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers	14.1
Difficulties in meeting quality/quantity requirements of buyers	13.5
Inappropriate production technology and skills.................................	13.3
Access to imported inputs at competitive prices.............................	12.5
Technical requirements and standards abroad.................................	12.3
High cost or delays caused by international transportation...........................	8.0
High cost or delays caused by domestic transportation	7.5
Access to trade finance	7.0
Rules of origin requirements abroad...	6.4
Burdensome procedures and corruption at foreign borders...........................	5.2
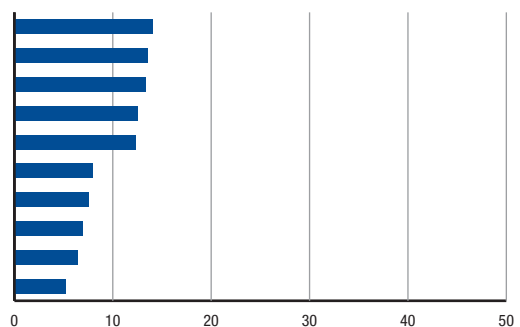
Most problematic factors for importing

Percent of responses

Burdensome import procedures..	18.9
Tariffs and non-tariff barriers...	17.9
Corruption at the border	16.2
Crime and theft	13.5
High cost or delays caused by domestic transportation	11.5
High cost or delays caused by international transportation............................	8.9
Domestic technical requirements and standards	7.0
Inappropriate telecommunications infrastructure.............................	6.3
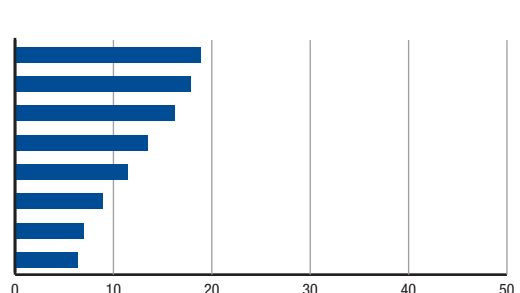
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Honduras

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**8**	**5.2**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	53	4.4	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	20	6.7	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	23	6.6	Hong Kong SAR	0.0
Tariff peaks, %	43	0.8	Multiple economies (23)	0.0
Specific tariffs, %	1	0.0	Multiple economies (49)	0.0
Distinct tariffs, number	39	13	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	26	75.5	Hong Kong SAR	100.0
1.05 Tariffs faced, %	57	5.5	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	10	60.1	Malawi	93.8
2nd pillar: Efficiency of customs administration	**101**	**3.3**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	77	4.0	Singapore	6.2
2.02 Customs services index, 0–12 (best)	98	4.2	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**82**	**4.3**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	87	2.4	Singapore	4.1
3.02 No. of days to import	80	22	Singapore	4.0
3.03 No. of documents to import	74	8	France	2.0
3.04 Cost to import, US$ per container	74	1,420	Malaysia	435.0
3.05 No. of days to export	72	18	Multiple economies (4)	5.0
3.06 No. of documents to export	47	6	France	2.0
3.07 Cost to export, US$ per container	77	1,242	Malaysia	450.0
4th pillar: Transparency of border administration	**80**	**3.0**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	69	3.5	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	105	2.6	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**79**	**3.8**	**France**	**6.3**
5.01 Airport density, number per million pop.	34	1.1	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	76	65.2	United States	100.0
5.03 Paved roads, % of total	97	20.4	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	68	4.5	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	125	1.3	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	79	3.4	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	35	5.1	Singapore	6.8
6th pillar: Availability and quality of transport services	**122**	**2.8**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	81	9.4	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	86	2.7	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	101	2.4	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	112	2.4	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	102	2.9	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	122	3.2	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	57	0.0	Jamaica	0.7
7th pillar: Availability and use of ICTs	**83**	**3.4**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	65	5.0	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	29	125.1	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	91	1.0	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	90	0.4	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	104	11.1	Iceland	95.0
8th pillar: Regulatory environment	**84**	**3.6**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	84	3.6	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	78	3.0	Singapore	6.5
8.03 Undue influence, 1–7 (best)	77	3.1	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	73	3.4	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	106	3.8	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	71	3.3	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	65	4.6	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	53	4.2	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	46	5.0	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	84	4.4	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	87	59.0	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	77	3.6	Hong Kong SAR	5.6
9th pillar: Physical security	**121**	**3.5**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	91	3.6	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	127	2.5	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	116	4.3	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

Hong Kong SAR

Key indicators

Population (millions), 2010 .... 7.1
GDP (US$ billions), 2010 .... 224.5
FDI inflows (US$ millions), 2010 68,904
Imports and exports as share (%) of world total, 2010 .... 2.64

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010	492,903	507,450
Services trade (US$ millions), 2010	50,868	106,428
Merchandise trade (US$ millions), 2010	442,035	401,022
Agriculture (% of merchandise trade), 2010	4.67	2.00
Fuels and mining (% of merchandise trade), 2010 ...	5.22	2.11
Manufactures (% of merchandise trade), 2010	88.05	93.06
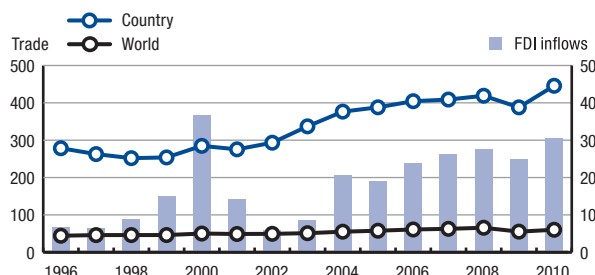
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**2**	**5.7**
2010 Index	2	5.7
Subindex A: Market access	**10**	**5.1**
1st pillar: Domestic and foreign market access	10	5.1
Subindex B: Border administration	**4**	**6.0**
2nd pillar: Efficiency of customs administration	10	5.7
3rd pillar: Efficiency of import-export procedures	2	6.3
4th pillar: Transparency of border administration	12	6.1
Subindex C: Transport & communications infrastructure	**3**	**5.8**
5th pillar: Availability and quality of transport infrastructure ..	8	6.0
6th pillar: Availability and quality of transport services	2	5.6
7th pillar: Availability and use of ICTs	9	6.0
Subindex D: Business environment	**7**	**5.7**
8th pillar: Regulatory environment	5	5.4
9th pillar: Physical security	9	6.1
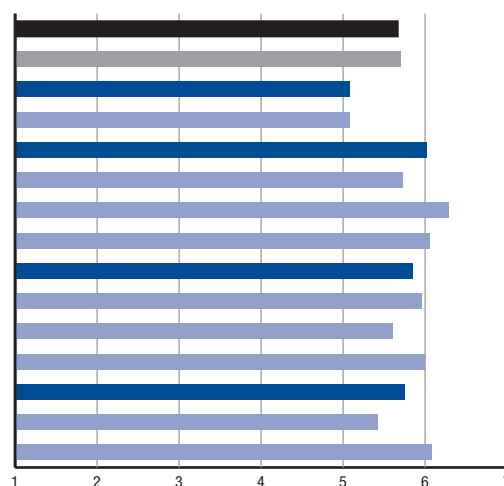
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers 18.8
Technical requirements and standards abroad 14.8
Access to imported inputs at competitive prices 12.9
Inappropriate production technology and skills 9.7
High cost or delays caused by international transportation 9.5
Difficulties in meeting quality/quantity requirements of buyers 8.6
Burdensome procedures and corruption at foreign borders 7.8
Rules of origin requirements abroad 7.4
Access to trade finance 5.9
High cost or delays caused by domestic transportation 4.6
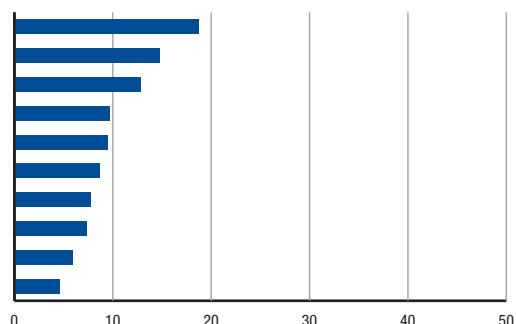
Most problematic factors for importing

Percent of responses

High cost or delays caused by international transportation 23.9
Domestic technical requirements and standards 19.5
Burdensome import procedures 19.2
Tariffs and non-tariff barriers 18.4
High cost or delays caused by domestic transportation 12.0
Crime and theft 3.2
Corruption at the border 2.3
Inappropriate telecommunications infrastructure 1.5
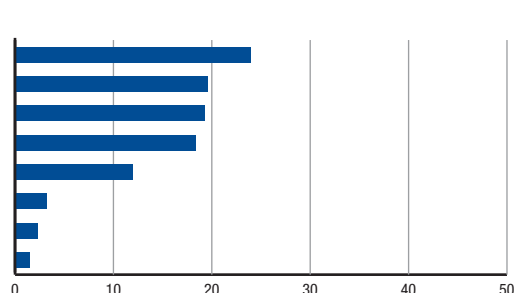
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Hong Kong SAR

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage** ■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**10**	**5.1**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	1	■ 0.0	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	28	61.1	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	1	■ 7.0	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	1	■ 0.0	Hong Kong SAR	0.0
	Tariff peaks, %	1	■ 0.0	Multiple economies (23)	0.0
	Specific tariffs, %	1	■ 0.0	Multiple economies (49)	0.0
	Distinct tariffs, number	1	■ 1	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	1	■ 100.0	Hong Kong SAR	100.0
1.05	Tariffs faced, %	129	■ 6.2	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	125	■ 4.8	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**10**	**5.7**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	2	■ 6.2	Singapore	6.2
2.02	Customs services index, 0–12 (best)	33	■ 8.8	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**2**	**6.3**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	3	■ 4.0	Singapore	4.1
3.02	No. of days to import	2	■ 5	Singapore	4.0
3.03	No. of documents to import	5	■ 4	France	2.0
3.04	Cost to import, US$ per container	5	■ 565	Malaysia	435.0
3.05	No. of days to export	1	■ 5	Multiple economies (4)	5.0
3.06	No. of documents to export	8	■ 4	France	2.0
3.07	Cost to export, US$ per container	5	■ 575	Malaysia	450.0
	4th pillar: Transparency of border administration	**12**	**6.1**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	11	■ 6.1	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	12	■ 8.4	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**8**	**6.0**	**France**	**6.3**
5.01	Airport density, number per million pop.	117	■ 0.1	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	4	■ 98.4	United States	100.0
5.03	Paved roads, % of total	1	■ 100.0	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	2	■ 6.6	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	3	■ 6.5	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	9	■ 6.2	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	3	■ 6.6	Singapore	6.8
	6th pillar: Availability and quality of transport services	**2**	**5.6**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	2	■ 115.3	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	1	■ 4.2	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	5	■ 4.1	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	5	■ 4.1	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	4	■ 4.3	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	6	■ 6.6	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	44	■ 0.3	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**9**	**6.0**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	21	■ 5.9	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	1	■ 195.6	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	13	■ 29.9	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	n/a	■ n/a	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	24	■ 72.0	Iceland	95.0
	8th pillar: Regulatory environment	**5**	**5.4**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	7	■ 5.9	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	14	■ 5.5	Singapore	6.5
8.03	Undue influence, 1–7 (best)	19	■ 5.1	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	2	■ 5.4	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	6	■ 5.2	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	2	■ 5.2	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	5	■ 5.5	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	30	■ 4.7	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	9	■ 5.9	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	5	■ 6.0	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	n/a	■ n/a	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	1	■ 5.6	Hong Kong SAR	5.6
	9th pillar: Physical security	**9**	**6.1**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	9	■ 6.2	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	8	■ 6.1	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	44	■ 5.9	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Hungary

Key indicators

Population (millions), 2010 .... 10.0
GDP (US$ billions), 2010.. 130.4
FDI inflows (US$ millions), 2010.. 2,377
Imports and exports as share (%) of world total, 2010...................... 0.58

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010	103,757	114,323
Services trade (US$ millions), 2010	15,638	18,886
Merchandise trade (US$ millions), 2010	88,120	95,437
Agriculture (% of merchandise trade), 2010...................	6.60	8.61
Fuels and mining (% of merchandise trade), 2010.......	13.79	4.64
Manufactures (% of merchandise trade), 2010............	79.42	86.59
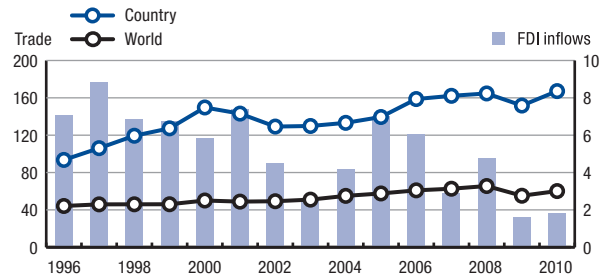
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**47**	**4.4**
2010 Index	49	4.3
Subindex A: Market access	**67**	**3.9**
1st pillar: Domestic and foreign market access	67	3.9
Subindex B: Border administration	**35**	**4.8**
2nd pillar: Efficiency of customs administration..................	15	5.6
3rd pillar: Efficiency of import-export procedures	58	4.8
4th pillar: Transparency of border administration.................	45	4.1
Subindex C: Transport & communications infrastructure.....	**42**	**4.4**
5th pillar: Availability and quality of transport infrastructure...............	86	3.7
6th pillar: Availability and quality of transport services	27	4.5
7th pillar: Availability and use of ICTs.................................	34	5.0
Subindex D: Business environment	**53**	**4.4**
8th pillar: Regulatory environment	63	3.7
9th pillar: Physical security...	48	5.2
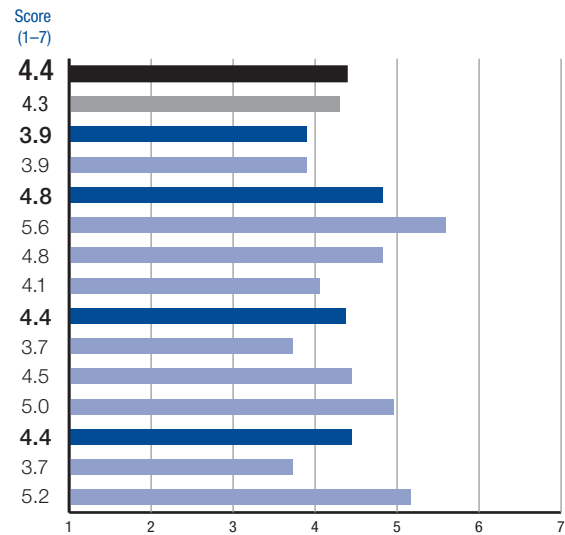
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers	23.3
Difficulties in meeting quality/quantity requirements of buyers.......................	19.4
High cost or delays caused by international transportation............................	14.5
Technical requirements and standards abroad..	11.2
Inappropriate production technology and skills..	10.8
High cost or delays caused by domestic transportation	7.2
Access to imported inputs at competitive prices...	5.5
Rules of origin requirements abroad..	3.7
Burdensome procedures and corruption at foreign borders	3.3
Access to trade finance	1.2
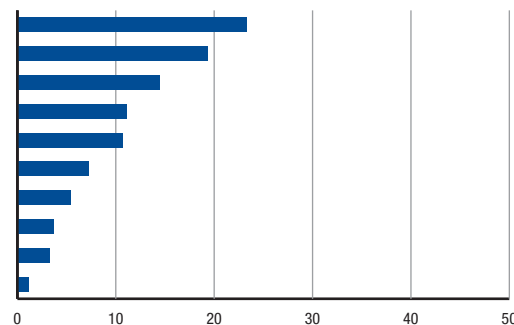
Most problematic factors for importing

Percent of responses

High cost or delays caused by international transportation............................	26.1
Tariffs and non-tariff barriers...	22.6
Burdensome import procedures..	17.2
High cost or delays caused by domestic transportation	14.6
Domestic technical requirements and standards	13.2
Inappropriate telecommunications infrastructure..	3.8
Corruption at the border	1.9
Crime and theft	0.7
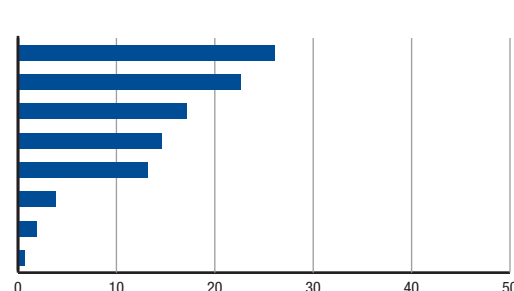
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Hungary

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**67**	**3.9**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	3	0.9	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	46	70.6	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	105	3.0	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	57	8.8	Hong Kong SAR	0.0
Tariff peaks, %	95	10.8	Multiple economies (23)	0.0
Specific tariffs, %	102	10.6	Multiple economies (49)	0.0
Distinct tariffs, number	104	1,592	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	39	64.6	Hong Kong SAR	100.0
1.05 Tariffs faced, %	79	5.7	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	89	9.7	Malawi	93.8
2nd pillar: Efficiency of customs administration	**15**	**5.6**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	44	4.5	Singapore	6.2
2.02 Customs services index, 0–12 (best)	5	11.5	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**58**	**4.8**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	49	2.8	Singapore	4.1
3.02 No. of days to import	66	18	Singapore	4.0
3.03 No. of documents to import	52	7	France	2.0
3.04 Cost to import, US$ per container	50	1,085	Malaysia	435.0
3.05 No. of days to export	59	16	Multiple economies (4)	5.0
3.06 No. of documents to export	47	6	France	2.0
3.07 Cost to export, US$ per container	52	1,015	Malaysia	450.0
4th pillar: Transparency of border administration	**45**	**4.1**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	47	4.4	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	43	4.6	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**86**	**3.7**	**France**	**6.3**
5.01 Airport density, number per million pop.	98	0.3	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	n/a	n/a	United States	100.0
5.03 Paved roads, % of total	78	37.7	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	61	4.7	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	42	3.6	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	59	4.0	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	68	4.0	Singapore	6.8
6th pillar: Availability and quality of transport services	**27**	**4.5**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	n/a	n/a	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	52	3.0	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	37	3.2	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	30	3.5	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	63	3.4	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	50	5.2	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	17	0.5	Jamaica	0.7
7th pillar: Availability and use of ICTs	**34**	**5.0**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	56	5.0	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	38	120.3	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	31	19.6	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	31	0.7	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	33	65.3	Iceland	95.0
8th pillar: Regulatory environment	**63**	**3.7**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	54	4.2	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	87	2.9	Singapore	6.5
8.03 Undue influence, 1–7 (best)	63	3.4	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	104	3.0	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	68	4.2	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	83	3.2	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	4	5.5	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	7	5.2	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	19	5.7	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	46	4.9	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	2	89.7	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	94	3.3	Hong Kong SAR	5.6
9th pillar: Physical security	**48**	**5.2**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	61	4.2	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	62	4.9	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	14	6.4	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

Iceland

Key indicators

Population (millions), 2010 .... 0.3
GDP (US$ billions), 2010.. 12.6
FDI inflows (US$ millions), 2010.. 2,950
Imports and exports as share (%) of world total, 2010...................... 0.03

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010	5,993	7,136
Services trade (US$ millions), 2010	2,073	2,532
Merchandise trade (US$ millions), 2010	3,920	4,604
Agriculture (% of merchandise trade), 2010................	12.20	41.88
Fuels and mining (% of merchandise trade), 2010.......	29.00	43.01
Manufactures (% of merchandise trade), 2010............	58.79	14.62
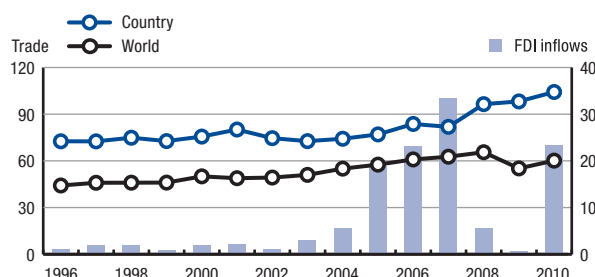
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**16**	**5.1**
2010 Index	11	5.3
Subindex A: Market access	**24**	**4.8**
1st pillar: Domestic and foreign market access	24	4.8
Subindex B: Border administration	**24**	**5.3**
2nd pillar: Efficiency of customs administration	31	4.9
3rd pillar: Efficiency of import-export procedures	62	4.8
4th pillar: Transparency of border administration	9	6.1
Subindex C: Transport & communications infrastructure	**27**	**4.9**
5th pillar: Availability and quality of transport infrastructure...............	38	4.9
6th pillar: Availability and quality of transport services	36	4.2
7th pillar: Availability and use of ICTs	14	5.7
Subindex D: Business environment	**20**	**5.3**
8th pillar: Regulatory environment	40	4.3
9th pillar: Physical security..	2	6.4
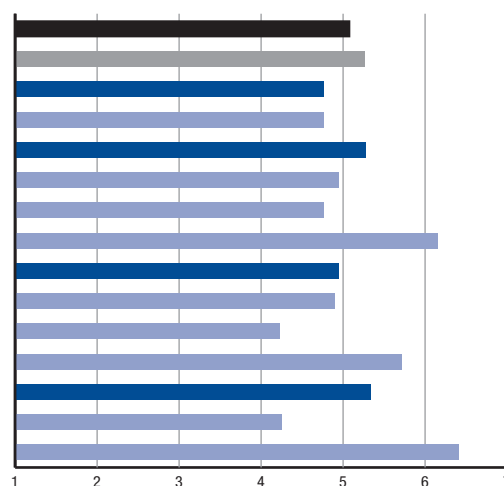
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Access to trade finance 19.6
Identifying potential markets and buyers 19.2
High cost or delays caused by international transportation............................15.0
Access to imported inputs at competitive prices................................10.7
Technical requirements and standards abroad................................10.1
High cost or delays caused by domestic transportation 8.2
Rules of origin requirements abroad.. 6.2
Burdensome procedures and corruption at foreign borders 5.2
Inappropriate production technology and skills 2.9
Difficulties in meeting quality/quantity requirements of buyers 2.8
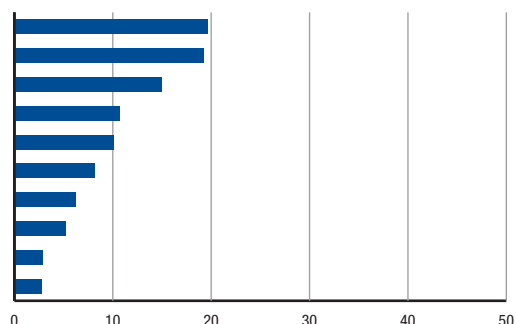
Most problematic factors for importing

Percent of responses

High cost or delays caused by international transportation............................ 29.5
Tariffs and non-tariff barriers..24.8
Burdensome import procedures... 17.9
High cost or delays caused by domestic transportation 14.5
Domestic technical requirements and standards 9.7
Crime and theft 1.2
Inappropriate telecommunications infrastructure...............................1.2
Corruption at the border 1.2
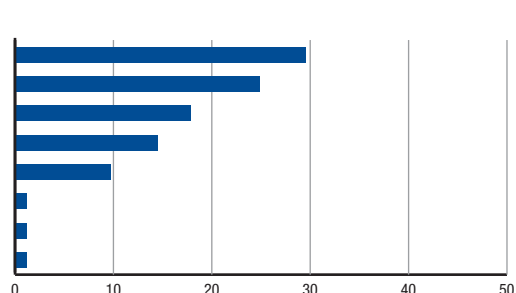
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Iceland

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**24**	**4.8**	**Singapore**	**6.2**
1.01　Tariff rate, (%)	46	4.1	Hong Kong SAR	0.0
1.02　Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03　Complexity of tariffs, index 1–7 (best)	95	4.2	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	127	30.3	Hong Kong SAR	0.0
Tariff peaks, %	80	7.7	Multiple economies (23)	0.0
Specific tariffs, %	91	4.3	Multiple economies (49)	0.0
Distinct tariffs, number	91	364	Hong Kong SAR	1.0
1.04　Share of duty-free imports, %	8	91.0	Hong Kong SAR	100.0
1.05　Tariffs faced, %	45	5.5	Chile	3.6
1.06　Margin of preference in destination mkts, index 0–100 (best)	35	45.6	Malawi	93.8
2nd pillar: Efficiency of customs administration	**31**	**4.9**	**Singapore**	**6.6**
2.01　Burden of customs procedures, 1–7 (best)	15	5.2	Singapore	6.2
2.02　Customs services index, 0–12 (best)	48	7.8	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**62**	**4.8**	**Singapore**	**6.4**
3.01　Efficiency of the clearance process, 1–5 (best)	19	3.5	Singapore	4.1
3.02　No. of days to import	42	14	Singapore	4.0
3.03　No. of documents to import	18	5	France	2.0
3.04　Cost to import, US$ per container	95	1,674	Malaysia	435.0
3.05　No. of days to export	74	19	Multiple economies (4)	5.0
3.06　No. of documents to export	29	5	France	2.0
3.07　Cost to export, US$ per container	98	1,532	Malaysia	450.0
4th pillar: Transparency of border administration	**9**	**6.1**	**New Zealand**	**6.7**
4.01　Irregular payments in exports and imports, 1–7 (best)	5	6.3	New Zealand	6.7
4.02　Corruption Perceptions Index, 0–10 (best)	13	8.3	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**38**	**4.9**	**France**	**6.3**
5.01　Airport density, number per million pop.	1	21.9	Iceland	21.9
5.02　Transshipment connectivity, index 0–100 (best)	91	60.5	United States	100.0
5.03　Paved roads, % of total	79	36.6	Multiple economies (17)	100.0
5.04　Quality of air transport infrastructure, 1–7 (best)	12	6.2	Singapore	6.9
5.05　Quality of railroad infrastructure, 1–7 (best)	108	1.7	Switzerland	6.8
5.06　Quality of roads, 1–7 (best)	29	5.4	France	6.6
5.07　Quality of port infrastructure, 1–7 (best)	8	6.2	Singapore	6.8
6th pillar: Availability and quality of transport services	**36**	**4.2**	**Singapore**	**6.1**
6.01　Liner Shipping Connectivity Index, 0–152.1 (best)	96	4.7	China	152.1
6.02　Ease and affordability of shipment, 1–5 (best)	47	3.0	Hong Kong SAR	4.2
6.03　Logistics competence, 1–5 (best)	30	3.5	Finland	4.1
6.04　Tracking and tracing ability, 1–5 (best)	35	3.4	Finland	4.1
6.05　Timeliness of shipments in reaching destination, 1–5 (best)	40	3.6	Singapore	4.4
6.06　Postal services efficiency, 1–7 (best)	4	6.7	Japan	6.8
6.07　GATS commitments in the transport sector, index 0–1 (best)	34	0.4	Jamaica	0.7
7th pillar: Availability and use of ICTs	**14**	**5.7**	**Netherlands**	**6.3**
7.01　Extent of business Internet use, 1–7 (best)	5	6.2	Sweden	6.5
7.02　Mobile phone subscriptions/100 pop.	55	106.5	Hong Kong SAR	195.6
7.03　Broadband Internet subscriptions/100 pop.	6	34.1	Netherlands	38.1
7.04　Government Online Service Index, 0–1 (best)	51	0.5	Multiple economies (3)	1.0
7.05　Individuals using Internet, %	1	95.0	Iceland	95.0
8th pillar: Regulatory environment	**40**	**4.3**	**Singapore**	**5.7**
8.01　Property rights, 1–7 (best)	26	5.2	Finland	6.4
8.02　Ethics and corruption, 1–7 (best)	24	4.9	Singapore	6.5
8.03　Undue influence, 1–7 (best)	22	4.9	New Zealand	6.1
8.04　Government efficiency, 1–7 (best)	21	4.6	Singapore	5.9
8.05　Domestic competition, 1–7 (best)	47	4.4	Saudi Arabia	5.5
8.06　Efficiency of the financial market, 1–7 (best)	101	3.0	Qatar	5.4
8.07　Openness to foreign participation, index 1–7 (best)	113	4.0	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	20	4.8	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	124	3.2	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	129	3.0	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	60	66.4	Slovenia	93.1
8.08　Availability of trade finance, 1–7 (best)	115	3.0	Hong Kong SAR	5.6
9th pillar: Physical security	**2**	**6.4**	**Finland**	**6.5**
9.01　Reliability of police services, 1–7 (best)	7	6.3	Finland	6.7
9.02　Business costs of crime and violence, 1–7 (best)	4	6.4	Saudi Arabia	6.5*
9.03　Business costs of terrorism, 1–7 (best)	2	6.6	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

India

Key indicators

Population (millions), 2010 .... 1,224.6
GDP (US$ billions), 2010... 1,632.0
FDI inflows (US$ millions), 2010...................................... 24,640
Imports and exports as share (%) of world total, 2010...................... 2.08

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010 443,370		343,236
Services trade (US$ millions), 2010 116,140		123,277
Merchandise trade (US$ millions), 2010 327,230		219,959
Agriculture (% of merchandise trade), 2010................... 5.33		10.55
Fuels and mining (% of merchandise trade), 2010.......38.26		24.95
Manufactures (% of merchandise trade), 2010............ 43.91		62.77

Trade and FDI inflows, percent of GDP
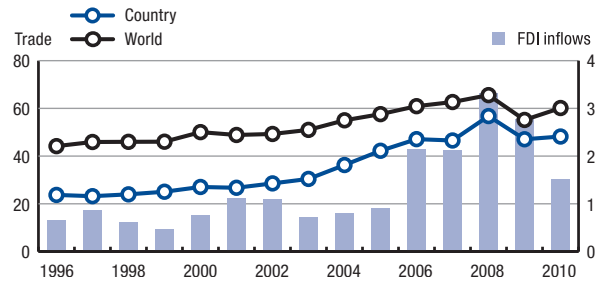
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**100**	**3.6**
2010 Index	84	3.8
Subindex A: Market access	**130**	**2.6**
1st pillar: Domestic and foreign market access	130	2.6
Subindex B: Border administration	**77**	**3.8**
2nd pillar: Efficiency of customs administration..................	70	4.1
3rd pillar: Efficiency of import-export procedures	79	4.4
4th pillar: Transparency of border administration................	84	3.0
Subindex C: Transport & communications infrastructure.....	**84**	**3.6**
5th pillar: Availability and quality of transport infrastructure..............	76	4.0
6th pillar: Availability and quality of transport services	59	3.8
7th pillar: Availability and use of ICTs................................	97	3.0
Subindex D: Business environment	**74**	**4.2**
8th pillar: Regulatory environment	50	3.9
9th pillar: Physical security...	87	4.5
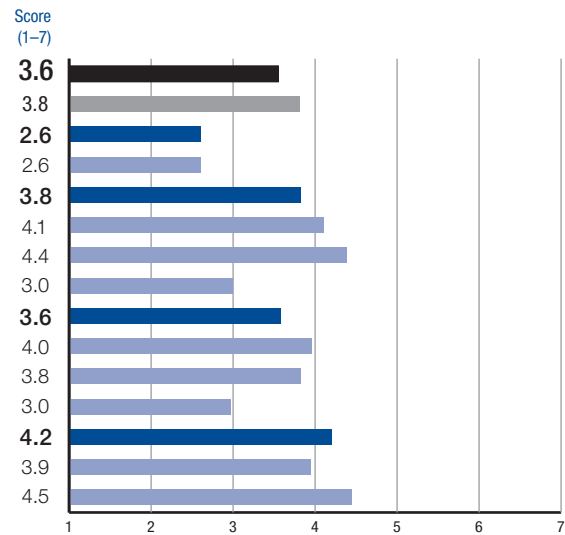
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers 16.5	
High cost or delays caused by domestic transportation 13.8	
Access to imported inputs at competitive prices................................13.0	
Technical requirements and standards abroad................................10.9	
High cost or delays caused by international transportation...........................9.7	
Inappropriate production technology and skills 9.1	
Difficulties in meeting quality/quantity requirements of buyers 9.0	
Access to trade finance 6.8	
Rules of origin requirements abroad 5.8	
Burdensome procedures and corruption at foreign borders 5.3	
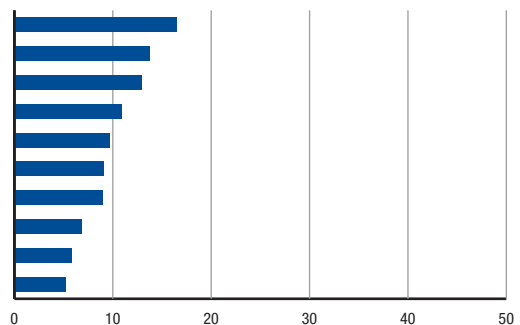
Most problematic factors for importing

Percent of responses

Burdensome import procedures...23.9	
Tariffs and non-tariff barriers...23.7	
High cost or delays caused by international transportation...........................14.5	
High cost or delays caused by domestic transportation 12.7	
Corruption at the border...12.2	
Domestic technical requirements and standards 7.9	
Inappropriate telecommunications infrastructure..................................2.6	
Crime and theft 2.4	
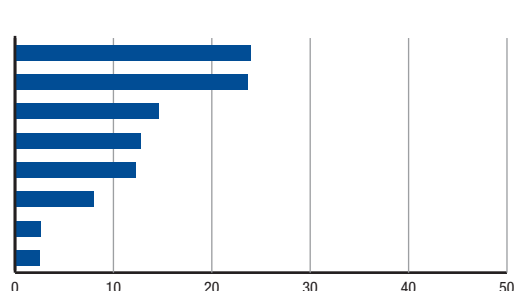
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

India

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　　■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**130**	**2.6**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	118	12.6	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	17	37.6	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	92	4.4	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	116	14.3	Hong Kong SAR	0.0
Tariff peaks, %	63	2.9	Multiple economies (23)	0.0
Specific tariffs, %	93	6.2	Multiple economies (49)	0.0
Distinct tariffs, number	97	722	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	119	11.2	Hong Kong SAR	100.0
1.05 Tariffs faced, %	62	5.6	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	115	9.4	Malawi	93.8
2nd pillar: Efficiency of customs administration	**70**	**4.1**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	85	3.8	Singapore	6.2
2.02 Customs services index, 0–12 (best)	59	7.3	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**79**	**4.4**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	53	2.8	Singapore	4.1
3.02 No. of days to import	73	20	Singapore	4.0
3.03 No. of documents to import	101	9	France	2.0
3.04 Cost to import, US$ per container	49	1,070	Malaysia	435.0
3.05 No. of days to export	59	16	Multiple economies (4)	5.0
3.06 No. of documents to export	95	8	France	2.0
3.07 Cost to export, US$ per container	62	1,095	Malaysia	450.0
4th pillar: Transparency of border administration	**84**	**3.0**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	85	3.1	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	78	3.1	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**76**	**4.0**	**France**	**6.3**
5.01 Airport density, number per million pop.	128	0.1	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	18	84.5	United States	100.0
5.03 Paved roads, % of total	69	49.3	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	62	4.7	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	24	4.4	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	78	3.4	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	76	3.9	Singapore	6.8
6th pillar: Availability and quality of transport services	**59**	**3.8**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	22	41.5	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	55	3.0	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	39	3.1	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	55	3.1	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	44	3.6	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	61	4.8	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	59	0.0	Jamaica	0.7
7th pillar: Availability and use of ICTs	**97**	**3.0**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	53	5.1	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	108	61.4	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	93	0.9	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	53	0.5	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	115	7.5	Iceland	95.0
8th pillar: Regulatory environment	**50**	**3.9**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	59	4.0	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	90	2.9	Singapore	6.5
8.03 Undue influence, 1–7 (best)	55	3.5	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	58	3.7	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	65	4.2	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	28	4.3	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	87	4.4	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	110	3.5	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	76	4.5	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	55	4.8	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	65	65.4	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	34	4.5	Hong Kong SAR	5.6
9th pillar: Physical security	**87**	**4.5**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	70	4.1	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	66	4.8	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	113	4.5	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

Indonesia

Key indicators

Population (millions), 2010 .... 239.9
GDP (US$ billions), 2010.. 706.8
FDI inflows (US$ millions), 2010... 13,304
Imports and exports as share (%) of world total, 2010....................... 0.88

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010	157,527	174,052
Services trade (US$ millions), 2010	25,790	16,234
Merchandise trade (US$ millions), 2010	131,737	157,818
Agriculture (% of merchandise trade), 2010.................	11.87	22.78
Fuels and mining (% of merchandise trade), 2010.......	24.53	39.43
Manufactures (% of merchandise trade), 2010............	63.59	37.02

Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**58**	**4.2**
2010 Index	68	4.0
Subindex A: Market access	**17**	**4.9**
1st pillar: Domestic and foreign market access	17	4.9
Subindex B: Border administration	**65**	**4.1**
2nd pillar: Efficiency of customs administration	69	4.1
3rd pillar: Efficiency of import-export procedures	38	5.1
4th pillar: Transparency of border administration	88	2.9
Subindex C: Transport & communications infrastructure	**77**	**3.7**
5th pillar: Availability and quality of transport infrastructure................	74	4.1
6th pillar: Availability and quality of transport services	50	3.9
7th pillar: Availability and use of ICTs	89	3.2
Subindex D: Business environment	**77**	**4.1**
8th pillar: Regulatory environment	49	4.0
9th pillar: Physical security...	91	4.3

The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers	14.6
High cost or delays caused by domestic transportation	12.0
Access to trade finance	11.7
High cost or delays caused by international transportation............................	10.6
Access to imported inputs at competitive prices...	10.4
Difficulties in meeting quality/quantity requirements of buyers	10.0
Technical requirements and standards abroad..	9.1
Rules of origin requirements abroad...	8.7
Inappropriate production technology and skills	7.2
Burdensome procedures and corruption at foreign borders	5.8

Most problematic factors for importing

Percent of responses

Tariffs and non-tariff barriers..	19.9
Corruption at the border	18.7
Burdensome import procedures..	17.0
High cost or delays caused by domestic transportation	14.3
Domestic technical requirements and standards	10.6
High cost or delays caused by international transportation............................	9.9
Crime and theft	6.9
Inappropriate telecommunications infrastructure..	2.5

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

Indonesia

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**17**	**4.9**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	56	4.6	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	19	40.9	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	60	6.1	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	114	13.9	Hong Kong SAR	0.0
	Tariff peaks, %	57	2.3	Multiple economies (23)	0.0
	Specific tariffs, %	72	0.7	Multiple economies (49)	0.0
	Distinct tariffs, number	70	76	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	72	56.8	Hong Kong SAR	100.0
1.05	Tariffs faced, %	6	4.6	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	86	13.7	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**69**	**4.1**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	81	3.9	Singapore	6.2
2.02	Customs services index, 0–12 (best)	62	7.2	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**38**	**5.1**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	74	2.5	Singapore	4.1
3.02	No. of days to import	96	27	Singapore	4.0
3.03	No. of documents to import	52	7	France	2.0
3.04	Cost to import, US$ per container	8	660	Malaysia	435.0
3.05	No. of days to export	64	17	Multiple economies (4)	5.0
3.06	No. of documents to export	8	4	France	2.0
3.07	Cost to export, US$ per container	16	644	Malaysia	450.0
	4th pillar: Transparency of border administration	**88**	**2.9**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	88	3.1	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	82	3.0	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**74**	**4.1**	**France**	**6.3**
5.01	Airport density, number per million pop.	92	0.3	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	55	72.8	United States	100.0
5.03	Paved roads, % of total	61	59.1	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	73	4.4	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	53	3.1	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	76	3.5	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	95	3.6	Singapore	6.8
	6th pillar: Availability and quality of transport services	**50**	**3.9**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	44	25.9	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	58	3.0	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	62	2.8	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	53	3.1	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	42	3.6	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	93	4.0	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	n/a	n/a	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**89**	**3.2**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	72	4.9	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	78	91.7	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	95	0.8	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	65	0.5	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	110	9.9	Iceland	95.0
	8th pillar: Regulatory environment	**49**	**4.0**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	71	3.9	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	64	3.2	Singapore	6.5
8.03	Undue influence, 1–7 (best)	47	3.7	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	50	3.8	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	58	4.3	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	29	4.2	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	98	4.3	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	67	4.2	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	69	4.6	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	72	4.6	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	117	45.4	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	43	4.4	Hong Kong SAR	5.6
	9th pillar: Physical security	**91**	**4.3**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	81	3.7	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	89	4.3	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	104	4.7	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Iran, Islamic Rep.

Key indicators

Population (millions), 2010 ....74.0
GDP (US$ billions), 2010...407.4
FDI inflows (US$ millions), 2010...3,617
Imports and exports as share (%) of world total, 2010......................0.51
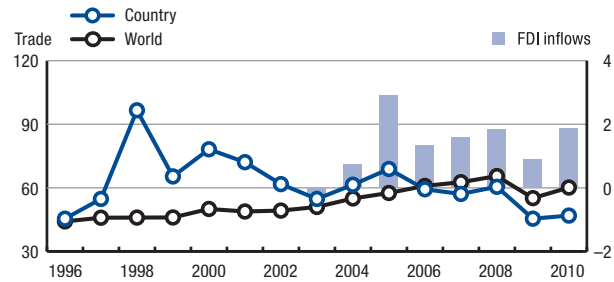
Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010	84,459	108,055
Services trade (US$ millions), 2010	19,438	7,531
Merchandise trade (US$ millions), 2010	65,021	100,524
Agriculture (% of merchandise trade), 2010.................	14.48	4.97
Fuels and mining (% of merchandise trade), 2010........	11.88	82.38
Manufactures (% of merchandise trade), 2010............	58.76	12.64

Trade and FDI inflows, percent of GDP
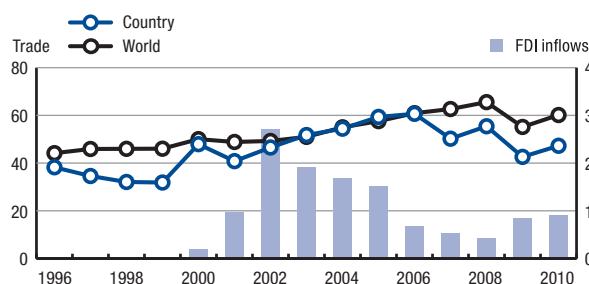
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**117**	**3.3**
2010 Index	n/a	n/a
Subindex A: Market access	**132**	**2.2**
1st pillar: Domestic and foreign market access	132	2.2
Subindex B: Border administration	**96**	**3.4**
2nd pillar: Efficiency of customs administration	91	3.5
3rd pillar: Efficiency of import-export procedures	99	3.7
4th pillar: Transparency of border administration	77	3.1
Subindex C: Transport & communications infrastructure	**82**	**3.6**
5th pillar: Availability and quality of transport infrastructure...............	67	4.2
6th pillar: Availability and quality of transport services	71	3.6
7th pillar: Availability and use of ICTs	94	3.0
Subindex D: Business environment	**83**	**4.0**
8th pillar: Regulatory environment	98	3.4
9th pillar: Physical security..	82	4.6
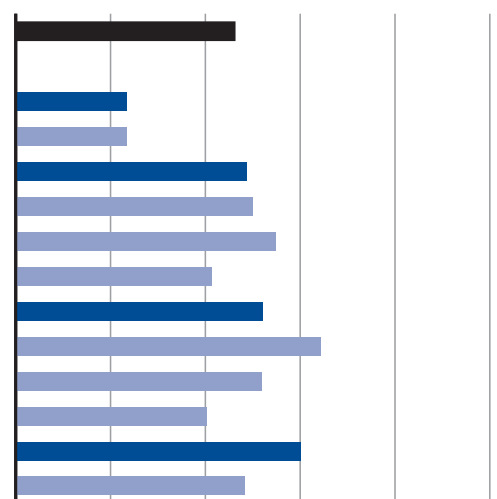
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers	19.9
Access to trade finance	18.0
Inappropriate production technology and skills...................................	13.9
Access to imported inputs at competitive prices................................	12.5
Difficulties in meeting quality/quantity requirements of buyers..........	7.5
High cost or delays caused by domestic transportation	6.6
Technical requirements and standards abroad....................................	6.1
Rules of origin requirements abroad..	5.5
Burdensome procedures and corruption at foreign borders	5.5
High cost or delays caused by international transportation.................	4.4
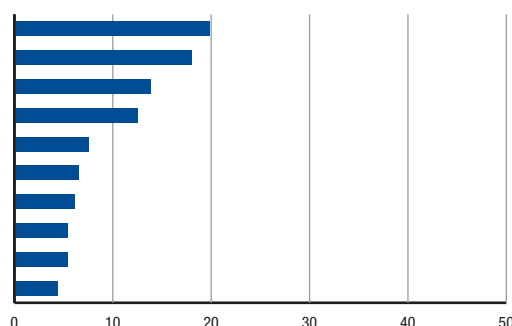
Most problematic factors for importing

Percent of responses

Tariffs and non-tariff barriers..	30.0
Burdensome import procedures..	26.0
Domestic technical requirements and standards	11.9
High cost or delays caused by international transportation.................	10.0
Corruption at the border	8.7
High cost or delays caused by domestic transportation	8.6
Inappropriate telecommunications infrastructure................................	3.0
Crime and theft	1.9
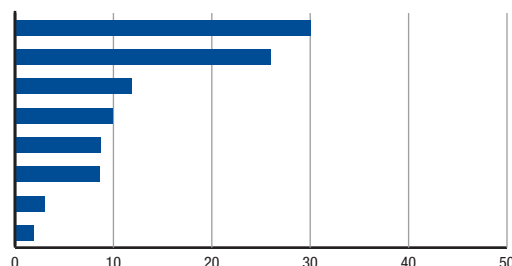
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Iran, Islamic Rep.

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**132**	**2.2**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	132	25.6	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	74	5.4	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	126	28.4	Hong Kong SAR	0.0
Tariff peaks, %	74	6.0	Multiple economies (23)	0.0
Specific tariffs, %	1	0.0	Multiple economies (49)	0.0
Distinct tariffs, number	61	24	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	131	0.0	Hong Kong SAR	100.0
1.05 Tariffs faced, %	115	5.9	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	129	2.4	Malawi	93.8
2nd pillar: Efficiency of customs administration	**91**	**3.5**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	100	3.5	Singapore	6.2
2.02 Customs services index, 0–12 (best)	n/a	n/a	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**99**	**3.7**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	114	2.2	Singapore	4.1
3.02 No. of days to import	104	32	Singapore	4.0
3.03 No. of documents to import	74	8	France	2.0
3.04 Cost to import, US$ per container	105	1,885	Malaysia	435.0
3.05 No. of days to export	99	25	Multiple economies (4)	5.0
3.06 No. of documents to export	80	7	France	2.0
3.07 Cost to export, US$ per container	82	1,275	Malaysia	450.0
4th pillar: Transparency of border administration	**77**	**3.1**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	70	3.5	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	96	2.7	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**67**	**4.2**	**France**	**6.3**
5.01 Airport density, number per million pop.	61	0.6	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	65	69.0	United States	100.0
5.03 Paved roads, % of total	51	73.3	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	127	2.9	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	51	3.2	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	67	3.8	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	80	3.9	Singapore	6.8
6th pillar: Availability and quality of transport services	**71**	**3.6**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	36	30.3	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	109	2.5	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	84	2.7	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	103	2.5	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	123	2.7	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	53	5.1	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	n/a	n/a	Jamaica	0.7
7th pillar: Availability and use of ICTs	**94**	**3.0**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	117	4.0	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	81	91.2	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	96	0.7	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	68	0.5	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	94	13.0	Iceland	95.0
8th pillar: Regulatory environment	**98**	**3.4**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	75	3.8	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	49	3.7	Singapore	6.5
8.03 Undue influence, 1–7 (best)	51	3.7	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	91	3.2	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	66	4.2	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	121	2.6	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	132	3.1	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	127	2.7	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	131	2.3	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	118	3.4	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	114	46.7	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	113	3.0	Hong Kong SAR	5.6
9th pillar: Physical security	**82**	**4.6**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	54	4.5	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	87	4.4	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	99	4.9	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

Ireland

## Key indicators

Population (millions), 2010 .... 4.5
GDP (US$ billions), 2010...207.0
FDI inflows (US$ millions), 2010.............................26,330
Imports and exports as share (%) of world total, 2010...................... 1.01

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010 168,369		213,430
Services trade (US$ millions), 2010 108,337		96,629
Merchandise trade (US$ millions), 2010 60,032		116,801
Agriculture (% of merchandise trade), 2010................. 13.06		9.57
Fuels and mining (% of merchandise trade), 2010....... 13.84		2.18
Manufactures (% of merchandise trade), 2010............66.20		84.41

Trade and FDI inflows, percent of GDP
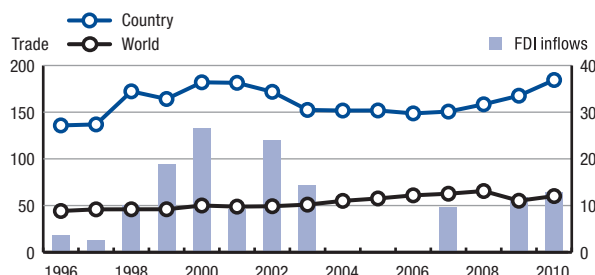
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**22**	**5.0**
2010 Index	21	5.0
Subindex A: Market access	**67**	**3.9**
1st pillar: Domestic and foreign market access	67	3.9
Subindex B: Border administration...........................	**10**	**5.8**
2nd pillar: Efficiency of customs administration.....................	5	5.9
3rd pillar: Efficiency of import-export procedures	18	5.6
4th pillar: Transparency of border administration.................	15	5.9
Subindex C: Transport & communications infrastructure.....	**29**	**4.9**
5th pillar: Availability and quality of transport infrastructure...............	22	5.4
6th pillar: Availability and quality of transport services	31	4.3
7th pillar: Availability and use of ICTs.................................	35	4.9
Subindex D: Business environment	**25**	**5.3**
8th pillar: Regulatory environment	31	4.5
9th pillar: Physical security..	14	6.0
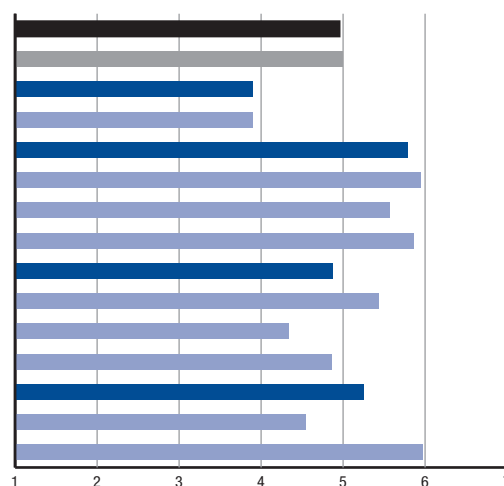
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Access to trade finance 25.4
Identifying potential markets and buyers 19.5
Access to imported inputs at competitive prices............................ 11.5
High cost or delays caused by international transportation............................10.1
Technical requirements and standards abroad... 8.0
High cost or delays caused by domestic transportation 6.7
Rules of origin requirements abroad.. 6.3
Burdensome procedures and corruption at foreign borders............................ 5.2
Inappropriate production technology and skills 4.6
Difficulties in meeting quality/quantity requirements of buyers.........................2.7
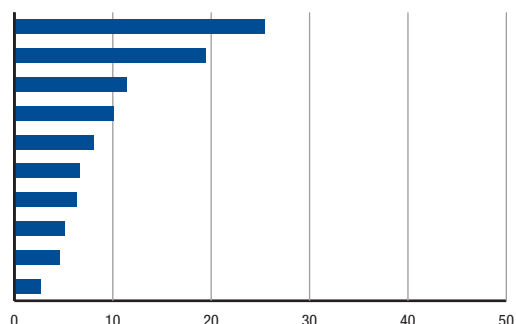
Most problematic factors for importing

Percent of responses

High cost or delays caused by international transportation............................ 29.9
Burdensome import procedures..19.5
Tariffs and non-tariff barriers..17.2
High cost or delays caused by domestic transportation 13.4
Inappropriate telecommunications infrastructure..10.6
Domestic technical requirements and standards 9.2
Corruption at the border.. 0.2
Crime and theft 0.0
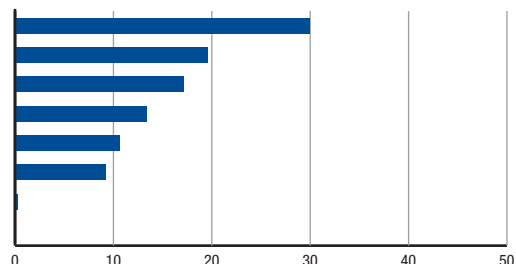
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Ireland

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**67**	**3.9**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	3 ■	0.9	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	56	71.7	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	105 ■	3.0	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	57 ■	8.8	Hong Kong SAR	0.0
Tariff peaks, %	95 ■	10.8	Multiple economies (23)	0.0
Specific tariffs, %	102 ■	10.6	Multiple economies (49)	0.0
Distinct tariffs, number	104 ■	1,592	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	39 ■	64.6	Hong Kong SAR	100.0
1.05 Tariffs faced, %	79 ■	5.7	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	89 ■	9.7	Malawi	93.8
2nd pillar: Efficiency of customs administration	**5**	**5.9**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	17 ■	5.2	Singapore	6.2
2.02 Customs services index, 0–12 (best)	5 ■	11.5	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**18**	**5.6**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	24 ■	3.4	Singapore	4.1
3.02 No. of days to import	33 ■	12	Singapore	4.0
3.03 No. of documents to import	5 ■	4	France	2.0
3.04 Cost to import, US$ per container	52 ■	1,121	Malaysia	435.0
3.05 No. of days to export	8 ■	7	Multiple economies (4)	5.0
3.06 No. of documents to export	8 ■	4	France	2.0
3.07 Cost to export, US$ per container	66 ■	1,109	Malaysia	450.0
4th pillar: Transparency of border administration	**15**	**5.9**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	9 ■	6.2	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	18 ■	7.5	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**22**	**5.4**	**France**	**6.3**
5.01 Airport density, number per million pop.	17 ■	2.0	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	78 ■	64.4	United States	100.0
5.03 Paved roads, % of total	1 ■	100.0	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	33 ■	5.5	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	33 ■	4.0	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	36 ■	4.8	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	29 ■	5.2	Singapore	6.8
6th pillar: Availability and quality of transport services	**31**	**4.3**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	87 ■	5.9	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	27 ■	3.4	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	25 ■	3.5	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	25 ■	3.6	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	32 ■	3.8	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	23 ■	6.2	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	36 ■	0.4	Jamaica	0.7
7th pillar: Availability and use of ICTs	**35**	**4.9**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	31 ■	5.6	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	58 ■	105.2	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	28 ■	21.1	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	53 ■	0.5	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	29 ■	69.9	Iceland	95.0
8th pillar: Regulatory environment	**31**	**4.5**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	10 ■	5.9	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	26 ■	4.8	Singapore	6.5
8.03 Undue influence, 1–7 (best)	18 ■	5.2	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	38 ■	4.1	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	19 ■	4.9	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	92 ■	3.2	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	2 ■	5.7	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	10 ■	5.1	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	15 ■	5.7	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	2 ■	6.3	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	36 ■	74.9	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	126 ■	2.7	Hong Kong SAR	5.6
9th pillar: Physical security	**14**	**6.0**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	14 ■	6.0	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	25 ■	5.7	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	25 ■	6.2	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Israel

Key indicators

Population (millions), 2010 ....7.4
GDP (US$ billions), 2010...217.4
FDI inflows (US$ millions), 2010...5,152
Imports and exports as share (%) of world total, 2010......................0.43

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010	78,983	83,043
Services trade (US$ millions), 2010	17,774	24,650
Merchandise trade (US$ millions), 2010	61,209	58,393
Agriculture (% of merchandise trade), 2010..................	8.26	3.95
Fuels and mining (% of merchandise trade), 2010.......	18.67	2.29
Manufactures (% of merchandise trade), 2010............	69.23	92.99

Trade and FDI inflows, percent of GDP

Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	28	4.8
2010 Index	26	4.8
Subindex A: Market access	43	4.4
1st pillar: Domestic and foreign market access	43	4.4
Subindex B: Border administration...........................	22	5.3
2nd pillar: Efficiency of customs administration...................................	25	5.2
3rd pillar: Efficiency of import-export procedures	11	5.8
4th pillar: Transparency of border administration................................	26	5.0
Subindex C: Transport & communications infrastructure.....	28	4.9
5th pillar: Availability and quality of transport infrastructure...............	32	5.1
6th pillar: Availability and quality of transport services	41	4.1
7th pillar: Availability and use of ICTs..	17	5.6
Subindex D: Business environment	44	4.6
8th pillar: Regulatory environment	29	4.6
9th pillar: Physical security...	75	4.7

The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Access to imported inputs at competitive prices............................. 23.0
Identifying potential markets and buyers 14.8
Technical requirements and standards abroad.................................12.6
High cost or delays caused by domestic transportation 11.9
High cost or delays caused by international transportation.............. 8.8
Rules of origin requirements abroad...7.5
Access to trade finance 6.6
Difficulties in meeting quality/quantity requirements of buyers 6.0
Burdensome procedures and corruption at foreign borders 5.7
Inappropriate production technology and skills 3.3

Most problematic factors for importing

Percent of responses

Burdensome import procedures.. 23.6
High cost or delays caused by international transportation............................23.1
Tariffs and non-tariff barriers..18.7
Domestic technical requirements and standards 17.1
High cost or delays caused by domestic transportation 11.7
Corruption at the border 2.2
Inappropriate telecommunications infrastructure............................. 2.0
Crime and theft...1.6

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

Israel

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**43**	**4.4**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	47 ■	4.1	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	96 ■	4.1	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	115 ■	14.2	Hong Kong SAR	0.0
Tariff peaks, %	75 ■	6.1	Multiple economies (23)	0.0
Specific tariffs, %	99 ■	7.1	Multiple economies (49)	0.0
Distinct tariffs, number	95 ■	665	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	17 ■	80.5	Hong Kong SAR	100.0
1.05 Tariffs faced, %	60 ■	5.6	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	63 ■	26.6	Malawi	93.8
2nd pillar: Efficiency of customs administration	**25**	**5.2**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	32 ■	4.7	Singapore	6.2
2.02 Customs services index, 0–12 (best)	21 ■	9.5	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**11**	**5.8**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	34 ■	3.1	Singapore	4.1
3.02 No. of days to import	24 ■	10	Singapore	4.0
3.03 No. of documents to import	5 ■	4	France	2.0
3.04 Cost to import, US$ per container	3 ■	545	Malaysia	435.0
3.05 No. of days to export	27 ■	10	Multiple economies (4)	5.0
3.06 No. of documents to export	29 ■	5	France	2.0
3.07 Cost to export, US$ per container	9 ■	610	Malaysia	450.0
4th pillar: Transparency of border administration	**26**	**5.0**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	25 ■	5.5	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	33 ■	5.8	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**32**	**5.1**	**France**	**6.3**
5.01 Airport density, number per million pop.	58 ■	0.7	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	29 ■	78.3	United States	100.0
5.03 Paved roads, % of total	1 ■	100.0	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	34 ■	5.5	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	49 ■	3.2	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	46 ■	4.5	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	59 ■	4.2	Singapore	6.8
6th pillar: Availability and quality of transport services	**41**	**4.1**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	38 ■	28.5	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	37 ■	3.2	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	27 ■	3.5	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	36 ■	3.4	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	33 ■	3.8	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	20 ■	6.3	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	59 ■	0.0	Jamaica	0.7
7th pillar: Availability and use of ICTs	**17**	**5.6**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	24 ■	5.8	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	22 ■	133.1	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	18 ■	25.1	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	15 ■	0.9	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	31 ■	67.2	Iceland	95.0
8th pillar: Regulatory environment	**29**	**4.6**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	30 ■	5.1	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	33 ■	4.5	Singapore	6.5
8.03 Undue influence, 1–7 (best)	23 ■	4.9	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	43 ■	3.9	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	35 ■	4.6	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	22 ■	4.5	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	69 ■	4.5	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	122 ■	3.0	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	28 ■	5.4	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	27 ■	5.2	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	88 ■	58.3	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	32 ■	4.5	Hong Kong SAR	5.6
9th pillar: Physical security	**75**	**4.7**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	48 ■	4.6	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	51 ■	5.1	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	114 ■	4.4	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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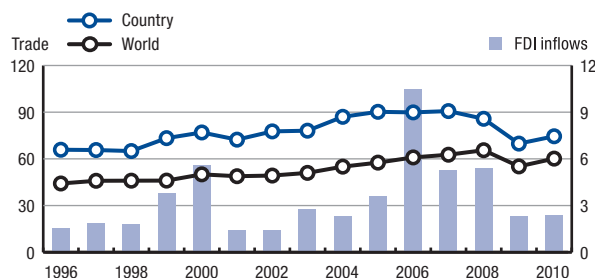
Italy

Key indicators

Population (millions), 2010 .... 60.6
GDP (US$ billions), 2010.. 2,055.1
FDI inflows (US$ millions), 2010... 9,498
Imports and exports as share (%) of world total, 2010.......................3.00

Sources: IMF; UNCTAD; UNFPA; WTO
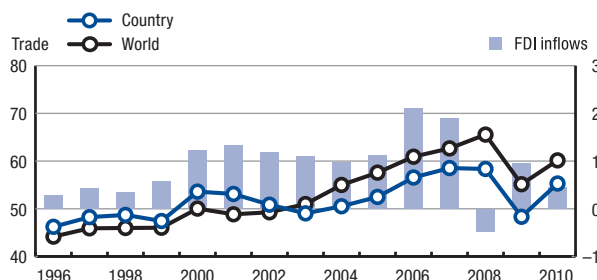
	Imports	Exports
Total trade (US$ millions), 2010 591,753		544,626
Services trade (US$ millions), 2010 107,939		97,091
Merchandise trade (US$ millions), 2010 483,814		447,535
Agriculture (% of merchandise trade), 2010..................11.56		8.60
Fuels and mining (% of merchandise trade), 2010.......23.71		7.25
Manufactures (% of merchandise trade), 2010............63.45		81.89

Trade and FDI inflows, percent of GDP

Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**50**	**4.4**
2010 Index	51	4.3
Subindex A: Market access	**67**	**3.9**
1st pillar: Domestic and foreign market access	67	3.9
Subindex B: Border administration	**55**	**4.3**
2nd pillar: Efficiency of customs administration	75	4.0
3rd pillar: Efficiency of import-export procedures	39	5.1
4th pillar: Transparency of border administration................................	56	3.7
Subindex C: Transport & communications infrastructure	**26**	**5.0**
5th pillar: Availability and quality of transport infrastructure...............	31	5.1
6th pillar: Availability and quality of transport services	18	4.8
7th pillar: Availability and use of ICTs..	32	5.0
Subindex D: Business environment	**65**	**4.3**
8th pillar: Regulatory environment	80	3.6
9th pillar: Physical security..	57	5.0
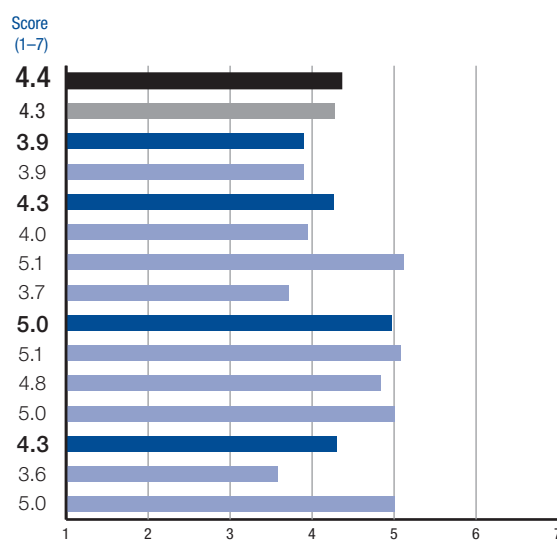
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers 16.5
Access to imported inputs at competitive prices...............................12.3
Access to trade finance 12.2
High cost or delays caused by domestic transportation 11.0
Difficulties in meeting quality/quantity requirements of buyers 10.4
High cost or delays caused by international transportation.............. 8.6
Inappropriate production technology and skills 8.2
Burdensome procedures and corruption at foreign borders 8.1
Rules of origin requirements abroad...7.6
Technical requirements and standards abroad...................................5.2
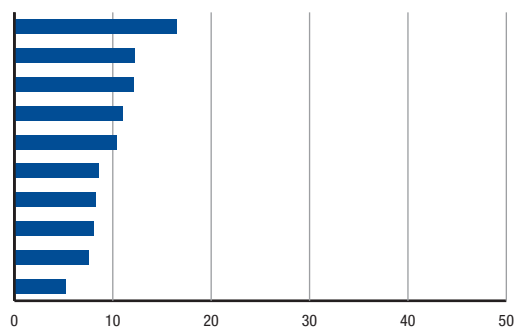
Most problematic factors for importing

Percent of responses

Burdensome import procedures..21.3
High cost or delays caused by international transportation............. 17.2
Tariffs and non-tariff barriers.. 16.8
High cost or delays caused by domestic transportation 12.3
Domestic technical requirements and standards 11.6
Inappropriate telecommunications infrastructure............................... 9.4
Crime and theft 6.8
Corruption at the border 4.5

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

Italy

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**67**	**3.9**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	3	■ 0.9	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	33	69.4	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	105	■ 3.0	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	57	■ 8.8	Hong Kong SAR	0.0
Tariff peaks, %	95	■ 10.8	Multiple economies (23)	0.0
Specific tariffs, %	102	■ 10.6	Multiple economies (49)	0.0
Distinct tariffs, number	104	■ 1,592	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	39	■ 64.6	Hong Kong SAR	100.0
1.05 Tariffs faced, %	79	■ 5.7	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	89	■ 9.7	Malawi	93.8
2nd pillar: Efficiency of customs administration	**75**	**4.0**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	75	■ 4.0	Singapore	6.2
2.02 Customs services index, 0–12 (best)	71	■ 6.5	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**39**	**5.1**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	27	■ 3.3	Singapore	4.1
3.02 No. of days to import	66	■ 18	Singapore	4.0
3.03 No. of documents to import	5	■ 4	France	2.0
3.04 Cost to import, US$ per container	62	■ 1,245	Malaysia	435.0
3.05 No. of days to export	79	■ 20	Multiple economies (4)	5.0
3.06 No. of documents to export	8	■ 4	France	2.0
3.07 Cost to export, US$ per container	78	■ 1,245	Malaysia	450.0
4th pillar: Transparency of border administration	**56**	**3.7**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	54	■ 4.1	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	57	■ 3.9	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**31**	**5.1**	**France**	**6.3**
5.01 Airport density, number per million pop.	57	■ 0.7	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	9	■ 95.3	United States	100.0
5.03 Paved roads, % of total	1	■ 100.0	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	66	■ 4.6	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	45	■ 3.5	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	54	■ 4.2	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	75	■ 3.9	Singapore	6.8
6th pillar: Availability and quality of transport services	**18**	**4.8**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	13	■ 70.2	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	19	■ 3.5	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	21	■ 3.6	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	20	■ 3.7	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	18	■ 4.0	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	78	■ 4.5	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	31	■ 0.4	Jamaica	0.7
7th pillar: Availability and use of ICTs	**32**	**5.0**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	67	■ 5.0	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	10	■ 149.6	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	27	■ 21.9	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	46	■ 0.6	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	40	■ 53.7	Iceland	95.0
8th pillar: Regulatory environment	**80**	**3.6**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	57	■ 4.1	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	75	■ 3.0	Singapore	6.5
8.03 Undue influence, 1–7 (best)	74	■ 3.2	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	127	■ 2.6	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	77	■ 4.1	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	81	■ 3.3	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	62	■ 4.6	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	46	■ 4.4	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	99	■ 4.2	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	109	■ 3.7	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	15	■ 82.9	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	70	■ 3.8	Hong Kong SAR	5.6
9th pillar: Physical security	**57**	**5.0**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	35	■ 5.1	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	85	■ 4.5	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	68	■ 5.5	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Jamaica

Key indicators

Population (millions), 2010 .... 2.7
GDP (US$ billions), 2010.. 13.4
FDI inflows (US$ millions), 2010.. 201
Imports and exports as share (%) of world total, 2010......................0.03

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010 7,008		4,017
Services trade (US$ millions), 2010 1,813		2,680
Merchandise trade (US$ millions), 2010 5,195		1,337
Agriculture (% of merchandise trade), 2010................. 18.82		23.63
Fuels and mining (% of merchandise trade), 2010.......30.98		62.45
Manufactures (% of merchandise trade), 2010............48.94		11.76

Trade and FDI inflows, percent of GDP
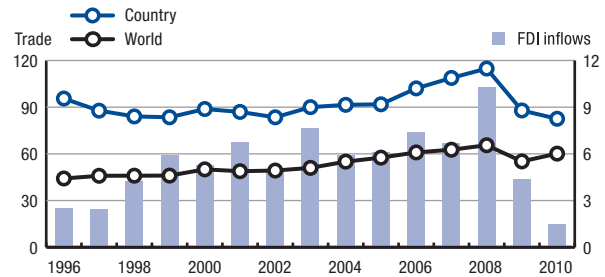
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**79**	**3.9**
2010 Index	74	3.9
Subindex A: Market access	**58**	**4.1**
1st pillar: Domestic and foreign market access	58	4.1
Subindex B: Border administration	**69**	**3.9**
2nd pillar: Efficiency of customs administration	54	4.4
3rd pillar: Efficiency of import-export procedures	84	4.3
4th pillar: Transparency of border administration..............	79	3.0
Subindex C: Transport & communications infrastructure.....	**61**	**3.9**
5th pillar: Availability and quality of transport infrastructure...............	45	4.7
6th pillar: Availability and quality of transport services	74	3.5
7th pillar: Availability and use of ICTs	78	3.5
Subindex D: Business environment	**105**	**3.6**
8th pillar: Regulatory environment	69	3.7
9th pillar: Physical security..	118	3.6
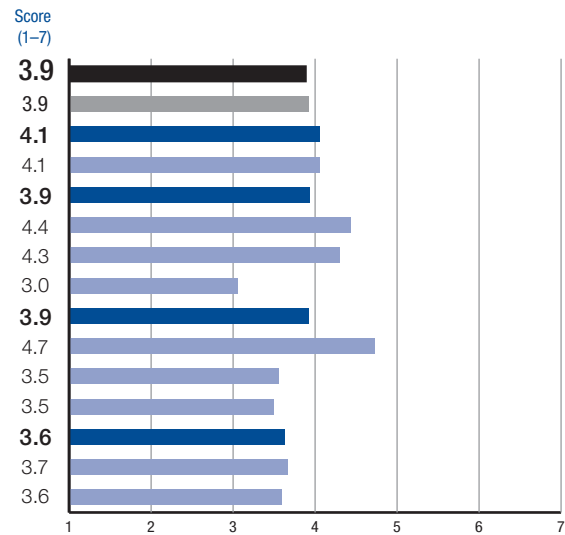
The most problematic factors for trade

Most problematic factors for exporting
Percent of responses

Identifying potential markets and buyers 17.1
Access to imported inputs at competitive prices............................14.5
Access to trade finance 12.9
Difficulties in meeting quality/quantity requirements of buyers 12.7
Technical requirements and standards abroad................................11.4
Inappropriate production technology and skills 9.0
High cost or delays caused by domestic transportation 6.8
Burdensome procedures and corruption at foreign borders...........5.8
Rules of origin requirements abroad..5.2
High cost or delays caused by international transportation..............4.6
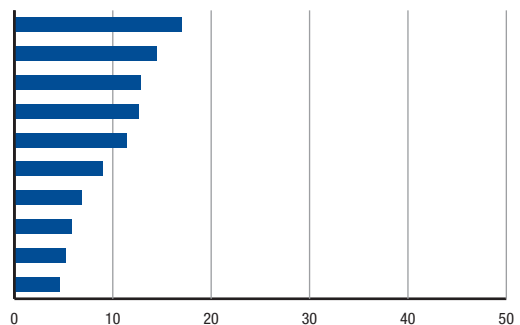
Most problematic factors for importing
Percent of responses

Burdensome import procedures...27.1
Tariffs and non-tariff barriers..21.1
Crime and theft..14.0
Corruption at the border 13.4
High cost or delays caused by international transportation.............10.4
Domestic technical requirements and standards 8.0
High cost or delays caused by domestic transportation 5.7
Inappropriate telecommunications infrastructure.............................0.3
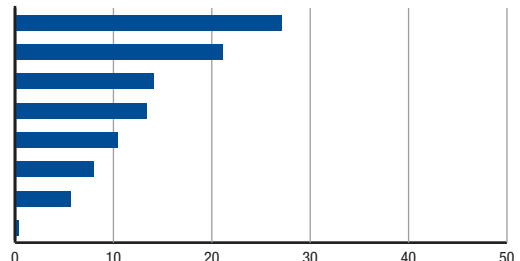
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Jamaica

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**58**	**4.1**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	85	■ 8.1	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	72	■ 5.5	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	107	■ 11.9	Hong Kong SAR	0.0
	Tariff peaks, %	121	■ 11.0	Multiple economies (23)	0.0
	Specific tariffs, %	1	■ 0.0	Multiple economies (49)	0.0
	Distinct tariffs, number	34	■ 11	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	79	■ 54.6	Hong Kong SAR	100.0
1.05	Tariffs faced, %	111	■ 5.8	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	26	■ 49.9	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**54**	**4.4**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	88	■ 3.7	Singapore	6.2
2.02	Customs services index, 0–12 (best)	36	■ 8.7	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**84**	**4.3**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	111	■ 2.2	Singapore	4.1
3.02	No. of days to import	80	■ 22	Singapore	4.0
3.03	No. of documents to import	37	■ 6	France	2.0
3.04	Cost to import, US$ per container	74	■ 1,420	Malaysia	435.0
3.05	No. of days to export	83	■ 21	Multiple economies (4)	5.0
3.06	No. of documents to export	47	■ 6	France	2.0
3.07	Cost to export, US$ per container	86	■ 1,410	Malaysia	450.0
	4th pillar: Transparency of border administration	**79**	**3.0**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	87	■ 3.1	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	71	■ 3.3	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**45**	**4.7**	**France**	**6.3**
5.01	Airport density, number per million pop.	32	■ 1.1	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	25	■ 80.7	United States	100.0
5.03	Paved roads, % of total	52	■ 73.3	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	38	■ 5.5	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	122	■ 1.3	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	68	■ 3.8	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	27	■ 5.3	Singapore	6.8
	6th pillar: Availability and quality of transport services	**74**	**3.5**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	40	■ 28.2	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	112	■ 2.4	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	117	■ 2.2	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	108	■ 2.4	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	101	■ 2.9	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	107	■ 3.6	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	1	■ 0.7	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**78**	**3.5**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	62	■ 5.0	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	43	■ 116.1	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	71	■ 4.3	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	108	■ 0.3	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	83	■ 26.1	Iceland	95.0
	8th pillar: Regulatory environment	**69**	**3.7**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	62	■ 4.0	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	74	■ 3.0	Singapore	6.5
8.03	Undue influence, 1–7 (best)	60	■ 3.4	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	88	■ 3.2	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	67	■ 4.2	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	75	■ 3.3	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	78	■ 4.5	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	102	■ 3.6	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	49	■ 5.0	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	53	■ 4.8	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	89	■ 58.2	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	76	■ 3.7	Hong Kong SAR	5.6
	9th pillar: Physical security	**118**	**3.6**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	93	■ 3.5	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	130	■ 1.9	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	80	■ 5.3	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Japan

Key indicators

Population (millions), 2010 .... 126.5
GDP (US$ billions), 2010.. 5,458.8
FDI inflows (US$ millions), 2010.. −1,251
Imports and exports as share (%) of world total, 2010...................... 4.65

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010	849,852	908,714
Services trade (US$ millions), 2010	155,800	138,875
Merchandise trade (US$ millions), 2010	694,052	769,839
Agriculture (% of merchandise trade), 2010..................	11.16	1.32
Fuels and mining (% of merchandise trade), 2010.......	36.71	4.27
Manufactures (% of merchandise trade), 2010............	50.01	88.37

Trade and FDI inflows, percent of GDP
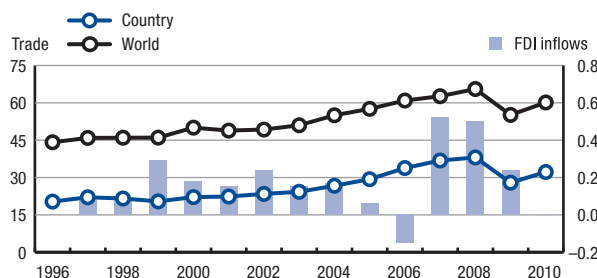
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**18**	**5.1**
2010 Index	25	4.8
Subindex A: Market access	**98**	**3.8**
1st pillar: Domestic and foreign market access	98	3.8
Subindex B: Border administration	**8**	**5.8**
2nd pillar: Efficiency of customs administration	13	5.7
3rd pillar: Efficiency of import-export procedures	16	5.8
4th pillar: Transparency of border administration	13	6.0
Subindex C: Transport & communications infrastructure	**14**	**5.5**
5th pillar: Availability and quality of transport infrastructure	18	5.6
6th pillar: Availability and quality of transport services	6	5.4
7th pillar: Availability and use of ICTs	20	5.5
Subindex D: Business environment	**26**	**5.2**
8th pillar: Regulatory environment	23	4.8
9th pillar: Physical security..	31	5.6
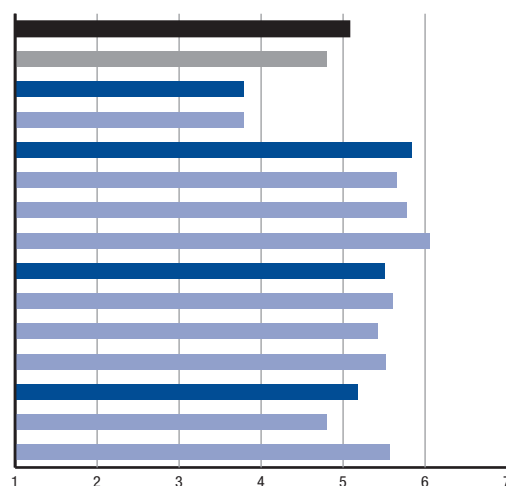
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers	26.8
Technical requirements and standards abroad.................	10.9
Difficulties in meeting quality/quantity requirements of buyers	10.6
High cost or delays caused by international transportation..........	10.2
Access to imported inputs at competitive prices..............	10.2
Burdensome procedures and corruption at foreign borders	8.7
Rules of origin requirements abroad..............................	8.6
High cost or delays caused by domestic transportation	8.4
Inappropriate production technology and skills..................	3.1
Access to trade finance	2.5
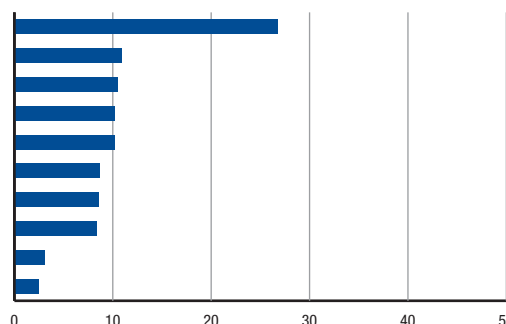
Most problematic factors for importing

Percent of responses

Tariffs and non-tariff barriers.......................................	23.7
Domestic technical requirements and standards	22.9
Burdensome import procedures...................................	20.4
High cost or delays caused by international transportation..........	16.8
High cost or delays caused by domestic transportation	13.8
Inappropriate telecommunications infrastructure.............	1.2
Crime and theft...	0.7
Corruption at the border	0.5
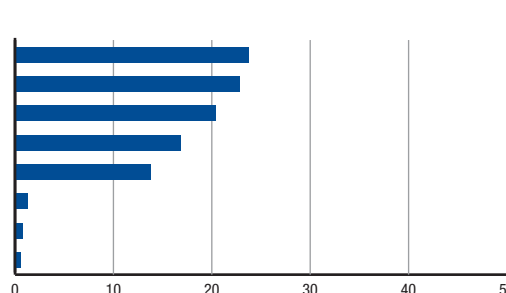
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Japan

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage** ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**98**	**3.8**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	35	2.3	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	29	63.2	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	99	3.7	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	117	15.2	Hong Kong SAR	0.0
Tariff peaks, %	93	10.1	Multiple economies (23)	0.0
Specific tariffs, %	96	6.5	Multiple economies (49)	0.0
Distinct tariffs, number	99	742	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	20	78.2	Hong Kong SAR	100.0
1.05 Tariffs faced, %	131	6.2	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	131	0.6	Malawi	93.8
2nd pillar: Efficiency of customs administration	**13**	**5.7**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	35	4.7	Singapore	6.2
2.02 Customs services index, 0–12 (best)	9	11.3	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**16**	**5.8**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	11	3.7	Singapore	4.1
3.02 No. of days to import	28	11	Singapore	4.0
3.03 No. of documents to import	18	5	France	2.0
3.04 Cost to import, US$ per container	42	970	Malaysia	435.0
3.05 No. of days to export	27	10	Multiple economies (4)	5.0
3.06 No. of documents to export	2	3	France	2.0
3.07 Cost to export, US$ per container	44	880	Malaysia	450.0
4th pillar: Transparency of border administration	**13**	**6.0**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	6	6.3	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	15	8.0	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**18**	**5.6**	**France**	**6.3**
5.01 Airport density, number per million pop.	62	0.6	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	15	88.0	United States	100.0
5.03 Paved roads, % of total	46	79.6	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	47	5.2	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	2	6.5	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	16	5.8	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	30	5.2	Singapore	6.8
6th pillar: Availability and quality of transport services	**6**	**5.4**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	14	67.8	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	14	3.6	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	9	4.0	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	9	4.0	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	6	4.2	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	1	6.8	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	10	0.5	Jamaica	0.7
7th pillar: Availability and use of ICTs	**20**	**5.5**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	13	6.0	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	74	95.4	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	17	26.9	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	9	0.9	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	17	78.2	Iceland	95.0
8th pillar: Regulatory environment	**23**	**4.8**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	19	5.5	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	25	4.9	Singapore	6.5
8.03 Undue influence, 1–7 (best)	10	5.3	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	39	4.0	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	32	4.6	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	30	4.2	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	83	4.5	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	95	3.7	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	86	4.5	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	81	4.5	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	49	71.0	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	4	5.3	Hong Kong SAR	5.6
9th pillar: Physical security	**31**	**5.6**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	22	5.9	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	34	5.5	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	76	5.4	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Jordan

Key indicators

Population (millions), 2010 .... 6.2
GDP (US$ billions), 2010.. 26.4
FDI inflows (US$ millions), 2010..1,704
Imports and exports as share (%) of world total, 2010......................0.08

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010	19,566	11,810
Services trade (US$ millions), 2010	4,164	4,782
Merchandise trade (US$ millions), 2010	15,402	7,028
Agriculture (% of merchandise trade), 2010..................	17.41	16.17
Fuels and mining (% of merchandise trade), 2010........	24.19	8.16
Manufactures (% of merchandise trade), 2010............	55.82	72.60
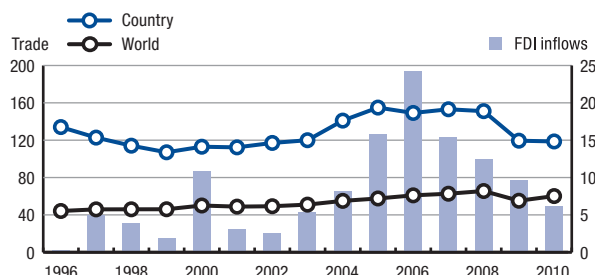
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	42	4.4
2010 Index	39	4.6
Subindex A: Market access	36	4.5
1st pillar: Domestic and foreign market access	36	4.5
Subindex B: Border administration...........................	50	4.4
2nd pillar: Efficiency of customs administration..................	65	4.2
3rd pillar: Efficiency of import-export procedures	59	4.8
4th pillar: Transparency of border administration................	43	4.1
Subindex C: Transport & communications infrastructure.....	58	4.0
5th pillar: Availability and quality of transport infrastructure...............	44	4.7
6th pillar: Availability and quality of transport services	73	3.6
7th pillar: Availability and use of ICTs..................................	71	3.6
Subindex D: Business environment	35	4.8
8th pillar: Regulatory environment	44	4.1
9th pillar: Physical security...	32	5.5
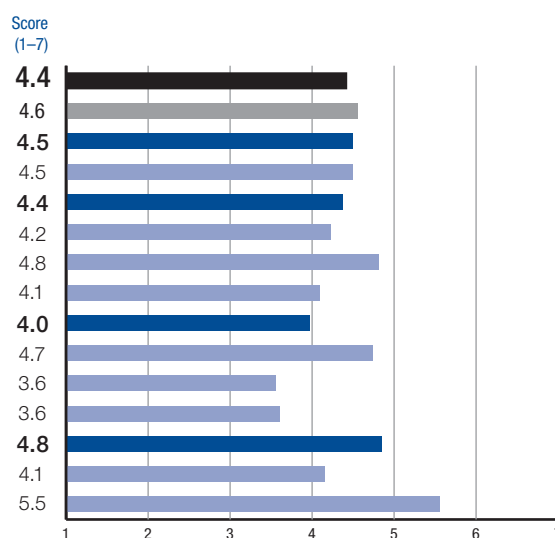
The most problematic factors for trade

Most problematic factors for exporting
Percent of responses

Access to imported inputs at competitive prices...............................	15.5
Identifying potential markets and buyers	15.3
Access to trade finance	12.2
Technical requirements and standards abroad..................................	11.3
Difficulties in meeting quality/quantity requirements of buyers	8.9
High cost or delays caused by domestic transportation	8.8
High cost or delays caused by international transportation.................	7.8
Rules of origin requirements abroad..	7.6
Inappropriate production technology and skills	7.4
Burdensome procedures and corruption at foreign borders	5.0
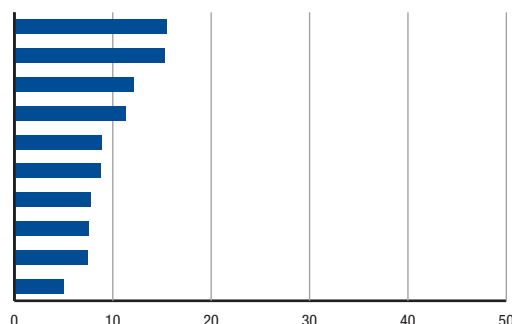
Most problematic factors for importing
Percent of responses

Tariffs and non-tariff barriers..	24.8
Burdensome import procedures...	18.1
Domestic technical requirements and standards	16.9
High cost or delays caused by international transportation...............	16.5
High cost or delays caused by domestic transportation	14.4
Corruption at the border	5.4
Inappropriate telecommunications infrastructure..............................	3.0
Crime and theft	1.0
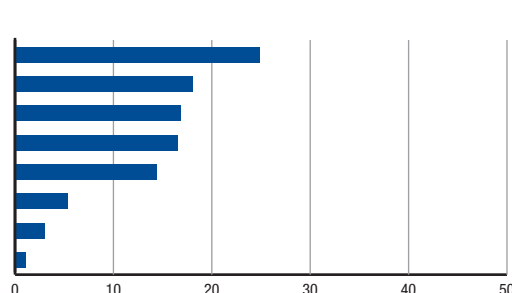
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Jordan

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**36**	**4.5**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	98	10.1	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	55	6.3	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	119	16.3	Hong Kong SAR	0.0
	Tariff peaks, %	34	0.6	Multiple economies (23)	0.0
	Specific tariffs, %	58	0.2	Multiple economies (49)	0.0
	Distinct tariffs, number	62	30	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	69	59.1	Hong Kong SAR	100.0
1.05	Tariffs faced, %	29	5.3	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	22	53.3	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**65**	**4.2**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	52	4.4	Singapore	6.2
2.02	Customs services index, 0–12 (best)	68	6.8	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**59**	**4.8**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	106	2.3	Singapore	4.1
3.02	No. of days to import	48	15	Singapore	4.0
3.03	No. of documents to import	52	7	France	2.0
3.04	Cost to import, US$ per container	71	1,335	Malaysia	435.0
3.05	No. of days to export	43	13	Multiple economies (4)	5.0
3.06	No. of documents to export	47	6	France	2.0
3.07	Cost to export, US$ per container	35	825	Malaysia	450.0
	4th pillar: Transparency of border administration	**43**	**4.1**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	45	4.5	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	44	4.5	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**44**	**4.7**	**France**	**6.3**
5.01	Airport density, number per million pop.	74	0.5	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	60	71.2	United States	100.0
5.03	Paved roads, % of total	1	100.0	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	31	5.6	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	115	1.5	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	43	4.6	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	58	4.3	Singapore	6.8
	6th pillar: Availability and quality of transport services	**73**	**3.6**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	65	16.7	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	63	2.9	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	119	2.2	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	100	2.5	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	100	2.9	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	44	5.4	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	n/a	n/a	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**71**	**3.6**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	71	4.9	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	54	107.0	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	75	3.2	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	89	0.4	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	65	38.0	Iceland	95.0
	8th pillar: Regulatory environment	**44**	**4.1**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	36	4.9	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	45	3.9	Singapore	6.5
8.03	Undue influence, 1–7 (best)	46	3.8	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	56	3.7	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	49	4.4	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	52	3.7	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	70	4.5	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	106	3.6	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	64	4.7	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	54	4.8	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	62	66.2	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	44	4.3	Hong Kong SAR	5.6
	9th pillar: Physical security	**32**	**5.5**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	28	5.6	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	29	5.6	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	72	5.4	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Kazakhstan

Key indicators

Population (millions), 2010 .... 16.0
GDP (US$ billions), 2010.. 148.0
FDI inflows (US$ millions), 2010.. 9,961
Imports and exports as share (%) of world total, 2010...................... 0.27

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010	40,888	63,103
Services trade (US$ millions), 2010	11,128	3,886
Merchandise trade (US$ millions), 2010	29,760	59,217
Agriculture (% of merchandise trade), 2010.................	10.24	3.55
Fuels and mining (% of merchandise trade), 2010.......	16.21	82.86
Manufactures (% of merchandise trade), 2010............	73.38	12.10
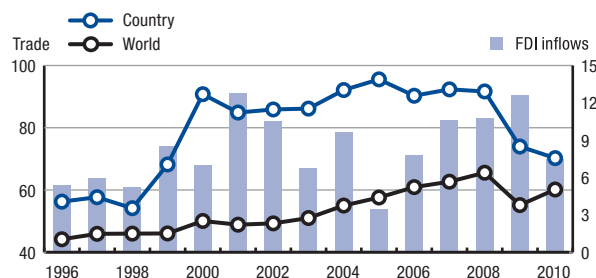
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**105**	**3.5**
2010 Index	88	3.7
Subindex A: Market access	**120**	**3.2**
1st pillar: Domestic and foreign market access	120	3.2
Subindex B: Border administration	**127**	**2.6**
2nd pillar: Efficiency of customs administration	107	3.1
3rd pillar: Efficiency of import-export procedures	130	1.6
4th pillar: Transparency of border administration	76	3.1
Subindex C: Transport & communications infrastructure	**45**	**4.3**
5th pillar: Availability and quality of transport infrastructure	48	4.7
6th pillar: Availability and quality of transport services	57	3.8
7th pillar: Availability and use of ICTs	47	4.4
Subindex D: Business environment	**89**	**3.9**
8th pillar: Regulatory environment	99	3.4
9th pillar: Physical security.....................................	88	4.4
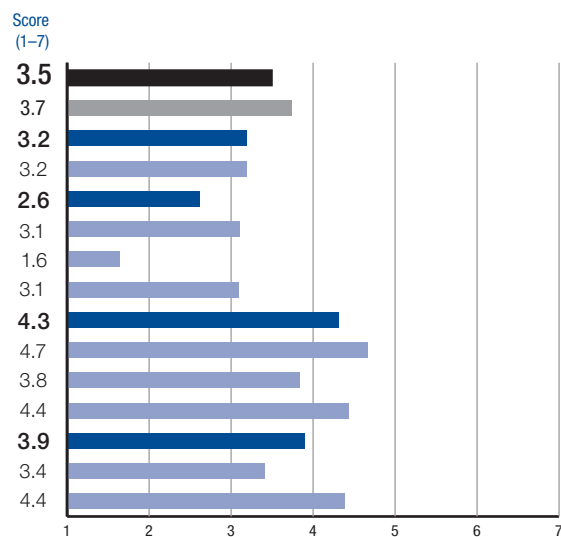
The most problematic factors for trade

Most problematic factors for exporting
Percent of responses

Identifying potential markets and buyers 16.0
Inappropriate production technology and skills 12.9
Difficulties in meeting quality/quantity requirements of buyers 12.2
Access to imported inputs at competitive prices................ 11.1
High cost or delays caused by domestic transportation 10.9
Access to trade finance 9.9
Technical requirements and standards abroad.................... 9.0
High cost or delays caused by international transportation............ 8.3
Burdensome procedures and corruption at foreign borders 5.8
Rules of origin requirements abroad.............................. 3.9
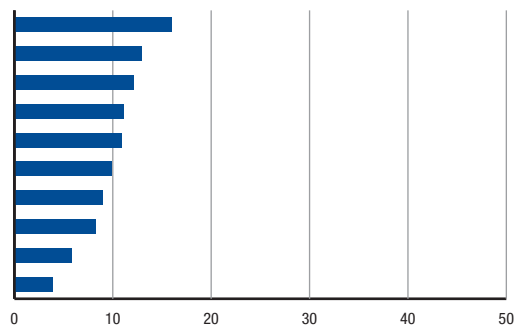
Most problematic factors for importing
Percent of responses

Tariffs and non-tariff barriers... 22.5
Burdensome import procedures.................................... 17.9
High cost or delays caused by international transportation............ 16.3
Corruption at the border 14.3
High cost or delays caused by domestic transportation 10.7
Domestic technical requirements and standards 8.5
Inappropriate telecommunications infrastructure................ 7.8
Crime and theft 2.0
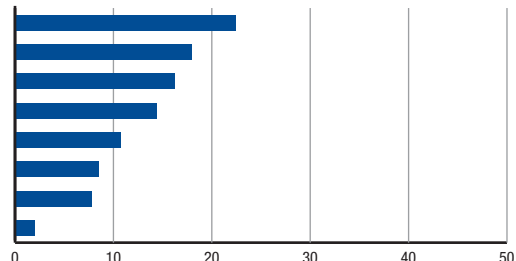
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Kazakhstan

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage** ■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**120**	**3.2**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	96	9.6	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	104	3.3	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	88	9.8	Hong Kong SAR	0.0
	Tariff peaks, %	64	3.3	Multiple economies (23)	0.0
	Specific tariffs, %	130	17.2	Multiple economies (49)	0.0
	Distinct tariffs, number	130	1,930	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	86	45.9	Hong Kong SAR	100.0
1.05	Tariffs faced, %	65	5.6	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	73	21.4	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**107**	**3.1**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	98	3.5	Singapore	6.2
2.02	Customs services index, 0–12 (best)	97	4.3	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**130**	**1.6**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	72	2.6	Singapore	4.1
3.02	No. of days to import	127	62	Singapore	4.0
3.03	No. of documents to import	131	12	France	2.0
3.04	Cost to import, US$ per container	122	3,290	Malaysia	435.0
3.05	No. of days to export	131	76	Multiple economies (4)	5.0
3.06	No. of documents to export	119	9	France	2.0
3.07	Cost to export, US$ per container	126	3,130	Malaysia	450.0
	4th pillar: Transparency of border administration	**76**	**3.1**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	68	3.6	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	97	2.7	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**48**	**4.7**	**France**	**6.3**
5.01	Airport density, number per million pop.	29	1.2	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	n/a	n/a	United States	100.0
5.03	Paved roads, % of total	31	89.9	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	95	3.9	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	34	3.9	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	116	2.5	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	96	3.6	Singapore	6.8
	6th pillar: Availability and quality of transport services	**57**	**3.8**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	n/a	n/a	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	92	2.7	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	74	2.8	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	70	2.8	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	118	2.7	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	65	4.7	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	n/a	n/a	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**47**	**4.4**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	41	5.3	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	37	121.1	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	51	8.9	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	21	0.8	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	73	34.0	Iceland	95.0
	8th pillar: Regulatory environment	**99**	**3.4**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	101	3.3	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	68	3.2	Singapore	6.5
8.03	Undue influence, 1–7 (best)	105	2.7	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	66	3.6	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	71	4.2	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	105	3.0	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	102	4.2	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	89	3.8	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	102	4.1	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	86	4.3	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	78	60.4	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	95	3.2	Hong Kong SAR	5.6
	9th pillar: Physical security	**88**	**4.4**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	103	3.3	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	84	4.5	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	75	5.4	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

Kenya

Key indicators

Population (millions), 2010 .... 40.5
GDP (US$ billions), 2010.. 32.1
FDI inflows (US$ millions), 2010.. 133
Imports and exports as share (%) of world total, 2010...................... 0.06

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010	13,917	8,082
Services trade (US$ millions), 2010	1,827	2,931
Merchandise trade (US$ millions), 2010	12,090	5,151
Agriculture (% of merchandise trade), 2010................	13.13	55.55
Fuels and mining (% of merchandise trade), 2010.......	22.76	5.98
Manufactures (% of merchandise trade), 2010............	59.22	32.77
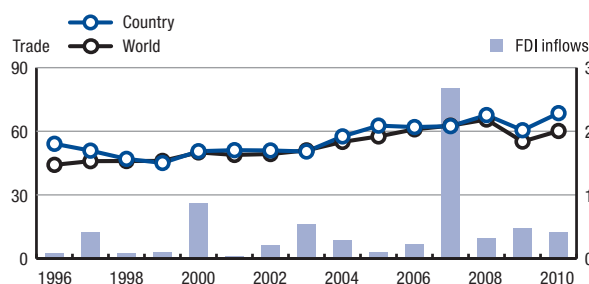
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**103**	**3.5**
2010 Index	105	3.5
Subindex A: Market access	**37**	**4.5**
1st pillar: Domestic and foreign market access	37	4.5
Subindex B: Border administration...........................	**119**	**2.8**
2nd pillar: Efficiency of customs administration................................	129	2.6
3rd pillar: Efficiency of import-export procedures	110	3.3
4th pillar: Transparency of border administration..............................	121	2.4
Subindex C: Transport & communications infrastructure	**99**	**3.2**
5th pillar: Availability and quality of transport infrastructure...............	87	3.7
6th pillar: Availability and quality of transport services	109	3.0
7th pillar: Availability and use of ICTs...	95	3.0
Subindex D: Business environment	**108**	**3.6**
8th pillar: Regulatory environment	75	3.6
9th pillar: Physical security...	120	3.6
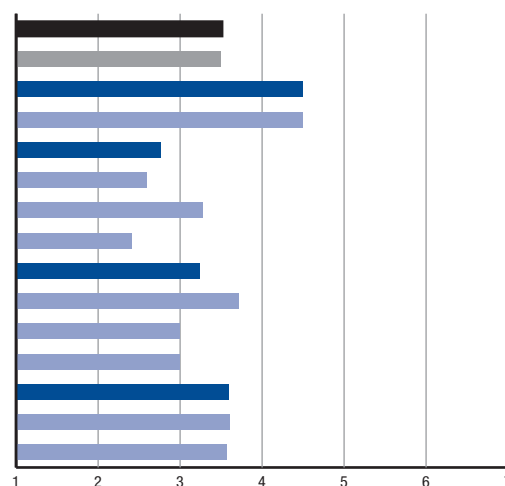
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers	14.8
Access to trade finance	14.4
Burdensome procedures and corruption at foreign borders	11.7
Access to imported inputs at competitive prices....................................	9.6
High cost or delays caused by domestic transportation	9.4
Difficulties in meeting quality/quantity requirements of buyers.....................	9.4
High cost or delays caused by international transportation..........................	8.8
Rules of origin requirements abroad..	8.1
Technical requirements and standards abroad....................................	7.8
Inappropriate production technology and skills	6.2
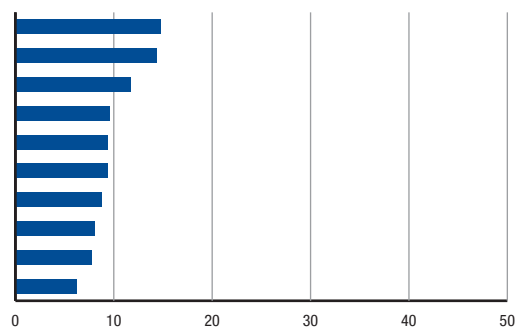
Most problematic factors for importing

Percent of responses

Corruption at the border	20.9
Burdensome import procedures..	18.8
Tariffs and non-tariff barriers..	17.6
Crime and theft	12.4
Domestic technical requirements and standards	8.4
High cost or delays caused by domestic transportation	8.2
High cost or delays caused by international transportation.........................	8.2
Inappropriate telecommunications infrastructure.............................	5.6
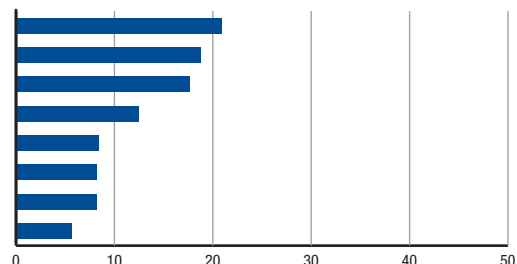
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Kenya

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**37**	**4.5**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	94	9.0	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	46	6.5	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	101	11.6	Hong Kong SAR	0.0
	Tariff peaks, %	40	0.8	Multiple economies (23)	0.0
	Specific tariffs, %	53	0.1	Multiple economies (49)	0.0
	Distinct tariffs, number	41	14	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	38	64.6	Hong Kong SAR	100.0
1.05	Tariffs faced, %	73	5.7	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	17	55.7	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**129**	**2.6**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	113	3.3	Singapore	6.2
2.02	Customs services index, 0–12 (best)	114	2.8	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**110**	**3.3**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	122	2.1	Singapore	4.1
3.02	No. of days to import	86	24	Singapore	4.0
3.03	No. of documents to import	52	7	France	2.0
3.04	Cost to import, US$ per container	110	2,190	Malaysia	435.0
3.05	No. of days to export	102	26	Multiple economies (4)	5.0
3.06	No. of documents to export	95	8	France	2.0
3.07	Cost to export, US$ per container	115	2,055	Malaysia	450.0
	4th pillar: Transparency of border administration	**121**	**2.4**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	116	2.5	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	120	2.2	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**87**	**3.7**	**France**	**6.3**
5.01	Airport density, number per million pop.	83	0.4	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	57	72.0	United States	100.0
5.03	Paved roads, % of total	110	14.1	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	57	4.9	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	76	2.4	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	65	3.9	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	83	3.8	Singapore	6.8
	6th pillar: Availability and quality of transport services	**109**	**3.0**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	71	12.0	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	88	2.7	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	106	2.4	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	115	2.3	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	106	2.9	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	96	3.9	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	47	0.1	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**95**	**3.0**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	66	5.0	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	107	61.6	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	126	0.0	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	82	0.4	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	84	25.9	Iceland	95.0
	8th pillar: Regulatory environment	**75**	**3.6**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	94	3.4	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	109	2.5	Singapore	6.5
8.03	Undue influence, 1–7 (best)	100	2.7	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	83	3.3	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	92	4.0	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	31	4.2	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	57	4.6	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	66	4.2	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	60	4.8	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	69	4.6	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	68	64.9	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	54	4.0	Hong Kong SAR	5.6
	9th pillar: Physical security	**120**	**3.6**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	107	3.2	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	110	3.5	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	123	4.0	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Korea, Rep.

Key indicators

Population (millions), 2010 .... 48.2
GDP (US$ billions), 2010...1,014.5
FDI inflows (US$ millions), 2010................................... 6,873
Imports and exports as share (%) of world total, 2010......................2.82

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010 518,190		547,953
Services trade (US$ millions), 2010 92,978		81,570
Merchandise trade (US$ millions), 2010 425,212		466,384
Agriculture (% of merchandise trade), 2010................... 6.26		2.02
Fuels and mining (% of merchandise trade), 2010.......36.90		9.05
Manufactures (% of merchandise trade), 2010............56.35		88.24
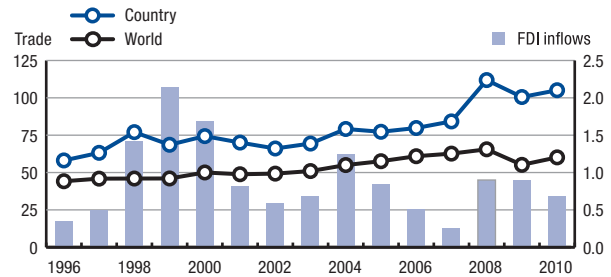
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**34**	**4.6**
2010 Index	27	4.7
Subindex A: Market access...................................	**115**	**3.4**
1st pillar: Domestic and foreign market access.................................	115	3.4
Subindex B: Border administration........................	**25**	**5.2**
2nd pillar: Efficiency of customs administration..................................	30	5.0
3rd pillar: Efficiency of import-export procedures	5	6.2
4th pillar: Transparency of border administration................................	40	4.4
Subindex C: Transport & communications infrastructure......	**11**	**5.6**
5th pillar: Availability and quality of transport infrastructure...............	21	5.5
6th pillar: Availability and quality of transport services	14	5.0
7th pillar: Availability and use of ICTs....................................	5	6.2
Subindex D: Business environment	**57**	**4.4**
8th pillar: Regulatory environment	59	3.8
9th pillar: Physical security..	53	5.1
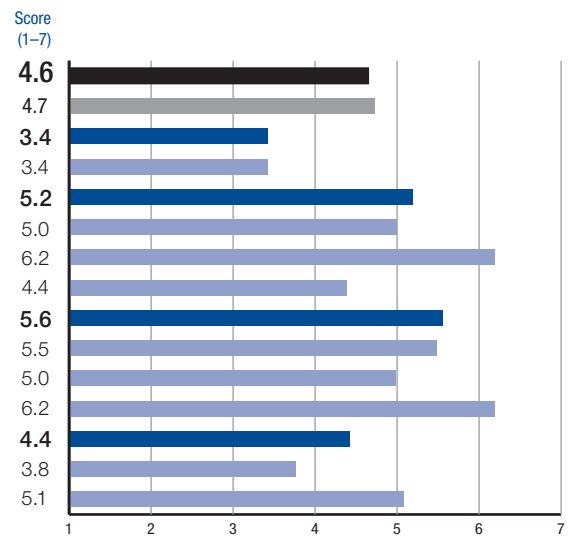
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers 20.9
Access to imported inputs at competitive prices............................... 15.1
Difficulties in meeting quality/quantity requirements of buyers 14.9
Technical requirements and standards abroad................................13.8
Access to trade finance 8.6
Burdensome procedures and corruption at foreign borders 7.7
Inappropriate production technology and skills 7.1
High cost or delays caused by international transportation............................. 4.3
Rules of origin requirements abroad.. 3.9
High cost or delays caused by domestic transportation 3.6
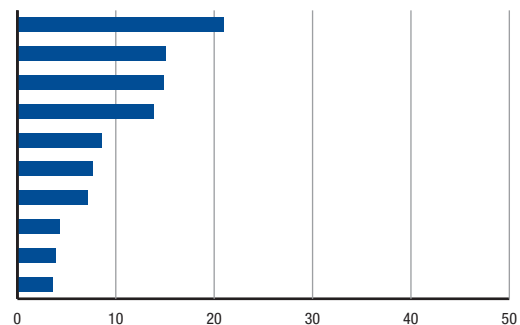
Most problematic factors for importing

Percent of responses

Burdensome import procedures..24.7
Tariffs and non-tariff barriers...24.6
High cost or delays caused by international transportation............................ 17.7
Domestic technical requirements and standards 17.1
High cost or delays caused by domestic transportation 10.0
Corruption at the border.. 3.0
Inappropriate telecommunications infrastructure...2.7
Crime and theft 0.3
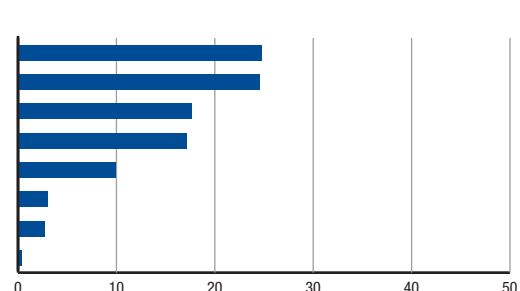
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Korea, Rep.

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**115**	**3.4**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	89 ■	8.5	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	83 ■	4.9	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	131 ■	41.8	Hong Kong SAR	0.0
	Tariff peaks, %	59 ■	2.7	Multiple economies (23)	0.0
	Specific tariffs, %	73 ■	0.7	Multiple economies (49)	0.0
	Distinct tariffs, number	76 ■	170	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	85 ■	46.1	Hong Kong SAR	100.0
1.05	Tariffs faced, %	78 ■	5.7	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	123 ■	5.6	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**30**	**5.0**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	47 ■	4.4	Singapore	6.2
2.02	Customs services index, 0–12 (best)	21 ■	9.5	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**5**	**6.2**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	23 ■	3.4	Singapore	4.1
3.02	No. of days to import	11 ■	7	Singapore	4.0
3.03	No. of documents to import	2 ■	3	France	2.0
3.04	Cost to import, US$ per container	13 ■	695	Malaysia	435.0
3.05	No. of days to export	8 ■	7	Multiple economies (4)	5.0
3.06	No. of documents to export	2 ■	3	France	2.0
3.07	Cost to export, US$ per container	19 ■	680	Malaysia	450.0
	4th pillar: Transparency of border administration	**40**	**4.4**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	43 ■	4.5	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	35 ■	5.4	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**21**	**5.5**	**France**	**6.3**
5.01	Airport density, number per million pop.	94 ■	0.3	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	12 ■	93.2	United States	100.0
5.03	Paved roads, % of total	47 ■	78.5	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	25 ■	5.9	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	8 ■	5.7	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	17 ■	5.8	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	23 ■	5.5	Singapore	6.8
	6th pillar: Availability and quality of transport services	**14**	**5.0**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	6 ■	92.0	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	12 ■	3.7	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	22 ■	3.6	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	22 ■	3.7	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	21 ■	4.0	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	15 ■	6.4	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	59 ■	0.0	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**5**	**6.2**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	2 ■	6.4	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	57 ■	105.4	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	4 ■	35.7	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	1 ■	1.0	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	10 ■	83.7	Iceland	95.0
	8th pillar: Regulatory environment	**59**	**3.8**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	47 ■	4.4	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	58 ■	3.4	Singapore	6.5
8.03	Undue influence, 1–7 (best)	73 ■	3.2	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	99 ■	3.1	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	52 ■	4.3	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	76 ■	3.3	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	86 ■	4.4	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	108 ■	3.5	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	100 ■	4.2	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	79 ■	4.5	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	33 ■	75.4	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	57 ■	4.0	Hong Kong SAR	5.6
	9th pillar: Physical security	**53**	**5.1**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	41 ■	4.9	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	58 ■	4.9	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	74 ■	5.4	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

Kuwait

## Key indicators

Population (millions), 2010 .... 2.7
GDP (US$ billions), 2010.. 132.6
FDI inflows (US$ millions), 2010............................... 81
Imports and exports as share (%) of world total, 2010...................... 0.29

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010	34,075	73,930
Services trade (US$ millions), 2010	11,628	6,917
Merchandise trade (US$ millions), 2010	22,446	67,014
Agriculture (% of merchandise trade), 2010................	13.68	0.50
Fuels and mining (% of merchandise trade), 2010.........	2.49	92.29
Manufactures (% of merchandise trade), 2010............	81.54	7.20
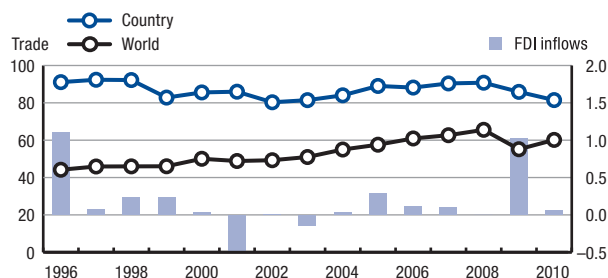
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**66**	**4.1**
2010 Index	65	4.0
Subindex A: Market access	**96**	**3.8**
1st pillar: Domestic and foreign market access	96	3.8
Subindex B: Border administration...........................	**78**	**3.8**
2nd pillar: Efficiency of customs administration...................	110	3.0
3rd pillar: Efficiency of import-export procedures	81	4.3
4th pillar: Transparency of border administration................	44	4.1
Subindex C: Transport & communications infrastructure.....	**70**	**3.8**
5th pillar: Availability and quality of transport infrastructure...............	64	4.3
6th pillar: Availability and quality of transport services	107	3.0
7th pillar: Availability and use of ICTs................................	55	4.1
Subindex D: Business environment	**36**	**4.8**
8th pillar: Regulatory environment	45	4.1
9th pillar: Physical security..	33	5.5
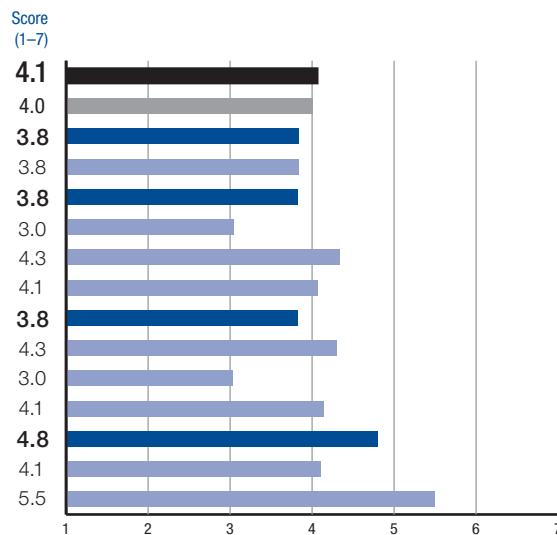
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers	19.1
Access to trade finance	17.7
Access to imported inputs at competitive prices................................	16.6
Inappropriate production technology and skills	9.0
Technical requirements and standards abroad...................................	8.3
Difficulties in meeting quality/quantity requirements of buyers........................	7.2
High cost or delays caused by domestic transportation	6.1
High cost or delays caused by international transportation.............................	5.8
Burdensome procedures and corruption at foreign borders	5.4
Rules of origin requirements abroad...	4.7
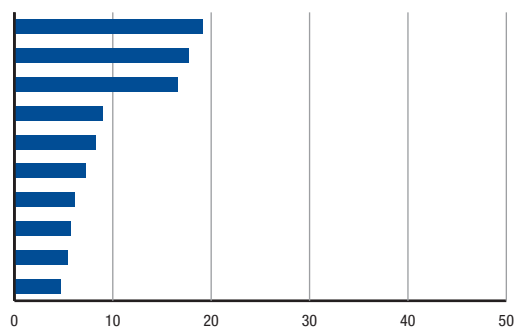
Most problematic factors for importing

Percent of responses

Tariffs and non-tariff barriers..	24.2
Burdensome import procedures...	23.4
High cost or delays caused by international transportation............................	11.7
High cost or delays caused by domestic transportation	11.4
Corruption at the border	10.9
Domestic technical requirements and standards	10.6
Inappropriate telecommunications infrastructure................................	6.7
Crime and theft	1.1
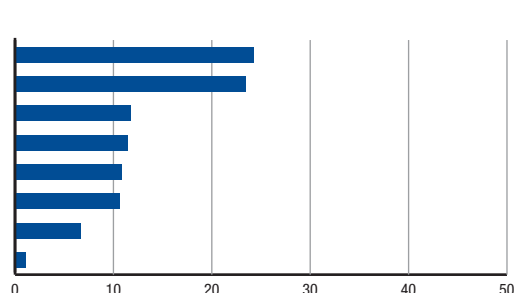
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Kuwait

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**96**	**3.8**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	57	4.6	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	18	6.7	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	14	5.6	Hong Kong SAR	0.0
	Tariff peaks, %	28	0.3	Multiple economies (23)	0.0
	Specific tariffs, %	60	0.3	Multiple economies (49)	0.0
	Distinct tariffs, number	55	22	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	111	19.3	Hong Kong SAR	100.0
1.05	Tariffs faced, %	66	5.6	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	120	6.7	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**110**	**3.0**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	66	4.1	Singapore	6.2
2.02	Customs services index, 0–12 (best)	112	3.0	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**81**	**4.3**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	54	2.7	Singapore	4.1
3.02	No. of days to import	71	19	Singapore	4.0
3.03	No. of documents to import	121	10	France	2.0
3.04	Cost to import, US$ per container	61	1,242	Malaysia	435.0
3.05	No. of days to export	59	16	Multiple economies (4)	5.0
3.06	No. of documents to export	80	7	France	2.0
3.07	Cost to export, US$ per container	61	1,085	Malaysia	450.0
	4th pillar: Transparency of border administration	**44**	**4.1**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	48	4.4	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	42	4.6	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**64**	**4.3**	**France**	**6.3**
5.01	Airport density, number per million pop.	91	0.4	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	100	50.6	United States	100.0
5.03	Paved roads, % of total	38	85.0	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	72	4.4	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	81	2.3	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	33	5.0	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	60	4.2	Singapore	6.8
	6th pillar: Availability and quality of transport services	**107**	**3.0**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	90	5.6	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	90	2.7	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	81	2.7	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	62	3.0	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	88	3.1	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	105	3.6	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	59	0.0	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**55**	**4.1**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	85	4.7	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	8	160.8	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	84	1.7	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	45	0.6	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	64	38.3	Iceland	95.0
	8th pillar: Regulatory environment	**45**	**4.1**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	42	4.6	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	48	3.8	Singapore	6.5
8.03	Undue influence, 1–7 (best)	36	4.2	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	65	3.6	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	39	4.5	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	38	4.1	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	119	3.7	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	25	4.7	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	125	3.1	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	123	3.2	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	112	48.1	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	39	4.4	Hong Kong SAR	5.6
	9th pillar: Physical security	**33**	**5.5**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	38	5.0	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	20	5.8	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	54	5.7	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Kyrgyz Republic

Key indicators

Population (millions), 2010 ....5.3
GDP (US$ billions), 2010.. 4.6
FDI inflows (US$ millions), 2010... 234
Imports and exports as share (%) of world total, 2010......................0.02

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010	4,138	2,438
Services trade (US$ millions), 2010	915	679
Merchandise trade (US$ millions), 2010	3,223	1,760
Agriculture (% of merchandise trade), 2010.................	18.05	12.81
Fuels and mining (% of merchandise trade), 2010........	27.37	8.24
Manufactures (% of merchandise trade), 2010.............	53.88	15.84

Trade and FDI inflows, percent of GDP
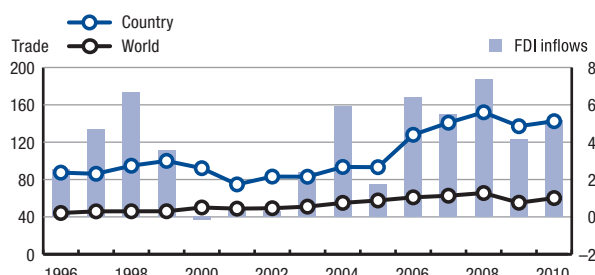
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**111**	**3.4**
2010 Index	100	3.6
Subindex A: Market access	**39**	**4.4**
1st pillar: Domestic and foreign market access	39	4.4
Subindex B: Border administration	**125**	**2.6**
2nd pillar: Efficiency of customs administration	82	3.8
3rd pillar: Efficiency of import-export procedures	127	1.9
4th pillar: Transparency of border administration	127	2.3
Subindex C: Transport & communications infrastructure	**98**	**3.3**
5th pillar: Availability and quality of transport infrastructure...............	81	3.8
6th pillar: Availability and quality of transport services	110	3.0
7th pillar: Availability and use of ICTs	91	3.1
Subindex D: Business environment	**116**	**3.4**
8th pillar: Regulatory environment	127	2.7
9th pillar: Physical security...	95	4.2
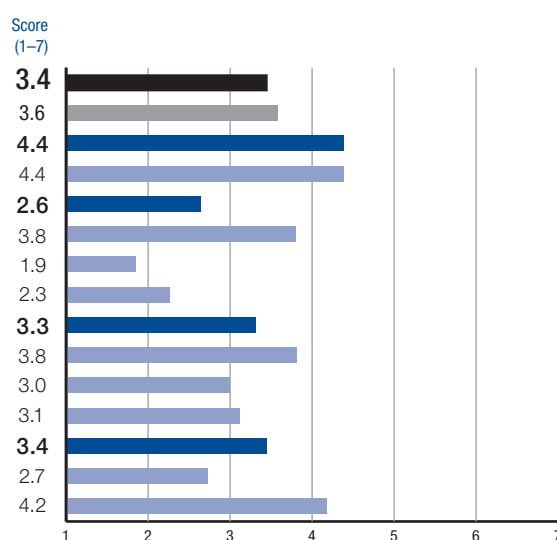
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Burdensome procedures and corruption at foreign borders	15.8
Inappropriate production technology and skills	15.0
Technical requirements and standards abroad..	14.5
Identifying potential markets and buyers	12.5
Difficulties in meeting quality/quantity requirements of buyers	10.4
Access to trade finance	9.4
High cost or delays caused by international transportation..............................	8.4
Access to imported inputs at competitive prices..	6.8
Rules of origin requirements abroad...	4.0
High cost or delays caused by domestic transportation	3.2
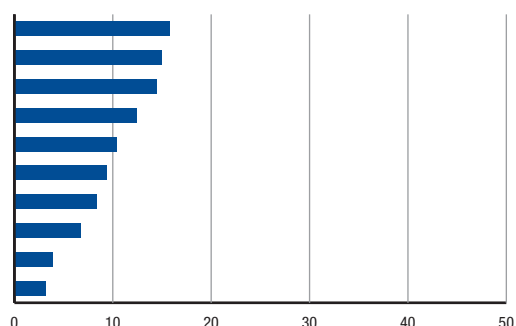
Most problematic factors for importing

Percent of responses

Corruption at the border	26.3
Tariffs and non-tariff barriers...	18.2
Burdensome import procedures..	13.7
High cost or delays caused by international transportation..............................	13.7
Crime and theft	13.5
Inappropriate telecommunications infrastructure...	7.7
High cost or delays caused by domestic transportation	4.5
Domestic technical requirements and standards	2.4
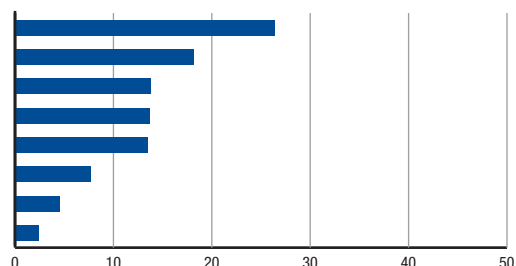
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Kyrgyz Republic

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**39**	**4.4**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	103	10.8	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	62	6.0	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	11	5.4	Hong Kong SAR	0.0
Tariff peaks, %	65	3.8	Multiple economies (23)	0.0
Specific tariffs, %	77	1.4	Multiple economies (49)	0.0
Distinct tariffs, number	75	165	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	32	69.3	Hong Kong SAR	100.0
1.05 Tariffs faced, %	51	5.5	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	18	54.9	Malawi	93.8
2nd pillar: Efficiency of customs administration	**82**	**3.8**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	124	2.8	Singapore	6.2
2.02 Customs services index, 0–12 (best)	47	8.0	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**127**	**1.9**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	82	2.4	Singapore	4.1
3.02 No. of days to import	129	72	Singapore	4.0
3.03 No. of documents to import	101	9	France	2.0
3.04 Cost to import, US$ per container	126	3,450	Malaysia	435.0
3.05 No. of days to export	129	63	Multiple economies (4)	5.0
3.06 No. of documents to export	95	8	France	2.0
3.07 Cost to export, US$ per container	128	3,210	Malaysia	450.0
4th pillar: Transparency of border administration	**127**	**2.3**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	126	2.3	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	125	2.1	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**81**	**3.8**	**France**	**6.3**
5.01 Airport density, number per million pop.	89	0.4	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	n/a	n/a	United States	100.0
5.03 Paved roads, % of total	26	91.1	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	126	3.0	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	62	2.7	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	107	2.8	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	132	1.5	Singapore	6.8
6th pillar: Availability and quality of transport services	**110**	**3.0**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	n/a	n/a	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	129	2.0	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	115	2.2	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	117	2.3	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	120	2.7	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	106	3.6	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	45	0.2	Jamaica	0.7
7th pillar: Availability and use of ICTs	**91**	**3.1**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	112	4.2	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	71	98.9	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	104	0.3	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	84	0.4	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	88	20.0	Iceland	95.0
8th pillar: Regulatory environment	**127**	**2.7**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	130	2.3	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	127	2.1	Singapore	6.5
8.03 Undue influence, 1–7 (best)	127	2.0	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	107	3.0	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	111	3.8	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	126	2.4	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	115	3.9	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	35	4.5	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	122	3.3	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	124	3.2	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	80	60.2	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	132	2.3	Hong Kong SAR	5.6
9th pillar: Physical security	**95**	**4.2**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	118	2.8	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	75	4.6	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	86	5.2	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

Latvia

Key indicators

Population (millions), 2010 .... 2.3
GDP (US$ billions), 2010.. 24.0
FDI inflows (US$ millions), 2010.. 349
Imports and exports as share (%) of world total, 2010...................... 0.07

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP
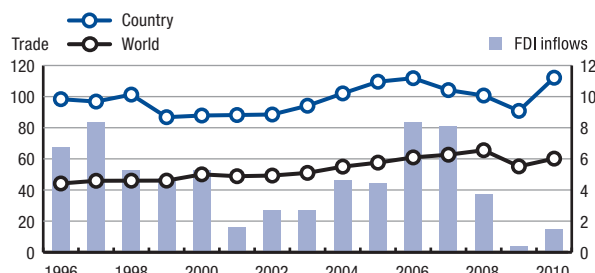
	Imports	Exports
Total trade (US$ millions), 2010	13,789	13,139
Services trade (US$ millions), 2010	2,196	3,650
Merchandise trade (US$ millions), 2010	11,593	9,489
Agriculture (% of merchandise trade), 2010..................	17.50	30.34
Fuels and mining (% of merchandise trade), 2010.......	16.49	8.63
Manufactures (% of merchandise trade), 2010............	64.61	60.72

Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**52**	**4.3**
2010 Index	46	4.4
Subindex A: Market access	**67**	**3.9**
1st pillar: Domestic and foreign market access	67	3.9
Subindex B: Border administration	**43**	**4.6**
2nd pillar: Efficiency of customs administration	49	4.5
3rd pillar: Efficiency of import-export procedures	23	5.5
4th pillar: Transparency of border administration................	52	3.8
Subindex C: Transport & communications infrastructure	**44**	**4.3**
5th pillar: Availability and quality of transport infrastructure........	47	4.7
6th pillar: Availability and quality of transport services	76	3.5
7th pillar: Availability and use of ICTs..............................	36	4.8
Subindex D: Business environment	**58**	**4.4**
8th pillar: Regulatory environment	62	3.7
9th pillar: Physical security..	52	5.1

The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Access to trade finance	21.8
Identifying potential markets and buyers	13.4
Access to imported inputs at competitive prices..............	12.0
Difficulties in meeting quality/quantity requirements of buyers	9.3
High cost or delays caused by international transportation.............	8.9
Technical requirements and standards abroad..................	8.8
High cost or delays caused by domestic transportation	8.7
Inappropriate production technology and skills..................	6.5
Burdensome procedures and corruption at foreign borders	5.4
Rules of origin requirements abroad................................	5.2

Most problematic factors for importing

Percent of responses

Tariffs and non-tariff barriers...	20.5
Corruption at the border	16.4
Burdensome import procedures......................................	14.7
High cost or delays caused by international transportation............	14.5
High cost or delays caused by domestic transportation	13.2
Domestic technical requirements and standards	11.5
Crime and theft..	4.9
Inappropriate telecommunications infrastructure..............	4.3

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

Latvia

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**67**	**3.9**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	3 ■	0.9	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	51	71.0	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	105 ■	3.0	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	57 ■	8.8	Hong Kong SAR	0.0
Tariff peaks, %	95 ■	10.8	Multiple economies (23)	0.0
Specific tariffs, %	102 ■	10.6	Multiple economies (49)	0.0
Distinct tariffs, number	104 ■	1,592	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	39 ■	64.6	Hong Kong SAR	100.0
1.05 Tariffs faced, %	79 ■	5.7	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	89 ■	9.7	Malawi	93.8
2nd pillar: Efficiency of customs administration	**49**	**4.5**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	65 ■	4.1	Singapore	6.2
2.02 Customs services index, 0–12 (best)	45 ■	8.1	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**23**	**5.5**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	57 ■	2.7	Singapore	4.1
3.02 No. of days to import	28 ■	11	Singapore	4.0
3.03 No. of documents to import	37 ■	6	France	2.0
3.04 Cost to import, US$ per container	29 ■	801	Malaysia	435.0
3.05 No. of days to export	27 ■	10	Multiple economies (4)	5.0
3.06 No. of documents to export	29 ■	5	France	2.0
3.07 Cost to export, US$ per container	8 ■	600	Malaysia	450.0
4th pillar: Transparency of border administration	**52**	**3.8**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	52 ■	4.1	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	50 ■	4.2	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**47**	**4.7**	**France**	**6.3**
5.01 Airport density, number per million pop.	80 ■	0.4	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	92 ■	59.2	United States	100.0
5.03 Paved roads, % of total	1 ■	100.0	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	51 ■	5.2	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	37 ■	3.9	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	94 ■	3.1	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	48 ■	4.7	Singapore	6.8
6th pillar: Availability and quality of transport services	**76**	**3.5**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	91 ■	5.5	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	84 ■	2.7	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	89 ■	2.6	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	64 ■	3.0	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	91 ■	3.1	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	68 ■	4.6	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	25 ■	0.4	Jamaica	0.7
7th pillar: Availability and use of ICTs	**36**	**4.8**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	40 ■	5.4	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	63 ■	102.4	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	32 ■	19.3	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	43 ■	0.6	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	26 ■	71.1	Iceland	95.0
8th pillar: Regulatory environment	**62**	**3.7**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	66 ■	4.0	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	62 ■	3.3	Singapore	6.5
8.03 Undue influence, 1–7 (best)	62 ■	3.4	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	90 ■	3.2	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	62 ■	4.2	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	70 ■	3.3	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	61 ■	4.6	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	70 ■	4.1	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	63 ■	4.7	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	94 ■	4.2	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	44 ■	72.5	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	68 ■	3.8	Hong Kong SAR	5.6
9th pillar: Physical security	**52**	**5.1**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	65 ■	4.2	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	48 ■	5.2	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	46 ■	5.9	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Lebanon

Key indicators

Population (millions), 2010 .... 4.2
GDP (US$ billions), 2010... 39.2
FDI inflows (US$ millions), 2010.. 4,955
Imports and exports as share (%) of world total, 2010.......................0.14

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010	31,446	20,221
Services trade (US$ millions), 2010	12,986	15,200
Merchandise trade (US$ millions), 2010	18,460	5,021
Agriculture (% of merchandise trade), 2010.................	17.50	10.95
Fuels and mining (% of merchandise trade), 2010.......	26.53	8.85
Manufactures (% of merchandise trade), 2010.............	51.18	50.03
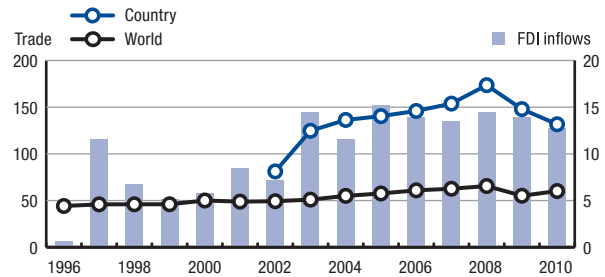
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**93**	**3.7**
2010 Index	n/a	n/a
Subindex A: Market access	**93**	**3.9**
1st pillar: Domestic and foreign market access	93	3.9
Subindex B: Border administration	**91**	**3.5**
2nd pillar: Efficiency of customs administration	97	3.5
3rd pillar: Efficiency of import-export procedures	76	4.4
4th pillar: Transparency of border administration	111	2.5
Subindex C: Transport & communications infrastructure.....	**79**	**3.7**
5th pillar: Availability and quality of transport infrastructure...............	70	4.1
6th pillar: Availability and quality of transport services	68	3.7
7th pillar: Availability and use of ICTs	88	3.3
Subindex D: Business environment	**97**	**3.8**
8th pillar: Regulatory environment	79	3.6
9th pillar: Physical security..	103	4.0
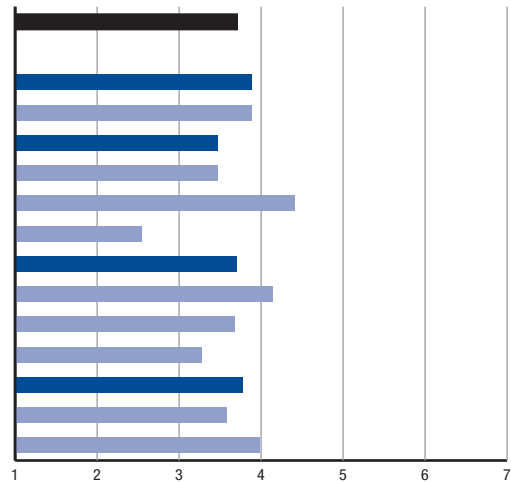
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Technical requirements and standards abroad.................................	16.6
Identifying potential markets and buyers	14.3
Rules of origin requirements abroad..	12.1
Burdensome procedures and corruption at foreign borders	11.7
Access to imported inputs at competitive prices...............................	10.1
High cost or delays caused by domestic transportation	9.0
Difficulties in meeting quality/quantity requirements of buyers	8.1
Access to trade finance...	7.0
High cost or delays caused by international transportation.............................	5.6
Inappropriate production technology and skills.................................	5.6
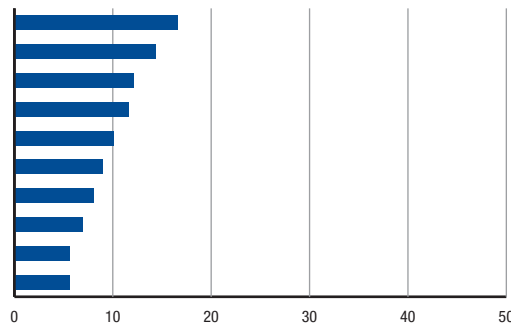
Most problematic factors for importing

Percent of responses

Tariffs and non-tariff barriers...	20.8
Burdensome import procedures...	20.0
Corruption at the border	15.9
Domestic technical requirements and standards	12.5
Inappropriate telecommunications infrastructure...............................	12.5
High cost or delays caused by domestic transportation	8.8
High cost or delays caused by international transportation.............................	7.3
Crime and theft	2.2
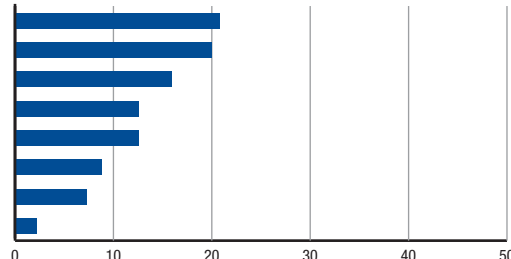
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Lebanon

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**93**	**3.9**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	71	6.3	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	6	23.0	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	93	4.4	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	110	13.0	Hong Kong SAR	0.0
Tariff peaks, %	91	9.1	Multiple economies (23)	0.0
Specific tariffs, %	95	6.4	Multiple economies (49)	0.0
Distinct tariffs, number	92	378	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	94	35.6	Hong Kong SAR	100.0
1.05 Tariffs faced, %	53	5.5	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	28	49.7	Malawi	93.8
2nd pillar: Efficiency of customs administration	**97**	**3.5**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	104	3.5	Singapore	6.2
2.02 Customs services index, 0–12 (best)	n/a	n/a	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**76**	**4.4**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	112	2.2	Singapore	4.1
3.02 No. of days to import	104	32	Singapore	4.0
3.03 No. of documents to import	52	7	France	2.0
3.04 Cost to import, US$ per container	64	1,250	Malaysia	435.0
3.05 No. of days to export	91	22	Multiple economies (4)	5.0
3.06 No. of documents to export	29	5	France	2.0
3.07 Cost to export, US$ per container	55	1,050	Malaysia	450.0
4th pillar: Transparency of border administration	**111**	**2.5**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	109	2.6	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	110	2.5	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**70**	**4.1**	**France**	**6.3**
5.01 Airport density, number per million pop.	108	0.2	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	49	73.6	United States	100.0
5.03 Paved roads, % of total	39	84.9	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	40	5.5	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	131	1.0	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	106	2.9	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	57	4.3	Singapore	6.8
6th pillar: Availability and quality of transport services	**68**	**3.7**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	30	35.1	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	85	2.7	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	107	2.4	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	90	2.6	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	87	3.1	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	70	4.6	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	n/a	n/a	Jamaica	0.7
7th pillar: Availability and use of ICTs	**88**	**3.3**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	84	4.7	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	101	68.0	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	68	4.7	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	71	0.5	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	75	31.0	Iceland	95.0
8th pillar: Regulatory environment	**79**	**3.6**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	70	3.9	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	122	2.3	Singapore	6.5
8.03 Undue influence, 1–7 (best)	122	2.2	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	108	3.0	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	41	4.5	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	48	3.8	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	99	4.3	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	111	3.5	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	93	4.3	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	63	4.7	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	84	59.6	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	20	4.8	Hong Kong SAR	5.6
9th pillar: Physical security	**103**	**4.0**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	101	3.4	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	71	4.7	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	127	3.8	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Lesotho

Key indicators

Population (millions), 2010 .... 2.2
GDP (US$ billions), 2010.. 2.3
FDI inflows (US$ millions), 2010.. 55
Imports and exports as share (%) of world total, 2009 .... 0.01

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2009...................................	2,041	779
Services trade (US$ millions), 2009...................................	91	63
Merchandise trade (US$ millions), 2010	2,200	820
Agriculture (% of merchandise trade), 2010.................	20.01	6.39
Fuels and mining (% of merchandise trade), 2010.........	7.23	0.00
Manufactures (% of merchandise trade), 2010.............	61.60	93.44
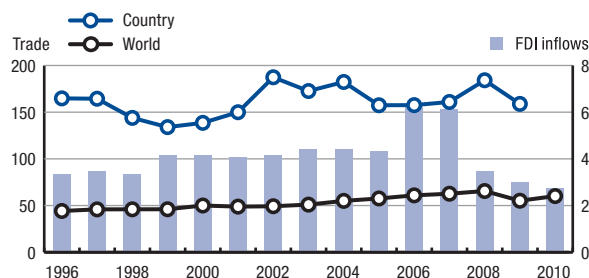
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**113**	**3.4**
2010 Index	101	3.6
Subindex A: Market access	**47**	**4.3**
1st pillar: Domestic and foreign market access	47	4.3
Subindex B: Border administration........................	**112**	**3.0**
2nd pillar: Efficiency of customs administration................................	123	2.8
3rd pillar: Efficiency of import-export procedures	108	3.3
4th pillar: Transparency of border administration................................	86	3.0
Subindex C: Transport & communications infrastructure...	**127**	**2.6**
5th pillar: Availability and quality of transport infrastructure..............	125	2.7
6th pillar: Availability and quality of transport services	123	2.7
7th pillar: Availability and use of ICTs.................................	119	2.3
Subindex D: Business environment	**99**	**3.7**
8th pillar: Regulatory environment	111	3.2
9th pillar: Physical security..	92	4.2
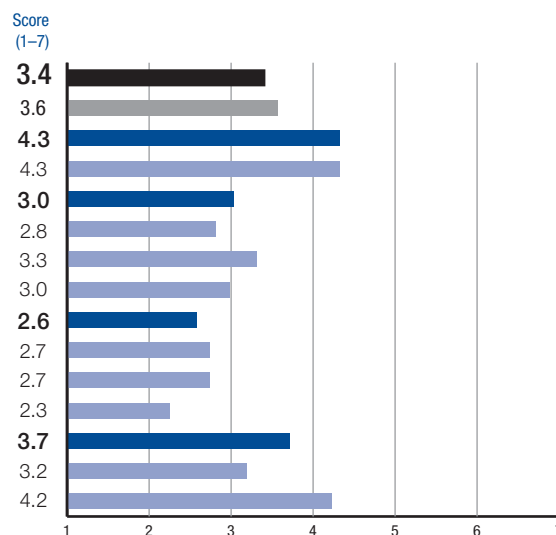
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Access to trade finance 16.2
Identifying potential markets and buyers 13.4
Burdensome procedures and corruption at foreign borders 12.7
Difficulties in meeting quality/quantity requirements of buyers 10.7
Inappropriate production technology and skills 10.5
High cost or delays caused by domestic transportation 8.9
Access to imported inputs at competitive prices............................. 8.7
Technical requirements and standards abroad................................... 8.4
High cost or delays caused by international transportation............................ 5.5
Rules of origin requirements abroad... 5.0
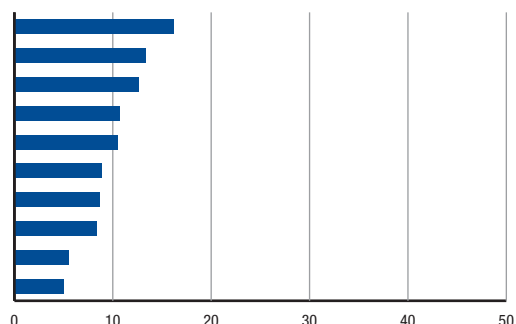
Most problematic factors for importing

Percent of responses

Burdensome import procedures.. 28.0
Tariffs and non-tariff barriers...18.5
Corruption at the border 16.1
High cost or delays caused by international transportation............................ 12.9
Domestic technical requirements and standards 8.6
High cost or delays caused by domestic transportation 6.5
Crime and theft.. 5.0
Inappropriate telecommunications infrastructure... 4.5
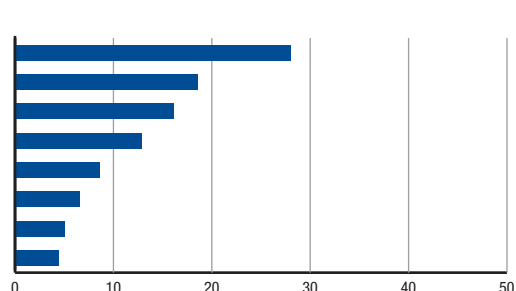
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

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Lesotho

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**47**	**4.3**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	74	6.7	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	79	5.0	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	104	11.8	Hong Kong SAR	0.0
Tariff peaks, %	87	8.7	Multiple economies (23)	0.0
Specific tariffs, %	83	3.2	Multiple economies (49)	0.0
Distinct tariffs, number	82	258	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	82	50.7	Hong Kong SAR	100.0
1.05 Tariffs faced, %	54	5.5	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	8	61.2	Malawi	93.8
2nd pillar: Efficiency of customs administration	**123**	**2.8**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	92	3.7	Singapore	6.2
2.02 Customs services index, 0–12 (best)	113	2.9	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**108**	**3.3**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	125	2.0	Singapore	4.1
3.02 No. of days to import	111	35	Singapore	4.0
3.03 No. of documents to import	74	8	France	2.0
3.04 Cost to import, US$ per container	93	1,665	Malaysia	435.0
3.05 No. of days to export	111	31	Multiple economies (4)	5.0
3.06 No. of documents to export	95	8	France	2.0
3.07 Cost to export, US$ per container	106	1,680	Malaysia	450.0
4th pillar: Transparency of border administration	**86**	**3.0**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	98	2.8	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	63	3.5	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**125**	**2.7**	**France**	**6.3**
5.01 Airport density, number per million pop.	79	0.5	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	n/a	n/a	United States	100.0
5.03 Paved roads, % of total	104	18.3	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	131	2.4	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	124	1.3	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	112	2.7	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	106	3.4	Singapore	6.8
6th pillar: Availability and quality of transport services	**123**	**2.7**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	n/a	n/a	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	126	2.1	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	103	2.4	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	129	2.0	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	117	2.7	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	109	3.5	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	59	0.0	Jamaica	0.7
7th pillar: Availability and use of ICTs	**119**	**2.3**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	115	4.1	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	119	45.5	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	124	0.0	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	109	0.3	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	120	3.9	Iceland	95.0
8th pillar: Regulatory environment	**111**	**3.2**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	102	3.2	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	89	2.9	Singapore	6.5
8.03 Undue influence, 1–7 (best)	108	2.6	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	97	3.1	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	97	3.9	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	125	2.5	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	75	4.5	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	72	4.1	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	38	5.2	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	85	4.3	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	90	58.1	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	120	2.9	Hong Kong SAR	5.6
9th pillar: Physical security	**92**	**4.2**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	102	3.4	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	107	3.7	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	62	5.6	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

Lithuania

Key indicators

Population (millions), 2010 .... 3.3
GDP (US$ billions), 2010.. 36.4
FDI inflows (US$ millions), 2010.. 629
Imports and exports as share (%) of world total, 2010........................0.13

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010	26,110	24,901
Services trade (US$ millions), 2010	2,711	4,067
Merchandise trade (US$ millions), 2010	23,399	20,835
Agriculture (% of merchandise trade), 2010..................	14.47	20.07
Fuels and mining (% of merchandise trade), 2010........	33.66	24.92
Manufactures (% of merchandise trade), 2010............	51.82	54.92

Trade and FDI inflows, percent of GDP
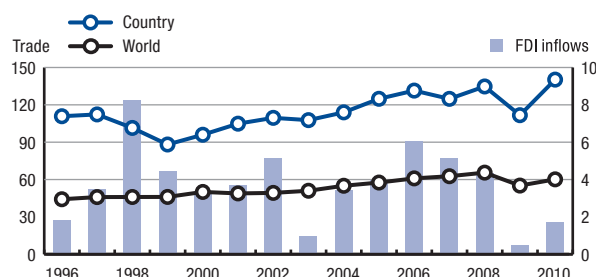
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**45**	**4.4**
2010 Index	41	4.5
Subindex A: Market access	**67**	**3.9**
1st pillar: Domestic and foreign market access	67	3.9
Subindex B: Border administration	**40**	**4.7**
2nd pillar: Efficiency of customs administration	44	4.5
3rd pillar: Efficiency of import-export procedures	34	5.2
4th pillar: Transparency of border administration.................	41	4.2
Subindex C: Transport & communications infrastructure	**38**	**4.5**
5th pillar: Availability and quality of transport infrastructure........	62	4.3
6th pillar: Availability and quality of transport services	58	3.8
7th pillar: Availability and use of ICTs	24	5.4
Subindex D: Business environment	**51**	**4.5**
8th pillar: Regulatory environment	74	3.6
9th pillar: Physical security...	42	5.3
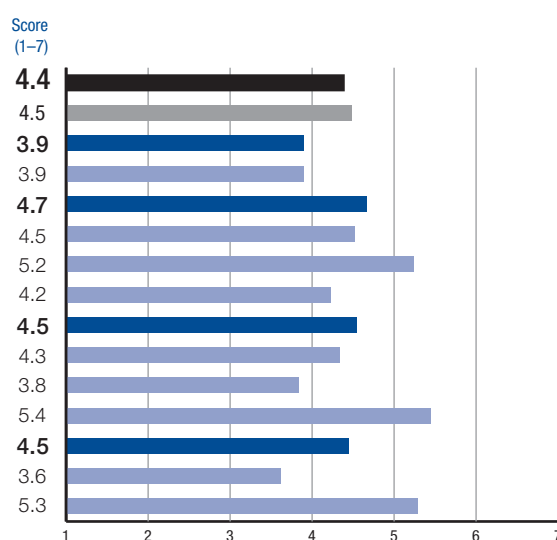
The most problematic factors for trade

Most problematic factors for exporting
Percent of responses

Technical requirements and standards abroad..................................	15.6
Identifying potential markets and buyers	13.0
Burdensome procedures and corruption at foreign borders	11.9
Difficulties in meeting quality/quantity requirements of buyers	10.8
Access to imported inputs at competitive prices..	10.6
Access to trade finance	10.2
Rules of origin requirements abroad..	8.9
Inappropriate production technology and skills..............................	7.8
High cost or delays caused by international transportation..............	7.7
High cost or delays caused by domestic transportation	3.6
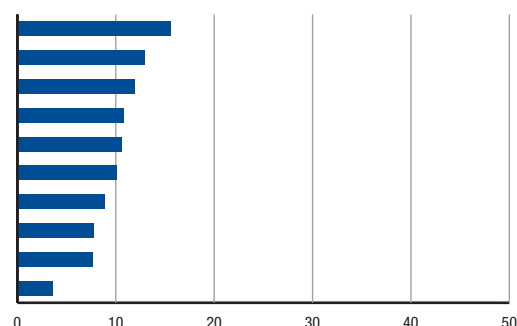
Most problematic factors for importing
Percent of responses

Tariffs and non-tariff barriers..	25.3
Burdensome import procedures..	20.7
High cost or delays caused by international transportation............................	14.2
Domestic technical requirements and standards	13.8
Corruption at the border	11.7
High cost or delays caused by domestic transportation	7.3
Inappropriate telecommunications infrastructure............................	4.6
Crime and theft	2.3
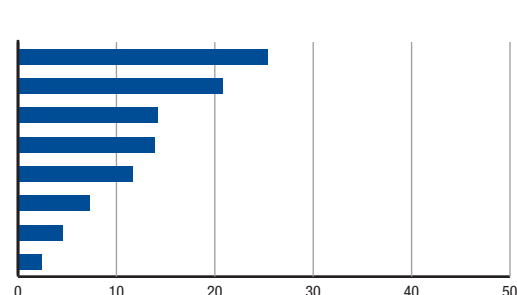
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Lithuania

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**67**	**3.9**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	3 ■	0.9	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	54	71.3	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	105 ■	3.0	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	57 ■	8.8	Hong Kong SAR	0.0
	Tariff peaks, %	95 ■	10.8	Multiple economies (23)	0.0
	Specific tariffs, %	102 ■	10.6	Multiple economies (49)	0.0
	Distinct tariffs, number	104 ■	1,592	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	39 ■	64.6	Hong Kong SAR	100.0
1.05	Tariffs faced, %	79 ■	5.7	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	89 ■	9.7	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**44**	**4.5**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	42 ■	4.5	Singapore	6.2
2.02	Customs services index, 0–12 (best)	54 ■	7.6	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**34**	**5.2**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	55 ■	2.7	Singapore	4.1
3.02	No. of days to import	19 ■	9	Singapore	4.0
3.03	No. of documents to import	37 ■	6	France	2.0
3.04	Cost to import, US$ per container	44 ■	980	Malaysia	435.0
3.05	No. of days to export	22 ■	9	Multiple economies (4)	5.0
3.06	No. of documents to export	47 ■	6	France	2.0
3.07	Cost to export, US$ per container	42 ■	870	Malaysia	450.0
	4th pillar: Transparency of border administration	**41**	**4.2**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	41 ■	4.6	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	41 ■	4.8	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**62**	**4.3**	**France**	**6.3**
5.01	Airport density, number per million pop.	41 ■	0.9	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	90 ■	60.9	United States	100.0
5.03	Paved roads, % of total	88 ■	28.6	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	101 ■	3.7	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	25 ■	4.4	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	31 ■	5.2	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	41 ■	4.9	Singapore	6.8
	6th pillar: Availability and quality of transport services	**58**	**3.8**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	79 ■	9.8	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	56 ■	3.0	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	57 ■	2.9	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	82 ■	2.7	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	37 ■	3.7	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	55 ■	5.1	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	21 ■	0.5	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**24**	**5.4**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	7 ■	6.2	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	11 ■	147.2	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	29 ■	20.6	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	29 ■	0.7	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	35 ■	62.1	Iceland	95.0
	8th pillar: Regulatory environment	**74**	**3.6**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	58 ■	4.1	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	67 ■	3.2	Singapore	6.5
8.03	Undue influence, 1–7 (best)	66 ■	3.3	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	72 ■	3.4	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	85 ■	4.1	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	85 ■	3.2	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	77 ■	4.5	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	96 ■	3.7	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	83 ■	4.5	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	106 ■	3.8	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	12 ■	83.5	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	100 ■	3.2	Hong Kong SAR	5.6
	9th pillar: Physical security	**42**	**5.3**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	66 ■	4.2	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	40 ■	5.4	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	13 ■	6.4	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Luxembourg

Key indicators

Population (millions), 2010 .... 0.5
GDP (US$ billions), 2010.. 55.2
FDI inflows (US$ millions), 2010... 20,350
Imports and exports as share (%) of world total, 2010...................... 0.40

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010	62,672	87,946
Services trade (US$ millions), 2010	38,688	68,336
Merchandise trade (US$ millions), 2010	23,983	19,611
Agriculture (% of merchandise trade), 2010.................	10.80	7.88
Fuels and mining (% of merchandise trade), 2010.......	18.00	4.58
Manufactures (% of merchandise trade), 2010............	70.92	86.37
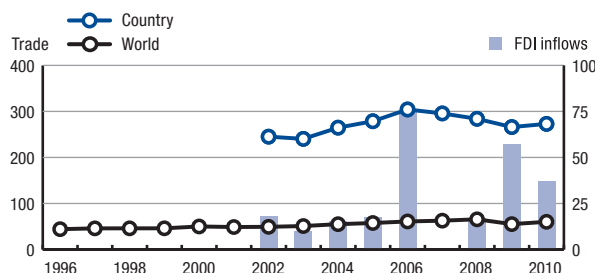
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**10**	**5.2**
2010 Index	9	5.3
Subindex A: Market access	**67**	**3.9**
1st pillar: Domestic and foreign market access	67	3.9
Subindex B: Border administration	**21**	**5.4**
2nd pillar: Efficiency of customs administration....................	40	4.6
3rd pillar: Efficiency of import-export procedures	31	5.3
4th pillar: Transparency of border administration..................	8	6.2
Subindex C: Transport & communications infrastructure.......	**6**	**5.8**
5th pillar: Availability and quality of transport infrastructure.................	6	6.0
6th pillar: Availability and quality of transport services	8	5.3
7th pillar: Availability and use of ICTs	8	6.0
Subindex D: Business environment	**6**	**5.7**
8th pillar: Regulatory environment	3	5.5
9th pillar: Physical security....................................	11	6.0
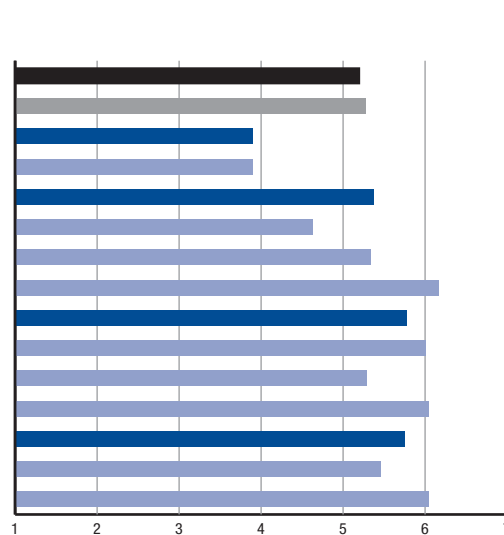
The most problematic factors for trade

Most problematic factors for exporting
Percent of responses

Identifying potential markets and buyers	18.9
Technical requirements and standards abroad..................................	12.0
Rules of origin requirements abroad..	11.7
High cost or delays caused by international transportation..........................	11.7
Access to imported inputs at competitive prices............................	10.9
Burdensome procedures and corruption at foreign borders	10.6
Access to trade finance	8.9
Inappropriate production technology and skills	8.0
Difficulties in meeting quality/quantity requirements of buyers	4.6
High cost or delays caused by domestic transportation	2.9
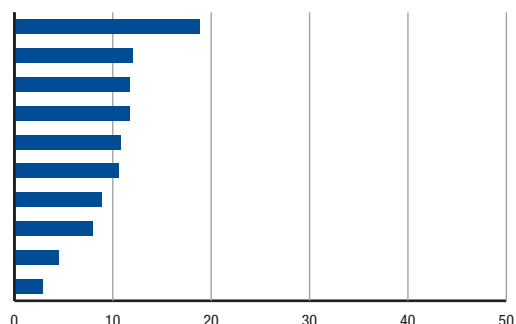
Most problematic factors for importing
Percent of responses

High cost or delays caused by international transportation............................	28.9
Domestic technical requirements and standards	26.4
Burdensome import procedures..	17.3
Tariffs and non-tariff barriers...	16.8
High cost or delays caused by domestic transportation	7.6
Inappropriate telecommunications infrastructure............................	3.0
Crime and theft..	0.0
Corruption at the border	0.0
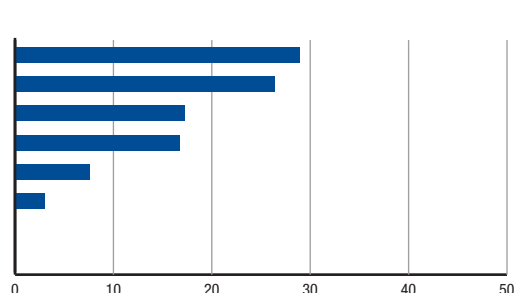
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Luxembourg

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage** ■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**67**	**3.9**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	3	0.9	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	53	71.2	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	105	3.0	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	57	8.8	Hong Kong SAR	0.0
	Tariff peaks, %	95	10.8	Multiple economies (23)	0.0
	Specific tariffs, %	102	10.6	Multiple economies (49)	0.0
	Distinct tariffs, number	104	1,592	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	39	64.6	Hong Kong SAR	100.0
1.05	Tariffs faced, %	79	5.7	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	89	9.7	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**40**	**4.6**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	9	5.5	Singapore	6.2
2.02	Customs services index, 0–12 (best)	76	6.2	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**31**	**5.3**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	18	3.5	Singapore	4.1
3.02	No. of days to import	7	6	Singapore	4.0
3.03	No. of documents to import	5	4	France	2.0
3.04	Cost to import, US$ per container	74	1,420	Malaysia	435.0
3.05	No. of days to export	5	6	Multiple economies (4)	5.0
3.06	No. of documents to export	29	5	France	2.0
3.07	Cost to export, US$ per container	87	1,420	Malaysia	450.0
	4th pillar: Transparency of border administration	**8**	**6.2**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	8	6.2	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	11	8.5	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**6**	**6.0**	**France**	**6.3**
5.01	Airport density, number per million pop.	19	2.0	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	n/a	n/a	United States	100.0
5.03	Paved roads, % of total	1	100.0	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	27	5.8	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	16	5.1	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	12	5.9	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	31	5.2	Singapore	6.8
	6th pillar: Availability and quality of transport services	**8**	**5.3**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	n/a	n/a	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	9	3.7	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	15	3.8	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	13	3.9	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	11	4.2	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	14	6.4	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	16	0.5	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**8**	**6.0**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	29	5.7	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	16	143.3	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	8	33.2	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	29	0.7	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	4	90.0	Iceland	95.0
	8th pillar: Regulatory environment	**3**	**5.5**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	4	6.2	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	5	6.0	Singapore	6.5
8.03	Undue influence, 1–7 (best)	12	5.3	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	11	4.9	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	7	5.2	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	7	5.0	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	1	5.9	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	2	5.6	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	1	6.5	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	4	6.0	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	31	77.1	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	11	5.2	Hong Kong SAR	5.6
	9th pillar: Physical security	**11**	**6.0**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	21	5.9	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	12	6.0	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	24	6.2	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Macedonia, FYR

Key indicators

Population (millions), 2010 ....2.1
GDP (US$ billions), 2010.. n/a
FDI inflows (US$ millions), 2010... 293
Imports and exports as share (%) of world total, 2010......................0.03

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010	6,252	4,203
Services trade (US$ millions), 2010	801	901
Merchandise trade (US$ millions), 2010	5,451	3,302
Agriculture (% of merchandise trade), 2009	14.44	18.73
Fuels and mining (% of merchandise trade), 2009	6.53	4.17
Manufactures (% of merchandise trade), 2009	62.24	50.86
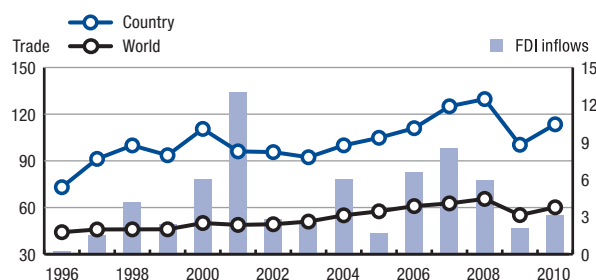
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**61**	**4.1**
2010 Index	56	4.2
Subindex A: Market access	**20**	**4.8**
1st pillar: Domestic and foreign market access	20	4.8
Subindex B: Border administration	**80**	**3.8**
2nd pillar: Efficiency of customs administration...................................	111	3.0
3rd pillar: Efficiency of import-export procedures	69	4.7
4th pillar: Transparency of border administration................................	58	3.7
Subindex C: Transport & communications infrastructure.....	**76**	**3.7**
5th pillar: Availability and quality of transport infrastructure...............	77	3.9
6th pillar: Availability and quality of transport services	98	3.3
7th pillar: Availability and use of ICTs...	59	4.0
Subindex D: Business environment	**73**	**4.2**
8th pillar: Regulatory environment	81	3.6
9th pillar: Physical security...	68	4.9
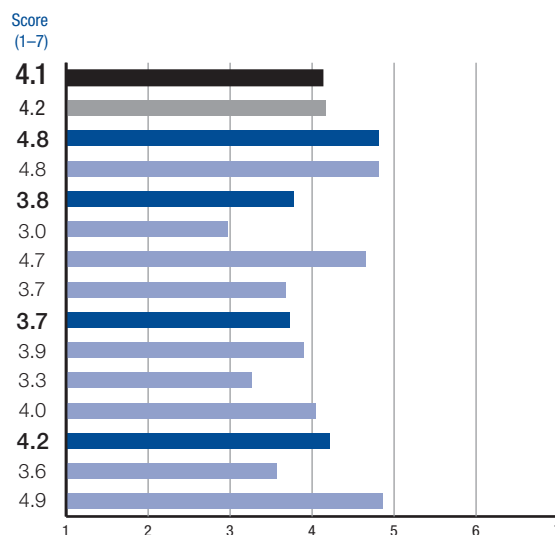
The most problematic factors for trade

Most problematic factors for exporting
Percent of responses

Access to trade finance	17.0
Inappropriate production technology and skills	15.0
Technical requirements and standards abroad...................................	13.8
Difficulties in meeting quality/quantity requirements of buyers	11.3
Access to imported inputs at competitive prices...............................	9.8
Identifying potential markets and buyers	9.8
High cost or delays caused by domestic transportation	7.9
Rules of origin requirements abroad...	6.8
High cost or delays caused by international transportation.............................	6.3
Burdensome procedures and corruption at foreign borders	2.3
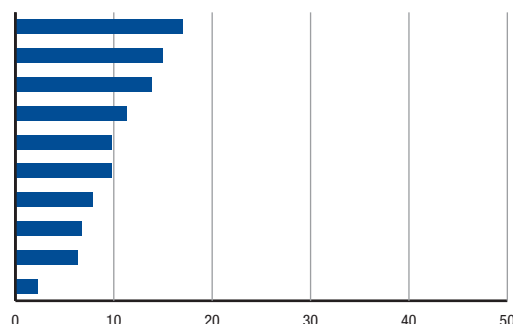
Most problematic factors for importing
Percent of responses

Burdensome import procedures..	24.0
High cost or delays caused by international transportation.............................	16.7
High cost or delays caused by domestic transportation	13.9
Domestic technical requirements and standards	13.6
Tariffs and non-tariff barriers...	11.6
Corruption at the border	11.5
Inappropriate telecommunications infrastructure...............................	4.6
Crime and theft	4.1
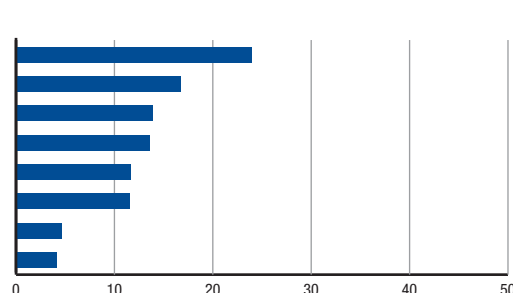
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Macedonia, FYR

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**20**	**4.8**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	65	5.2	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	78	5.1	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	55	8.5	Hong Kong SAR	0.0
Tariff peaks, %	82	8.0	Multiple economies (23)	0.0
Specific tariffs, %	87	3.2	Multiple economies (49)	0.0
Distinct tariffs, number	89	342	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	6	93.4	Hong Kong SAR	100.0
1.05 Tariffs faced, %	114	5.9	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	11	60.0	Malawi	93.8
2nd pillar: Efficiency of customs administration	**111**	**3.0**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	57	4.2	Singapore	6.2
2.02 Customs services index, 0–12 (best)	116	2.5	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**69**	**4.7**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	110	2.2	Singapore	4.1
3.02 No. of days to import	28	11	Singapore	4.0
3.03 No. of documents to import	37	6	France	2.0
3.04 Cost to import, US$ per container	73	1,380	Malaysia	435.0
3.05 No. of days to export	36	12	Multiple economies (4)	5.0
3.06 No. of documents to export	47	6	France	2.0
3.07 Cost to export, US$ per container	84	1,376	Malaysia	450.0
4th pillar: Transparency of border administration	**58**	**3.7**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	57	4.0	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	56	3.9	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**77**	**3.9**	**France**	**6.3**
5.01 Airport density, number per million pop.	36	1.0	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	n/a	n/a	United States	100.0
5.03 Paved roads, % of total	62	56.5	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	123	3.1	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	88	2.1	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	95	3.1	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	64	4.1	Singapore	6.8
6th pillar: Availability and quality of transport services	**98**	**3.3**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	n/a	n/a	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	94	2.7	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	83	2.7	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	109	2.4	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	110	2.8	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	64	4.7	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	59	0.0	Jamaica	0.7
7th pillar: Availability and use of ICTs	**59**	**4.0**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	93	4.5	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	60	104.5	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	41	12.5	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	80	0.5	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	44	51.9	Iceland	95.0
8th pillar: Regulatory environment	**81**	**3.6**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	88	3.5	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	52	3.5	Singapore	6.5
8.03 Undue influence, 1–7 (best)	89	2.9	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	85	3.3	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	33	4.6	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	99	3.1	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	90	4.4	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	51	4.3	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	117	3.6	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	110	3.7	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	19	81.8	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	90	3.4	Hong Kong SAR	5.6
9th pillar: Physical security	**68**	**4.9**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	67	4.2	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	64	4.9	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	66	5.5	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

Madagascar

Key indicators

Population (millions), 2010 .... 20.7
GDP (US$ billions), 2010.. 8.8
FDI inflows (US$ millions), 2010..860
Imports and exports as share (%) of world total, 2010.....................0.01

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP
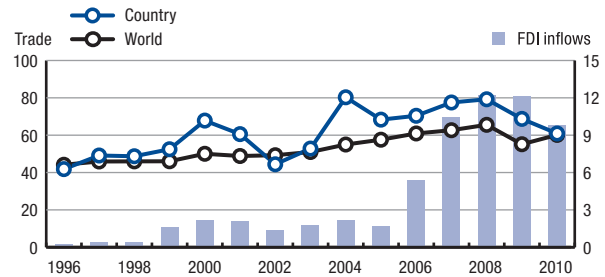
	Imports	Exports
Total trade (US$ millions), 2010	3,567	1,815
Services trade (US$ millions), 2010	917	725
Merchandise trade (US$ millions), 2010	2,650	1,090
Agriculture (% of merchandise trade), 2010.................	14.03	26.01
Fuels and mining (% of merchandise trade), 2010.......	14.94	13.95
Manufactures (% of merchandise trade), 2010.............	67.47	59.51

Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	107	3.5
2010 Index	86	3.8
Subindex A: Market access	29	4.7
1st pillar: Domestic and foreign market access	29	4.7
Subindex B: Border administration............	106	3.2
2nd pillar: Efficiency of customs administration	130	2.6
3rd pillar: Efficiency of import-export procedures	77	4.4
4th pillar: Transparency of border administration.............	110	2.6
Subindex C: Transport & communications infrastructure....	119	2.8
5th pillar: Availability and quality of transport infrastructure.............	105	3.3
6th pillar: Availability and quality of transport services	114	2.9
7th pillar: Availability and use of ICTs	126	2.1
Subindex D: Business environment	124	3.3
8th pillar: Regulatory environment	121	3.0
9th pillar: Physical security...................	116	3.6
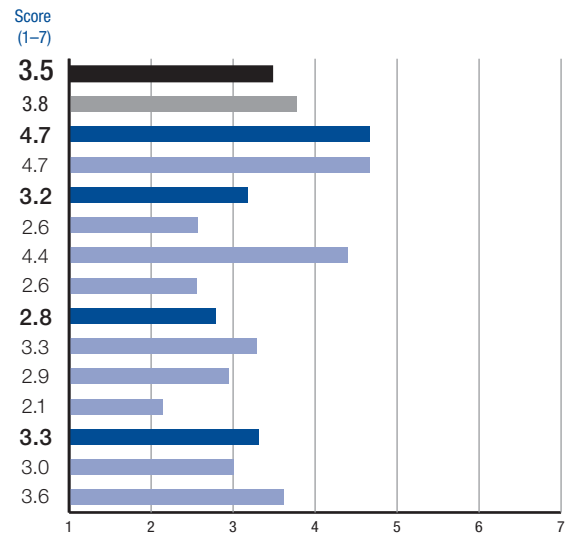
The most problematic factors for trade

Most problematic factors for exporting
Percent of responses

Identifying potential markets and buyers 17.5
Difficulties in meeting quality/quantity requirements of buyers.....................13.3
Inappropriate production technology and skills.................................. 12.3
Access to trade finance 11.9
Burdensome procedures and corruption at foreign borders............................9.7
Access to imported inputs at competitive prices.................................. 9.6
High cost or delays caused by international transportation.........................8.1
High cost or delays caused by domestic transportation 6.6
Technical requirements and standards abroad..5.7
Rules of origin requirements abroad..5.3
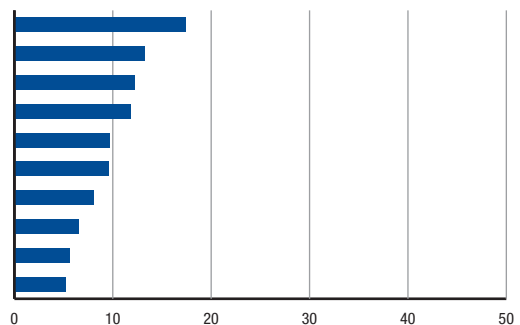
Most problematic factors for importing
Percent of responses

Burdensome import procedures.. 21.1
Tariffs and non-tariff barriers... 20.3
Corruption at the border...18.9
High cost or delays caused by international transportation............................13.1
High cost or delays caused by domestic transportation 9.4
Crime and theft..7.6
Domestic technical requirements and standards 5.6
Inappropriate telecommunications infrastructure......................................4.1

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

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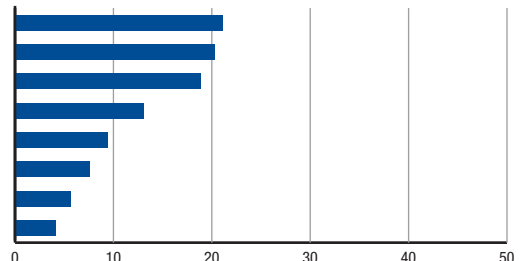
Madagascar

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**29**	**4.7**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	84	7.9	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	11	6.8	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	32	6.9	Hong Kong SAR	0.0
	Tariff peaks, %	1	0.0	Multiple economies (23)	0.0
	Specific tariffs, %	1	0.0	Multiple economies (49)	0.0
	Distinct tariffs, number	3	4	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	97	33.6	Hong Kong SAR	100.0
1.05	Tariffs faced, %	12	4.9	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	12	57.9	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**130**	**2.6**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	109	3.4	Singapore	6.2
2.02	Customs services index, 0–12 (best)	116	2.5	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**77**	**4.4**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	51	2.8	Singapore	4.1
3.02	No. of days to import	86	24	Singapore	4.0
3.03	No. of documents to import	101	9	France	2.0
3.04	Cost to import, US$ per container	88	1,555	Malaysia	435.0
3.05	No. of days to export	83	21	Multiple economies (4)	5.0
3.06	No. of documents to export	8	4	France	2.0
3.07	Cost to export, US$ per container	74	1,197	Malaysia	450.0
	4th pillar: Transparency of border administration	**110**	**2.6**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	124	2.3	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	81	3.0	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**105**	**3.3**	**France**	**6.3**
5.01	Airport density, number per million pop.	28	1.3	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	95	57.5	United States	100.0
5.03	Paved roads, % of total	115	11.6	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	112	3.4	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	113	1.6	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	113	2.7	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	110	3.3	Singapore	6.8
	6th pillar: Availability and quality of transport services	**114**	**2.9**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	84	7.7	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	114	2.4	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	67	2.8	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	74	2.8	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	86	3.1	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	115	3.4	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	59	0.0	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**126**	**2.1**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	121	3.9	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	124	37.2	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	121	0.0	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	103	0.3	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	128	1.7	Iceland	95.0
	8th pillar: Regulatory environment	**121**	**3.0**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	127	2.6	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	120	2.3	Singapore	6.5
8.03	Undue influence, 1–7 (best)	113	2.5	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	121	2.8	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	89	4.0	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	113	2.8	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	109	4.1	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	79	3.9	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	114	3.7	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	107	3.7	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	65	65.4	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	112	3.0	Hong Kong SAR	5.6
	9th pillar: Physical security	**116**	**3.6**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	126	2.5	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	116	3.4	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	94	5.0	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Malawi

Key indicators

Population (millions), 2010 .... 14.9
GDP (US$ billions), 2010.. 5.4
FDI inflows (US$ millions), 2010.. 140
Imports and exports as share (%) of world total, 2009 .... 0.01

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2009....................................	2,130	1,152
Services trade (US$ millions), 2009................................	330	72
Merchandise trade (US$ millions), 2010	1,900	1,066
Agriculture (% of merchandise trade), 2010................	16.87	79.67
Fuels and mining (% of merchandise trade), 2010.......	12.59	11.25
Manufactures (% of merchandise trade), 2010............	70.52	9.07
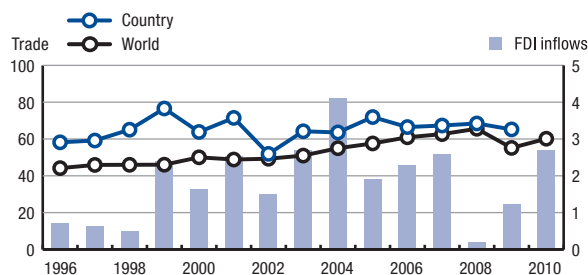
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**85**	**3.8**
2010 Index	83	3.8
Subindex A: Market access	**12**	**5.0**
1st pillar: Domestic and foreign market access	12	5.0
Subindex B: Border administration........................	**109**	**3.1**
2nd pillar: Efficiency of customs administration..................	83	3.8
3rd pillar: Efficiency of import-export procedures	120	2.5
4th pillar: Transparency of border administration...............	83	3.0
Subindex C: Transport & communications infrastructure	**115**	**2.9**
5th pillar: Availability and quality of transport infrastructure	107	3.3
6th pillar: Availability and quality of transport services	88	3.4
7th pillar: Availability and use of ICTs	130	1.9
Subindex D: Business environment	**68**	**4.2**
8th pillar: Regulatory environment	68	3.7
9th pillar: Physical security..	71	4.8
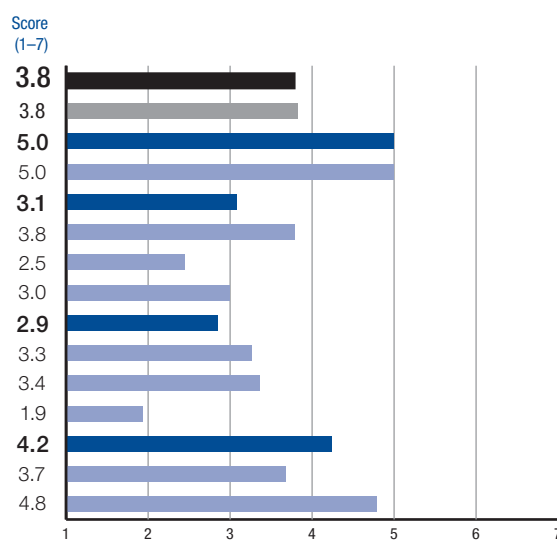
The most problematic factors for trade

Most problematic factors for exporting
Percent of responses

Access to trade finance	17.8
Identifying potential markets and buyers	15.3
Access to imported inputs at competitive prices............................	11.4
Difficulties in meeting quality/quantity requirements of buyers	10.3
Technical requirements and standards abroad..............................	10.0
High cost or delays caused by international transportation...............	9.6
Inappropriate production technology and skills	9.5
High cost or delays caused by domestic transportation	7.1
Burdensome procedures and corruption at foreign borders	6.3
Rules of origin requirements abroad..	2.7
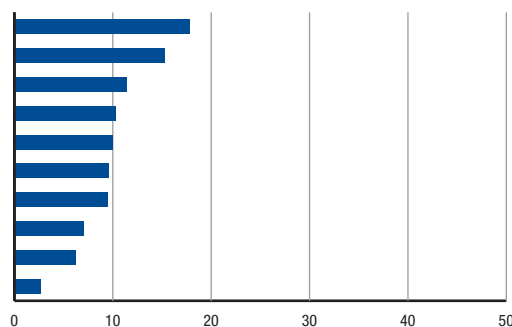
Most problematic factors for importing
Percent of responses

Burdensome import procedures..	28.7
Tariffs and non-tariff barriers..	22.2
High cost or delays caused by international transportation...............	17.6
Corruption at the border	11.0
Inappropriate telecommunications infrastructure.............................	6.8
High cost or delays caused by domestic transportation	5.6
Domestic technical requirements and standards	5.4
Crime and theft...	2.7
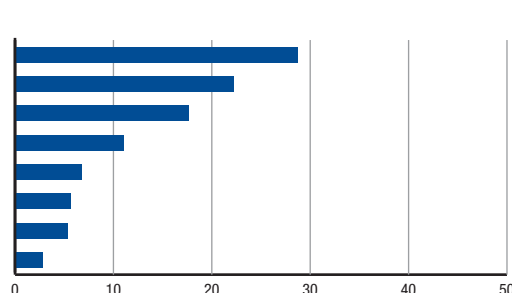
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Malawi

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**12**	**5.0**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	99	10.2	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	24	47.3	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	30	6.6	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	92	10.5	Hong Kong SAR	0.0
	Tariff peaks, %	1	0.0	Multiple economies (23)	0.0
	Specific tariffs, %	1	0.0	Multiple economies (49)	0.0
	Distinct tariffs, number	23	6	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	68	60.1	Hong Kong SAR	100.0
1.05	Tariffs faced, %	25	5.2	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	1	93.8	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**83**	**3.8**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	86	3.8	Singapore	6.2
2.02	Customs services index, 0–12 (best)	n/a	n/a	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**120**	**2.5**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	76	2.5	Singapore	4.1
3.02	No. of days to import	124	51	Singapore	4.0
3.03	No. of documents to import	101	9	France	2.0
3.04	Cost to import, US$ per container	114	2,570	Malaysia	435.0
3.05	No. of days to export	120	41	Multiple economies (4)	5.0
3.06	No. of documents to export	125	10	France	2.0
3.07	Cost to export, US$ per container	105	1,675	Malaysia	450.0
	4th pillar: Transparency of border administration	**83**	**3.0**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	84	3.2	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	83	3.0	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**107**	**3.3**	**France**	**6.3**
5.01	Airport density, number per million pop.	111	0.2	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	n/a	n/a	United States	100.0
5.03	Paved roads, % of total	72	45.0	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	115	3.3	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	78	2.4	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	73	3.7	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	94	3.6	Singapore	6.8
	6th pillar: Availability and quality of transport services	**88**	**3.4**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	n/a	n/a	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	48	3.0	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	60	2.9	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	98	2.6	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	89	3.1	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	98	3.9	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	59	0.0	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**130**	**1.9**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	107	4.2	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	130	20.4	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	120	0.0	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	122	0.2	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	126	2.3	Iceland	95.0
	8th pillar: Regulatory environment	**68**	**3.7**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	67	4.0	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	57	3.4	Singapore	6.5
8.03	Undue influence, 1–7 (best)	49	3.7	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	49	3.8	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	84	4.1	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	96	3.1	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	105	4.2	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	91	3.7	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	61	4.8	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	78	4.5	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	119	44.4	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	93	3.3	Hong Kong SAR	5.6
	9th pillar: Physical security	**71**	**4.8**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	63	4.2	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	83	4.5	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	60	5.7	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Malaysia

Key indicators

Population (millions), 2010 .... 28.4
GDP (US$ billions), 2010.. 238.0
FDI inflows (US$ millions), 2010....................................9,103
Imports and exports as share (%) of world total, 2010.......................1.13

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010 196,705		231,480
Services trade (US$ millions), 2010 31,972		32,679
Merchandise trade (US$ millions), 2010 164,733		198,801
Agriculture (% of merchandise trade), 2010...................9.74		14.52
Fuels and mining (% of merchandise trade), 2010........15.13		17.80
Manufactures (% of merchandise trade), 2010............ 73.23		67.00

Trade and FDI inflows, percent of GDP
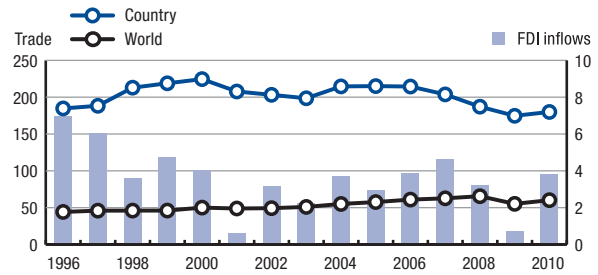
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**24**	**4.9**
2010 Index	30	4.7
Subindex A: Market access	**32**	**4.6**
1st pillar: Domestic and foreign market access	32	4.6
Subindex B: Border administration........................	**39**	**4.7**
2nd pillar: Efficiency of customs administration...................	47	4.5
3rd pillar: Efficiency of import-export procedures	26	5.5
4th pillar: Transparency of border administration................	42	4.1
Subindex C: Transport & communications infrastructure.....	**20**	**5.3**
5th pillar: Availability and quality of transport infrastructure...............	12	5.8
6th pillar: Availability and quality of transport services	10	5.2
7th pillar: Availability and use of ICTs..................................	37	4.7
Subindex D: Business environment	**30**	**5.0**
8th pillar: Regulatory environment	22	4.8
9th pillar: Physical security..	46	5.2

The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers 15.7
Technical requirements and standards abroad.................................12.4
Rules of origin requirements abroad..12.2
Access to imported inputs at competitive prices...............................11.4
Burdensome procedures and corruption at foreign borders 8.9
High cost or delays caused by international transportation................ 8.8
Difficulties in meeting quality/quantity requirements of buyers 8.6
Access to trade finance 8.3
High cost or delays caused by domestic transportation 6.9
Inappropriate production technology and skills 6.8

Most problematic factors for importing

Percent of responses

Tariffs and non-tariff barriers... 20.9
Burdensome import procedures.. 19.7
High cost or delays caused by international transportation................14.4
Domestic technical requirements and standards 14.1
Corruption at the border 9.0
Crime and theft... 8.1
Inappropriate telecommunications infrastructure................................ 7.1
High cost or delays caused by domestic transportation 6.8

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

Malaysia

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**32**	**4.6**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	70	6.0	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	2	16.6	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	94	4.4	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	124	24.4	Hong Kong SAR	0.0
	Tariff peaks, %	128	15.2	Multiple economies (23)	0.0
	Specific tariffs, %	76	0.9	Multiple economies (49)	0.0
	Distinct tariffs, number	73	136	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	21	78.2	Hong Kong SAR	100.0
1.05	Tariffs faced, %	9	4.7	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	81	17.2	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**47**	**4.5**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	25	5.0	Singapore	6.2
2.02	Customs services index, 0–12 (best)	70	6.6	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**26**	**5.5**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	29	3.3	Singapore	4.1
3.02	No. of days to import	42	14	Singapore	4.0
3.03	No. of documents to import	52	7	France	2.0
3.04	Cost to import, US$ per container	1	435	Malaysia	435.0
3.05	No. of days to export	64	17	Multiple economies (4)	5.0
3.06	No. of documents to export	47	6	France	2.0
3.07	Cost to export, US$ per container	1	450	Malaysia	450.0
	4th pillar: Transparency of border administration	**42**	**4.1**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	42	4.6	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	48	4.3	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**12**	**5.8**	**France**	**6.3**
5.01	Airport density, number per million pop.	27	1.3	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	13	92.8	United States	100.0
5.03	Paved roads, % of total	40	82.8	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	18	6.0	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	18	5.0	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	18	5.7	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	15	5.7	Singapore	6.8
	6th pillar: Availability and quality of transport services	**10**	**5.2**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	7	91.0	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	26	3.4	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	31	3.5	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	28	3.5	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	28	3.9	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	42	5.5	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	3	0.6	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**37**	**4.7**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	26	5.8	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	40	119.2	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	57	7.3	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	20	0.8	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	38	56.3	Iceland	95.0
	8th pillar: Regulatory environment	**22**	**4.8**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	24	5.2	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	34	4.5	Singapore	6.5
8.03	Undue influence, 1–7 (best)	32	4.4	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	15	4.8	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	13	5.0	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	8	5.0	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	49	4.7	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	58	4.2	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	44	5.1	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	11	5.5	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	103	53.0	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	9	5.2	Hong Kong SAR	5.6
	9th pillar: Physical security	**46**	**5.2**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	36	5.0	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	60	4.9	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	59	5.7	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Mali

Key indicators

Population (millions), 2010 .... 15.4
GDP (US$ billions), 2010... 9.4
FDI inflows (US$ millions), 2010.. 148
Imports and exports as share (%) of world total, 2009 .... 0.02

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2009...................................	3,458	2,455
Services trade (US$ millions), 2009................................	813	335
Merchandise trade (US$ millions), 2010	2,850	2,350
Agriculture (% of merchandise trade), 2010................	14.39	16.17
Fuels and mining (% of merchandise trade), 2010.......	14.90	1.54
Manufactures (% of merchandise trade), 2010...........	69.27	5.01

Trade and FDI inflows, percent of GDP
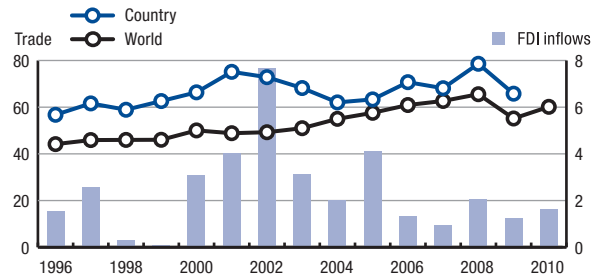
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**121**	**3.2**
2010 Index	111	3.4
Subindex A: Market access	**114**	**3.5**
1st pillar: Domestic and foreign market access	114	3.5
Subindex B: Border administration	**120**	**2.8**
2nd pillar: Efficiency of customs administration...................	117	2.9
3rd pillar: Efficiency of import-export procedures	113	2.9
4th pillar: Transparency of border administration..............	119	2.4
Subindex C: Transport & communications infrastructure...	**125**	**2.7**
5th pillar: Availability and quality of transport infrastructure..........	123	3.0
6th pillar: Availability and quality of transport services	120	2.8
7th pillar: Availability and use of ICTs................................	121	2.2
Subindex D: Business environment	**94**	**3.8**
8th pillar: Regulatory environment	106	3.3
9th pillar: Physical security..	89	4.3
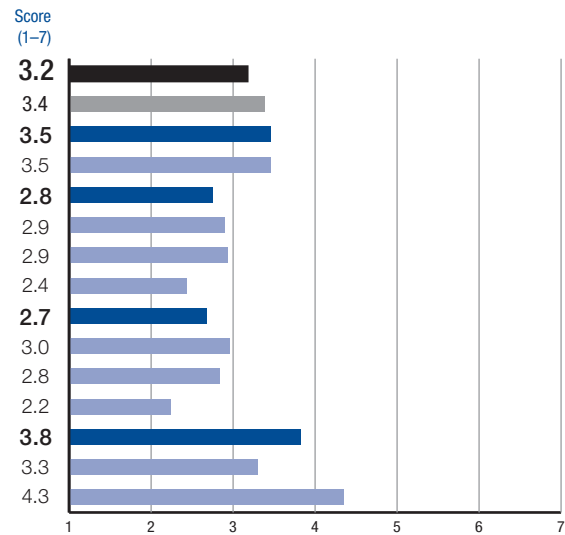
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Access to trade finance 20.2
Difficulties in meeting quality/quantity requirements of buyers.............. 14.2
Identifying potential markets and buyers 13.6
Access to imported inputs at competitive prices.............................. 11.7
Burdensome procedures and corruption at foreign borders 10.4
Inappropriate production technology and skills 7.9
High cost or delays caused by domestic transportation 6.7
High cost or delays caused by international transportation............... 6.2
Rules of origin requirements abroad.. 4.7
Technical requirements and standards abroad............................... 4.4
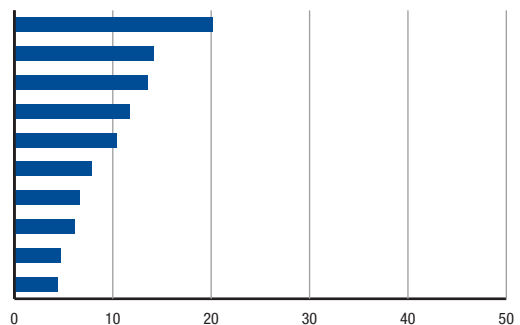
Most problematic factors for importing

Percent of responses

Tariffs and non-tariff barriers.. 24.7
Burdensome import procedures.. 24.7
Corruption at the border 19.3
High cost or delays caused by international transportation................ 13.3
High cost or delays caused by domestic transportation 7.8
Inappropriate telecommunications infrastructure............................. 4.1
Crime and theft 3.8
Domestic technical requirements and standards 2.3
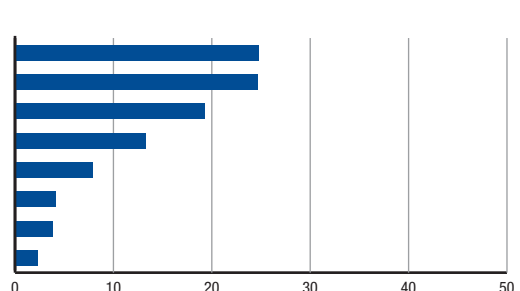
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Mali

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**114**	**3.5**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	108	11.4	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	6	6.8	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	26	6.8	Hong Kong SAR	0.0
	Tariff peaks, %	1	0.0	Multiple economies (23)	0.0
	Specific tariffs, %	1	0.0	Multiple economies (49)	0.0
	Distinct tariffs, number	3	4	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	104	25.1	Hong Kong SAR	100.0
1.05	Tariffs faced, %	40	5.4	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	122	5.7	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**117**	**2.9**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	69	4.1	Singapore	6.2
2.02	Customs services index, 0–12 (best)	115	2.5	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**113**	**2.9**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	121	2.1	Singapore	4.1
3.02	No. of days to import	100	31	Singapore	4.0
3.03	No. of documents to import	101	9	France	2.0
3.04	Cost to import, US$ per container	121	3,067	Malaysia	435.0
3.05	No. of days to export	102	26	Multiple economies (4)	5.0
3.06	No. of documents to export	47	6	France	2.0
3.07	Cost to export, US$ per container	116	2,202	Malaysia	450.0
	4th pillar: Transparency of border administration	**119**	**2.4**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	128	2.2	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	94	2.8	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**123**	**3.0**	**France**	**6.3**
5.01	Airport density, number per million pop.	104	0.3	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	n/a	n/a	United States	100.0
5.03	Paved roads, % of total	101	19.0	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	104	3.7	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	80	2.3	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	88	3.3	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	87	3.7	Singapore	6.8
	6th pillar: Availability and quality of transport services	**120**	**2.8**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	n/a	n/a	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	124	2.2	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	123	2.1	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	116	2.3	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	104	2.9	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	102	3.8	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	59	0.0	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**121**	**2.2**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	123	3.8	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	114	48.4	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	125	0.0	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	103	0.3	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	124	2.7	Iceland	95.0
	8th pillar: Regulatory environment	**106**	**3.3**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	103	3.2	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	107	2.5	Singapore	6.5
8.03	Undue influence, 1–7 (best)	97	2.7	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	69	3.5	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	90	4.0	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	111	2.8	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	94	4.3	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	36	4.5	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	111	3.8	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	97	4.1	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	71	63.9	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	107	3.2	Hong Kong SAR	5.6
	9th pillar: Physical security	**89**	**4.3**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	99	3.4	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	68	4.8	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	100	4.9	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Mauritania

Key indicators

Population (millions), 2010 .... 3.5
GDP (US$ billions), 2010.. 3.6
FDI inflows (US$ millions), 2010.. 14
Imports and exports as share (%) of world total, 2009 .... 0.01
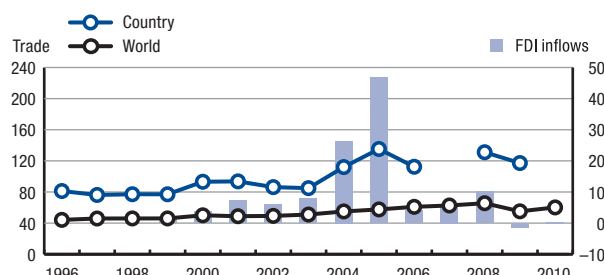
Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2009...................................	2,046	1,507
Services trade (US$ millions), 2009................................	616	136
Merchandise trade (US$ millions), 2010	1,822	2,033
Agriculture (% of merchandise trade), 2010.................	28.76	11.54
Fuels and mining (% of merchandise trade), 2010.......	35.20	75.55
Manufactures (% of merchandise trade), 2010............	35.95	0.01

Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**125**	**3.1**
2010 Index	117	3.3
Subindex A: Market access	**118**	**3.4**
1st pillar: Domestic and foreign market access	118	3.4
Subindex B: Border administration.........................	**115**	**2.9**
2nd pillar: Efficiency of customs administration...................................	127	2.8
3rd pillar: Efficiency of import-export procedures	104	3.4
4th pillar: Transparency of border administration..............................	118	2.4
Subindex C: Transport & communications infrastructure...	**126**	**2.6**
5th pillar: Availability and quality of transport infrastructure.............	120	3.0
6th pillar: Availability and quality of transport services	125	2.7
7th pillar: Availability and use of ICTs	122	2.2
Subindex D: Business environment	**121**	**3.3**
8th pillar: Regulatory environment	122	2.9
9th pillar: Physical security...	110	3.8
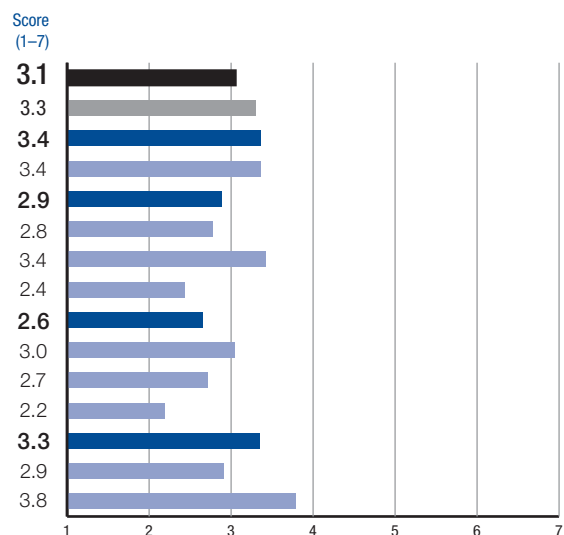
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Access to trade finance	23.6
Identifying potential markets and buyers	15.9
Difficulties in meeting quality/quantity requirements of buyers.........................	12.0
Access to imported inputs at competitive prices..............................	11.0
Burdensome procedures and corruption at foreign borders...........................	10.8
High cost or delays caused by domestic transportation	8.1
High cost or delays caused by international transportation.............................	6.4
Inappropriate production technology and skills	5.3
Technical requirements and standards abroad.................................	4.0
Rules of origin requirements abroad..	2.9
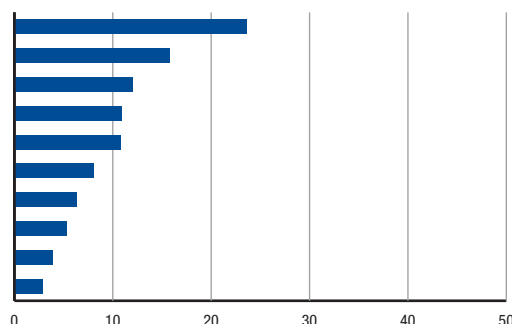
Most problematic factors for importing

Percent of responses

Burdensome import procedures..	23.4
Tariffs and non-tariff barriers..	21.4
Corruption at the border	19.7
High cost or delays caused by international transportation............................	14.7
High cost or delays caused by domestic transportation	8.0
Inappropriate telecommunications infrastructure.............................	5.9
Domestic technical requirements and standards	5.6
Crime and theft..	1.2
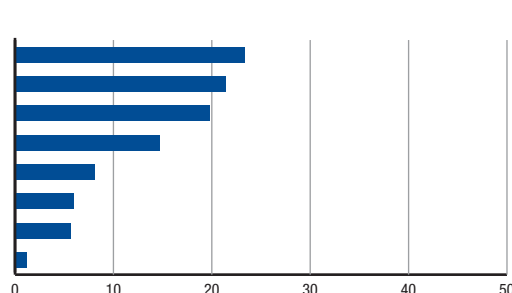
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Mauritania

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**118**	**3.4**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	112	11.5	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	12	6.7	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	40	7.3	Hong Kong SAR	0.0
Tariff peaks, %	1	0.0	Multiple economies (23)	0.0
Specific tariffs, %	1	0.0	Multiple economies (49)	0.0
Distinct tariffs, number	3	4	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	127	6.3	Hong Kong SAR	100.0
1.05 Tariffs faced, %	47	5.5	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	65	25.3	Malawi	93.8
2nd pillar: Efficiency of customs administration	**127**	**2.8**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	63	4.1	Singapore	6.2
2.02 Customs services index, 0–12 (best)	118	2.0	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**104**	**3.4**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	93	2.3	Singapore	4.1
3.02 No. of days to import	116	38	Singapore	4.0
3.03 No. of documents to import	74	8	France	2.0
3.04 Cost to import, US$ per container	83	1,523	Malaysia	435.0
3.05 No. of days to export	115	34	Multiple economies (4)	5.0
3.06 No. of documents to export	95	8	France	2.0
3.07 Cost to export, US$ per container	96	1,520	Malaysia	450.0
4th pillar: Transparency of border administration	**118**	**2.4**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	121	2.4	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	116	2.4	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**120**	**3.0**	**France**	**6.3**
5.01 Airport density, number per million pop.	100	0.3	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	83	63.5	United States	100.0
5.03 Paved roads, % of total	89	26.8	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	129	2.5	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	103	1.8	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	124	2.3	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	109	3.3	Singapore	6.8
6th pillar: Availability and quality of transport services	**125**	**2.7**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	89	5.6	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	106	2.5	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	112	2.3	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	120	2.3	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	124	2.6	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	89	4.1	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	59	0.0	Jamaica	0.7
7th pillar: Availability and use of ICTs	**122**	**2.2**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	129	3.5	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	95	79.3	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	109	0.2	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	129	0.1	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	123	3.0	Iceland	95.0
8th pillar: Regulatory environment	**122**	**2.9**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	100	3.3	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	115	2.4	Singapore	6.5
8.03 Undue influence, 1–7 (best)	114	2.4	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	70	3.5	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	124	3.4	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	128	2.3	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	125	3.4	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	93	3.7	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	130	2.6	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	117	3.4	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	110	50.2	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	129	2.5	Hong Kong SAR	5.6
9th pillar: Physical security	**110**	**3.8**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	121	2.6	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	73	4.7	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	121	4.1	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Mauritius

Key indicators

Population (millions), 2010 .... 1.3
GDP (US$ billions), 2010... 9.7
FDI inflows (US$ millions), 2010.. 430
Imports and exports as share (%) of world total, 2010...................... 0.03
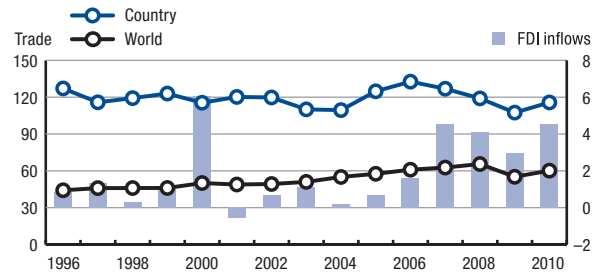
Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010	6,358	4,894
Services trade (US$ millions), 2010	1,956	2,656
Merchandise trade (US$ millions), 2010	4,402	2,239
Agriculture (% of merchandise trade), 2010.................	23.15	31.45
Fuels and mining (% of merchandise trade), 2010.......	20.22	1.00
Manufactures (% of merchandise trade), 2010.............	56.11	50.02

Trade and FDI inflows, percent of GDP

Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**36**	**4.6**
2010 Index	33	4.7
Subindex A: Market access	**6**	**5.3**
1st pillar: Domestic and foreign market access	6	5.3
Subindex B: Border administration	**42**	**4.6**
2nd pillar: Efficiency of customs administration	55	4.4
3rd pillar: Efficiency of import-export procedures	29	5.3
4th pillar: Transparency of border administration...............	46	4.0
Subindex C: Transport & communications infrastructure	**65**	**3.9**
5th pillar: Availability and quality of transport infrastructure...	40	4.9
6th pillar: Availability and quality of transport services	89	3.4
7th pillar: Availability and use of ICTs..............................	79	3.5
Subindex D: Business environment	**43**	**4.7**
8th pillar: Regulatory environment	37	4.4
9th pillar: Physical security...	56	5.0
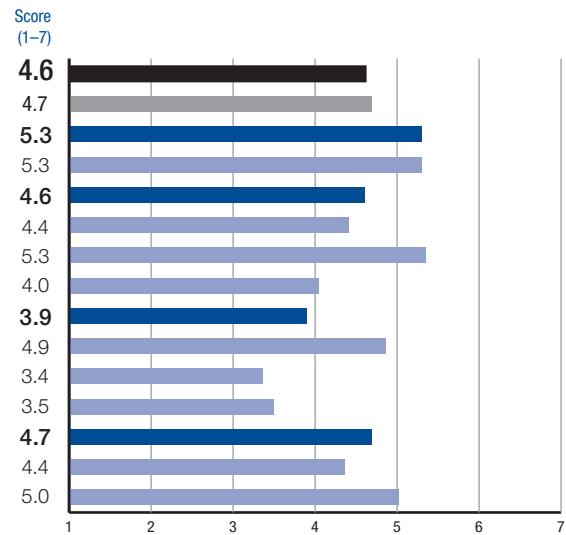
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers	19.1
High cost or delays caused by international transportation...........................	13.8
Access to imported inputs at competitive prices.............................	13.4
Technical requirements and standards abroad..............................	12.0
Rules of origin requirements abroad..	9.7
Access to trade finance	8.1
Inappropriate production technology and skills	7.6
Difficulties in meeting quality/quantity requirements of buyers	7.2
Burdensome procedures and corruption at foreign borders	6.9
High cost or delays caused by domestic transportation	2.2
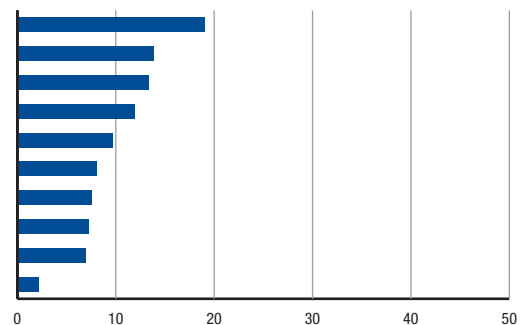
Most problematic factors for importing

Percent of responses

High cost or delays caused by international transportation............................	26.3
Burdensome import procedures...	20.9
Tariffs and non-tariff barriers...	19.0
Domestic technical requirements and standards	12.9
Corruption at the border	6.9
High cost or delays caused by domestic transportation	5.8
Inappropriate telecommunications infrastructure.............................	4.9
Crime and theft	3.3
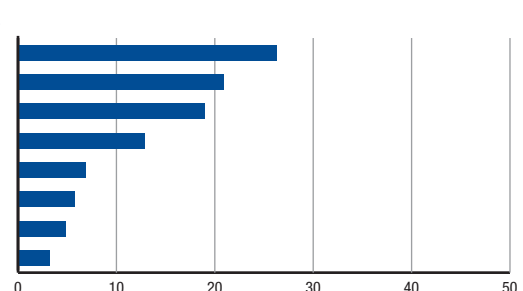
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Mauritius

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**6**	**5.3**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	30	1.1	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	11	30.0	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	90	4.6	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	10	5.1	Hong Kong SAR	0.0
	Tariff peaks, %	122	11.7	Multiple economies (23)	0.0
	Specific tariffs, %	92	5.5	Multiple economies (49)	0.0
	Distinct tariffs, number	90	353	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	5	94.6	Hong Kong SAR	100.0
1.05	Tariffs faced, %	69	5.7	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	2	72.4	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**55**	**4.4**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	38	4.6	Singapore	6.2
2.02	Customs services index, 0–12 (best)	65	7.1	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**29**	**5.3**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	70	2.6	Singapore	4.1
3.02	No. of days to import	37	13	Singapore	4.0
3.03	No. of documents to import	37	6	France	2.0
3.04	Cost to import, US$ per container	12	689	Malaysia	435.0
3.05	No. of days to export	43	13	Multiple economies (4)	5.0
3.06	No. of documents to export	29	5	France	2.0
3.07	Cost to export, US$ per container	27	737	Malaysia	450.0
	4th pillar: Transparency of border administration	**46**	**4.0**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	55	4.0	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	37	5.1	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**40**	**4.9**	**France**	**6.3**
5.01	Airport density, number per million pop.	21	1.5	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	87	62.4	United States	100.0
5.03	Paved roads, % of total	22	98.0	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	52	5.1	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	102	1.8	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	57	4.1	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	46	4.7	Singapore	6.8
	6th pillar: Availability and quality of transport services	**89**	**3.4**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	66	15.4	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	107	2.5	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	82	2.7	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	69	2.8	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	52	3.5	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	47	5.2	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	59	0.0	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**79**	**3.5**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	70	4.9	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	79	91.7	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	61	6.1	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	82	0.4	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	79	28.3	Iceland	95.0
	8th pillar: Regulatory environment	**37**	**4.4**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	37	4.8	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	43	3.9	Singapore	6.5
8.03	Undue influence, 1–7 (best)	40	4.0	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	32	4.2	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	21	4.8	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	42	3.9	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	41	4.8	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	56	4.2	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	80	4.5	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	13	5.4	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	53	69.2	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	33	4.5	Hong Kong SAR	5.6
	9th pillar: Physical security	**56**	**5.0**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	59	4.3	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	61	4.9	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	48	5.9	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Mexico

Key indicators

Population (millions), 2010 ....113.4
GDP (US$ billions), 2010.. 1,034.3
FDI inflows (US$ millions), 2010.. 18,679
Imports and exports as share (%) of world total, 2010......................1.71
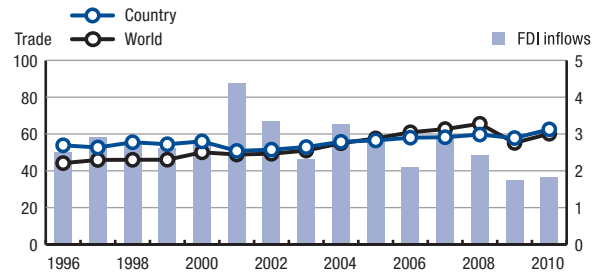
Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010 332,893		313,739
Services trade (US$ millions), 2010 22,275		15,434
Merchandise trade (US$ millions), 2010 310,618		298,305
Agriculture (% of merchandise trade), 2010.................. 7.58		6.30
Fuels and mining (% of merchandise trade), 2010....... 10.36		16.69
Manufactures (% of merchandise trade), 2010.............77.18		74.53

Trade and FDI inflows, percent of GDP

Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**65**	**4.1**
2010 Index	64	4.0
Subindex A: Market access	**18**	**4.8**
1st pillar: Domestic and foreign market access	18	4.8
Subindex B: Border administration	**62**	**4.1**
2nd pillar: Efficiency of customs administration...................................	58	4.3
3rd pillar: Efficiency of import-export procedures	57	4.8
4th pillar: Transparency of border administration................................	70	3.1
**Subindex C: Transport & communications infrastructure..... **	**62**	**3.9**
5th pillar: Availability and quality of transport infrastructure...............	71	4.1
6th pillar: Availability and quality of transport services	66	3.7
7th pillar: Availability and use of ICTs..	62	3.9
Subindex D: Business environment	**114**	**3.5**
8th pillar: Regulatory environment	71	3.6
9th pillar: Physical security..	126	3.3
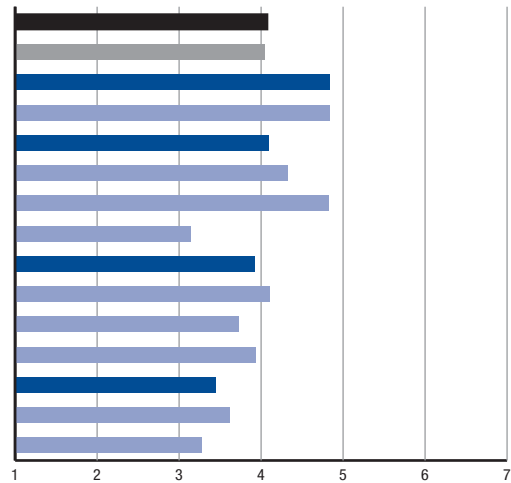
The most problematic factors for trade

Most problematic factors for exporting
Percent of responses

Identifying potential markets and buyers 14.2
Access to trade finance 12.6
Access to imported inputs at competitive prices................................10.7
Technical requirements and standards abroad..................................10.4
High cost or delays caused by domestic transportation 10.3
Inappropriate production technology and skills 10.1
Burdensome procedures and corruption at foreign borders............ 8.6
Rules of origin requirements abroad.. 8.5
Difficulties in meeting quality/quantity requirements of buyers 7.6
High cost or delays caused by international transportation...............7.0
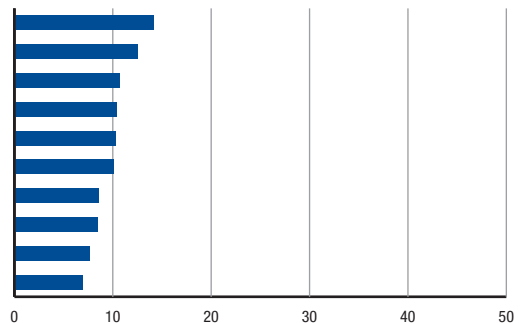
Most problematic factors for importing
Percent of responses

Burdensome import procedures.. 18.2
Tariffs and non-tariff barriers..16.5
Corruption at the border 15.6
Crime and theft 14.0
High cost or delays caused by international transportation...............12.1
Domestic technical requirements and standards 9.6
High cost or delays caused by domestic transportation 9.1
Inappropriate telecommunications infrastructure.............................. 4.8
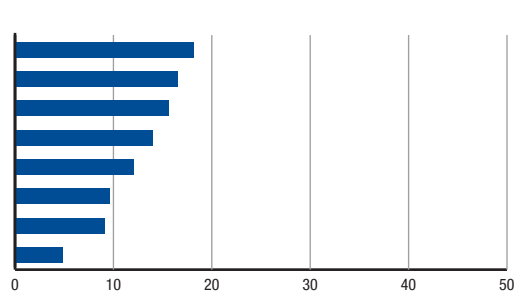
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Mexico

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage** ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**18**	**4.8**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	87	8.3	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	18	37.8	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	67	5.7	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	120	16.6	Hong Kong SAR	0.0
Tariff peaks, %	70	5.3	Multiple economies (23)	0.0
Specific tariffs, %	67	0.5	Multiple economies (49)	0.0
Distinct tariffs, number	71	87	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	11	85.4	Hong Kong SAR	100.0
1.05 Tariffs faced, %	26	5.2	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	31	47.5	Malawi	93.8
2nd pillar: Efficiency of customs administration	**58**	**4.3**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	70	4.1	Singapore	6.2
2.02 Customs services index, 0–12 (best)	52	7.7	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**57**	**4.8**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	65	2.6	Singapore	4.1
3.02 No. of days to import	33	12	Singapore	4.0
3.03 No. of documents to import	5	4	France	2.0
3.04 Cost to import, US$ per container	101	1,780	Malaysia	435.0
3.05 No. of days to export	36	12	Multiple economies (4)	5.0
3.06 No. of documents to export	29	5	France	2.0
3.07 Cost to export, US$ per container	92	1,450	Malaysia	450.0
4th pillar: Transparency of border administration	**70**	**3.1**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	71	3.5	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	85	3.0	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**71**	**4.1**	**France**	**6.3**
5.01 Airport density, number per million pop.	73	0.5	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	28	78.5	United States	100.0
5.03 Paved roads, % of total	80	35.3	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	60	4.8	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	69	2.6	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	51	4.3	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	69	4.0	Singapore	6.8
6th pillar: Availability and quality of transport services	**66**	**3.7**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	28	36.1	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	42	3.1	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	45	3.0	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	50	3.2	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	56	3.5	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	111	3.5	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	46	0.2	Jamaica	0.7
7th pillar: Availability and use of ICTs	**62**	**3.9**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	58	5.0	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	93	80.6	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	47	10.0	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	28	0.7	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	74	31.1	Iceland	95.0
8th pillar: Regulatory environment	**71**	**3.6**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	78	3.8	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	91	2.9	Singapore	6.5
8.03 Undue influence, 1–7 (best)	79	3.0	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	81	3.3	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	100	3.9	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	67	3.4	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	28	5.0	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	78	3.9	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	23	5.5	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	48	4.9	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	29	77.3	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	74	3.7	Hong Kong SAR	5.6
9th pillar: Physical security	**126**	**3.3**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	123	2.6	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	125	2.7	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	111	4.5	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Moldova

Key indicators

Population (millions), 2010 .... 3.6
GDP (US$ billions), 2010.. 5.8
FDI inflows (US$ millions), 2010... 199
Imports and exports as share (%) of world total, 2010...................... 0.02

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010	4,583	2,234
Services trade (US$ millions), 2010	728	652
Merchandise trade (US$ millions), 2010	3,855	1,582
Agriculture (% of merchandise trade), 2010.................	16.25	49.48
Fuels and mining (% of merchandise trade), 2010.......	13.63	3.21
Manufactures (% of merchandise trade), 2010............	62.32	47.29

Trade and FDI inflows, percent of GDP
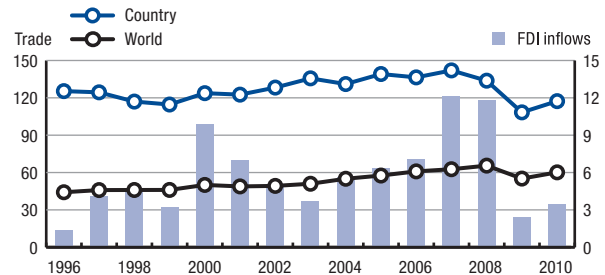
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**76**	**3.9**
2010 Index	n/a	n/a
Subindex A: Market access......................................	**19**	**4.8**
1st pillar: Domestic and foreign market access.................	19	4.8
Subindex B: Border administration.............................	**101**	**3.3**
2nd pillar: Efficiency of customs administration.................	95	3.5
3rd pillar: Efficiency of import-export procedures	102	3.7
4th pillar: Transparency of border administration...............	95	2.8
Subindex C: Transport & communications infrastructure.....	**83**	**3.6**
5th pillar: Availability and quality of transport infrastructure...............	88	3.7
6th pillar: Availability and quality of transport services	79	3.4
7th pillar: Availability and use of ICTs.................................	66	3.7
Subindex D: Business environment.......................................	**87**	**3.9**
8th pillar: Regulatory environment	112	3.1
9th pillar: Physical security...	74	4.7
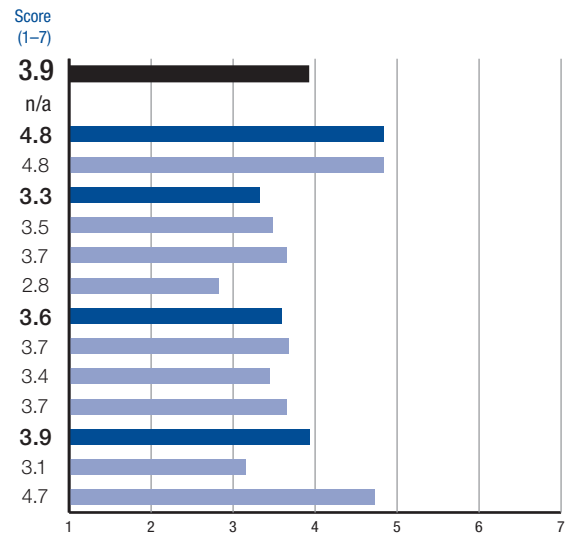
The most problematic factors for trade

Most problematic factors for exporting
Percent of responses

Identifying potential markets and buyers 17.0
Inappropriate production technology and skills.................................... 14.8
Access to trade finance 13.0
Access to imported inputs at competitive prices.................................. 12.7
Technical requirements and standards abroad..................................... 12.2
Difficulties in meeting quality/quantity requirements of buyers....................... 10.2
Burdensome procedures and corruption at foreign borders.......................... 6.7
High cost or delays caused by domestic transportation 5.4
High cost or delays caused by international transportation............................. 4.4
Rules of origin requirements abroad... 3.5
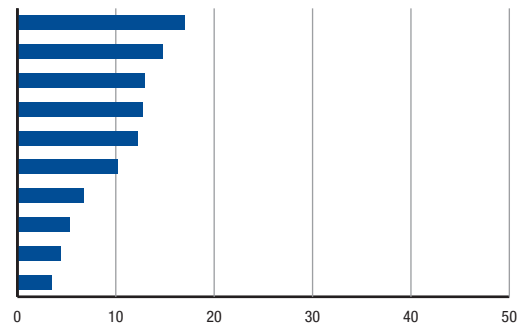
Most problematic factors for importing
Percent of responses

Burdensome import procedures.. 23.4
Tariffs and non-tariff barriers.. 22.6
Corruption at the border 18.9
High cost or delays caused by international transportation............................ 12.0
Domestic technical requirements and standards 10.6
High cost or delays caused by domestic transportation 5.5
Crime and theft.. 4.3
Inappropriate telecommunications infrastructure.. 2.7
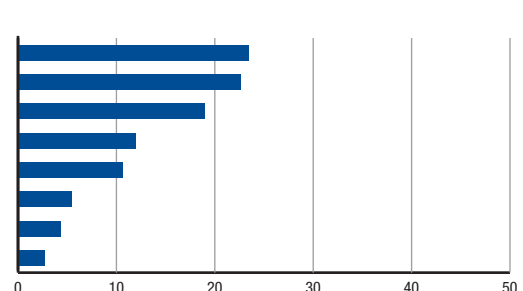
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

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Moldova

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**19**	**4.8**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	36	2.5	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	89	4.6	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	12	5.6	Hong Kong SAR	0.0
	Tariff peaks, %	123	12.0	Multiple economies (23)	0.0
	Specific tariffs, %	90	4.0	Multiple economies (49)	0.0
	Distinct tariffs, number	94	406	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	36	67.4	Hong Kong SAR	100.0
1.05	Tariffs faced, %	44	5.5	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	6	61.7	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**95**	**3.5**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	102	3.5	Singapore	6.2
2.02	Customs services index, 0–12 (best)	n/a	n/a	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**102**	**3.7**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	116	2.2	Singapore	4.1
3.02	No. of days to import	111	35	Singapore	4.0
3.03	No. of documents to import	52	7	France	2.0
3.04	Cost to import, US$ per container	97	1,740	Malaysia	435.0
3.05	No. of days to export	112	32	Multiple economies (4)	5.0
3.06	No. of documents to export	47	6	France	2.0
3.07	Cost to export, US$ per container	100	1,545	Malaysia	450.0
	4th pillar: Transparency of border administration	**95**	**2.8**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	95	2.9	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	89	2.9	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**88**	**3.7**	**France**	**6.3**
5.01	Airport density, number per million pop.	102	0.3	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	n/a	n/a	United States	100.0
5.03	Paved roads, % of total	37	85.8	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	106	3.6	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	65	2.6	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	132	1.3	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	116	2.9	Singapore	6.8
	6th pillar: Availability and quality of transport services	**79**	**3.4**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	n/a	n/a	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	127	2.1	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	121	2.1	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	107	2.4	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	113	2.7	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	79	4.5	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	8	0.5	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**66**	**3.7**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	101	4.4	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	85	88.6	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	56	7.5	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	59	0.5	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	60	40.0	Iceland	95.0
	8th pillar: Regulatory environment	**112**	**3.1**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	108	3.1	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	92	2.8	Singapore	6.5
8.03	Undue influence, 1–7 (best)	117	2.4	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	86	3.2	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	94	4.0	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	119	2.6	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	100	4.2	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	85	3.8	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	108	3.9	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	103	4.0	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	56	68.1	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	124	2.7	Hong Kong SAR	5.6
	9th pillar: Physical security	**74**	**4.7**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	112	3.0	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	52	5.1	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	42	6.0	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Mongolia

Key indicators

Population (millions), 2010 .... 2.8
GDP (US$ billions), 2010.. 6.2
FDI inflows (US$ millions), 2010................................... 1,691
Imports and exports as share (%) of world total, 2010...................... 0.02

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010 4,031	4,031	3,387
Services trade (US$ millions), 2010 753	753	487
Merchandise trade (US$ millions), 2010 3,278	3,278	2,899
Agriculture (% of merchandise trade), 2010.................. 9.94	9.94	5.14
Fuels and mining (% of merchandise trade), 2010....... 19.70	19.70	84.08
Manufactures (% of merchandise trade), 2010............ 69.47	69.47	2.02

Trade and FDI inflows, percent of GDP
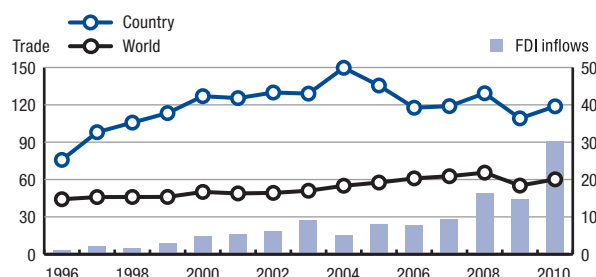
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**114**	**3.4**
2010 Index	116	3.3
Subindex A: Market access	**110**	**3.5**
1st pillar: Domestic and foreign market access	110	3.5
Subindex B: Border administration	**118**	**2.8**
2nd pillar: Efficiency of customs administration	100	3.3
3rd pillar: Efficiency of import-export procedures	121	2.4
4th pillar: Transparency of border administration	99	2.7
Subindex C: Transport & communications infrastructure...	**101**	**3.2**
5th pillar: Availability and quality of transport infrastructure....	103	3.3
6th pillar: Availability and quality of transport services	112	3.0
7th pillar: Availability and use of ICTs	86	3.3
Subindex D: Business environment	**82**	**4.1**
8th pillar: Regulatory environment	114	3.1
9th pillar: Physical security...	60	5.0
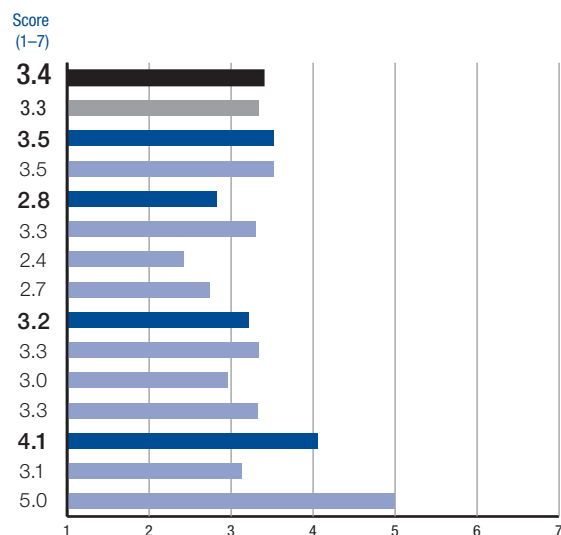
The most problematic factors for trade

Most problematic factors for exporting
Percent of responses

Inappropriate production technology and skills 18.8
Identifying potential markets and buyers 13.1
Technical requirements and standards abroad.................................. 11.6
Difficulties in meeting quality/quantity requirements of buyers 11.0
High cost or delays caused by international transportation.............. 10.6
High cost or delays caused by domestic transportation 9.5
Burdensome procedures and corruption at foreign borders 7.4
Rules of origin requirements abroad.. 6.7
Access to trade finance 6.6
Access to imported inputs at competitive prices............................. 4.8
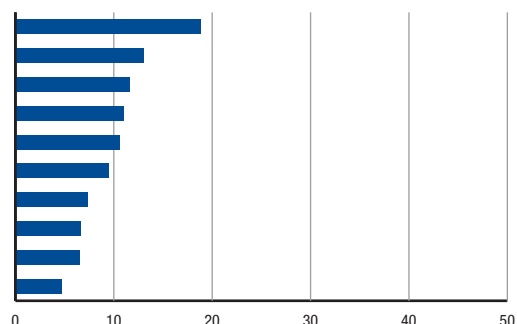
Most problematic factors for importing
Percent of responses

Corruption at the border 18.4
High cost or delays caused by domestic transportation 17.9
High cost or delays caused by international transportation.............. 17.3
Burdensome import procedures... 14.7
Tariffs and non-tariff barriers.. 13.0
Domestic technical requirements and standards 8.4
Inappropriate telecommunications infrastructure............................. 8.4
Crime and theft 1.9
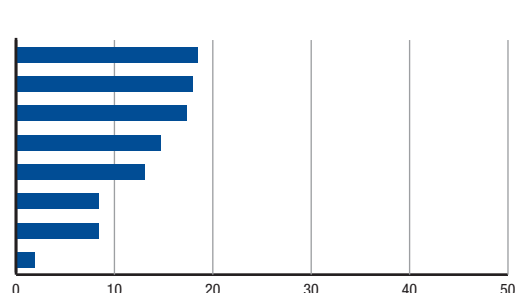
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Mongolia

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**110**	**3.5**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	54	4.6	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	3	7.0	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	3	0.6	Hong Kong SAR	0.0
Tariff peaks, %	26	0.2	Multiple economies (23)	0.0
Specific tariffs, %	1	0.0	Multiple economies (49)	0.0
Distinct tariffs, number	3	4	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	130	0.9	Hong Kong SAR	100.0
1.05 Tariffs faced, %	112	5.9	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	119	7.3	Malawi	93.8
2nd pillar: Efficiency of customs administration	**100**	**3.3**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	115	3.3	Singapore	6.2
2.02 Customs services index, 0–12 (best)	n/a	n/a	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**121**	**2.4**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	126	2.0	Singapore	4.1
3.02 No. of days to import	122	47	Singapore	4.0
3.03 No. of documents to import	74	8	France	2.0
3.04 Cost to import, US$ per container	113	2,400	Malaysia	435.0
3.05 No. of days to export	125	46	Multiple economies (4)	5.0
3.06 No. of documents to export	95	8	France	2.0
3.07 Cost to export, US$ per container	118	2,265	Malaysia	450.0
4th pillar: Transparency of border administration	**99**	**2.7**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	97	2.9	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	100	2.7	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**103**	**3.3**	**France**	**6.3**
5.01 Airport density, number per million pop.	7	4.7	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	n/a	n/a	United States	100.0
5.03 Paved roads, % of total	131	3.5	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	120	3.2	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	67	2.6	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	129	1.8	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	118	2.8	Singapore	6.8
6th pillar: Availability and quality of transport services	**112**	**3.0**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	n/a	n/a	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	125	2.1	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	130	1.9	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	119	2.3	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	94	3.0	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	63	4.8	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	59	0.0	Jamaica	0.7
7th pillar: Availability and use of ICTs	**86**	**3.3**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	87	4.6	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	82	91.1	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	79	2.6	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	43	0.6	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	96	12.9	Iceland	95.0
8th pillar: Regulatory environment	**114**	**3.1**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	115	2.9	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	110	2.5	Singapore	6.5
8.03 Undue influence, 1–7 (best)	115	2.4	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	116	2.8	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	78	4.1	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	118	2.7	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	68	4.5	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	100	3.6	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	43	5.1	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	93	4.2	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	50	70.6	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	110	3.1	Hong Kong SAR	5.6
9th pillar: Physical security	**60**	**5.0**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	86	3.7	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	63	4.9	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	9	6.4	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Montenegro

Key indicators

Population (millions), 2010 .... 0.6
GDP (US$ billions), 2010.. 4.0
FDI inflows (US$ millions), 2010.. 760
Imports and exports as share (%) of world total, 2010...................... 0.01

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010	2,597	1,461
Services trade (US$ millions), 2010	386	989
Merchandise trade (US$ millions), 2010	2,211	471
Agriculture (% of merchandise trade), 2010.................	24.63	18.82
Fuels and mining (% of merchandise trade), 2010.......	16.70	52.71
Manufactures (% of merchandise trade), 2010.............	57.18	20.49
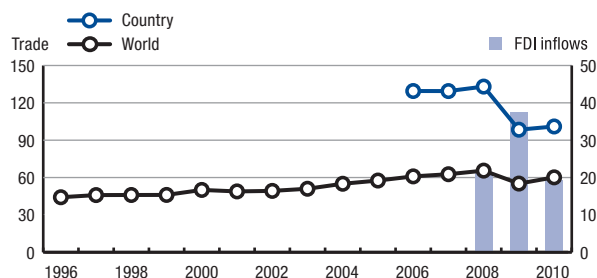
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**39**	**4.5**
2010 Index	43	4.5
Subindex A: Market access.............................	**38**	**4.4**
1st pillar: Domestic and foreign market access	38	4.4
Subindex B: Border administration..................	**52**	**4.4**
2nd pillar: Efficiency of customs administration..................................	67	4.1
3rd pillar: Efficiency of import-export procedures	45	5.1
4th pillar: Transparency of border administration................................	48	3.9
Subindex C: Transport & communications infrastructure.....	**54**	**4.1**
5th pillar: Availability and quality of transport infrastructure...............	54	4.5
6th pillar: Availability and quality of transport services	99	3.2
7th pillar: Availability and use of ICTs..	46	4.5
Subindex D: Business environment..................	**32**	**5.0**
8th pillar: Regulatory environment	41	4.2
9th pillar: Physical security...	21	5.8
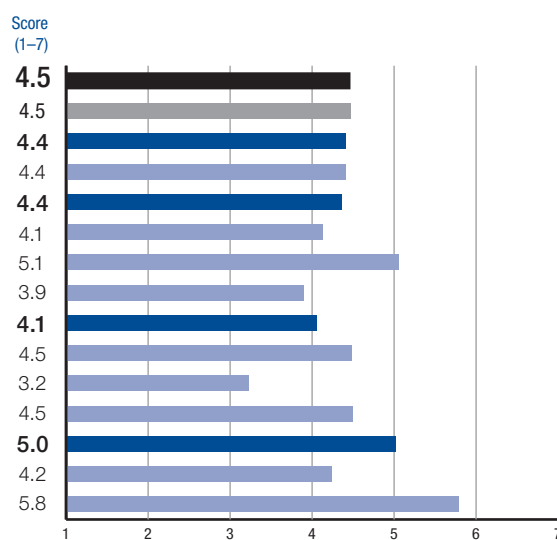
The most problematic factors for trade

Most problematic factors for exporting
Percent of responses

Identifying potential markets and buyers	18.9
Access to trade finance	17.0
Difficulties in meeting quality/quantity requirements of buyers.......................	10.2
Technical requirements and standards abroad....................................	10.0
Inappropriate production technology and skills....................................	10.0
Access to imported inputs at competitive prices.................................	9.1
High cost or delays caused by domestic transportation	7.6
Rules of origin requirements abroad..	6.4
High cost or delays caused by international transportation.............................	5.5
Burdensome procedures and corruption at foreign borders	5.2
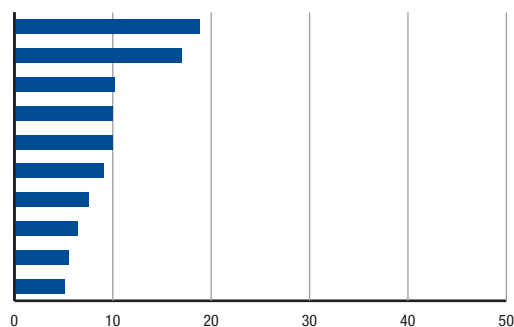
Most problematic factors for importing
Percent of responses

Tariffs and non-tariff barriers...	26.4
Burdensome import procedures..	24.7
High cost or delays caused by domestic transportation	14.4
High cost or delays caused by international transportation..................	12.1
Domestic technical requirements and standards	9.3
Corruption at the border	6.4
Inappropriate telecommunications infrastructure................................	5.2
Crime and theft	1.6
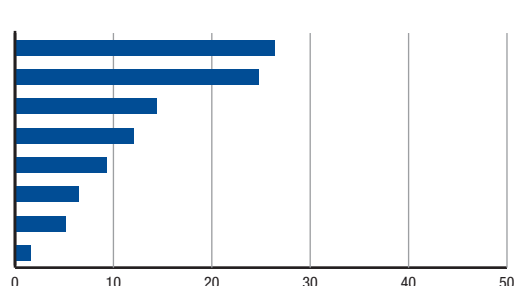
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Montenegro

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**38**	**4.4**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	52	4.4	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	85	4.8	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	19	6.1	Hong Kong SAR	0.0
Tariff peaks, %	126	13.4	Multiple economies (23)	0.0
Specific tariffs, %	82	2.9	Multiple economies (49)	0.0
Distinct tariffs, number	87	283	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	28	75.2	Hong Kong SAR	100.0
1.05 Tariffs faced, %	124	6.1	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	19	53.9	Malawi	93.8
2nd pillar: Efficiency of customs administration	**67**	**4.1**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	43	4.5	Singapore	6.2
2.02 Customs services index, 0–12 (best)	75	6.3	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**45**	**5.1**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	99	2.3	Singapore	4.1
3.02 No. of days to import	42	14	Singapore	4.0
3.03 No. of documents to import	37	6	France	2.0
3.04 Cost to import, US$ per container	38	915	Malaysia	435.0
3.05 No. of days to export	51	14	Multiple economies (4)	5.0
3.06 No. of documents to export	47	6	France	2.0
3.07 Cost to export, US$ per container	34	805	Malaysia	450.0
4th pillar: Transparency of border administration	**48**	**3.9**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	46	4.4	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	55	4.0	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**54**	**4.5**	**France**	**6.3**
5.01 Airport density, number per million pop.	13	3.2	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	85	63.2	United States	100.0
5.03 Paved roads, % of total	56	66.9	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	79	4.2	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	59	2.9	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	92	3.1	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	92	3.7	Singapore	6.8
6th pillar: Availability and quality of transport services	**99**	**3.2**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	98	4.0	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	123	2.2	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	108	2.3	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	88	2.6	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	105	2.9	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	59	4.9	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	n/a	n/a	Jamaica	0.7
7th pillar: Availability and use of ICTs	**46**	**4.5**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	64	5.0	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	3	185.3	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	52	8.3	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	62	0.5	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	42	52.0	Iceland	95.0
8th pillar: Regulatory environment	**41**	**4.2**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	48	4.4	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	38	4.2	Singapore	6.5
8.03 Undue influence, 1–7 (best)	39	4.1	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	30	4.4	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	34	4.6	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	50	3.7	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	45	4.8	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	55	4.2	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	62	4.7	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	30	5.1	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	54	69.1	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	69	3.8	Hong Kong SAR	5.6
9th pillar: Physical security	**21**	**5.8**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	40	4.9	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	17	5.9	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	6	6.5	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

Morocco

Key indicators

Population (millions), 2010 .... 32.0
GDP (US$ billions), 2010..91.1
FDI inflows (US$ millions), 2010.. 1,304
Imports and exports as share (%) of world total, 2010.......................0.19

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010	41,001	29,718
Services trade (US$ millions), 2010	5,724	12,138
Merchandise trade (US$ millions), 2010	35,277	17,579
Agriculture (% of merchandise trade), 2010.................	13.95	21.01
Fuels and mining (% of merchandise trade), 2010.......	28.92	15.07
Manufactures (% of merchandise trade), 2010............	54.59	63.32

Trade and FDI inflows, percent of GDP
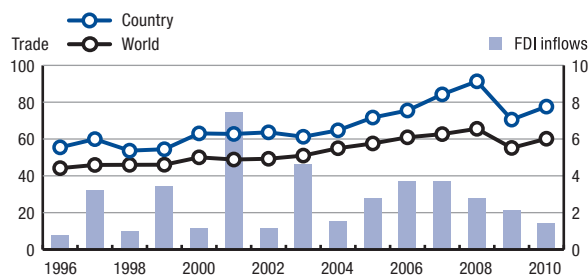
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**64**	**4.1**
2010 Index	75	3.9
Subindex A: Market access	**107**	**3.6**
1st pillar: Domestic and foreign market access	107	3.6
Subindex B: Border administration.........................	**51**	**4.4**
2nd pillar: Efficiency of customs administration..................	39	4.6
3rd pillar: Efficiency of import-export procedures	41	5.1
4th pillar: Transparency of border administration................	65	3.4
Subindex C: Transport & communications infrastructure	**57**	**4.0**
5th pillar: Availability and quality of transport infrastructure.............	52	4.6
6th pillar: Availability and quality of transport services	49	3.9
7th pillar: Availability and use of ICTs..................................	84	3.4
Subindex D: Business environment	**55**	**4.4**
8th pillar: Regulatory environment	48	4.0
9th pillar: Physical security..	66	4.9
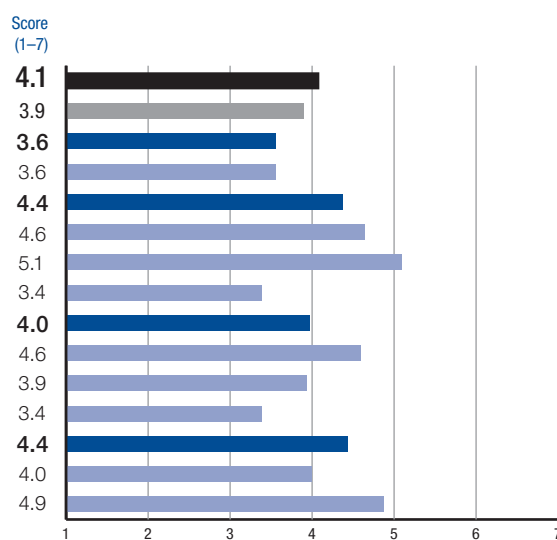
The most problematic factors for trade

Most problematic factors for exporting
Percent of responses

Identifying potential markets and buyers	17.3
Technical requirements and standards abroad.................................	12.6
High cost or delays caused by international transportation..............................	12.6
Access to imported inputs at competitive prices.................................	12.4
Burdensome procedures and corruption at foreign borders	9.9
Difficulties in meeting quality/quantity requirements of buyers	9.6
Rules of origin requirements abroad...	8.4
Access to trade finance	7.3
Inappropriate production technology and skills....................................	5.1
High cost or delays caused by domestic transportation	4.7
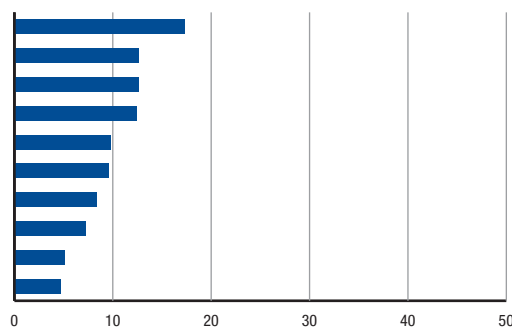
Most problematic factors for importing
Percent of responses

Tariffs and non-tariff barriers..	24.2
High cost or delays caused by international transportation...........................	22.5
Burdensome import procedures...	21.8
High cost or delays caused by domestic transportation	12.0
Domestic technical requirements and standards	7.0
Corruption at the border..	6.6
Inappropriate telecommunications infrastructure.................................	4.6
Crime and theft..	1.3
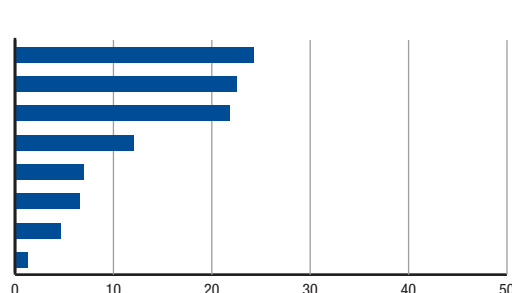
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Morocco

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage** ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**107**	**3.6**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	129	16.5	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	21	43.1	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	63	6.0	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	123	22.3	Hong Kong SAR	0.0
Tariff peaks, %	56	1.6	Multiple economies (23)	0.0
Specific tariffs, %	1	0.0	Multiple economies (49)	0.0
Distinct tariffs, number	66	42	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	92	39.8	Hong Kong SAR	100.0
1.05 Tariffs faced, %	31	5.3	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	37	45.2	Malawi	93.8
2nd pillar: Efficiency of customs administration	**39**	**4.6**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	46	4.4	Singapore	6.2
2.02 Customs services index, 0–12 (best)	42	8.2	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**41**	**5.1**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	64	2.6	Singapore	4.1
3.02 No. of days to import	54	16	Singapore	4.0
3.03 No. of documents to import	74	8	France	2.0
3.04 Cost to import, US$ per container	40	950	Malaysia	435.0
3.05 No. of days to export	33	11	Multiple economies (4)	5.0
3.06 No. of documents to export	47	6	France	2.0
3.07 Cost to export, US$ per container	6	577	Malaysia	450.0
4th pillar: Transparency of border administration	**65**	**3.4**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	64	3.7	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	66	3.4	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**52**	**4.6**	**France**	**6.3**
5.01 Airport density, number per million pop.	77	0.5	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	16	87.5	United States	100.0
5.03 Paved roads, % of total	54	67.8	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	58	4.8	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	41	3.6	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	83	3.4	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	53	4.5	Singapore	6.8
6th pillar: Availability and quality of transport services	**49**	**3.9**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	18	55.1	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	46	3.0	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	59	2.9	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	58	3.0	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	54	3.5	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	54	5.1	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	55	0.0	Jamaica	0.7
7th pillar: Availability and use of ICTs	**84**	**3.4**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	94	4.5	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	69	100.1	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	86	1.6	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	118	0.3	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	46	49.0	Iceland	95.0
8th pillar: Regulatory environment	**48**	**4.0**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	56	4.1	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	51	3.6	Singapore	6.5
8.03 Undue influence, 1–7 (best)	56	3.5	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	55	3.7	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	69	4.2	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	41	4.0	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	50	4.7	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	50	4.3	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	57	4.8	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	59	4.7	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	67	65.2	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	52	4.1	Hong Kong SAR	5.6
9th pillar: Physical security	**66**	**4.9**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	64	4.2	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	57	5.0	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	71	5.4	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Mozambique

Key indicators

Population (millions), 2010 .... 23.4
GDP (US$ billions), 2010 .... 9.5
FDI inflows (US$ millions), 2010 789
Imports and exports as share (%) of world total, 2010 .... 0.02

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010	5,586	3,776
Services trade (US$ millions), 2010	1,086	576
Merchandise trade (US$ millions), 2010	4,500	3,200
Agriculture (% of merchandise trade), 2010	9.99	13.85
Fuels and mining (% of merchandise trade), 2010	16.18	51.35
Manufactures (% of merchandise trade), 2010	39.31	2.27
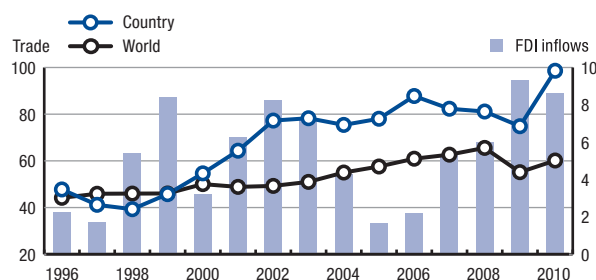
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	97	3.7
2010 Index	93	3.7
Subindex A: Market access	31	4.6
1st pillar: Domestic and foreign market access	31	4.6
Subindex B: Border administration	87	3.5
2nd pillar: Efficiency of customs administration	87	3.7
3rd pillar: Efficiency of import-export procedures	98	3.8
4th pillar: Transparency of border administration	81	3.0
Subindex C: Transport & communications infrastructure...	120	2.8
5th pillar: Availability and quality of transport infrastructure	99	3.4
6th pillar: Availability and quality of transport services	126	2.6
7th pillar: Availability and use of ICTs	118	2.3
Subindex D: Business environment	102	3.7
8th pillar: Regulatory environment	107	3.3
9th pillar: Physical security	101	4.1
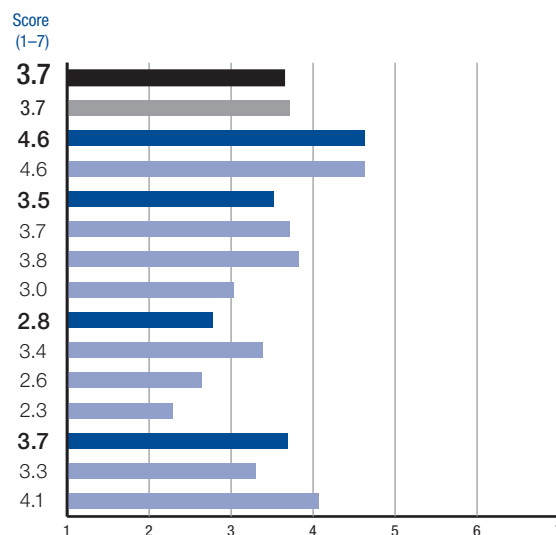
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Access to trade finance	15.3
Inappropriate production technology and skills	14.5
Identifying potential markets and buyers	13.1
Difficulties in meeting quality/quantity requirements of buyers	11.1
Access to imported inputs at competitive prices	9.9
Burdensome procedures and corruption at foreign borders	9.6
High cost or delays caused by domestic transportation	8.2
Technical requirements and standards abroad	8.0
Rules of origin requirements abroad	5.3
High cost or delays caused by international transportation	4.9
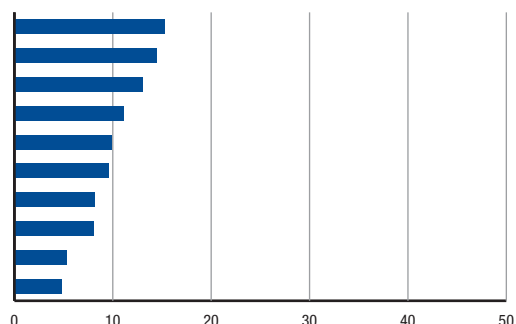
Most problematic factors for importing

Percent of responses

Corruption at the border	21.9
Tariffs and non-tariff barriers	20.7
Burdensome import procedures	20.6
High cost or delays caused by international transportation	11.2
High cost or delays caused by domestic transportation	9.2
Crime and theft	8.1
Domestic technical requirements and standards	4.6
Inappropriate telecommunications infrastructure	3.8
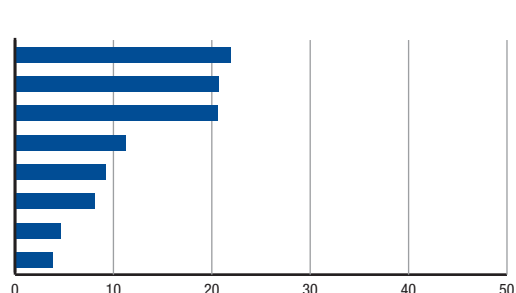
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Mozambique

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**31**	**4.6**	**Singapore**	**6.2**
1.01　Tariff rate, (%)	82	7.5	Hong Kong SAR	0.0
1.02　Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03　Complexity of tariffs, index 1–7 (best)	13	6.7	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	38	7.3	Hong Kong SAR	0.0
Tariff peaks, %	1	0.0	Multiple economies (23)	0.0
Specific tariffs, %	1	0.0	Multiple economies (49)	0.0
Distinct tariffs, number	18	5	Hong Kong SAR	1.0
1.04　Share of duty-free imports, %	90	40.6	Hong Kong SAR	100.0
1.05　Tariffs faced, %	14	5.0	Chile	3.6
1.06　Margin of preference in destination mkts, index 0–100 (best)	40	43.6	Malawi	93.8
2nd pillar: Efficiency of customs administration	**87**	**3.7**	**Singapore**	**6.6**
2.01　Burden of customs procedures, 1–7 (best)	91	3.7	Singapore	6.2
2.02　Customs services index, 0–12 (best)	n/a	n/a	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**98**	**3.8**	**Singapore**	**6.4**
3.01　Efficiency of the clearance process, 1–5 (best)	128	2.0	Singapore	4.1
3.02　No. of days to import	98	28	Singapore	4.0
3.03　No. of documents to import	121	10	France	2.0
3.04　Cost to import, US$ per container	86	1,545	Malaysia	435.0
3.05　No. of days to export	94	23	Multiple economies (4)	5.0
3.06　No. of documents to export	80	7	France	2.0
3.07　Cost to export, US$ per container	64	1,100	Malaysia	450.0
4th pillar: Transparency of border administration	**81**	**3.0**	**New Zealand**	**6.7**
4.01　Irregular payments in exports and imports, 1–7 (best)	75	3.4	New Zealand	6.7
4.02　Corruption Perceptions Index, 0–10 (best)	99	2.7	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**99**	**3.4**	**France**	**6.3**
5.01　Airport density, number per million pop.	82	0.4	Iceland	21.9
5.02　Transshipment connectivity, index 0–100 (best)	64	69.4	United States	100.0
5.03　Paved roads, % of total	96	20.8	Multiple economies (17)	100.0
5.04　Quality of air transport infrastructure, 1–7 (best)	85	4.1	Singapore	6.9
5.05　Quality of railroad infrastructure, 1–7 (best)	86	2.2	Switzerland	6.8
5.06　Quality of roads, 1–7 (best)	123	2.3	France	6.6
5.07　Quality of port infrastructure, 1–7 (best)	102	3.4	Singapore	6.8
6th pillar: Availability and quality of transport services	**126**	**2.6**	**Singapore**	**6.1**
6.01　Liner Shipping Connectivity Index, 0–152.1 (best)	78	10.1	China	152.1
6.02　Ease and affordability of shipment, 1–5 (best)	78	2.8	Hong Kong SAR	4.2
6.03　Logistics competence, 1–5 (best)	118	2.2	Finland	4.1
6.04　Tracking and tracing ability, 1–5 (best)	121	2.3	Finland	4.1
6.05　Timeliness of shipments in reaching destination, 1–5 (best)	130	2.4	Singapore	4.4
6.06　Postal services efficiency, 1–7 (best)	119	3.3	Japan	6.8
6.07　GATS commitments in the transport sector, index 0–1 (best)	59	0.0	Jamaica	0.7
7th pillar: Availability and use of ICTs	**118**	**2.3**	**Netherlands**	**6.3**
7.01　Extent of business Internet use, 1–7 (best)	96	4.5	Sweden	6.5
7.02　Mobile phone subscriptions/100 pop.	127	30.9	Hong Kong SAR	195.6
7.03　Broadband Internet subscriptions/100 pop.	116	0.1	Netherlands	38.1
7.04　Government Online Service Index, 0–1 (best)	93	0.4	Multiple economies (3)	1.0
7.05　Individuals using Internet, %	118	4.2	Iceland	95.0
8th pillar: Regulatory environment	**107**	**3.3**	**Singapore**	**5.7**
8.01　Property rights, 1–7 (best)	107	3.2	Finland	6.4
8.02　Ethics and corruption, 1–7 (best)	81	3.0	Singapore	6.5
8.03　Undue influence, 1–7 (best)	91	2.9	New Zealand	6.1
8.04　Government efficiency, 1–7 (best)	71	3.5	Singapore	5.9
8.05　Domestic competition, 1–7 (best)	103	3.9	Saudi Arabia	5.5
8.06　Efficiency of the financial market, 1–7 (best)	110	2.8	Qatar	5.4
8.07　Openness to foreign participation, index 1–7 (best)	112	4.0	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	125	2.9	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	53	4.9	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	61	4.7	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	123	40.7	Slovenia	93.1
8.08　Availability of trade finance, 1–7 (best)	99	3.2	Hong Kong SAR	5.6
9th pillar: Physical security	**101**	**4.1**	**Finland**	**6.5**
9.01　Reliability of police services, 1–7 (best)	92	3.6	Finland	6.7
9.02　Business costs of crime and violence, 1–7 (best)	97	4.0	Saudi Arabia	6.5*
9.03　Business costs of terrorism, 1–7 (best)	109	4.6	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

Namibia

Key indicators

Population (millions), 2010 .... 2.3
GDP (US$ billions), 2010.. 11.7
FDI inflows (US$ millions), 2010.. 858
Imports and exports as share (%) of world total, 2010....................... 0.03

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010	6,065	4,625
Services trade (US$ millions), 2010	705	572
Merchandise trade (US$ millions), 2010	5,360	4,052
Agriculture (% of merchandise trade), 2010...................	6.21	34.56
Fuels and mining (% of merchandise trade), 2010........	31.77	35.32
Manufactures (% of merchandise trade), 2010.............	58.11	19.99
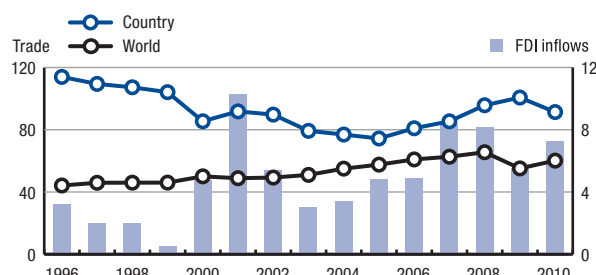
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**75**	**3.9**
2010 Index	70	4.0
Subindex A: Market access	**50**	**4.2**
1st pillar: Domestic and foreign market access	50	4.2
Subindex B: Border administration	**90**	**3.5**
2nd pillar: Efficiency of customs administration.................	106	3.1
3rd pillar: Efficiency of import-export procedures	103	3.5
4th pillar: Transparency of border administration................	50	3.8
Subindex C: Transport & communications infrastructure	**90**	**3.4**
5th pillar: Availability and quality of transport infrastructure.......	46	4.7
6th pillar: Availability and quality of transport services	113	3.0
7th pillar: Availability and use of ICTs...............	104	2.6
Subindex D: Business environment	**49**	**4.5**
8th pillar: Regulatory environment	43	4.2
9th pillar: Physical security..................................	63	4.9
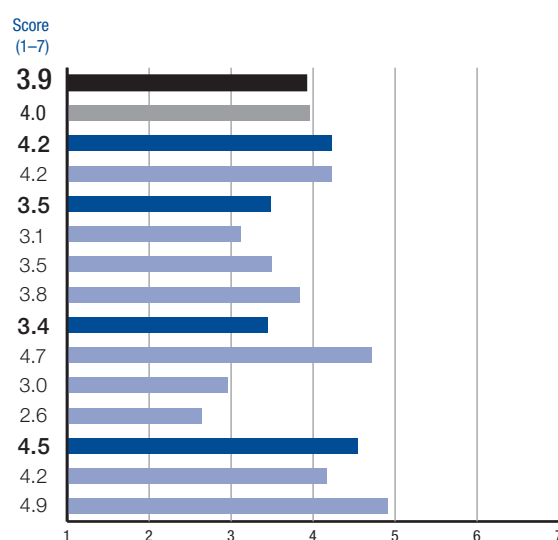
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers	17.3
Burdensome procedures and corruption at foreign borders	12.9
Access to imported inputs at competitive prices...............	12.6
High cost or delays caused by international transportation............	12.0
Access to trade finance	10.6
Inappropriate production technology and skills	9.3
High cost or delays caused by domestic transportation	7.3
Technical requirements and standards abroad...................	7.2
Difficulties in meeting quality/quantity requirements of buyers	6.7
Rules of origin requirements abroad................	4.2
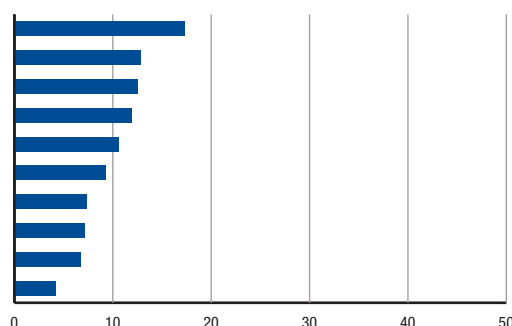
Most problematic factors for importing

Percent of responses

Burdensome import procedures..	23.7
Tariffs and non-tariff barriers..	19.5
High cost or delays caused by international transportation............	17.6
High cost or delays caused by domestic transportation	12.1
Corruption at the border..	11.8
Crime and theft	7.0
Domestic technical requirements and standards	7.0
Inappropriate telecommunications infrastructure.....................	1.3
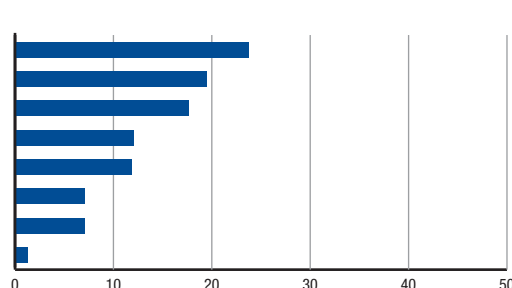
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Namibia

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　　■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**50**	**4.2**	**Singapore**	**6.2**
1.01　Tariff rate, (%)	76	6.7	Hong Kong SAR	0.0
1.02　Non-tariff measures, index 0–100 (worst)[1]	55	71.4	Cambodia	4.7
1.03　Complexity of tariffs, index 1–7 (best)	79	5.0	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	104	11.8	Hong Kong SAR	0.0
Tariff peaks, %	87	8.7	Multiple economies (23)	0.0
Specific tariffs, %	83	3.2	Multiple economies (49)	0.0
Distinct tariffs, number	82	258	Hong Kong SAR	1.0
1.04　Share of duty-free imports, %	33	68.8	Hong Kong SAR	100.0
1.05　Tariffs faced, %	76	5.7	Chile	3.6
1.06　Margin of preference in destination mkts, index 0–100 (best)	49	38.9	Malawi	93.8
2nd pillar: Efficiency of customs administration	**106**	**3.1**	**Singapore**	**6.6**
2.01　Burden of customs procedures, 1–7 (best)	67	4.1	Singapore	6.2
2.02　Customs services index, 0–12 (best)	110	3.3	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**103**	**3.5**	**Singapore**	**6.4**
3.01　Efficiency of the clearance process, 1–5 (best)	55	2.7	Singapore	4.1
3.02　No. of days to import	86	24	Singapore	4.0
3.03　No. of documents to import	52	7	France	2.0
3.04　Cost to import, US$ per container	106	1,905	Malaysia	435.0
3.05　No. of days to export	106	29	Multiple economies (4)	5.0
3.06　No. of documents to export	119	9	France	2.0
3.07　Cost to export, US$ per container	108	1,800	Malaysia	450.0
4th pillar: Transparency of border administration	**50**	**3.8**	**New Zealand**	**6.7**
4.01　Irregular payments in exports and imports, 1–7 (best)	56	4.0	New Zealand	6.7
4.02　Corruption Perceptions Index, 0–10 (best)	45	4.4	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**46**	**4.7**	**France**	**6.3**
5.01　Airport density, number per million pop.	14	3.1	Iceland	21.9
5.02　Transshipment connectivity, index 0–100 (best)	69	66.6	United States	100.0
5.03　Paved roads, % of total	113	12.8	Multiple economies (17)	100.0
5.04　Quality of air transport infrastructure, 1–7 (best)	55	5.0	Singapore	6.9
5.05　Quality of railroad infrastructure, 1–7 (best)	31	4.0	Switzerland	6.8
5.06　Quality of roads, 1–7 (best)	30	5.4	France	6.6
5.07　Quality of port infrastructure, 1–7 (best)	20	5.5	Singapore	6.8
6th pillar: Availability and quality of transport services	**113**	**3.0**	**Singapore**	**6.1**
6.01　Liner Shipping Connectivity Index, 0–152.1 (best)	70	12.0	China	152.1
6.02　Ease and affordability of shipment, 1–5 (best)	108	2.5	Hong Kong SAR	4.2
6.03　Logistics competence, 1–5 (best)	85	2.6	Finland	4.1
6.04　Tracking and tracing ability, 1–5 (best)	67	2.8	Finland	4.1
6.05　Timeliness of shipments in reaching destination, 1–5 (best)	128	2.5	Singapore	4.4
6.06　Postal services efficiency, 1–7 (best)	88	4.2	Japan	6.8
6.07　GATS commitments in the transport sector, index 0–1 (best)	59	0.0	Jamaica	0.7
7th pillar: Availability and use of ICTs	**104**	**2.6**	**Netherlands**	**6.3**
7.01　Extent of business Internet use, 1–7 (best)	77	4.8	Sweden	6.5
7.02　Mobile phone subscriptions/100 pop.	102	67.2	Hong Kong SAR	195.6
7.03　Broadband Internet subscriptions/100 pop.	100	0.4	Netherlands	38.1
7.04　Government Online Service Index, 0–1 (best)	109	0.3	Multiple economies (3)	1.0
7.05　Individuals using Internet, %	116	6.5	Iceland	95.0
8th pillar: Regulatory environment	**43**	**4.2**	**Singapore**	**5.7**
8.01　Property rights, 1–7 (best)	28	5.1	Finland	6.4
8.02　Ethics and corruption, 1–7 (best)	41	4.0	Singapore	6.5
8.03　Undue influence, 1–7 (best)	42	4.0	New Zealand	6.1
8.04　Government efficiency, 1–7 (best)	33	4.2	Singapore	5.9
8.05　Domestic competition, 1–7 (best)	51	4.4	Saudi Arabia	5.5
8.06　Efficiency of the financial market, 1–7 (best)	56	3.6	Qatar	5.4
8.07　Openness to foreign participation, index 1–7 (best)	111	4.0	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	130	2.4	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	36	5.2	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	60	4.7	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	116	45.6	Slovenia	93.1
8.08　Availability of trade finance, 1–7 (best)	49	4.2	Hong Kong SAR	5.6
9th pillar: Physical security	**63**	**4.9**	**Finland**	**6.5**
9.01　Reliability of police services, 1–7 (best)	49	4.6	Finland	6.7
9.02　Business costs of crime and violence, 1–7 (best)	101	4.0	Saudi Arabia	6.5*
9.03　Business costs of terrorism, 1–7 (best)	26	6.2	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Nepal

Key indicators

Population (millions), 2010 .... 30.0
GDP (US$ billions), 2010 .... 15.7
FDI inflows (US$ millions), 2010 39
Imports and exports as share (%) of world total, 2010 .... 0.02

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010	6,126	1,444
Services trade (US$ millions), 2010	846	584
Merchandise trade (US$ millions), 2010	5,280	860
Agriculture (% of merchandise trade), 2010	13.03	22.32
Fuels and mining (% of merchandise trade), 2010	18.34	4.58
Manufactures (% of merchandise trade), 2010	54.91	70.05
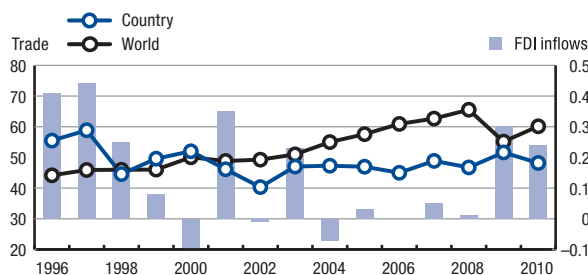
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**124**	**3.1**
2010 Index	118	3.3
Subindex A: Market access	**106**	**3.6**
1st pillar: Domestic and foreign market access	106	3.6
Subindex B: Border administration	**126**	**2.6**
2nd pillar: Efficiency of customs administration	121	2.8
3rd pillar: Efficiency of import-export procedures	118	2.7
4th pillar: Transparency of border administration	126	2.4
Subindex C: Transport & communications infrastructure	**118**	**2.8**
5th pillar: Availability and quality of transport infrastructure	96	3.5
6th pillar: Availability and quality of transport services	124	2.7
7th pillar: Availability and use of ICTs	124	2.2
Subindex D: Business environment	**126**	**3.2**
8th pillar: Regulatory environment	109	3.3
9th pillar: Physical security	128	3.2
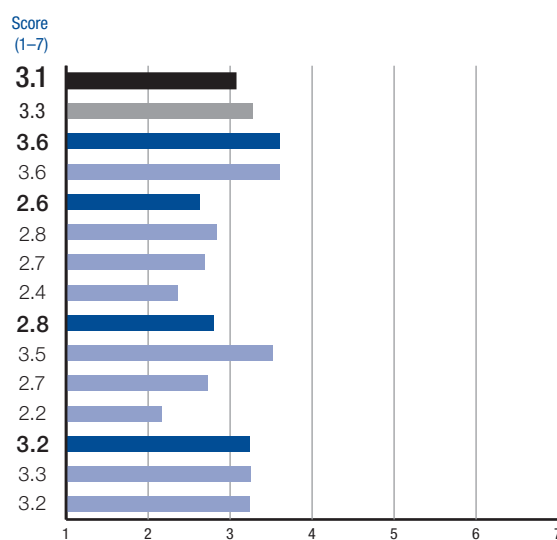
The most problematic factors for trade

Most problematic factors for exporting
Percent of responses

Inappropriate production technology and skills	16.3
Identifying potential markets and buyers	13.4
Difficulties in meeting quality/quantity requirements of buyers	12.7
Access to imported inputs at competitive prices	11.9
High cost or delays caused by domestic transportation	9.9
Technical requirements and standards abroad	8.7
Burdensome procedures and corruption at foreign borders ..	7.8
Access to trade finance	7.7
High cost or delays caused by international transportation ..	7.2
Rules of origin requirements abroad	4.5
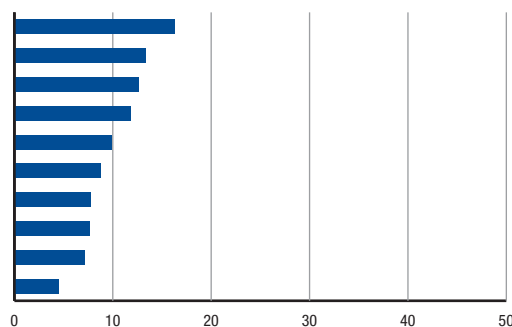
Most problematic factors for importing
Percent of responses

Burdensome import procedures	20.7
Tariffs and non-tariff barriers	19.1
Corruption at the border	18.6
High cost or delays caused by international transportation ..	16.4
High cost or delays caused by domestic transportation	9.0
Domestic technical requirements and standards	7.7
Crime and theft	6.2
Inappropriate telecommunications infrastructure	2.4
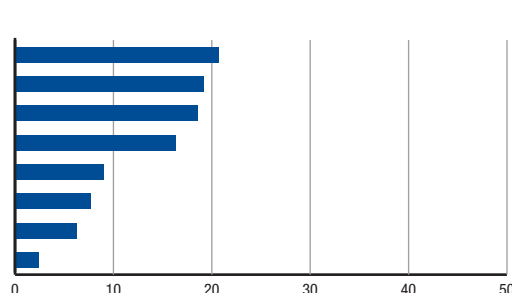
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Nepal

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**106**	**3.6**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	127	16.4	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	52	6.4	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	94	11.1	Hong Kong SAR	0.0
	Tariff peaks, %	46	1.1	Multiple economies (23)	0.0
	Specific tariffs, %	74	0.7	Multiple economies (49)	0.0
	Distinct tariffs, number	67	45	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	123	8.6	Hong Kong SAR	100.0
1.05	Tariffs faced, %	20	5.1	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	3	67.9	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**121**	**2.8**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	110	3.4	Singapore	6.2
2.02	Customs services index, 0–12 (best)	105	3.5	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**118**	**2.7**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	113	2.2	Singapore	4.1
3.02	No. of days to import	111	35	Singapore	4.0
3.03	No. of documents to import	101	9	France	2.0
3.04	Cost to import, US$ per container	107	2,095	Malaysia	435.0
3.05	No. of days to export	120	41	Multiple economies (4)	5.0
3.06	No. of documents to export	119	9	France	2.0
3.07	Cost to export, US$ per container	113	1,960	Malaysia	450.0
	4th pillar: Transparency of border administration	**126**	**2.4**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	122	2.4	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	124	2.2	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**96**	**3.5**	**France**	**6.3**
5.01	Airport density, number per million pop.	42	0.9	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	n/a	n/a	United States	100.0
5.03	Paved roads, % of total	63	55.9	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	113	3.4	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	128	1.1	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	119	2.5	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	125	2.6	Singapore	6.8
	6th pillar: Availability and quality of transport services	**124**	**2.7**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	n/a	n/a	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	131	1.9	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	125	2.1	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	130	2.0	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	131	2.2	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	117	3.4	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	n/a	n/a	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**124**	**2.2**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	114	4.1	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	128	30.7	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	108	0.2	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	115	0.3	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	114	7.9	Iceland	95.0
	8th pillar: Regulatory environment	**109**	**3.3**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	112	3.0	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	116	2.4	Singapore	6.5
8.03	Undue influence, 1–7 (best)	75	3.2	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	96	3.1	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	105	3.9	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	79	3.3	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	127	3.4	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	124	2.9	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	126	3.0	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	104	3.9	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	120	43.4	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	63	3.8	Hong Kong SAR	5.6
	9th pillar: Physical security	**128**	**3.2**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	115	2.9	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	121	3.2	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	129	3.6	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

Netherlands

Key indicators

Population (millions), 2010 .... 16.6
GDP (US$ billions), 2010.. 780.7
FDI inflows (US$ millions), 2010.. −16,141
Imports and exports as share (%) of world total, 2010...................... 3.46

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010 623,030		686,617
Services trade (US$ millions), 2010 106,103		113,257
Merchandise trade (US$ millions), 2010 516,927		573,360
Agriculture (% of merchandise trade), 2010.................11.88		16.39
Fuels and mining (% of merchandise trade), 2010.......23.82		19.20
Manufactures (% of merchandise trade), 2010............61.67		61.45

Trade and FDI inflows, percent of GDP
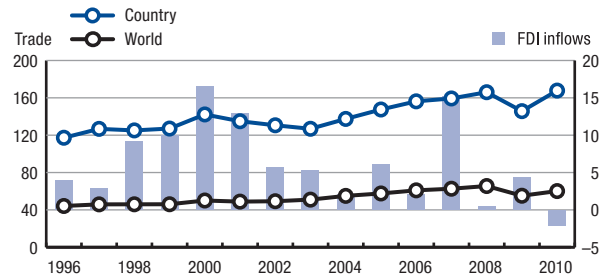
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	7	5.3
2010 Index	10	5.3
Subindex A: Market access	67	3.9
1st pillar: Domestic and foreign market access	67	3.9
Subindex B: Border administration	5	6.0
2nd pillar: Efficiency of customs administration	3	6.0
3rd pillar: Efficiency of import-export procedures	12	5.8
4th pillar: Transparency of border administration................	7	6.2
Subindex C: Transport & communications infrastructure.......	2	5.9
5th pillar: Availability and quality of transport infrastructure.............	10	5.9
6th pillar: Availability and quality of transport services	3	5.6
7th pillar: Availability and use of ICTs	1	6.3
Subindex D: Business environment	14	5.5
8th pillar: Regulatory environment	11	5.2
9th pillar: Physical security............................	25	5.7
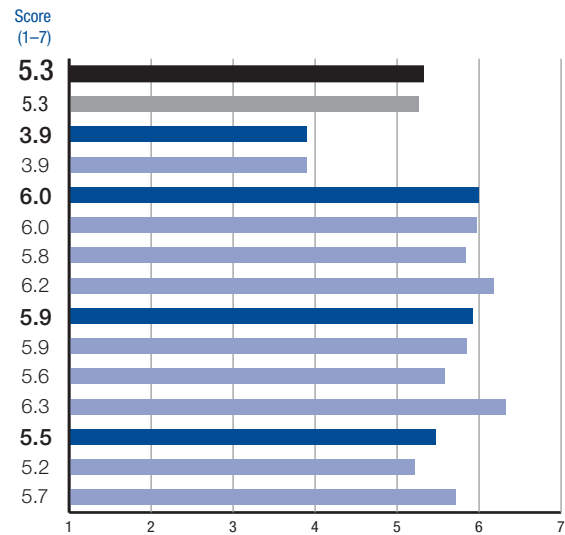
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers 18.7
Rules of origin requirements abroad.. 16.3
Technical requirements and standards abroad................................14.9
Access to trade finance 12.2
High cost or delays caused by international transportation............................. 9.3
Access to imported inputs at competitive prices................................9.1
Burdensome procedures and corruption at foreign borders............................7.7
Difficulties in meeting quality/quantity requirements of buyers 6.7
Inappropriate production technology and skills................................. 2.8
High cost or delays caused by domestic transportation 2.4
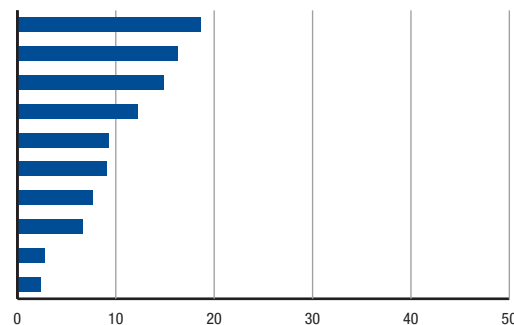
Most problematic factors for importing

Percent of responses

Tariffs and non-tariff barriers..27.0
Domestic technical requirements and standards 20.7
Burdensome import procedures... 19.1
High cost or delays caused by international transportation............................18.8
High cost or delays caused by domestic transportation 6.2
Inappropriate telecommunications infrastructure.............................. 3.7
Crime and theft 3.5
Corruption at the border 1.0
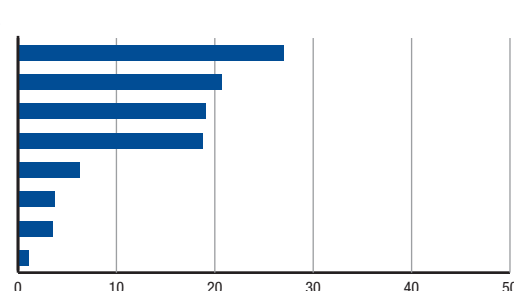
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Netherlands

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**67**	**3.9**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	3	0.9	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	44	70.6	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	105	3.0	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	57	8.8	Hong Kong SAR	0.0
Tariff peaks, %	95	10.8	Multiple economies (23)	0.0
Specific tariffs, %	102	10.6	Multiple economies (49)	0.0
Distinct tariffs, number	104	1,592	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	39	64.6	Hong Kong SAR	100.0
1.05 Tariffs faced, %	79	5.7	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	89	9.7	Malawi	93.8
2nd pillar: Efficiency of customs administration	**3**	**6.0**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	14	5.2	Singapore	6.2
2.02 Customs services index, 0–12 (best)	5	11.5	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**12**	**5.8**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	8	3.8	Singapore	4.1
3.02 No. of days to import	7	6	Singapore	4.0
3.03 No. of documents to import	18	5	France	2.0
3.04 Cost to import, US$ per container	43	975	Malaysia	435.0
3.05 No. of days to export	5	6	Multiple economies (4)	5.0
3.06 No. of documents to export	8	4	France	2.0
3.07 Cost to export, US$ per container	46	895	Malaysia	450.0
4th pillar: Transparency of border administration	**7**	**6.2**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	15	6.0	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	7	8.9	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**10**	**5.9**	**France**	**6.3**
5.01 Airport density, number per million pop.	97	0.3	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	5	98.0	United States	100.0
5.03 Paved roads, % of total	29	90.0	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	5	6.5	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	6	5.7	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	24	5.6	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	2	6.6	Singapore	6.8
6th pillar: Availability and quality of transport services	**3**	**5.6**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	5	92.1	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	3	3.9	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	7	4.0	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	2	4.1	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	12	4.1	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	19	6.4	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	30	0.4	Jamaica	0.7
7th pillar: Availability and use of ICTs	**1**	**6.3**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	15	6.0	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	47	115.4	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	1	38.1	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	5	1.0	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	3	90.7	Iceland	95.0
8th pillar: Regulatory environment	**11**	**5.2**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	13	5.8	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	9	5.8	Singapore	6.5
8.03 Undue influence, 1–7 (best)	4	5.7	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	14	4.8	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	10	5.1	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	14	4.7	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	11	5.3	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	21	4.8	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	24	5.5	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	23	5.2	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	22	80.9	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	31	4.6	Hong Kong SAR	5.6
9th pillar: Physical security	**25**	**5.7**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	13	6.1	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	46	5.2	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	49	5.8	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

New Zealand

Key indicators

Population (millions), 2010 .... 4.4
GDP (US$ billions), 2010.. 140.5
FDI inflows (US$ millions), 2010... 561
Imports and exports as share (%) of world total, 2010...................... 0.21

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010	39,638	39,991
Services trade (US$ millions), 2010	9,021	8,594
Merchandise trade (US$ millions), 2010	30,617	31,396
Agriculture (% of merchandise trade), 2010.................	11.03	62.32
Fuels and mining (% of merchandise trade), 2010........	17.54	8.61
Manufactures (% of merchandise trade), 2010............	68.81	22.60

Trade and FDI inflows, percent of GDP
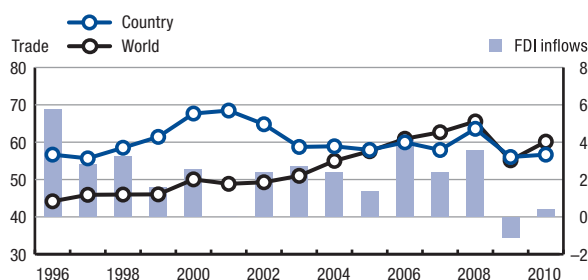
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**5**	**5.3**
2010 Index	6	5.3
Subindex A: Market access	**25**	**4.7**
1st pillar: Domestic and foreign market access	25	4.7
Subindex B: Border administration	**6**	**6.0**
2nd pillar: Efficiency of customs administration	8	5.9
3rd pillar: Efficiency of import-export procedures	27	5.4
4th pillar: Transparency of border administration...................	1	6.7
Subindex C: Transport & communications infrastructure	**25**	**5.0**
5th pillar: Availability and quality of transport infrastructure..............	24	5.4
6th pillar: Availability and quality of transport services	44	4.0
7th pillar: Availability and use of ICTs	19	5.6
Subindex D: Business environment	**10**	**5.6**
8th pillar: Regulatory environment	7	5.3
9th pillar: Physical security...	16	5.9
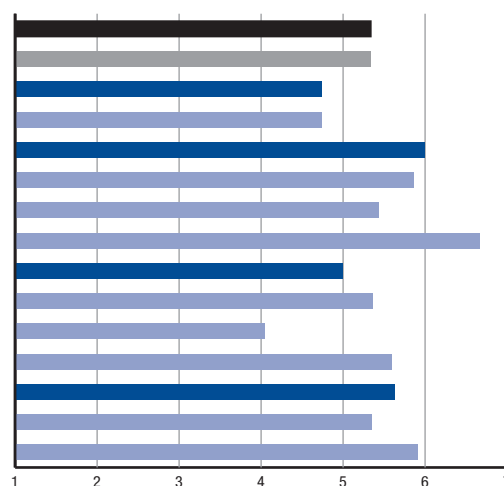
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

High cost or delays caused by international transportation............................19.2
Identifying potential markets and buyers 18.6
Technical requirements and standards abroad...13.6
Access to imported inputs at competitive prices...11.3
Rules of origin requirements abroad 9.3
Access to trade finance 8.2
Burdensome procedures and corruption at foreign borders 7.7
Inappropriate production technology and skills 6.1
High cost or delays caused by domestic transportation 3.4
Difficulties in meeting quality/quantity requirements of buyers 2.5
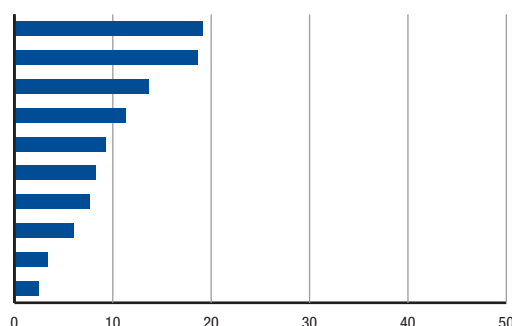
Most problematic factors for importing

Percent of responses

High cost or delays caused by international transportation............................ 32.3
Burdensome import procedures... 16.3
Domestic technical requirements and standards 14.7
Tariffs and non-tariff barriers.. 13.1
Inappropriate telecommunications infrastructure.. 11.5
High cost or delays caused by domestic transportation 9.9
Corruption at the border 1.8
Crime and theft 0.5
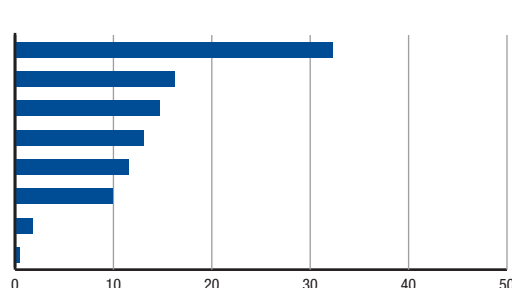
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

New Zealand

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage** ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**25**	**4.7**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	33	2.2	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	53	6.3	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	5	2.8	Hong Kong SAR	0.0
Tariff peaks, %	71	5.6	Multiple economies (23)	0.0
Specific tariffs, %	52	0.1	Multiple economies (49)	0.0
Distinct tariffs, number	32	9	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	74	55.6	Hong Kong SAR	100.0
1.05 Tariffs faced, %	22	5.1	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	118	7.4	Malawi	93.8
2nd pillar: Efficiency of customs administration	**8**	**5.9**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	5	5.8	Singapore	6.2
2.02 Customs services index, 0–12 (best)	17	10.0	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**27**	**5.4**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	20	3.5	Singapore	4.1
3.02 No. of days to import	19	9	Singapore	4.0
3.03 No. of documents to import	18	5	France	2.0
3.04 Cost to import, US$ per container	30	825	Malaysia	435.0
3.05 No. of days to export	27	10	Multiple economies (4)	5.0
3.06 No. of documents to export	80	7	France	2.0
3.07 Cost to export, US$ per container	39	855	Malaysia	450.0
4th pillar: Transparency of border administration	**1**	**6.7**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	1	6.7	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	1	9.5	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**24**	**5.4**	**France**	**6.3**
5.01 Airport density, number per million pop.	5	6.0	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	51	73.5	United States	100.0
5.03 Paved roads, % of total	57	65.9	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	11	6.2	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	48	3.3	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	41	4.7	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	22	5.5	Singapore	6.8
6th pillar: Availability and quality of transport services	**44**	**4.0**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	60	18.5	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	33	3.3	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	35	3.3	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	27	3.6	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	48	3.6	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	5	6.6	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	59	0.0	Jamaica	0.7
7th pillar: Availability and use of ICTs	**19**	**5.6**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	17	6.0	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	48	114.9	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	21	24.9	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	21	0.8	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	11	83.0	Iceland	95.0
8th pillar: Regulatory environment	**7**	**5.3**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	11	5.8	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	3	6.2	Singapore	6.5
8.03 Undue influence, 1–7 (best)	1	6.1	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	7	5.0	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	5	5.3	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	27	4.4	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	17	5.1	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	59	4.2	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	6	6.0	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	52	4.8	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	40	74.3	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	22	4.8	Hong Kong SAR	5.6
9th pillar: Physical security	**16**	**5.9**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	11	6.2	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	27	5.7	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	47	5.9	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

Nicaragua

Key indicators

Population (millions), 2010 .... 5.8
GDP (US$ billions), 2010.. 6.6
FDI inflows (US$ millions), 2010.. 508
Imports and exports as share (%) of world total, 2010...................... 0.02

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010	4,833	2,281
Services trade (US$ millions), 2010	660	430
Merchandise trade (US$ millions), 2010	4,173	1,851
Agriculture (% of merchandise trade), 2010..................	17.15	78.54
Fuels and mining (% of merchandise trade), 2010........	22.12	2.98
Manufactures (% of merchandise trade), 2010............	60.71	6.25

Trade and FDI inflows, percent of GDP
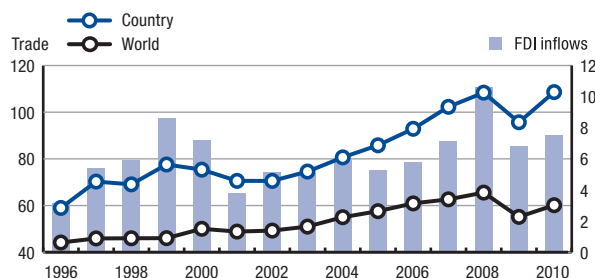
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**82**	**3.8**
2010 Index	79	3.8
Subindex A: Market access	**5**	**5.3**
1st pillar: Domestic and foreign market access	5	5.3
Subindex B: Border administration	**93**	**3.5**
2nd pillar: Efficiency of customs administration	112	3.0
3rd pillar: Efficiency of import-export procedures	70	4.6
4th pillar: Transparency of border administration................	97	2.8
Subindex C: Transport & communications infrastructure	**111**	**2.9**
5th pillar: Availability and quality of transport infrastructure.....	102	3.4
6th pillar: Availability and quality of transport services	118	2.9
7th pillar: Availability and use of ICTs..............................	108	2.5
Subindex D: Business environment	**106**	**3.6**
8th pillar: Regulatory environment	118	3.0
9th pillar: Physical security...	94	4.2
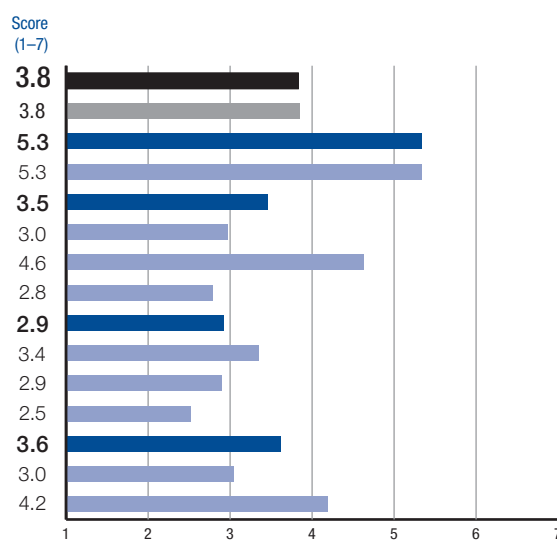
The most problematic factors for trade

Most problematic factors for exporting
Percent of responses

Inappropriate production technology and skills	13.4
Difficulties in meeting quality/quantity requirements of buyers	12.7
Access to imported inputs at competitive prices.................................	12.2
Technical requirements and standards abroad.................................	12.0
High cost or delays caused by domestic transportation	10.3
Identifying potential markets and buyers	9.1
Burdensome procedures and corruption at foreign borders	8.3
High cost or delays caused by international transportation..............................	8.0
Access to trade finance	8.0
Rules of origin requirements abroad...	5.9
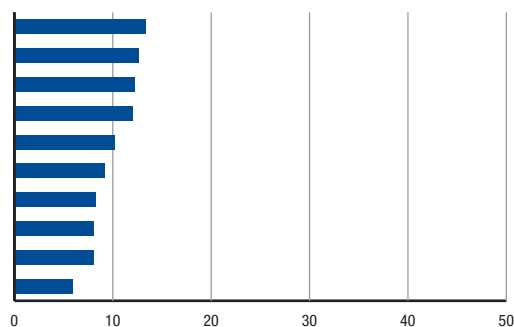
Most problematic factors for importing
Percent of responses

Burdensome import procedures...	18.6
Tariffs and non-tariff barriers...	16.0
Corruption at the border	15.6
High cost or delays caused by domestic transportation	13.3
Domestic technical requirements and standards	13.0
High cost or delays caused by international transportation..............................	10.9
Crime and theft..	6.5
Inappropriate telecommunications infrastructure...	6.0
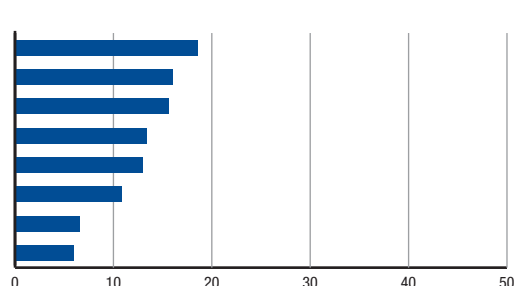
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Nicaragua

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**5**	**5.3**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	44 ■	3.9	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	34 ■	6.6	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	33 ■	6.9	Hong Kong SAR	0.0
	Tariff peaks, %	53 ■	1.3	Multiple economies (23)	0.0
	Specific tariffs, %	1 ■	0.0	Multiple economies (49)	0.0
	Distinct tariffs, number	37 ■	12	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	16 ■	80.7	Hong Kong SAR	100.0
1.05	Tariffs faced, %	34 ■	5.4	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	13 ■	57.1	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**112**	**3.0**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	117 ■	3.0	Singapore	6.2
2.02	Customs services index, 0–12 (best)	93 ■	4.7	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**70**	**4.6**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	109 ■	2.2	Singapore	4.1
3.02	No. of days to import	84 ■	23	Singapore	4.0
3.03	No. of documents to import	18 ■	5	France	2.0
3.04	Cost to import, US$ per container	59 ■	1,220	Malaysia	435.0
3.05	No. of days to export	97 ■	24	Multiple economies (4)	5.0
3.06	No. of documents to export	29 ■	5	France	2.0
3.07	Cost to export, US$ per container	68 ■	1,140	Malaysia	450.0
	4th pillar: Transparency of border administration	**97**	**2.8**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	89 ■	3.1	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	108 ■	2.5	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**102**	**3.4**	**France**	**6.3**
5.01	Airport density, number per million pop.	54 ■	0.7	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	80 ■	64.0	United States	100.0
5.03	Paved roads, % of total	114 ■	12.0	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	75 ■	4.3	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	111 ■	1.6	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	84 ■	3.3	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	120 ■	2.7	Singapore	6.8
	6th pillar: Availability and quality of transport services	**118**	**2.9**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	82 ■	8.4	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	96 ■	2.6	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	111 ■	2.3	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	101 ■	2.5	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	77 ■	3.2	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	116 ■	3.4	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	51 ■	0.1	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**108**	**2.5**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	119 ■	3.9	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	105 ■	65.1	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	94 ■	0.8	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	106 ■	0.3	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	107 ■	10.0	Iceland	95.0
	8th pillar: Regulatory environment	**118**	**3.0**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	113 ■	3.0	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	113 ■	2.4	Singapore	6.5
8.03	Undue influence, 1–7 (best)	130 ■	1.9	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	114 ■	2.8	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	121 ■	3.5	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	108 ■	2.9	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	80 ■	4.5	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	15 ■	4.9	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	85 ■	4.5	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	90 ■	4.2	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	98 ■	55.7	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	102 ■	3.2	Hong Kong SAR	5.6
	9th pillar: Physical security	**94**	**4.2**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	96 ■	3.5	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	98 ■	4.0	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	90 ■	5.1	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Nigeria

Key indicators

Population (millions), 2010 .... 158.4
GDP (US$ billions), 2010.. 202.6
FDI inflows (US$ millions), 2010... 6,099
Imports and exports as share (%) of world total, 2010...................... 0.39

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010	64,398	84,613
Services trade (US$ millions), 2010	20,163	2,613
Merchandise trade (US$ millions), 2010	44,235	82,000
Agriculture (% of merchandise trade), 2010.................	11.04	5.25
Fuels and mining (% of merchandise trade), 2010.........	2.41	87.69
Manufactures (% of merchandise trade), 2010............	86.51	7.06
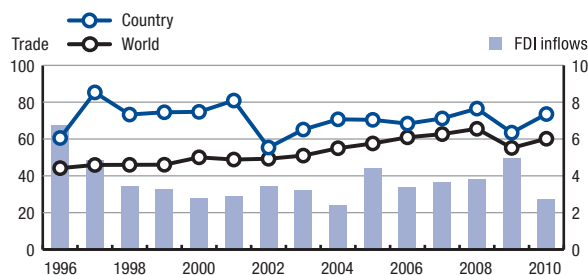
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**123**	**3.1**
2010 Index	120	3.1
Subindex A: Market access	**124**	**3.1**
1st pillar: Domestic and foreign market access	124	3.1
Subindex B: Border administration...........................	**114**	**2.9**
2nd pillar: Efficiency of customs administration...................................	115	2.9
3rd pillar: Efficiency of import-export procedures	106	3.4
4th pillar: Transparency of border administration...............................	116	2.5
Subindex C: Transport & communications infrastructure...	**107**	**3.0**
5th pillar: Availability and quality of transport infrastructure..............	114	3.1
6th pillar: Availability and quality of transport services	97	3.3
7th pillar: Availability and use of ICTs..	106	2.6
Subindex D: Business environment	**109**	**3.5**
8th pillar: Regulatory environment	91	3.5
9th pillar: Physical security...	119	3.6
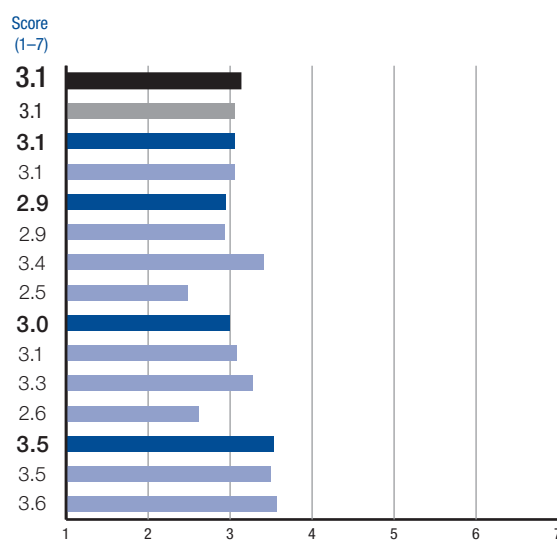
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Access to trade finance	19.2
Identifying potential markets and buyers	17.0
Burdensome procedures and corruption at foreign borders	11.2
Difficulties in meeting quality/quantity requirements of buyers	10.8
Inappropriate production technology and skills	10.3
High cost or delays caused by domestic transportation	8.4
High cost or delays caused by international transportation................................	7.4
Access to imported inputs at competitive prices...	6.6
Technical requirements and standards abroad..	6.2
Rules of origin requirements abroad...	2.9
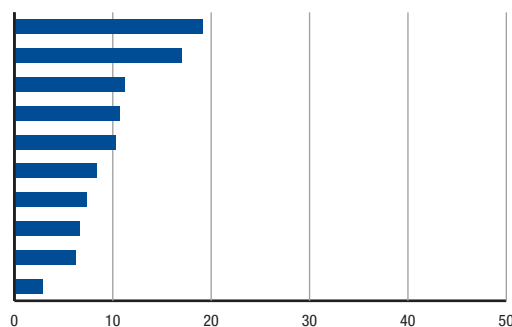
Most problematic factors for importing

Percent of responses

Tariffs and non-tariff barriers..	23.8
Burdensome import procedures..	20.1
Corruption at the border	20.0
High cost or delays caused by international transportation............................	10.9
Crime and theft	8.7
High cost or delays caused by domestic transportation	8.0
Domestic technical requirements and standards	7.4
Inappropriate telecommunications infrastructure..	1.0
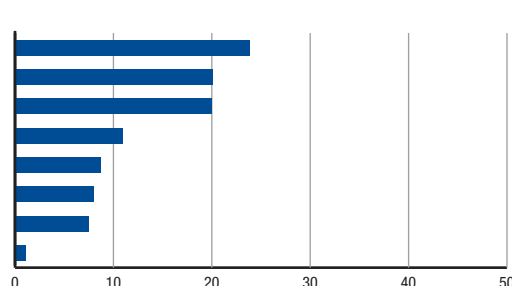
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Nigeria

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**124**	**3.1**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	106 ■	11.3	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	16 ■	6.7	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	46 ■	7.7	Hong Kong SAR	0.0
Tariff peaks, %	1 ■	0.0	Multiple economies (23)	0.0
Specific tariffs, %	1 ■	0.0	Multiple economies (49)	0.0
Distinct tariffs, number	18 ■	5	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	115 ■	17.2	Hong Kong SAR	100.0
1.05 Tariffs faced, %	119 ■	6.0	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	124 ■	5.5	Malawi	93.8
2nd pillar: Efficiency of customs administration	**115**	**2.9**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	105 ■	3.5	Singapore	6.2
2.02 Customs services index, 0–12 (best)	103 ■	3.8	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**106**	**3.4**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	127 ■	2.0	Singapore	4.1
3.02 No. of days to import	117 ■	39	Singapore	4.0
3.03 No. of documents to import	101 ■	9	France	2.0
3.04 Cost to import, US$ per container	79 ■	1,440	Malaysia	435.0
3.05 No. of days to export	97 ■	24	Multiple economies (4)	5.0
3.06 No. of documents to export	125 ■	10	France	2.0
3.07 Cost to export, US$ per container	81 ■	1,263	Malaysia	450.0
4th pillar: Transparency of border administration	**116**	**2.5**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	115 ■	2.5	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	113 ■	2.4	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**114**	**3.1**	**France**	**6.3**
5.01 Airport density, number per million pop.	120 ■	0.1	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	31 ■	78.0	United States	100.0
5.03 Paved roads, % of total	106 ■	15.0	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	96 ■	3.9	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	112 ■	1.6	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	111 ■	2.7	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	108 ■	3.3	Singapore	6.8
6th pillar: Availability and quality of transport services	**97**	**3.3**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	58 ■	19.9	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	101 ■	2.6	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	97 ■	2.5	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	114 ■	2.3	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	99 ■	2.9	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	103 ■	3.7	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	n/a ■	n/a	Jamaica	0.7
7th pillar: Availability and use of ICTs	**106**	**2.6**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	99 ■	4.5	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	113 ■	55.1	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	115 ■	0.1	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	121 ■	0.2	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	78 ■	28.4	Iceland	95.0
8th pillar: Regulatory environment	**91**	**3.5**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	110 ■	3.1	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	119 ■	2.3	Singapore	6.5
8.03 Undue influence, 1–7 (best)	76 ■	3.1	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	67 ■	3.6	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	50 ■	4.4	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	77 ■	3.3	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	47 ■	4.8	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	23 ■	4.7	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	66 ■	4.7	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	71 ■	4.6	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	55 ■	68.9	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	87 ■	3.4	Hong Kong SAR	5.6
9th pillar: Physical security	**119**	**3.6**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	113 ■	3.0	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	115 ■	3.4	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	118 ■	4.3	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

Norway

Key indicators

Population (millions), 2010 .... 4.9
GDP (US$ billions), 2010...413.0
FDI inflows (US$ millions), 2010...11,857
Imports and exports as share (%) of world total, 2010......................0.77

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010 119,091		171,501
Services trade (US$ millions), 2010 41,839		40,106
Merchandise trade (US$ millions), 2010 77,252		131,395
Agriculture (% of merchandise trade), 2010...................9.36		7.69
Fuels and mining (% of merchandise trade), 2010........14.19		70.57
Manufactures (% of merchandise trade), 2010............74.39		18.03
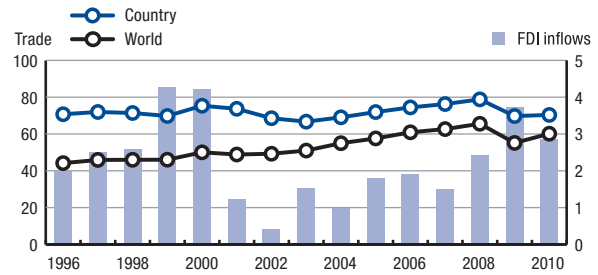
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**12**	**5.2**
2010 Index	7	5.3
Subindex A: Market access	**49**	**4.2**
1st pillar: Domestic and foreign market access	49	4.2
Subindex B: Border administration...........................	**17**	**5.6**
2nd pillar: Efficiency of customs administration....................................	43	4.5
3rd pillar: Efficiency of import-export procedures	10	5.9
4th pillar: Transparency of border administration..................................	6	6.3
Subindex C: Transport & communications infrastructure.....	**22**	**5.2**
5th pillar: Availability and quality of transport infrastructure...............	25	5.3
6th pillar: Availability and quality of transport services	39	4.2
7th pillar: Availability and use of ICTs	6	6.2
Subindex D: Business environment	**9**	**5.7**
8th pillar: Regulatory environment	9	5.3
9th pillar: Physical security..	10	6.1
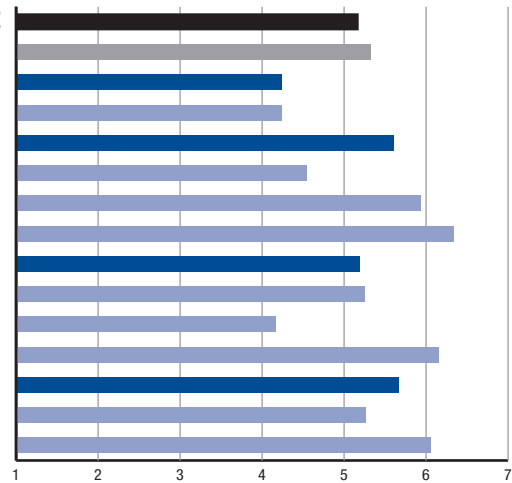
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers 17.1
Technical requirements and standards abroad................................15.0
High cost or delays caused by domestic transportation 13.3
Access to imported inputs at competitive prices...................................12.0
High cost or delays caused by international transportation...........................10.5
Rules of origin requirements abroad.................................... 8.8
Inappropriate production technology and skills 7.7
Burdensome procedures and corruption at foreign borders 7.1
Access to trade finance 6.0
Difficulties in meeting quality/quantity requirements of buyers 2.6
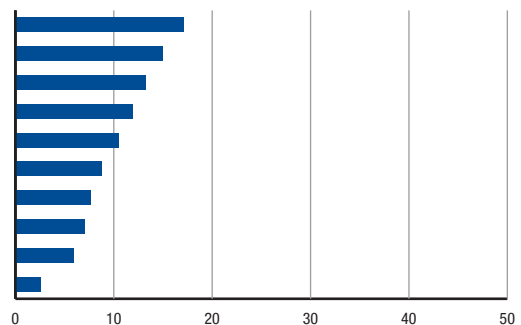
Most problematic factors for importing

Percent of responses

Tariffs and non-tariff barriers...25.1
Burdensome import procedures...21.0
Domestic technical requirements and standards 18.6
High cost or delays caused by international transportation...........................16.6
High cost or delays caused by domestic transportation 15.4
Inappropriate telecommunications infrastructure..1.8
Crime and theft.. 0.9
Corruption at the border 0.7

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

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Norway

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**49**	**4.2**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	45	4.0	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	131	2.3	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	130	41.6	Hong Kong SAR	0.0
Tariff peaks, %	85	8.5	Multiple economies (23)	0.0
Specific tariffs, %	128	10.9	Multiple economies (49)	0.0
Distinct tariffs, number	101	818	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	3	95.6	Hong Kong SAR	100.0
1.05 Tariffs faced, %	49	5.5	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	60	29.4	Malawi	93.8
2nd pillar: Efficiency of customs administration	**43**	**4.5**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	18	5.2	Singapore	6.2
2.02 Customs services index, 0–12 (best)	71	6.5	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**10**	**5.9**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	21	3.5	Singapore	4.1
3.02 No. of days to import	11	7	Singapore	4.0
3.03 No. of documents to import	5	4	France	2.0
3.04 Cost to import, US$ per container	17	729	Malaysia	435.0
3.05 No. of days to export	8	7	Multiple economies (4)	5.0
3.06 No. of documents to export	8	4	France	2.0
3.07 Cost to export, US$ per container	36	830	Malaysia	450.0
4th pillar: Transparency of border administration	**6**	**6.3**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	7	6.3	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	6	9.0	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**25**	**5.3**	**France**	**6.3**
5.01 Airport density, number per million pop.	2	10.2	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	70	66.5	United States	100.0
5.03 Paved roads, % of total	44	80.5	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	9	6.3	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	55	3.0	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	77	3.5	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	19	5.5	Singapore	6.8
6th pillar: Availability and quality of transport services	**39**	**4.2**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	85	7.3	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	21	3.5	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	23	3.6	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	24	3.7	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	16	4.1	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	12	6.5	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	59	0.0	Jamaica	0.7
7th pillar: Availability and use of ICTs	**6**	**6.2**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	11	6.1	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	46	115.7	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	5	35.3	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	13	0.9	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	2	93.4	Iceland	95.0
8th pillar: Regulatory environment	**9**	**5.3**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	12	5.8	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	6	6.0	Singapore	6.5
8.03 Undue influence, 1–7 (best)	6	5.6	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	17	4.7	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	29	4.6	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	6	5.1	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	29	5.0	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	65	4.2	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	25	5.4	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	75	4.5	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	24	80.1	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	10	5.2	Hong Kong SAR	5.6
9th pillar: Physical security	**10**	**6.1**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	15	6.0	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	14	6.0	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	30	6.2	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

Oman

Key indicators

Population (millions), 2010 .... 2.8
GDP (US$ billions), 2010...57.9
FDI inflows (US$ millions), 2010... 2,045
Imports and exports as share (%) of world total, 2010.......................0.17

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010	26,483	38,544
Services trade (US$ millions), 2010	6,613	1,943
Merchandise trade (US$ millions), 2010	19,870	36,601
Agriculture (% of merchandise trade), 2010.................	11.82	2.47
Fuels and mining (% of merchandise trade), 2010.......	10.43	73.11
Manufactures (% of merchandise trade), 2010............	71.37	10.85

Trade and FDI inflows, percent of GDP
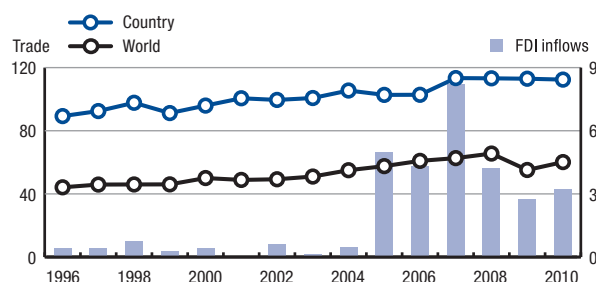
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**25**	**4.9**
2010 Index	29	4.7
Subindex A: Market access	**33**	**4.5**
1st pillar: Domestic and foreign market access	33	4.5
Subindex B: Border administration	**37**	**4.8**
2nd pillar: Efficiency of customs administration...................................	61	4.3
3rd pillar: Efficiency of import-export procedures	40	5.1
4th pillar: Transparency of border administration.................................	33	4.9
Subindex C: Transport & communications infrastructure	**35**	**4.6**
5th pillar: Availability and quality of transport infrastructure...............	42	4.8
6th pillar: Availability and quality of transport services	34	4.3
7th pillar: Availability and use of ICTs..	40	4.7
Subindex D: Business environment	**13**	**5.5**
8th pillar: Regulatory environment	18	4.9
9th pillar: Physical security...	7	6.2
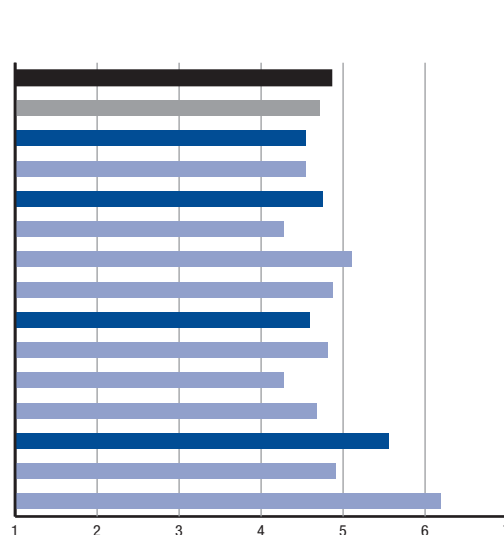
The most problematic factors for trade

Most problematic factors for exporting
Percent of responses

Access to imported inputs at competitive prices..............................15.5
Identifying potential markets and buyers 13.3
High cost or delays caused by international transportation.............................10.8
Difficulties in meeting quality/quantity requirements of buyers 10.4
High cost or delays caused by domestic transportation 10.2
Rules of origin requirements abroad...10.0
Technical requirements and standards abroad.................................. 9.8
Inappropriate production technology and skills 7.8
Access to trade finance 7.0
Burdensome procedures and corruption at foreign borders 5.1
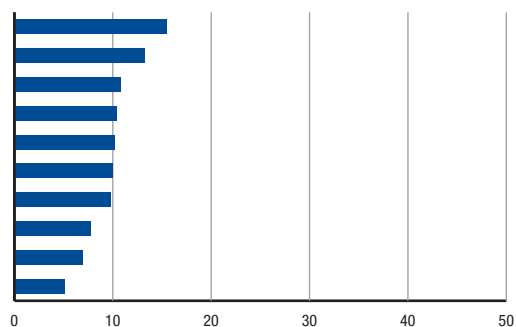
Most problematic factors for importing
Percent of responses

High cost or delays caused by international transportation.............................25.7
Burdensome import procedures...24.4
Tariffs and non-tariff barriers..16.4
Domestic technical requirements and standards 15.2
High cost or delays caused by domestic transportation 11.7
Corruption at the border.. 4.2
Inappropriate telecommunications infrastructure...2.0
Crime and theft... 0.4
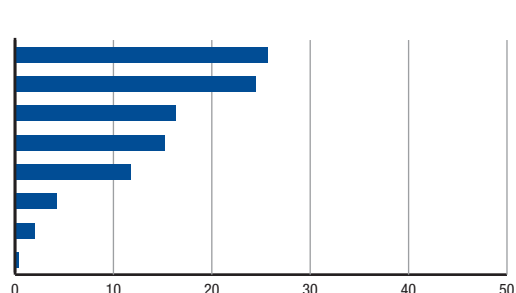
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Oman

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**33**	**4.5**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	60	4.7	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	39	6.5	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	87	9.6	Hong Kong SAR	0.0
Tariff peaks, %	44	0.9	Multiple economies (23)	0.0
Specific tariffs, %	60	0.3	Multiple economies (49)	0.0
Distinct tariffs, number	55	22	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	77	55.0	Hong Kong SAR	100.0
1.05 Tariffs faced, %	33	5.4	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	76	19.6	Malawi	93.8
2nd pillar: Efficiency of customs administration	**61**	**4.3**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	24	5.0	Singapore	6.2
2.02 Customs services index, 0–12 (best)	80	5.8	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**40**	**5.1**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	37	3.1	Singapore	4.1
3.02 No. of days to import	19	9	Singapore	4.0
3.03 No. of documents to import	74	8	France	2.0
3.04 Cost to import, US$ per container	10	680	Malaysia	435.0
3.05 No. of days to export	27	10	Multiple economies (4)	5.0
3.06 No. of documents to export	95	8	France	2.0
3.07 Cost to export, US$ per container	29	745	Malaysia	450.0
4th pillar: Transparency of border administration	**33**	**4.9**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	18	5.8	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	39	4.8	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**42**	**4.8**	**France**	**6.3**
5.01 Airport density, number per million pop.	33	1.1	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	40	75.9	United States	100.0
5.03 Paved roads, % of total	73	43.5	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	35	5.5	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	89	2.1	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	4	6.4	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	25	5.4	Singapore	6.8
6th pillar: Availability and quality of transport services	**34**	**4.3**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	21	49.3	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	77	2.8	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	77	2.7	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	93	2.6	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	82	3.2	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	32	5.9	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	2	0.7	Jamaica	0.7
7th pillar: Availability and use of ICTs	**40**	**4.7**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	39	5.4	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	7	165.5	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	85	1.6	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	35	0.7	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	36	62.0	Iceland	95.0
8th pillar: Regulatory environment	**18**	**4.9**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	21	5.4	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	13	5.5	Singapore	6.5
8.03 Undue influence, 1–7 (best)	25	4.8	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	13	4.9	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	16	4.9	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	25	4.4	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	82	4.5	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	114	3.4	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	70	4.6	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	41	5.0	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	69	64.4	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	19	4.8	Hong Kong SAR	5.6
9th pillar: Physical security	**7**	**6.2**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	17	5.9	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	6	6.3	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	11	6.4	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Pakistan

Key indicators

Population (millions), 2010 .... 173.6
GDP (US$ billions), 2010... 176.9
FDI inflows (US$ millions), 2010.............................. 2,016
Imports and exports as share (%) of world total, 2010.......................0.18

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010	45,510	24,202
Services trade (US$ millions), 2010	6,466	2,792
Merchandise trade (US$ millions), 2010	39,044	21,410
Agriculture (% of merchandise trade), 2010..................	17.25	18.40
Fuels and mining (% of merchandise trade), 2010.......	32.02	7.15
Manufactures (% of merchandise trade), 2010............	46.51	74.43

Trade and FDI inflows, percent of GDP
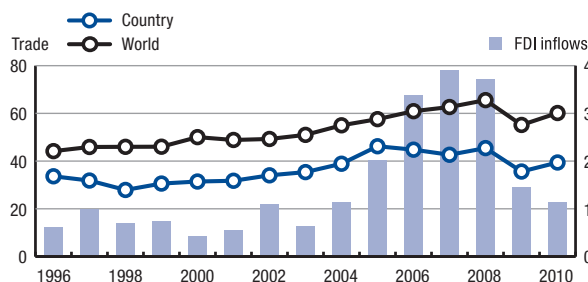
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**116**	**3.4**
2010 Index	112	3.4
Subindex A: Market access	**128**	**2.9**
1st pillar: Domestic and foreign market access	128	2.9
Subindex B: Border administration	**71**	**3.9**
2nd pillar: Efficiency of customs administration	66	4.2
3rd pillar: Efficiency of import-export procedures	56	4.9
4th pillar: Transparency of border administration	101	2.7
Subindex C: Transport & communications infrastructure	**95**	**3.4**
5th pillar: Availability and quality of transport infrastructure	75	4.1
6th pillar: Availability and quality of transport services	92	3.3
7th pillar: Availability and use of ICTs	103	2.7
Subindex D: Business environment	**123**	**3.3**
8th pillar: Regulatory environment	83	3.6
9th pillar: Physical security..	129	3.1
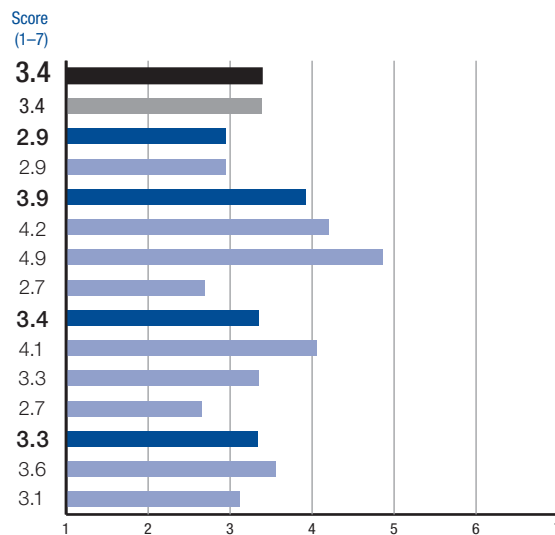
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers	16.1
Access to trade finance	14.5
Access to imported inputs at competitive prices.............................	13.2
Inappropriate production technology and skills	11.7
High cost or delays caused by domestic transportation	10.7
Technical requirements and standards abroad................................	9.9
Difficulties in meeting quality/quantity requirements of buyers	9.1
Rules of origin requirements abroad...	5.4
High cost or delays caused by international transportation...............	5.2
Burdensome procedures and corruption at foreign borders	4.1
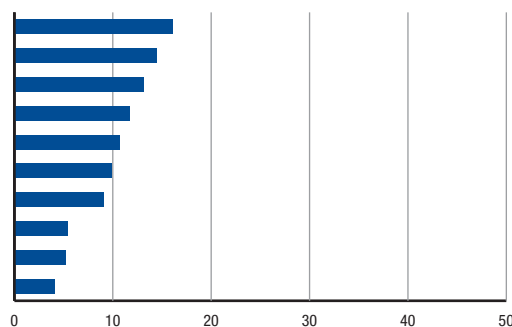
Most problematic factors for importing

Percent of responses

Tariffs and non-tariff barriers..	25.5
Burdensome import procedures...	19.8
Corruption at the border	16.7
High cost or delays caused by international transportation...............	9.3
High cost or delays caused by domestic transportation	9.2
Domestic technical requirements and standards	8.2
Crime and theft..	7.3
Inappropriate telecommunications infrastructure.............................	3.9
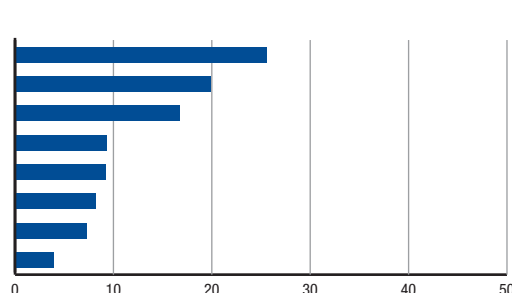
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Pakistan

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**128**	**2.9**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	128	16.5	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	54	6.3	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	96	11.1	Hong Kong SAR	0.0
	Tariff peaks, %	47	1.1	Multiple economies (23)	0.0
	Specific tariffs, %	71	0.7	Multiple economies (49)	0.0
	Distinct tariffs, number	69	62	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	109	21.3	Hong Kong SAR	100.0
1.05	Tariffs faced, %	36	5.4	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	121	6.3	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**66**	**4.2**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	94	3.6	Singapore	6.2
2.02	Customs services index, 0–12 (best)	46	8.0	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**56**	**4.9**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	47	2.8	Singapore	4.1
3.02	No. of days to import	66	18	Singapore	4.0
3.03	No. of documents to import	74	8	France	2.0
3.04	Cost to import, US$ per container	14	705	Malaysia	435.0
3.05	No. of days to export	83	21	Multiple economies (4)	5.0
3.06	No. of documents to export	80	7	France	2.0
3.07	Cost to export, US$ per container	18	660	Malaysia	450.0
	4th pillar: Transparency of border administration	**101**	**2.7**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	96	2.9	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	111	2.5	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**75**	**4.1**	**France**	**6.3**
5.01	Airport density, number per million pop.	116	0.2	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	27	79.5	United States	100.0
5.03	Paved roads, % of total	59	65.4	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	78	4.3	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	60	2.8	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	72	3.7	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	66	4.1	Singapore	6.8
	6th pillar: Availability and quality of transport services	**92**	**3.3**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	35	30.5	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	68	2.9	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	72	2.8	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	89	2.6	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	85	3.1	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	81	4.4	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	59	0.0	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**103**	**2.7**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	103	4.3	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	112	57.1	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	103	0.3	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	93	0.4	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	91	16.8	Iceland	95.0
	8th pillar: Regulatory environment	**83**	**3.6**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	97	3.3	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	95	2.8	Singapore	6.5
8.03	Undue influence, 1–7 (best)	65	3.3	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	82	3.3	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	76	4.1	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	60	3.5	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	96	4.3	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	68	4.2	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	104	4.1	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	82	4.4	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	93	58.0	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	72	3.7	Hong Kong SAR	5.6
	9th pillar: Physical security	**129**	**3.1**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	108	3.2	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	120	3.2	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	131	3.0	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.
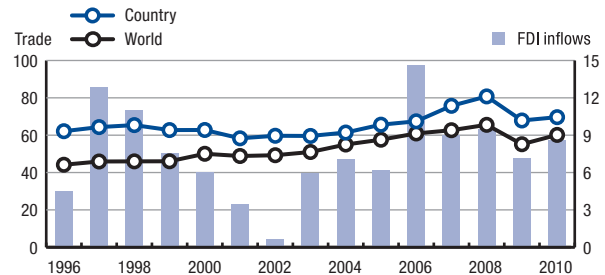
Panama

Key indicators

Population (millions), 2010 .... 3.5
GDP (US$ billions), 2010.. 26.8
FDI inflows (US$ millions), 2010.. 2,363
Imports and exports as share (%) of world total, 2010...................... 0.05

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010	11,827	6,845
Services trade (US$ millions), 2010	2,681	6,013
Merchandise trade (US$ millions), 2010	9,145	832
Agriculture (% of merchandise trade), 2010...................	11.68	57.09
Fuels and mining (% of merchandise trade), 2010.......	19.28	8.89
Manufactures (% of merchandise trade), 2010............	66.84	10.94

Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**60**	**4.2**
2010 Index	61	4.1
Subindex A: Market access................................	**99**	**3.8**
1st pillar: Domestic and foreign market access	99	3.8
Subindex B: Border administration.....................	**58**	**4.2**
2nd pillar: Efficiency of customs administration.................	86	3.7
3rd pillar: Efficiency of import-export procedures	15	5.8
4th pillar: Transparency of border administration................	69	3.2
Subindex C: Transport & communications infrastructure	**43**	**4.4**
5th pillar: Availability and quality of transport infrastructure..............	26	5.2
6th pillar: Availability and quality of transport services	82	3.4
7th pillar: Availability and use of ICTs................................	49	4.4
Subindex D: Business environment	**66**	**4.3**
8th pillar: Regulatory environment	46	4.0
9th pillar: Physical security..	85	4.5

The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Inappropriate production technology and skills	21.5
Difficulties in meeting quality/quantity requirements of buyers	13.0
Access to imported inputs at competitive prices..	10.7
Access to trade finance	10.0
Identifying potential markets and buyers	9.5
Technical requirements and standards abroad...................................	7.6
High cost or delays caused by domestic transportation	7.5
Burdensome procedures and corruption at foreign borders	7.1
High cost or delays caused by international transportation..............................	7.0
Rules of origin requirements abroad..	6.1

Most problematic factors for importing

Percent of responses

Burdensome import procedures...	23.3
Tariffs and non-tariff barriers..	22.6
Domestic technical requirements and standards	15.2
High cost or delays caused by international transportation...........................	10.8
Corruption at the border	10.8
High cost or delays caused by domestic transportation	10.5
Crime and theft..	5.1
Inappropriate telecommunications infrastructure............................	1.7

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

Panama

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage** ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**99**	**3.8**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	77	6.8	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	42	6.5	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	52	8.0	Hong Kong SAR	0.0
Tariff peaks, %	55	1.6	Multiple economies (23)	0.0
Specific tariffs, %	1	0.0	Multiple economies (49)	0.0
Distinct tariffs, number	64	36	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	99	31.2	Hong Kong SAR	100.0
1.05 Tariffs faced, %	74	5.7	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	88	12.2	Malawi	93.8
2nd pillar: Efficiency of customs administration	**86**	**3.7**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	59	4.2	Singapore	6.2
2.02 Customs services index, 0–12 (best)	83	5.3	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**15**	**5.8**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	73	2.6	Singapore	4.1
3.02 No. of days to import	19	9	Singapore	4.0
3.03 No. of documents to import	5	4	France	2.0
3.04 Cost to import, US$ per container	41	965	Malaysia	435.0
3.05 No. of days to export	22	9	Multiple economies (4)	5.0
3.06 No. of documents to export	2	3	France	2.0
3.07 Cost to export, US$ per container	11	615	Malaysia	450.0
4th pillar: Transparency of border administration	**69**	**3.2**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	76	3.4	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	75	3.3	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**26**	**5.2**	**France**	**6.3**
5.01 Airport density, number per million pop.	4	6.3	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	20	83.4	United States	100.0
5.03 Paved roads, % of total	77	38.1	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	14	6.2	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	46	3.4	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	55	4.2	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	5	6.4	Singapore	6.8
6th pillar: Availability and quality of transport services	**82**	**3.4**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	26	37.5	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	80	2.8	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	63	2.8	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	57	3.0	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	57	3.5	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	110	3.5	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	59	0.0	Jamaica	0.7
7th pillar: Availability and use of ICTs	**49**	**4.4**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	38	5.5	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	4	184.7	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	55	7.8	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	74	0.5	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	56	42.8	Iceland	95.0
8th pillar: Regulatory environment	**46**	**4.0**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	43	4.6	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	85	2.9	Singapore	6.5
8.03 Undue influence, 1–7 (best)	120	2.2	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	60	3.7	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	42	4.5	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	16	4.6	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	39	4.8	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	123	3.0	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	11	5.8	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	9	5.5	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	57	67.5	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	17	4.9	Hong Kong SAR	5.6
9th pillar: Physical security	**85**	**4.5**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	56	4.4	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	108	3.7	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	78	5.4	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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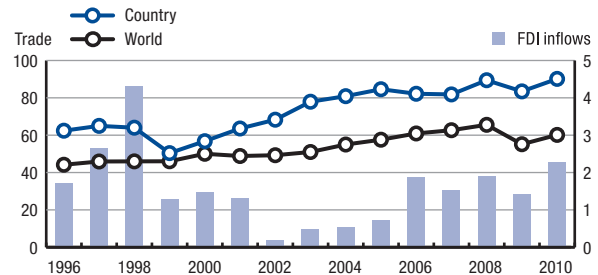
Paraguay

Key indicators

Population (millions), 2010 .... 6.5
GDP (US$ billions), 2010... 18.4
FDI inflows (US$ millions), 2010...419
Imports and exports as share (%) of world total, 2010......................0.04

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010	10,717	5,895
Services trade (US$ millions), 2010	677	1,361
Merchandise trade (US$ millions), 2010	10,040	4,534
Agriculture (% of merchandise trade), 2010..................	8.06	88.47
Fuels and mining (% of merchandise trade), 2010.......	12.52	0.83
Manufactures (% of merchandise trade), 2010............	79.34	10.67

Trade and FDI inflows, percent of GDP

Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	101	3.5
2010 Index	103	3.5
Subindex A: Market access	44	4.3
1st pillar: Domestic and foreign market access	44	4.3
Subindex B: Border administration........................	95	3.4
2nd pillar: Efficiency of customs administration..................................	56	4.4
3rd pillar: Efficiency of import-export procedures	109	3.3
4th pillar: Transparency of border administration.............................	104	2.7
Subindex C: Transport & communications infrastructure....	113	2.9
5th pillar: Availability and quality of transport infrastructure..............	117	3.1
6th pillar: Availability and quality of transport services	128	2.5
7th pillar: Availability and use of ICTs................................	93	3.1
Subindex D: Business environment	115	3.4
8th pillar: Regulatory environment	105	3.3
9th pillar: Physical security...	117	3.6
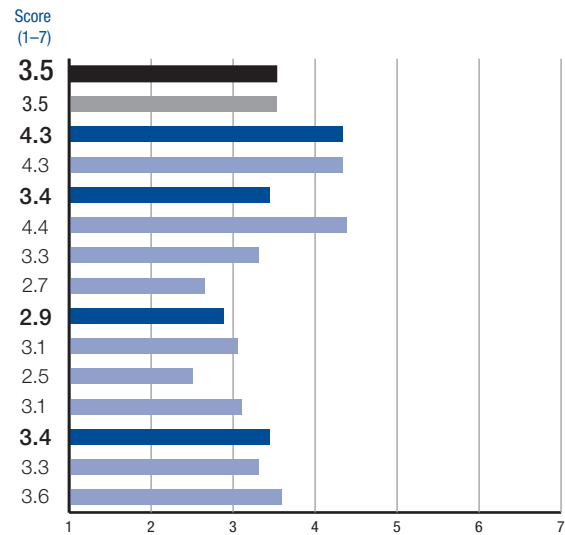
The most problematic factors for trade

Most problematic factors for exporting
Percent of responses

High cost or delays caused by international transportation...........................	13.9
Inappropriate production technology and skills..	13.5
Identifying potential markets and buyers	12.3
Difficulties in meeting quality/quantity requirements of buyers	11.9
Technical requirements and standards abroad...	11.4
Access to imported inputs at competitive prices..	9.0
Rules of origin requirements abroad..	8.0
Access to trade finance	7.9
High cost or delays caused by domestic transportation	7.0
Burdensome procedures and corruption at foreign borders...........................	5.0
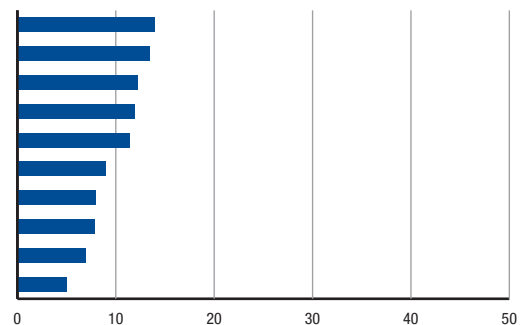
Most problematic factors for importing
Percent of responses

High cost or delays caused by domestic transportation	21.9
Corruption at the border..	21.8
Tariffs and non-tariff barriers...	17.1
Burdensome import procedures..	12.8
High cost or delays caused by international transportation...........................	8.8
Crime and theft	6.5
Domestic technical requirements and standards	5.6
Inappropriate telecommunications infrastructure...	5.5
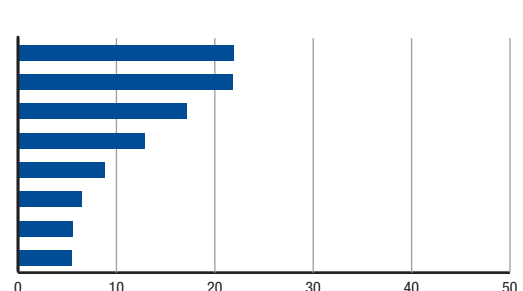
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Paraguay

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**44**	**4.3**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	78	7.1	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	7	23.2	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	15	6.7	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	31	6.9	Hong Kong SAR	0.0
	Tariff peaks, %	1	0.0	Multiple economies (23)	0.0
	Specific tariffs, %	1	0.0	Multiple economies (49)	0.0
	Distinct tariffs, number	53	21	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	80	54.0	Hong Kong SAR	100.0
1.05	Tariffs faced, %	72	5.7	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	57	33.4	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**56**	**4.4**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	80	3.9	Singapore	6.2
2.02	Customs services index, 0–12 (best)	42	8.2	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**109**	**3.3**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	91	2.4	Singapore	4.1
3.02	No. of days to import	108	33	Singapore	4.0
3.03	No. of documents to import	121	10	France	2.0
3.04	Cost to import, US$ per container	100	1,750	Malaysia	435.0
3.05	No. of days to export	113	33	Multiple economies (4)	5.0
3.06	No. of documents to export	95	8	France	2.0
3.07	Cost to export, US$ per container	91	1,440	Malaysia	450.0
	4th pillar: Transparency of border administration	**104**	**2.7**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	92	3.0	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	123	2.2	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**117**	**3.1**	**France**	**6.3**
5.01	Airport density, number per million pop.	95	0.3	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	n/a	n/a	United States	100.0
5.03	Paved roads, % of total	66	50.8	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	130	2.5	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	130	1.0	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	120	2.4	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	100	3.4	Singapore	6.8
	6th pillar: Availability and quality of transport services	**128**	**2.5**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	104	0.0	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	120	2.3	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	99	2.5	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	94	2.6	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	114	2.7	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	130	2.4	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	59	0.0	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**93**	**3.1**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	104	4.3	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	77	91.7	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	99	0.4	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	77	0.5	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	90	19.8	Iceland	95.0
	8th pillar: Regulatory environment	**105**	**3.3**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	120	2.8	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	123	2.2	Singapore	6.5
8.03	Undue influence, 1–7 (best)	126	2.0	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	101	3.0	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	75	4.2	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	55	3.6	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	56	4.6	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	27	4.7	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	89	4.4	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	101	4.1	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	43	72.9	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	60	3.9	Hong Kong SAR	5.6
	9th pillar: Physical security	**117**	**3.6**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	125	2.5	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	112	3.5	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	101	4.8	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

Peru

Key indicators

Population (millions), 2010 ....29.1
GDP (US$ billions), 2010... 153.8
FDI inflows (US$ millions), 2010...7,328
Imports and exports as share (%) of world total, 2010......................0.20

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010 35,921		39,400
Services trade (US$ millions), 2010 5,795		3,835
Merchandise trade (US$ millions), 2010 30,126		35,565
Agriculture (% of merchandise trade), 2010.................11.92		16.66
Fuels and mining (% of merchandise trade), 2010....... 15.37		49.52
Manufactures (% of merchandise trade), 2010............ 71.84		10.73

Trade and FDI inflows, percent of GDP
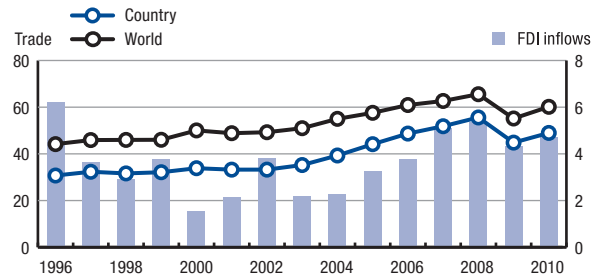
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**53**	**4.3**
2010 Index	63	4.0
Subindex A: Market access	**4**	**5.5**
1st pillar: Domestic and foreign market access	4	5.5
Subindex B: Border administration........................	**53**	**4.3**
2nd pillar: Efficiency of customs administration..................	64	4.2
3rd pillar: Efficiency of import-export procedures	51	4.9
4th pillar: Transparency of border administration...............	49	3.9
Subindex C: Transport & communications infrastructure.....	**85**	**3.5**
5th pillar: Availability and quality of transport infrastructure...............	93	3.6
6th pillar: Availability and quality of transport services	86	3.4
7th pillar: Availability and use of ICTs.................................	70	3.6
Subindex D: Business environment	**92**	**3.8**
8th pillar: Regulatory environment	56	3.9
9th pillar: Physical security...	109	3.8
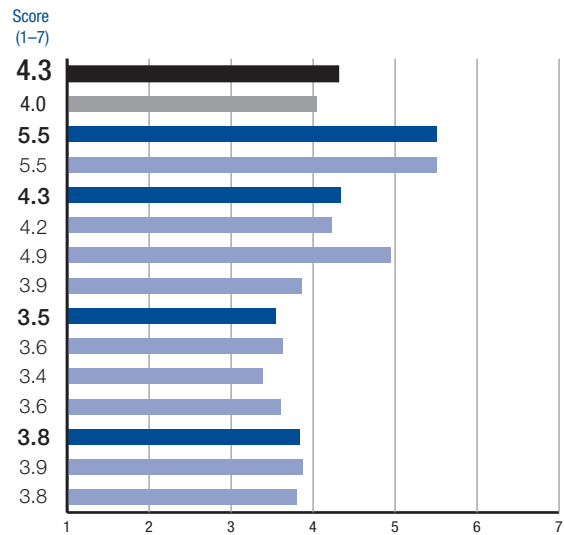
The most problematic factors for trade

### Most problematic factors for exporting

Percent of responses

High cost or delays caused by domestic transportation 13.0
High cost or delays caused by international transportation.............................12.9
Access to imported inputs at competitive prices..12.4
Technical requirements and standards abroad...12.2
Difficulties in meeting quality/quantity requirements of buyers 11.0
Inappropriate production technology and skills 10.8
Identifying potential markets and buyers 10.4
Rules of origin requirements abroad..7.4
Burdensome procedures and corruption at foreign borders 5.1
Access to trade finance 4.8
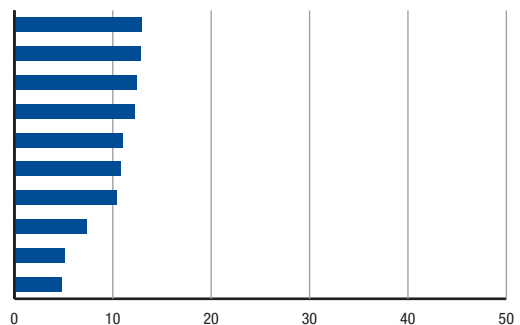
Most problematic factors for importing

Percent of responses

Burdensome import procedures..22.1
High cost or delays caused by domestic transportation 16.9
Tariffs and non-tariff barriers...15.8
High cost or delays caused by international transportation.............................13.6
Domestic technical requirements and standards 13.3
Crime and theft...7.6
Corruption at the border 7.0
Inappropriate telecommunications infrastructure..3.6
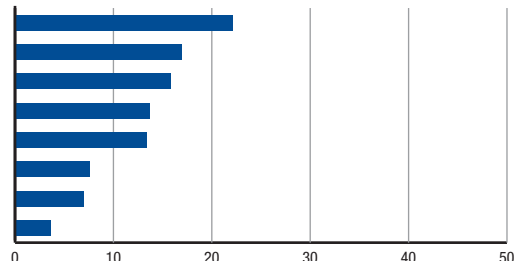
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Peru

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**4**	**5.5**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	32 ■	2.0	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	12 ■	30.1	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	66 ■	5.8	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	7 ■	4.4	Hong Kong SAR	0.0
Tariff peaks, %	94 ■	10.7	Multiple economies (23)	0.0
Specific tariffs, %	1 ■	0.0	Multiple economies (49)	0.0
Distinct tariffs, number	3 ■	4	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	31 ■	72.5	Hong Kong SAR	100.0
1.05 Tariffs faced, %	8 ■	4.7	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	30 ■	48.1	Malawi	93.8
2nd pillar: Efficiency of customs administration	**64**	**4.2**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	50 ■	4.4	Singapore	6.2
2.02 Customs services index, 0–12 (best)	68 ■	6.8	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**51**	**4.9**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	58 ■	2.7	Singapore	4.1
3.02 No. of days to import	59 ■	17	Singapore	4.0
3.03 No. of documents to import	74 ■	8	France	2.0
3.04 Cost to import, US$ per container	34 ■	880	Malaysia	435.0
3.05 No. of days to export	36 ■	12	Multiple economies (4)	5.0
3.06 No. of documents to export	47 ■	6	France	2.0
3.07 Cost to export, US$ per container	40 ■	860	Malaysia	450.0
4th pillar: Transparency of border administration	**49**	**3.9**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	39 ■	4.7	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	69 ■	3.4	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**93**	**3.6**	**France**	**6.3**
5.01 Airport density, number per million pop.	50 ■	0.8	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	48 ■	73.7	United States	100.0
5.03 Paved roads, % of total	111 ■	13.9	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	65 ■	4.6	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	96 ■	1.9	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	91 ■	3.2	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	98 ■	3.5	Singapore	6.8
6th pillar: Availability and quality of transport services	**86**	**3.4**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	53 ■	21.2	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	66 ■	2.9	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	56 ■	2.9	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	60 ■	3.0	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	64 ■	3.4	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	94 ■	4.0	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	59 ■	0.0	Jamaica	0.7
7th pillar: Availability and use of ICTs	**70**	**3.6**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	82 ■	4.7	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	68 ■	100.1	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	76 ■	3.1	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	59 ■	0.5	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	71 ■	34.3	Iceland	95.0
8th pillar: Regulatory environment	**56**	**3.9**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	90 ■	3.4	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	76 ■	3.0	Singapore	6.5
8.03 Undue influence, 1–7 (best)	96 ■	2.8	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	74 ■	3.4	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	55 ■	4.3	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	36 ■	4.1	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	20 ■	5.1	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	49 ■	4.3	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	27 ■	5.4	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	15 ■	5.4	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	48 ■	71.4	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	21 ■	4.8	Hong Kong SAR	5.6
9th pillar: Physical security	**109**	**3.8**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	106 ■	3.2	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	113 ■	3.4	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	103 ■	4.8	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Philippines

Key indicators

Population (millions), 2010 .... 93.3
GDP (US$ billions), 2010.. 199.6
FDI inflows (US$ millions), 2010...1,713
Imports and exports as share (%) of world total, 2010.......................0.35

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010	69,295	64,739
Services trade (US$ millions), 2010	11,066	13,243
Merchandise trade (US$ millions), 2010	58,229	51,496
Agriculture (% of merchandise trade), 2010.................	11.72	8.02
Fuels and mining (% of merchandise trade), 2010.......	20.82	6.22
Manufactures (% of merchandise trade), 2010............	67.05	85.08

Trade and FDI inflows, percent of GDP
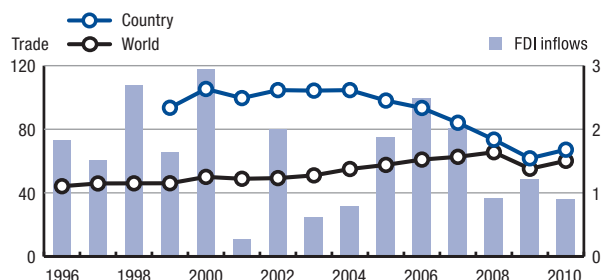
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	72	4.0
2010 Index	92	3.7
Subindex A: Market access	14	4.9
1st pillar: Domestic and foreign market access	14	4.9
Subindex B: Border administration...........................	72	3.9
2nd pillar: Efficiency of customs administration..................................	62	4.3
3rd pillar: Efficiency of import-export procedures	48	5.0
4th pillar: Transparency of border administration.............................	117	2.5
Subindex C: Transport & communications infrastructure.....	91	3.4
5th pillar: Availability and quality of transport infrastructure..............	111	3.2
6th pillar: Availability and quality of transport services	60	3.8
7th pillar: Availability and use of ICTs..................................	87	3.3
Subindex D: Business environment	107	3.6
8th pillar: Regulatory environment	96	3.5
9th pillar: Physical security..	111	3.8
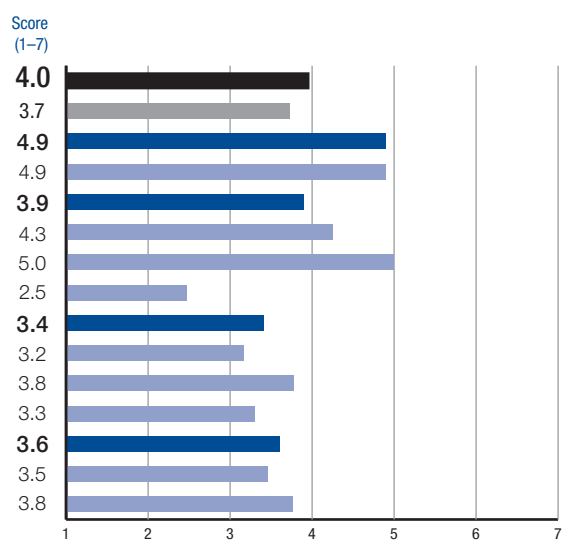
The most problematic factors for trade

Most problematic factors for exporting
Percent of responses

Access to imported inputs at competitive prices............................... 15.1
Identifying potential markets and buyers 14.7
Difficulties in meeting quality/quantity requirements of buyers........................ 14.1
Technical requirements and standards abroad..12.8
High cost or delays caused by domestic transportation 12.2
Inappropriate production technology and skills 11.3
Burdensome procedures and corruption at foreign borders 5.4
Rules of origin requirements abroad... 5.3
High cost or delays caused by international transportation............................. 5.0
Access to trade finance 4.2
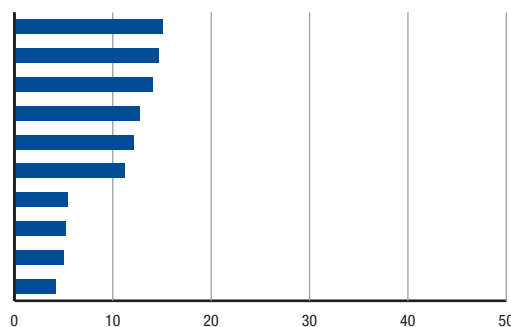
Most problematic factors for importing
Percent of responses

Burdensome import procedures.. 25.0
Corruption at the border 21.2
Tariffs and non-tariff barriers..18.8
High cost or delays caused by international transportation........................... 10.2
Domestic technical requirements and standards 8.5
Crime and theft..7.5
High cost or delays caused by domestic transportation 7.2
Inappropriate telecommunications infrastructure..1.6
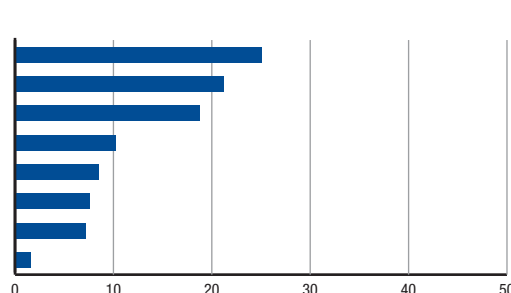
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Philippines

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　　■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**14**	**4.9**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	48	4.2	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	58	75.3	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	57	6.3	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	22	6.4	Hong Kong SAR	0.0
Tariff peaks, %	69	4.9	Multiple economies (23)	0.0
Specific tariffs, %	1	0.0	Multiple economies (49)	0.0
Distinct tariffs, number	42	15	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	87	45.3	Hong Kong SAR	100.0
1.05 Tariffs faced, %	5	4.6	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	72	21.9	Malawi	93.8
2nd pillar: Efficiency of customs administration	**62**	**4.3**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	118	3.0	Singapore	6.2
2.02 Customs services index, 0–12 (best)	28	9.3	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**48**	**5.0**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	66	2.6	Singapore	4.1
3.02 No. of days to import	42	14	Singapore	4.0
3.03 No. of documents to import	74	8	France	2.0
3.04 Cost to import, US$ per container	18	730	Malaysia	435.0
3.05 No. of days to export	56	15	Multiple economies (4)	5.0
3.06 No. of documents to export	80	7	France	2.0
3.07 Cost to export, US$ per container	14	630	Malaysia	450.0
4th pillar: Transparency of border administration	**117**	**2.5**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	123	2.4	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	103	2.6	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**111**	**3.2**	**France**	**6.3**
5.01 Airport density, number per million pop.	76	0.5	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	84	63.5	United States	100.0
5.03 Paved roads, % of total	119	9.9	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	107	3.6	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	109	1.7	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	93	3.1	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	114	3.0	Singapore	6.8
6th pillar: Availability and quality of transport services	**60**	**3.8**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	59	18.6	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	57	3.0	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	40	3.1	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	40	3.3	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	70	3.3	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	127	2.9	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	5	0.6	Jamaica	0.7
7th pillar: Availability and use of ICTs	**87**	**3.3**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	83	4.7	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	88	85.7	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	81	1.8	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	65	0.5	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	85	25.0	Iceland	95.0
8th pillar: Regulatory environment	**96**	**3.5**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	96	3.3	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	117	2.4	Singapore	6.5
8.03 Undue influence, 1–7 (best)	103	2.7	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	111	2.9	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	107	3.8	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	45	3.8	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	92	4.3	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	104	3.6	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	67	4.7	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	83	4.4	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	76	61.7	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	41	4.4	Hong Kong SAR	5.6
9th pillar: Physical security	**111**	**3.8**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	104	3.3	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	105	3.8	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	120	4.3	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.
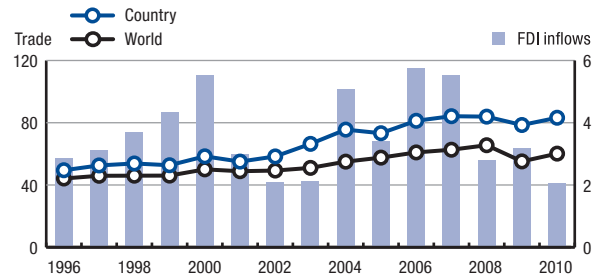
Poland

Key indicators

Population (millions), 2010 .... 38.3
GDP (US$ billions), 2010.. 469.4
FDI inflows (US$ millions), 2010.. 9,681
Imports and exports as share (%) of world total, 2010...................... 1.03

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010	202,429	188,152
Services trade (US$ millions), 2010	28,781	32,400
Merchandise trade (US$ millions), 2010	173,648	155,752
Agriculture (% of merchandise trade), 2010...................	9.40	12.17
Fuels and mining (% of merchandise trade), 2010.......	14.28	8.57
Manufactures (% of merchandise trade), 2010............	74.05	79.13

Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**48**	**4.4**
2010 Index	58	4.2
Subindex A: Market access	**67**	**3.9**
1st pillar: Domestic and foreign market access	67	3.9
Subindex B: Border administration	**38**	**4.7**
2nd pillar: Efficiency of customs administration	48	4.5
3rd pillar: Efficiency of import-export procedures	36	5.2
4th pillar: Transparency of border administration................	38	4.5
Subindex C: Transport & communications infrastructure	**49**	**4.2**
5th pillar: Availability and quality of transport infrastructure....	82	3.8
6th pillar: Availability and quality of transport services	33	4.3
7th pillar: Availability and use of ICTs..............................	43	4.6
Subindex D: Business environment	**46**	**4.6**
8th pillar: Regulatory environment	51	3.9
9th pillar: Physical security...	43	5.3
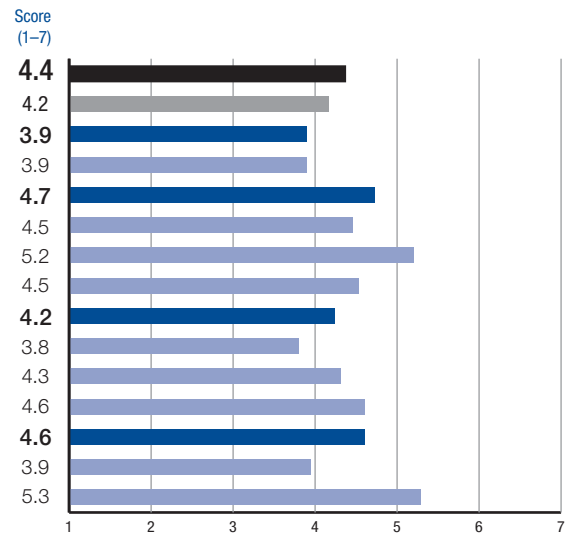
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers	25.1
Technical requirements and standards abroad...................................	11.8
Access to trade finance	10.4
Difficulties in meeting quality/quantity requirements of buyers	9.6
Access to imported inputs at competitive prices................................	8.5
Inappropriate production technology and skills	8.5
High cost or delays caused by international transportation..................	7.3
Rules of origin requirements abroad...	7.2
Burdensome procedures and corruption at foreign borders	6.3
High cost or delays caused by domestic transportation	5.2
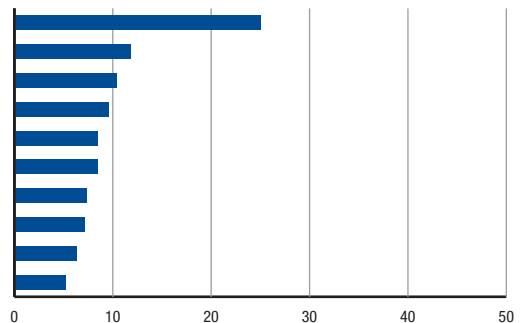
Most problematic factors for importing

Percent of responses

Burdensome import procedures..	22.8
Tariffs and non-tariff barriers...	18.9
High cost or delays caused by international transportation...............	17.5
Domestic technical requirements and standards	14.8
High cost or delays caused by domestic transportation	10.6
Inappropriate telecommunications infrastructure.............................	8.7
Corruption at the border	3.7
Crime and theft	3.0
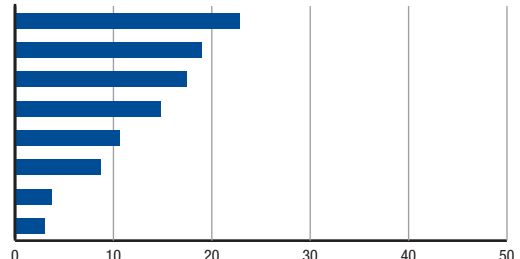
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Poland

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**67**	**3.9**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	3 ■	0.9	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	38	70.1	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	105 ■	3.0	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	57 ■	8.8	Hong Kong SAR	0.0
	Tariff peaks, %	95 ■	10.8	Multiple economies (23)	0.0
	Specific tariffs, %	102 ■	10.6	Multiple economies (49)	0.0
	Distinct tariffs, number	104 ■	1,592	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	39 ■	64.6	Hong Kong SAR	100.0
1.05	Tariffs faced, %	79 ■	5.7	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	89 ■	9.7	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**48**	**4.5**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	45 ■	4.4	Singapore	6.2
2.02	Customs services index, 0–12 (best)	55 ■	7.5	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**36**	**5.2**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	28 ■	3.3	Singapore	4.1
3.02	No. of days to import	54 ■	16	Singapore	4.0
3.03	No. of documents to import	18 ■	5	France	2.0
3.04	Cost to import, US$ per container	46 ■	1,000	Malaysia	435.0
3.05	No. of days to export	64 ■	17	Multiple economies (4)	5.0
3.06	No. of documents to export	29 ■	5	France	2.0
3.07	Cost to export, US$ per container	55 ■	1,050	Malaysia	450.0
	4th pillar: Transparency of border administration	**38**	**4.5**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	38 ■	4.8	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	34 ■	5.5	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**82**	**3.8**	**France**	**6.3**
5.01	Airport density, number per million pop.	101 ■	0.3	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	53 ■	73.2	United States	100.0
5.03	Paved roads, % of total	53 ■	68.2	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	103 ■	3.7	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	75 ■	2.5	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	125 ■	2.3	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	99 ■	3.4	Singapore	6.8
	6th pillar: Availability and quality of transport services	**33**	**4.3**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	42 ■	26.5	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	22 ■	3.5	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	33 ■	3.3	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	38 ■	3.3	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	19 ■	4.0	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	76 ■	4.5	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	20 ■	0.5	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**43**	**4.6**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	45 ■	5.3	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	36 ■	122.7	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	39 ■	13.0	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	53 ■	0.5	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	34 ■	62.3	Iceland	95.0
	8th pillar: Regulatory environment	**51**	**3.9**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	53 ■	4.2	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	44 ■	3.9	Singapore	6.5
8.03	Undue influence, 1–7 (best)	45 ■	3.8	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	92 ■	3.2	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	54 ■	4.3	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	57 ■	3.6	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	72 ■	4.5	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	97 ■	3.7	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	78 ■	4.5	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	95 ■	4.1	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	28 ■	78.5	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	61 ■	3.9	Hong Kong SAR	5.6
	9th pillar: Physical security	**43**	**5.3**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	57 ■	4.4	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	35 ■	5.5	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	40 ■	6.0	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Portugal

Key indicators

Population (millions), 2010 .... 10.7
GDP (US$ billions), 2010.. 229.2
FDI inflows (US$ millions), 2010.. 1,452
Imports and exports as share (%) of world total, 2010...................... 0.43

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010 89,845		71,734
Services trade (US$ millions), 2010 14,198		22,986
Merchandise trade (US$ millions), 2010 75,648		48,748
Agriculture (% of merchandise trade), 2010................. 15.06		13.90
Fuels and mining (% of merchandise trade), 2010........17.49		10.21
Manufactures (% of merchandise trade), 2010............66.83		73.26

Trade and FDI inflows, percent of GDP
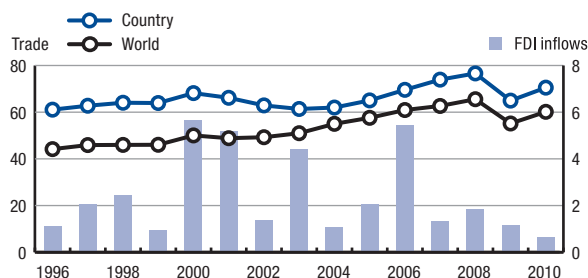
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**35**	**4.6**
2010 Index	36	4.6
Subindex A: Market access	**67**	**3.9**
1st pillar: Domestic and foreign market access	67	3.9
Subindex B: Border administration	**36**	**4.8**
2nd pillar: Efficiency of customs administration...................	81	3.8
3rd pillar: Efficiency of import-export procedures	21	5.5
4th pillar: Transparency of border administration................	27	5.0
Subindex C: Transport & communications infrastructure	**24**	**5.0**
5th pillar: Availability and quality of transport infrastructure.........	20	5.5
6th pillar: Availability and quality of transport services	25	4.5
7th pillar: Availability and use of ICTs................................	31	5.0
Subindex D: Business environment	**38**	**4.8**
8th pillar: Regulatory environment	54	3.9
9th pillar: Physical security...	27	5.7
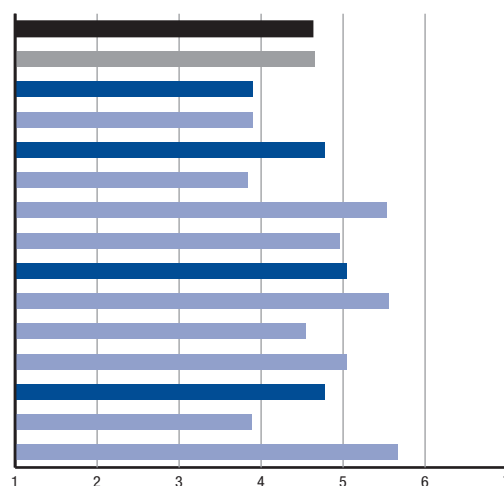
The most problematic factors for trade

Most problematic factors for exporting
Percent of responses

Access to trade finance	24.8
Identifying potential markets and buyers	19.1
Inappropriate production technology and skills	13.2
Access to imported inputs at competitive prices............	10.4
Difficulties in meeting quality/quantity requirements of buyers	8.6
High cost or delays caused by international transportation...........	8.0
Rules of origin requirements abroad.............................	5.0
Technical requirements and standards abroad...............	4.4
High cost or delays caused by domestic transportation	3.5
Burdensome procedures and corruption at foreign borders........	3.1
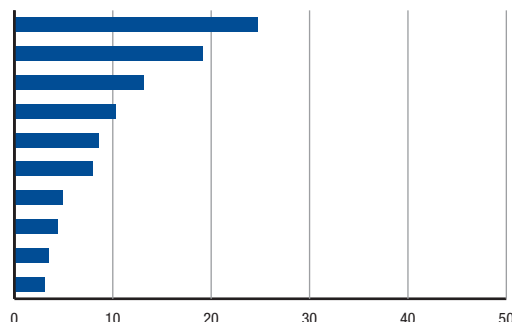
Most problematic factors for importing
Percent of responses

High cost or delays caused by international transportation...........	25.8
Tariffs and non-tariff barriers......................................	21.2
Burdensome import procedures..................................	21.1
High cost or delays caused by domestic transportation	15.8
Domestic technical requirements and standards	10.4
Corruption at the border	3.2
Inappropriate telecommunications infrastructure...........	1.4
Crime and theft	1.1
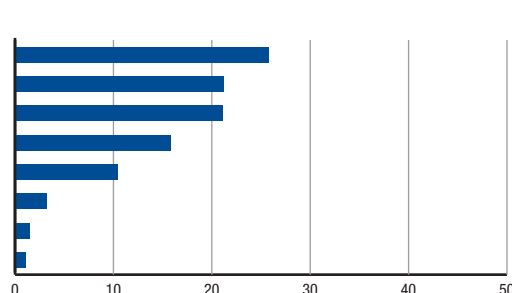
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Portugal

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**67**	**3.9**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	3	■ 0.9	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	42	70.3	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	105	■ 3.0	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	57	8.8	Hong Kong SAR	0.0
Tariff peaks, %	95	10.8	Multiple economies (23)	0.0
Specific tariffs, %	102	10.6	Multiple economies (49)	0.0
Distinct tariffs, number	104	1,592	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	39	64.6	Hong Kong SAR	100.0
1.05 Tariffs faced, %	79	5.7	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	89	9.7	Malawi	93.8
2nd pillar: Efficiency of customs administration	**81**	**3.8**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	34	■ 4.7	Singapore	6.2
2.02 Customs services index, 0–12 (best)	90	4.8	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**21**	**5.5**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	31	■ 3.2	Singapore	4.1
3.02 No. of days to import	48	15	Singapore	4.0
3.03 No. of documents to import	18	■ 5	France	2.0
3.04 Cost to import, US$ per container	36	899	Malaysia	435.0
3.05 No. of days to export	59	16	Multiple economies (4)	5.0
3.06 No. of documents to export	8	■ 4	France	2.0
3.07 Cost to export, US$ per container	20	■ 685	Malaysia	450.0
4th pillar: Transparency of border administration	**27**	**5.0**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	30	■ 5.3	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	30	■ 6.1	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**20**	**5.5**	**France**	**6.3**
5.01 Airport density, number per million pop.	22	■ 1.5	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	34	■ 76.8	United States	100.0
5.03 Paved roads, % of total	36	86.0	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	36	5.5	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	26	■ 4.4	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	5	■ 6.3	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	39	4.9	Singapore	6.8
6th pillar: Availability and quality of transport services	**25**	**4.5**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	54	21.1	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	25	■ 3.4	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	28	■ 3.5	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	26	■ 3.6	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	26	■ 3.9	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	21	■ 6.3	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	28	■ 0.4	Jamaica	0.7
7th pillar: Availability and use of ICTs	**31**	**5.0**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	32	■ 5.5	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	17	■ 142.3	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	33	19.2	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	38	0.7	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	45	51.1	Iceland	95.0
8th pillar: Regulatory environment	**54**	**3.9**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	44	4.6	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	42	3.9	Singapore	6.5
8.03 Undue influence, 1–7 (best)	59	3.4	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	115	2.8	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	83	4.1	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	47	3.8	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	34	■ 4.9	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	19	■ 4.8	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	81	4.5	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	58	4.7	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	30	■ 77.2	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	80	3.6	Hong Kong SAR	5.6
9th pillar: Physical security	**27**	**5.7**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	37	■ 5.0	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	21	■ 5.8	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	23	■ 6.2	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

Qatar

Key indicators

Population (millions), 2010 .... 1.8
GDP (US$ billions), 2010... 127.3
FDI inflows (US$ millions), 2010............................... 5,534
Imports and exports as share (%) of world total............................... n/a

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total (US$ millions) .... n/a		n/a
Services trade (US$ millions), 2006.............................5,680		3,489
Merchandise trade (US$ millions), 2010 23,240		62,000
Agriculture (% of merchandise trade), 2010...................5.49		0.10
Fuels and mining (% of merchandise trade), 2010.........4.40		84.93
Manufactures (% of merchandise trade), 2010............88.09		5.38
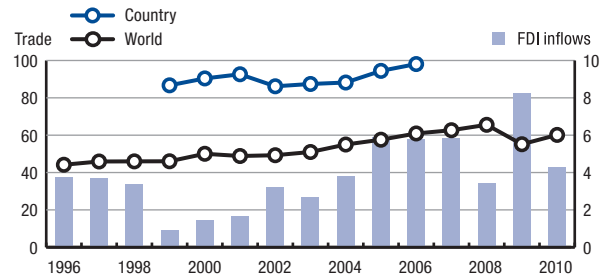
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	32	4.7
2010 Index	34	4.7
Subindex A: Market access	95	3.9
1st pillar: Domestic and foreign market access	95	3.9
Subindex B: Border administration	34	4.8
2nd pillar: Efficiency of customs administration	84	3.8
3rd pillar: Efficiency of import-export procedures	44	5.1
4th pillar: Transparency of border administration	16	5.7
Subindex C: Transport & communications infrastructure	34	4.6
5th pillar: Availability and quality of transport infrastructure	37	4.9
6th pillar: Availability and quality of transport services	56	3.8
7th pillar: Availability and use of ICTs	27	5.1
Subindex D: Business environment	11	5.6
8th pillar: Regulatory environment	13	5.2
9th pillar: Physical security	12	6.0

The most problematic factors for trade

Most problematic factors for exporting
Percent of responses

Identifying potential markets and buyers 26.1
Inappropriate production technology and skills 15.8
High cost or delays caused by domestic transportation 15.3
High cost or delays caused by international transportation.............14.4
Access to imported inputs at competitive prices.............................13.5
Technical requirements and standards abroad................................. 4.5
Difficulties in meeting quality/quantity requirements of buyers 3.6
Access to trade finance 3.6
Burdensome procedures and corruption at foreign borders 2.3
Rules of origin requirements abroad... 0.9

Most problematic factors for importing
Percent of responses

High cost or delays caused by international transportation............................ 29.4
High cost or delays caused by domestic transportation 27.2
Burdensome import procedures... 20.0
Domestic technical requirements and standards 11.7
Tariffs and non-tariff barriers.. 8.9
Corruption at the border 2.8
Crime and theft 0.0
Inappropriate telecommunications infrastructure.............................. 0.0

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

Qatar

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage** ■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**95**	**3.9**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	61	4.7	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	31	6.6	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	45	7.7	Hong Kong SAR	0.0
	Tariff peaks, %	33	0.5	Multiple economies (23)	0.0
	Specific tariffs, %	60	0.3	Multiple economies (49)	0.0
	Distinct tariffs, number	55	22	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	103	27.3	Hong Kong SAR	100.0
1.05	Tariffs faced, %	68	5.6	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	127	3.6	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**84**	**3.8**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	31	4.8	Singapore	6.2
2.02	Customs services index, 0–12 (best)	95	4.3	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**44**	**5.1**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	35	3.1	Singapore	4.1
3.02	No. of days to import	73	20	Singapore	4.0
3.03	No. of documents to import	52	7	France	2.0
3.04	Cost to import, US$ per container	18	730	Malaysia	435.0
3.05	No. of days to export	83	21	Multiple economies (4)	5.0
3.06	No. of documents to export	29	5	France	2.0
3.07	Cost to export, US$ per container	40	860	Malaysia	450.0
	4th pillar: Transparency of border administration	**16**	**5.7**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	12	6.1	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	21	7.2	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**37**	**4.9**	**France**	**6.3**
5.01	Airport density, number per million pop.	69	0.6	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	101	49.2	United States	100.0
5.03	Paved roads, % of total	29	90.0	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	24	5.9	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	40	3.7	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	35	5.0	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	24	5.4	Singapore	6.8
	6th pillar: Availability and quality of transport services	**56**	**3.8**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	101	3.6	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	64	2.9	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	36	3.3	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	32	3.5	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	25	4.0	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	22	6.2	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	59	0.0	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**27**	**5.1**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	19	5.9	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	23	132.4	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	53	8.2	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	27	0.7	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	13	81.6	Iceland	95.0
	8th pillar: Regulatory environment	**13**	**5.2**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	32	5.0	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	10	5.7	Singapore	6.5
8.03	Undue influence, 1–7 (best)	8	5.6	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	10	4.9	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	9	5.1	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	1	5.4	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	37	4.9	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	6	5.3	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	47	5.0	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	31	5.1	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	105	51.2	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	15	5.0	Hong Kong SAR	5.6
	9th pillar: Physical security	**12**	**6.0**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	8	6.3	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	10	6.1	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	56	5.7	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Romania

Key indicators

Population (millions), 2010 .... 21.5
GDP (US$ billions), 2010...161.6
FDI inflows (US$ millions), 2010.. 3,573
Imports and exports as share (%) of world total, 2010.....................0.34

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010	71,287	57,943
Services trade (US$ millions), 2010	9,292	8,542
Merchandise trade (US$ millions), 2010	61,995	49,401
Agriculture (% of merchandise trade), 2010...................	9.45	10.42
Fuels and mining (% of merchandise trade), 2010........	12.89	9.55
Manufactures (% of merchandise trade), 2010.............	77.41	79.66

Trade and FDI inflows, percent of GDP
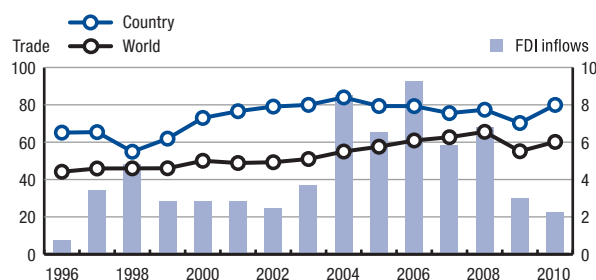
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**69**	**4.0**
2010 Index	54	4.2
Subindex A: Market access	**67**	**3.9**
1st pillar: Domestic and foreign market access	67	3.9
Subindex B: Border administration	**57**	**4.2**
2nd pillar: Efficiency of customs administration	53	4.4
3rd pillar: Efficiency of import-export procedures	65	4.7
4th pillar: Transparency of border administration	60	3.6
Subindex C: Transport & communications infrastructure	**68**	**3.9**
5th pillar: Availability and quality of transport infrastructure	98	3.4
6th pillar: Availability and quality of transport services	47	4.0
7th pillar: Availability and use of ICTs	54	4.2
Subindex D: Business environment	**81**	**4.1**
8th pillar: Regulatory environment	100	3.4
9th pillar: Physical security..	72	4.8
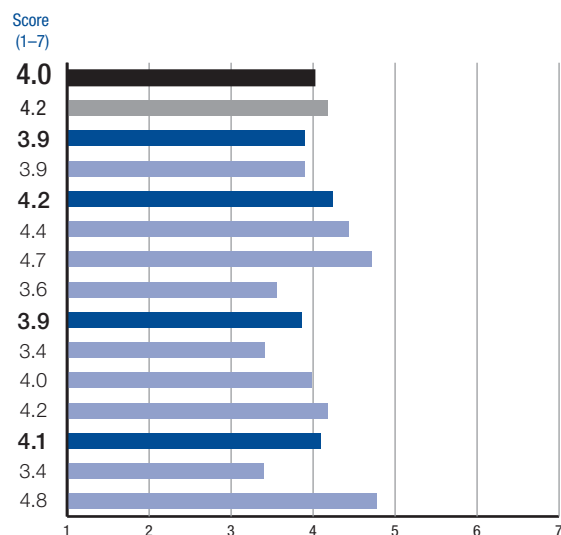
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Access to trade finance 17.8
Inappropriate production technology and skills 13.5
High cost or delays caused by domestic transportation 12.8
Identifying potential markets and buyers 12.8
Access to imported inputs at competitive prices............... 11.1
Burdensome procedures and corruption at foreign borders 8.0
Difficulties in meeting quality/quantity requirements of buyers 7.8
Technical requirements and standards abroad................. 6.8
High cost or delays caused by international transportation.............. 5.2
Rules of origin requirements abroad................................. 4.1
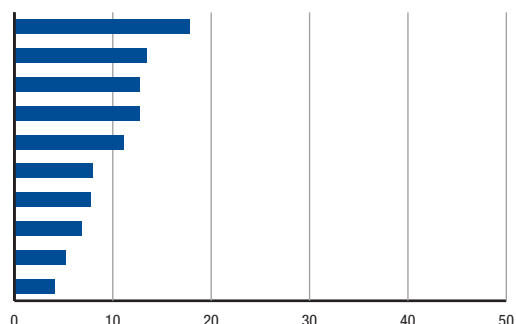
Most problematic factors for importing

Percent of responses

Burdensome import procedures.. 18.3
Tariffs and non-tariff barriers.. 18.2
High cost or delays caused by domestic transportation 16.2
Corruption at the border 12.3
High cost or delays caused by international transportation............. 10.9
Domestic technical requirements and standards 9.3
Inappropriate telecommunications infrastructure................. 7.5
Crime and theft 7.3
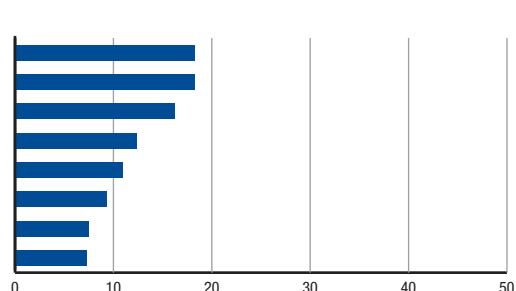
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Romania

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**67**	**3.9**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	3	■ 0.9	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	41	70.3	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	105	■ 3.0	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	57	■ 8.8	Hong Kong SAR	0.0
	Tariff peaks, %	95	■ 10.8	Multiple economies (23)	0.0
	Specific tariffs, %	102	■ 10.6	Multiple economies (49)	0.0
	Distinct tariffs, number	104	■ 1,592	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	39	■ 64.6	Hong Kong SAR	100.0
1.05	Tariffs faced, %	79	■ 5.7	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	89	■ 9.7	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**53**	**4.4**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	114	■ 3.3	Singapore	6.2
2.02	Customs services index, 0–12 (best)	27	■ 9.4	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**65**	**4.7**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	60	■ 2.7	Singapore	4.1
3.02	No. of days to import	37	■ 13	Singapore	4.0
3.03	No. of documents to import	37	■ 6	France	2.0
3.04	Cost to import, US$ per container	81	■ 1,495	Malaysia	435.0
3.05	No. of days to export	36	■ 12	Multiple economies (4)	5.0
3.06	No. of documents to export	29	■ 5	France	2.0
3.07	Cost to export, US$ per container	95	■ 1,485	Malaysia	450.0
	4th pillar: Transparency of border administration	**60**	**3.6**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	59	■ 3.9	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	62	■ 3.6	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**98**	**3.4**	**France**	**6.3**
5.01	Airport density, number per million pop.	53	■ 0.7	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	72	■ 65.8	United States	100.0
5.03	Paved roads, % of total	84	■ 30.2	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	105	■ 3.6	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	79	■ 2.4	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	127	■ 2.1	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	119	■ 2.8	Singapore	6.8
	6th pillar: Availability and quality of transport services	**47**	**4.0**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	51	■ 21.4	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	53	■ 3.0	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	64	■ 2.8	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	54	■ 3.1	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	29	■ 3.8	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	67	■ 4.7	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	23	■ 0.4	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**54**	**4.2**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	74	■ 4.9	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	49	■ 114.7	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	38	■ 13.9	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	59	■ 0.5	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	61	■ 39.9	Iceland	95.0
	8th pillar: Regulatory environment	**100**	**3.4**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	83	■ 3.6	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	88	■ 2.9	Singapore	6.5
8.03	Undue influence, 1–7 (best)	93	■ 2.8	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	117	■ 2.8	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	96	■ 3.9	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	91	■ 3.2	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	40	■ 4.8	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	33	■ 4.6	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	77	■ 4.5	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	98	■ 4.1	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	7	■ 84.5	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	104	■ 3.2	Hong Kong SAR	5.6
	9th pillar: Physical security	**72**	**4.8**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	83	■ 3.7	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	59	■ 4.9	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	61	■ 5.7	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.
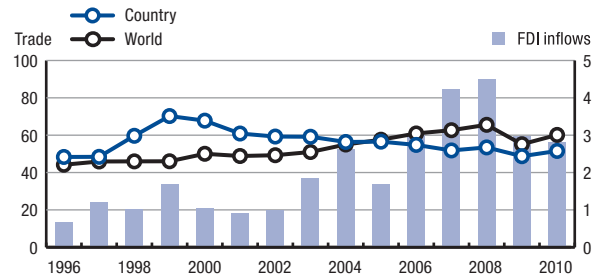
Russian Federation

Key indicators

Population (millions), 2010 .... 143.0
GDP (US$ billions), 2010..1,479.8
FDI inflows (US$ millions), 2010.................................... 41,194
Imports and exports as share (%) of world total, 2010......................2.02

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010	318,961	444,093
Services trade (US$ millions), 2010	70,223	43,961
Merchandise trade (US$ millions), 2010	248,738	400,132
Agriculture (% of merchandise trade), 2010................	14.77	5.21
Fuels and mining (% of merchandise trade), 2010.........	5.35	70.45
Manufactures (% of merchandise trade), 2010............	75.72	20.16

Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**112**	**3.4**
2010 Index	114	3.4
Subindex A: Market access	**129**	**2.9**
1st pillar: Domestic and foreign market access	129	2.9
Subindex B: Border administration...........................	**111**	**3.0**
2nd pillar: Efficiency of customs administration...................	89	3.7
3rd pillar: Efficiency of import-export procedures	114	2.9
4th pillar: Transparency of border administration..............	113	2.5
Subindex C: Transport & communications infrastructure..... 51		**4.2**
5th pillar: Availability and quality of transport infrastructure...............	56	4.5
6th pillar: Availability and quality of transport services	72	3.6
7th pillar: Availability and use of ICTs.................................	42	4.6
Subindex D: Business environment	**113**	**3.5**
8th pillar: Regulatory environment	117	3.1
9th pillar: Physical security...	107	3.8
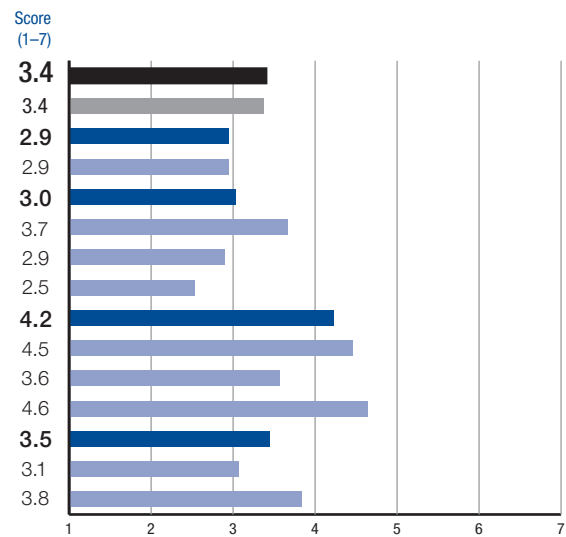
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Inappropriate production technology and skills	13.4
Technical requirements and standards abroad.................................	12.7
Difficulties in meeting quality/quantity requirements of buyers	11.6
Identifying potential markets and buyers	11.3
Burdensome procedures and corruption at foreign borders	11.2
Access to imported inputs at competitive prices...............................	11.1
High cost or delays caused by domestic transportation	9.6
Access to trade finance	8.7
High cost or delays caused by international transportation.............................	7.3
Rules of origin requirements abroad..	2.9
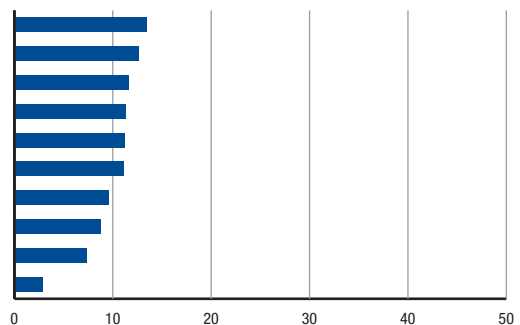
Most problematic factors for importing

Percent of responses

Corruption at the border	21.3
Tariffs and non-tariff barriers..	18.5
Burdensome import procedures.......................................	17.1
Crime and theft	12.0
High cost or delays caused by domestic transportation	9.6
Domestic technical requirements and standards	8.6
Inappropriate telecommunications infrastructure.............................	6.5
High cost or delays caused by international transportation.............................	6.4
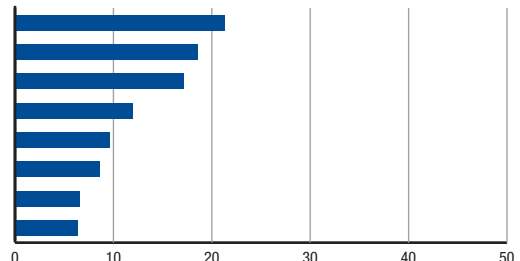
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Russian Federation

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**129**	**2.9**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	100	10.3	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	59	75.5	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	102	3.4	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	84	9.6	Hong Kong SAR	0.0
Tariff peaks, %	61	2.9	Multiple economies (23)	0.0
Specific tariffs, %	131	17.3	Multiple economies (49)	0.0
Distinct tariffs, number	131	1,941	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	95	35.3	Hong Kong SAR	100.0
1.05 Tariffs faced, %	113	5.9	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	58	30.9	Malawi	93.8
2nd pillar: Efficiency of customs administration	**89**	**3.7**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	127	2.8	Singapore	6.2
2.02 Customs services index, 0–12 (best)	55	7.5	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**114**	**2.9**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	123	2.0	Singapore	4.1
3.02 No. of days to import	114	36	Singapore	4.0
3.03 No. of documents to import	121	10	France	2.0
3.04 Cost to import, US$ per container	103	1,800	Malaysia	435.0
3.05 No. of days to export	117	36	Multiple economies (4)	5.0
3.06 No. of documents to export	95	8	France	2.0
3.07 Cost to export, US$ per container	110	1,850	Malaysia	450.0
4th pillar: Transparency of border administration	**113**	**2.5**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	108	2.6	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	114	2.4	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**56**	**4.5**	**France**	**6.3**
5.01 Airport density, number per million pop.	44	0.9	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	41	75.8	United States	100.0
5.03 Paved roads, % of total	45	80.1	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	97	3.8	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	30	4.2	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	121	2.4	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	89	3.7	Singapore	6.8
6th pillar: Availability and quality of transport services	**72**	**3.6**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	56	20.6	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	102	2.6	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	88	2.6	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	78	2.8	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	93	3.0	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	72	4.6	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	n/a	n/a	Jamaica	0.7
7th pillar: Availability and use of ICTs	**42**	**4.6**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	68	4.9	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	6	166.3	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	43	11.0	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	37	0.7	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	55	43.0	Iceland	95.0
8th pillar: Regulatory environment	**117**	**3.1**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	121	2.7	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	100	2.7	Singapore	6.5
8.03 Undue influence, 1–7 (best)	111	2.5	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	110	2.9	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	113	3.7	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	103	3.0	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	114	3.9	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	117	3.4	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	119	3.5	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	113	3.6	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	47	71.6	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	111	3.1	Hong Kong SAR	5.6
9th pillar: Physical security	**107**	**3.8**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	122	2.6	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	93	4.2	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	106	4.7	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Rwanda

Key indicators

Population (millions), 2010 .... 10.6
GDP (US$ billions), 2010 .... 5.6
FDI inflows (US$ millions), 2010 42
Imports and exports as share (%) of world total, 2010 .... 0.01

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010	1,970	542
Services trade (US$ millions), 2010	539	244
Merchandise trade (US$ millions), 2010	1,431	297
Agriculture (% of merchandise trade), 2010	12.10	37.87
Fuels and mining (% of merchandise trade), 2010	9.07	33.86
Manufactures (% of merchandise trade), 2010	76.39	8.17
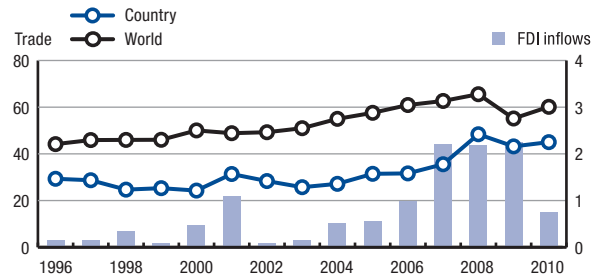
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**51**	**4.3**
2010 Index	n/a	n/a
Subindex A: Market access	**21**	**4.8**
1st pillar: Domestic and foreign market access	21	4.8
Subindex B: Border administration	**56**	**4.2**
2nd pillar: Efficiency of customs administration	22	5.3
3rd pillar: Efficiency of import-export procedures	115	2.8
4th pillar: Transparency of border administration	37	4.7
Subindex C: Transport & communications infrastructure	**109**	**3.0**
5th pillar: Availability and quality of transport infrastructure	124	2.9
6th pillar: Availability and quality of transport services	78	3.5
7th pillar: Availability and use of ICTs	111	2.5
Subindex D: Business environment	**17**	**5.4**
8th pillar: Regulatory environment	24	4.8
9th pillar: Physical security	15	6.0
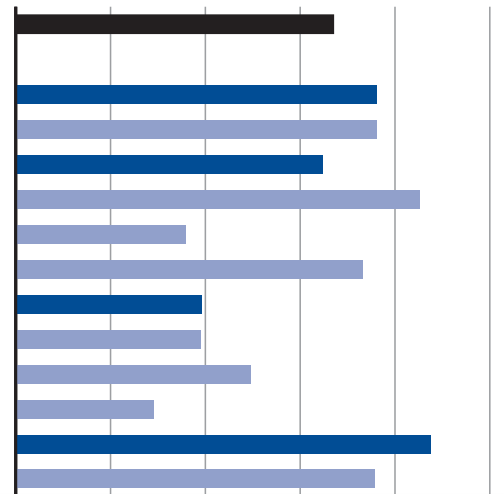
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Access to imported inputs at competitive prices	15.7
Identifying potential markets and buyers	15.4
Inappropriate production technology and skills	14.9
High cost or delays caused by international transportation ..	14.1
Access to trade finance	10.6
Difficulties in meeting quality/quantity requirements of buyers	10.0
High cost or delays caused by domestic transportation	7.0
Burdensome procedures and corruption at foreign borders ..	5.1
Rules of origin requirements abroad	4.6
Technical requirements and standards abroad	2.4
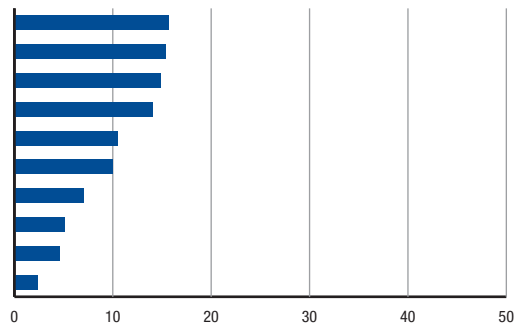
Most problematic factors for importing

Percent of responses

High cost or delays caused by international transportation ..	27.5
Tariffs and non-tariff barriers	22.8
Burdensome import procedures	18.1
Inappropriate telecommunications infrastructure	8.9
Domestic technical requirements and standards	7.8
High cost or delays caused by domestic transportation	7.8
Corruption at the border	6.9
Crime and theft	0.3
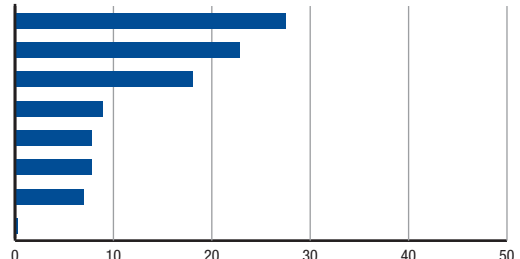
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Rwanda

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**21**	**4.8**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	91	8.8	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	22	43.9	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	45	6.5	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	99	11.6	Hong Kong SAR	0.0
	Tariff peaks, %	38	0.8	Multiple economies (23)	0.0
	Specific tariffs, %	53	0.1	Multiple economies (49)	0.0
	Distinct tariffs, number	42	15	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	14	82.4	Hong Kong SAR	100.0
1.05	Tariffs faced, %	17	5.0	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	67	24.9	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**22**	**5.3**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	12	5.3	Singapore	6.2
2.02	Customs services index, 0–12 (best)	n/a	n/a	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**115**	**2.8**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	115	2.2	Singapore	4.1
3.02	No. of days to import	100	31	Singapore	4.0
3.03	No. of documents to import	74	8	France	2.0
3.04	Cost to import, US$ per container	130	4,990	Malaysia	435.0
3.05	No. of days to export	106	29	Multiple economies (4)	5.0
3.06	No. of documents to export	95	8	France	2.0
3.07	Cost to export, US$ per container	129	3,275	Malaysia	450.0
	4th pillar: Transparency of border administration	**37**	**4.7**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	29	5.3	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	38	5.0	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**124**	**2.9**	**France**	**6.3**
5.01	Airport density, number per million pop.	112	0.2	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	n/a	n/a	United States	100.0
5.03	Paved roads, % of total	102	19.0	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	83	4.1	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	101	1.8	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	44	4.6	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	111	3.2	Singapore	6.8
	6th pillar: Availability and quality of transport services	**78**	**3.5**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	n/a	n/a	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	121	2.3	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	126	2.1	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	110	2.4	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	111	2.8	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	52	5.2	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	n/a	n/a	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**111**	**2.5**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	73	4.9	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	126	33.4	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	122	0.0	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	99	0.3	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	94	13.0	Iceland	95.0
	8th pillar: Regulatory environment	**24**	**4.8**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	34	4.9	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	15	5.4	Singapore	6.5
8.03	Undue influence, 1–7 (best)	17	5.2	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	6	5.1	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	23	4.8	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	59	3.6	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	33	4.9	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	8	5.2	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	68	4.6	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	16	5.4	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	90	58.1	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	38	4.4	Hong Kong SAR	5.6
	9th pillar: Physical security	**15**	**6.0**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	19	5.9	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	16	5.9	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	36	6.1	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.
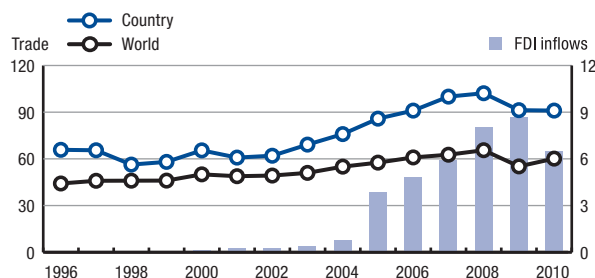
Saudi Arabia

Key indicators

Population (millions), 2010 ....27.4
GDP (US$ billions), 2010... 448.4
FDI inflows (US$ millions), 2010...28,105
Imports and exports as share (%) of world total, 2010...................... 1.08

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010	148,073	260,045
Services trade (US$ millions), 2010	50,996	10,346
Merchandise trade (US$ millions), 2010	97,077	249,700
Agriculture (% of merchandise trade), 2010.................	13.73	0.50
Fuels and mining (% of merchandise trade), 2010.........	4.99	84.18
Manufactures (% of merchandise trade), 2010............	79.87	11.68

Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	27	4.8
2010 Index	40	4.5
Subindex A: Market access	61	4.0
1st pillar: Domestic and foreign market access	61	4.0
Subindex B: Border administration...........................	30	5.1
2nd pillar: Efficiency of customs administration...................	29	5.1
3rd pillar: Efficiency of import-export procedures	24	5.5
4th pillar: Transparency of border administration................	36	4.7
Subindex C: Transport & communications infrastructure.....	36	4.6
5th pillar: Availability and quality of transport infrastructure..............	43	4.8
6th pillar: Availability and quality of transport services	37	4.2
7th pillar: Availability and use of ICTs..................................	41	4.7
Subindex D: Business environment	8	5.7
8th pillar: Regulatory environment	12	5.2
9th pillar: Physical security..	8	6.2

The most problematic factors for trade

Most problematic factors for exporting
Percent of responses

Identifying potential markets and buyers	16.4
Access to imported inputs at competitive prices...........................	16.2
Inappropriate production technology and skills	11.0
Technical requirements and standards abroad................................	10.2
Access to trade finance	9.3
Burdensome procedures and corruption at foreign borders	8.6
High cost or delays caused by international transportation..............................	8.4
High cost or delays caused by domestic transportation	7.8
Rules of origin requirements abroad...	7.6
Difficulties in meeting quality/quantity requirements of buyers	4.6

Most problematic factors for importing
Percent of responses

Burdensome import procedures...	22.8
Tariffs and non-tariff barriers..	21.0
High cost or delays caused by domestic transportation	16.8
High cost or delays caused by international transportation.............................	16.5
Domestic technical requirements and standards	15.2
Corruption at the border	4.0
Inappropriate telecommunications infrastructure..	2.3
Crime and theft	1.4

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

Saudi Arabia

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage** ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**61**	**4.0**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	55	4.6	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	17	6.7	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	13	5.6	Hong Kong SAR	0.0
Tariff peaks, %	28	0.3	Multiple economies (23)	0.0
Specific tariffs, %	60	0.3	Multiple economies (49)	0.0
Distinct tariffs, number	55	22	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	102	28.2	Hong Kong SAR	100.0
1.05 Tariffs faced, %	70	5.7	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	83	15.6	Malawi	93.8
2nd pillar: Efficiency of customs administration	**29**	**5.1**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	22	5.0	Singapore	6.2
2.02 Customs services index, 0–12 (best)	34	8.8	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**24**	**5.5**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	52	2.8	Singapore	4.1
3.02 No. of days to import	59	17	Singapore	4.0
3.03 No. of documents to import	18	5	France	2.0
3.04 Cost to import, US$ per container	11	686	Malaysia	435.0
3.05 No. of days to export	43	13	Multiple economies (4)	5.0
3.06 No. of documents to export	29	5	France	2.0
3.07 Cost to export, US$ per container	11	615	Malaysia	450.0
4th pillar: Transparency of border administration	**36**	**4.7**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	20	5.7	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	46	4.4	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**43**	**4.8**	**France**	**6.3**
5.01 Airport density, number per million pop.	38	0.9	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	24	81.3	United States	100.0
5.03 Paved roads, % of total	95	21.5	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	30	5.6	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	32	4.0	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	13	5.8	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	26	5.4	Singapore	6.8
6th pillar: Availability and quality of transport services	**37**	**4.2**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	17	60.0	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	41	3.1	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	47	3.0	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	43	3.2	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	34	3.8	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	33	5.9	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	59	0.0	Jamaica	0.7
7th pillar: Availability and use of ICTs	**41**	**4.7**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	42	5.3	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	2	187.9	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	64	5.5	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	19	0.8	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	57	41.0	Iceland	95.0
8th pillar: Regulatory environment	**12**	**5.2**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	22	5.4	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	11	5.7	Singapore	6.5
8.03 Undue influence, 1–7 (best)	15	5.2	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	12	4.9	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	1	5.5	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	9	4.9	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	48	4.7	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	22	4.8	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	55	4.9	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	10	5.5	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	113	47.1	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	6	5.3	Hong Kong SAR	5.6
9th pillar: Physical security	**8**	**6.2**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	25	5.7	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	2	6.5	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	8	6.4	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

Senegal

Key indicators

Population (millions), 2010 .... 12.4
GDP (US$ billions), 2010.. 12.9
FDI inflows (US$ millions), 2010.. 237
Imports and exports as share (%) of world total, 2009 .... 0.03

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2009..................................	5,961	3,093
Services trade (US$ millions), 2009............................	1,248	1,076
Merchandise trade (US$ millions), 2010	4,782	2,161
Agriculture (% of merchandise trade), 2010.................	23.93	27.15
Fuels and mining (% of merchandise trade), 2010.......	31.59	26.98
Manufactures (% of merchandise trade), 2010............	44.37	36.24
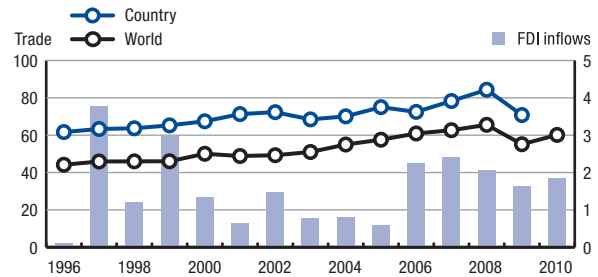
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**92**	**3.7**
2010 Index	90	3.7
Subindex A: Market access...................................	**116**	**3.4**
1st pillar: Domestic and foreign market access	116	3.4
Subindex B: Border administration........................	**75**	**3.9**
2nd pillar: Efficiency of customs administration..................	88	3.7
3rd pillar: Efficiency of import-export procedures	61	4.8
4th pillar: Transparency of border administration................	74	3.1
Subindex C: Transport & communications infrastructure...	**100**	**3.2**
5th pillar: Availability and quality of transport infrastructure.............	104	3.3
6th pillar: Availability and quality of transport services	87	3.4
7th pillar: Availability and use of ICTs................................	98	2.9
Subindex D: Business environment	**56**	**4.4**
8th pillar: Regulatory environment	94	3.5
9th pillar: Physical security..	38	5.4
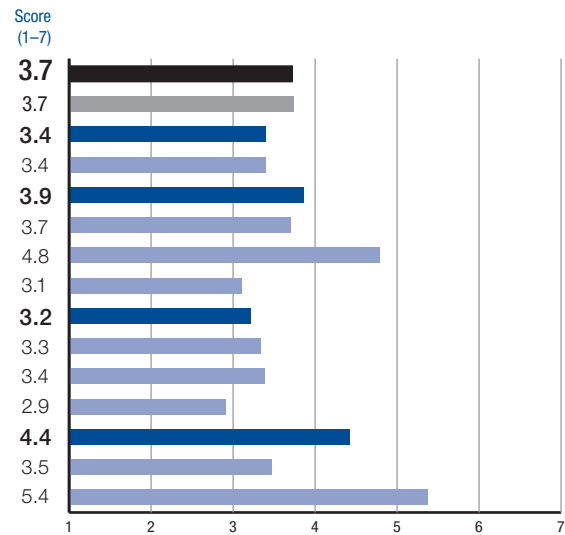
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Access to trade finance	17.8
Identifying potential markets and buyers	17.0
Difficulties in meeting quality/quantity requirements of buyers......................	12.9
Burdensome procedures and corruption at foreign borders	11.8
Access to imported inputs at competitive prices...	9.6
Rules of origin requirements abroad..	6.9
High cost or delays caused by international transportation............................	6.6
Technical requirements and standards abroad...	6.1
High cost or delays caused by domestic transportation	6.0
Inappropriate production technology and skills..................................	5.2
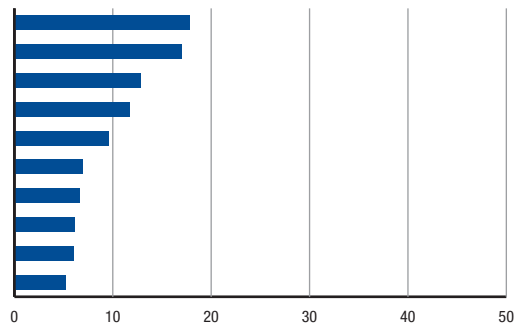
Most problematic factors for importing

Percent of responses

Tariffs and non-tariff barriers..	26.1
Burdensome import procedures...	21.1
Corruption at the border	17.4
High cost or delays caused by international transportation.............................	13.9
Domestic technical requirements and standards	8.9
High cost or delays caused by domestic transportation	7.8
Crime and theft..	2.8
Inappropriate telecommunications infrastructure..............................	2.0
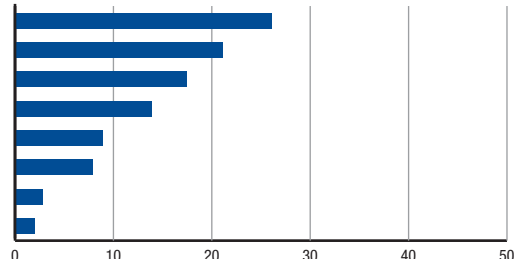
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Senegal

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**116**	**3.4**	**Singapore**	**6.2**
1.01　Tariff rate, (%)	110 ■	11.4	Hong Kong SAR	0.0
1.02　Non-tariff measures, index 0–100 (worst)[1]	4	19.8	Cambodia	4.7
1.03　Complexity of tariffs, index 1–7 (best)	6 ■	6.8	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	26 ■	6.8	Hong Kong SAR	0.0
Tariff peaks, %	1 ■	0.0	Multiple economies (23)	0.0
Specific tariffs, %	1 ■	0.0	Multiple economies (49)	0.0
Distinct tariffs, number	3 ■	4	Hong Kong SAR	1.0
1.04　Share of duty-free imports, %	125 ■	8.2	Hong Kong SAR	100.0
1.05　Tariffs faced, %	105 ■	5.7	Chile	3.6
1.06　Margin of preference in destination mkts, index 0–100 (best)	45 ■	39.5	Malawi	93.8
2nd pillar: Efficiency of customs administration	**88**	**3.7**	**Singapore**	**6.6**
2.01　Burden of customs procedures, 1–7 (best)	37 ■	4.7	Singapore	6.2
2.02　Customs services index, 0–12 (best)	94 ■	4.3	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**61**	**4.8**	**Singapore**	**6.4**
3.01　Efficiency of the clearance process, 1–5 (best)	80 ■	2.5	Singapore	4.1
3.02　No. of days to import	42 ■	14	Singapore	4.0
3.03　No. of documents to import	18 ■	5	France	2.0
3.04　Cost to import, US$ per container	97 ■	1,740	Malaysia	435.0
3.05　No. of days to export	33 ■	11	Multiple economies (4)	5.0
3.06　No. of documents to export	47 ■	6	France	2.0
3.07　Cost to export, US$ per container	63 ■	1,098	Malaysia	450.0
4th pillar: Transparency of border administration	**74**	**3.1**	**New Zealand**	**6.7**
4.01　Irregular payments in exports and imports, 1–7 (best)	74 ■	3.5	New Zealand	6.7
4.02　Corruption Perceptions Index, 0–10 (best)	90 ■	2.9	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**104**	**3.3**	**France**	**6.3**
5.01　Airport density, number per million pop.	127 ■	0.1	Iceland	21.9
5.02　Transshipment connectivity, index 0–100 (best)	61 ■	70.9	United States	100.0
5.03　Paved roads, % of total	86 ■	29.3	Multiple economies (17)	100.0
5.04　Quality of air transport infrastructure, 1–7 (best)	84 ■	4.1	Singapore	6.9
5.05　Quality of railroad infrastructure, 1–7 (best)	97 ■	1.9	Switzerland	6.8
5.06　Quality of roads, 1–7 (best)	86 ■	3.3	France	6.6
5.07　Quality of port infrastructure, 1–7 (best)	51 ■	4.5	Singapore	6.8
6th pillar: Availability and quality of transport services	**87**	**3.4**	**Singapore**	**6.1**
6.01　Liner Shipping Connectivity Index, 0–152.1 (best)	68 ■	12.3	China	152.1
6.02　Ease and affordability of shipment, 1–5 (best)	82 ■	2.7	Hong Kong SAR	4.2
6.03　Logistics competence, 1–5 (best)	94 ■	2.6	Finland	4.1
6.04　Tracking and tracing ability, 1–5 (best)	127 ■	2.1	Finland	4.1
6.05　Timeliness of shipments in reaching destination, 1–5 (best)	116 ■	2.7	Singapore	4.4
6.06　Postal services efficiency, 1–7 (best)	75 ■	4.5	Japan	6.8
6.07　GATS commitments in the transport sector, index 0–1 (best)	7 ■	0.5	Jamaica	0.7
7th pillar: Availability and use of ICTs	**98**	**2.9**	**Netherlands**	**6.3**
7.01　Extent of business Internet use, 1–7 (best)	47 ■	5.3	Sweden	6.5
7.02　Mobile phone subscriptions/100 pop.	103 ■	67.1	Hong Kong SAR	195.6
7.03　Broadband Internet subscriptions/100 pop.	97 ■	0.6	Netherlands	38.1
7.04　Government Online Service Index, 0–1 (best)	98 ■	0.4	Multiple economies (3)	1.0
7.05　Individuals using Internet, %	92 ■	16.0	Iceland	95.0
8th pillar: Regulatory environment	**94**	**3.5**	**Singapore**	**5.7**
8.01　Property rights, 1–7 (best)	74 ■	3.8	Finland	6.4
8.02　Ethics and corruption, 1–7 (best)	98 ■	2.7	Singapore	6.5
8.03　Undue influence, 1–7 (best)	98 ■	2.7	New Zealand	6.1
8.04　Government efficiency, 1–7 (best)	93 ■	3.2	Singapore	5.9
8.05　Domestic competition, 1–7 (best)	72 ■	4.2	Saudi Arabia	5.5
8.06　Efficiency of the financial market, 1–7 (best)	84 ■	3.2	Qatar	5.4
8.07　Openness to foreign participation, index 1–7 (best)	51 ■	4.7	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	18 ■	4.8	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	52 ■	5.0	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	74 ■	4.6	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	95 ■	57.4	Slovenia	93.1
8.08　Availability of trade finance, 1–7 (best)	101 ■	3.2	Hong Kong SAR	5.6
9th pillar: Physical security	**38**	**5.4**	**Finland**	**6.5**
9.01　Reliability of police services, 1–7 (best)	71 ■	4.1	Finland	6.7
9.02　Business costs of crime and violence, 1–7 (best)	19 ■	5.9	Saudi Arabia	6.5*
9.03　Business costs of terrorism, 1–7 (best)	29 ■	6.2	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Serbia

Key indicators

Population (millions), 2010 .... 9.9
GDP (US$ billions), 2010.. 38.0
FDI inflows (US$ millions), 2010.. 1,329
Imports and exports as share (%) of world total, 2010...................... 0.09

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010	20,212	13,320
Services trade (US$ millions), 2010	3,477	3,525
Merchandise trade (US$ millions), 2010	16,734	9,795
Agriculture (% of merchandise trade), 2010...................	7.61	24.08
Fuels and mining (% of merchandise trade), 2010.......	23.62	14.79
Manufactures (% of merchandise trade), 2010.............	51.78	59.39
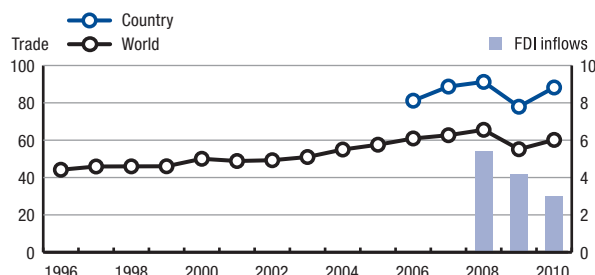
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**71**	**4.0**
2010 Index	67	4.0
Subindex A: Market access......................................	**46**	**4.3**
1st pillar: Domestic and foreign market access	46	4.3
Subindex B: Border administration.............................	**67**	**4.0**
2nd pillar: Efficiency of customs administration..................	59	4.3
3rd pillar: Efficiency of import-export procedures	72	4.5
4th pillar: Transparency of border administration................	75	3.1
Subindex C: Transport & communications infrastructure..... 75		**3.7**
5th pillar: Availability and quality of transport infrastructure..............	118	3.1
6th pillar: Availability and quality of transport services	43	4.0
7th pillar: Availability and use of ICTs..................................	57	4.1
Subindex D: Business environment	**91**	**3.9**
8th pillar: Regulatory environment	116	3.1
9th pillar: Physical security...	80	4.6
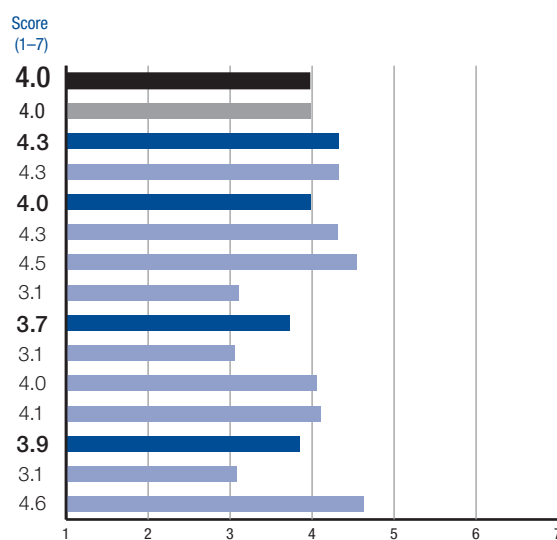
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers 15.1
Technical requirements and standards abroad.................................. 11.9
Difficulties in meeting quality/quantity requirements of buyers 11.4
Inappropriate production technology and skills................................. 11.4
Access to imported inputs at competitive prices.............................. 11.3
Access to trade finance 10.8
Burdensome procedures and corruption at foreign borders 8.2
High cost or delays caused by domestic transportation 8.1
Rules of origin requirements abroad.. 6.5
High cost or delays caused by international transportation............................ 5.3
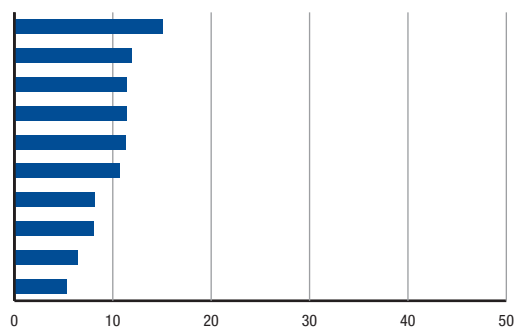
Most problematic factors for importing

Percent of responses

Tariffs and non-tariff barriers.. 22.3
Burdensome import procedures... 21.4
Domestic technical requirements and standards 14.8
Corruption at the border 11.1
High cost or delays caused by domestic transportation 9.1
Crime and theft.. 8.6
High cost or delays caused by international transportation............................ 8.0
Inappropriate telecommunications infrastructure............................. 4.7
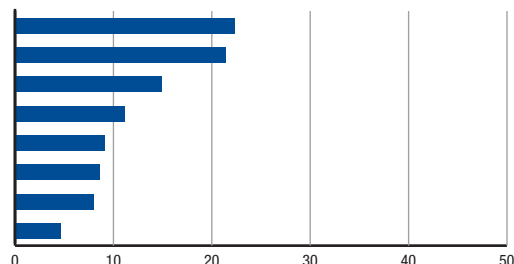
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Serbia

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**46**	**4.3**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	66	5.3	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	61	6.1	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	37	7.3	Hong Kong SAR	0.0
Tariff peaks, %	79	7.0	Multiple economies (23)	0.0
Specific tariffs, %	50	0.0	Multiple economies (49)	0.0
Distinct tariffs, number	49	16	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	78	54.9	Hong Kong SAR	100.0
1.05 Tariffs faced, %	120	6.0	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	34	46.1	Malawi	93.8
2nd pillar: Efficiency of customs administration	**59**	**4.3**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	89	3.7	Singapore	6.2
2.02 Customs services index, 0–12 (best)	40	8.3	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**72**	**4.5**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	88	2.4	Singapore	4.1
3.02 No. of days to import	42	14	Singapore	4.0
3.03 No. of documents to import	37	6	France	2.0
3.04 Cost to import, US$ per container	90	1,609	Malaysia	435.0
3.05 No. of days to export	36	12	Multiple economies (4)	5.0
3.06 No. of documents to export	47	6	France	2.0
3.07 Cost to export, US$ per container	90	1,433	Malaysia	450.0
4th pillar: Transparency of border administration	**75**	**3.1**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	83	3.2	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	73	3.3	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**118**	**3.1**	**France**	**6.3**
5.01 Airport density, number per million pop.	96	0.3	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	n/a	n/a	United States	100.0
5.03 Paved roads, % of total	70	47.7	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	122	3.1	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	110	1.6	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	122	2.4	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	124	2.7	Singapore	6.8
6th pillar: Availability and quality of transport services	**43**	**4.0**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	n/a	n/a	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	81	2.8	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	66	2.8	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	56	3.1	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	84	3.1	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	71	4.6	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	n/a	n/a	Jamaica	0.7
7th pillar: Availability and use of ICTs	**57**	**4.1**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	124	3.8	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	26	129.2	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	42	11.2	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	46	0.6	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	58	40.9	Iceland	95.0
8th pillar: Regulatory environment	**116**	**3.1**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	114	3.0	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	96	2.8	Singapore	6.5
8.03 Undue influence, 1–7 (best)	116	2.4	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	125	2.7	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	114	3.7	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	107	3.0	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	93	4.3	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	84	3.9	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	106	3.9	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	115	3.5	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	13	83.3	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	123	2.8	Hong Kong SAR	5.6
9th pillar: Physical security	**80**	**4.6**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	77	3.9	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	81	4.5	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	67	5.5	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Singapore

Key indicators

Population (millions), 2010 ....5.1
GDP (US$ billions), 2010.. 222.7
FDI inflows (US$ millions), 2010.............................38,638
Imports and exports as share (%) of world total, 2010......................2.30

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010	406,896	463,779
Services trade (US$ millions), 2010	96,105	111,912
Merchandise trade (US$ millions), 2010	310,791	351,867
Agriculture (% of merchandise trade), 2010...................	3.50	2.24
Fuels and mining (% of merchandise trade), 2010.......	27.63	17.30
Manufactures (% of merchandise trade), 2010............	64.91	72.24

Trade and FDI inflows, percent of GDP
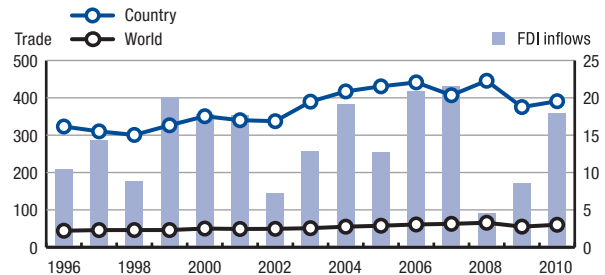
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**1**	**6.1**
2010 Index	1	6.1
Subindex A: Market access	**1**	**6.2**
1st pillar: Domestic and foreign market access	1	6.2
Subindex B: Border administration	**1**	**6.5**
2nd pillar: Efficiency of customs administration....................	1	6.6
3rd pillar: Efficiency of import-export procedures	1	6.4
4th pillar: Transparency of border administration.................	3	6.5
Subindex C: Transport & communications infrastructure.......	**1**	**6.1**
5th pillar: Availability and quality of transport infrastructure.................	2	6.2
6th pillar: Availability and quality of transport services	1	6.1
7th pillar: Availability and use of ICTs.....................................	11	6.0
Subindex D: Business environment	**5**	**5.8**
8th pillar: Regulatory environment	1	5.7
9th pillar: Physical security...	20	5.8
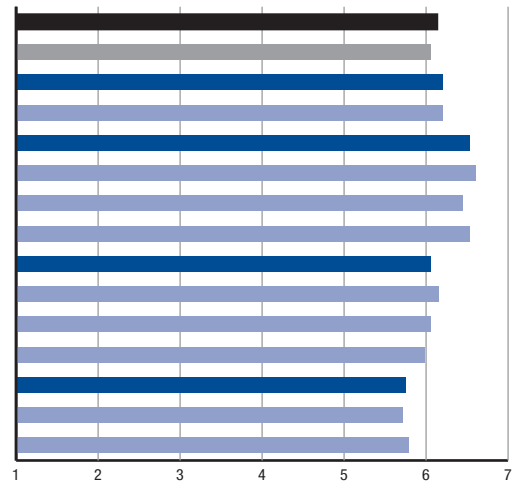
The most problematic factors for trade

Most problematic factors for exporting

	Percent of responses
Access to imported inputs at competitive prices...............	15.7
High cost or delays caused by international transportation............................	15.5
Technical requirements and standards abroad..................................	14.3
Rules of origin requirements abroad..................................	12.8
Burdensome procedures and corruption at foreign borders	12.7
Identifying potential markets and buyers	11.5
Difficulties in meeting quality/quantity requirements of buyers	7.5
Inappropriate production technology and skills...............................	3.8
High cost or delays caused by domestic transportation	3.4
Access to trade finance	2.9
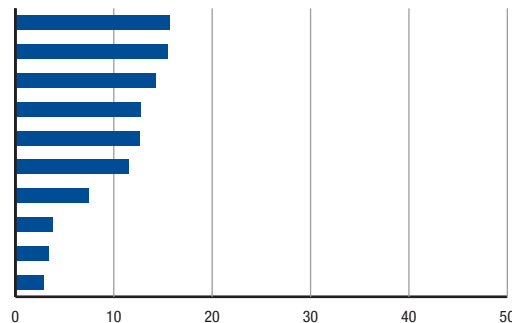
Most problematic factors for importing

	Percent of responses
High cost or delays caused by international transportation............................	35.0
Domestic technical requirements and standards	17.3
Burdensome import procedures...	15.6
High cost or delays caused by domestic transportation	14.1
Tariffs and non-tariff barriers..	13.4
Inappropriate telecommunications infrastructure...	2.2
Crime and theft	1.4
Corruption at the border	1.2
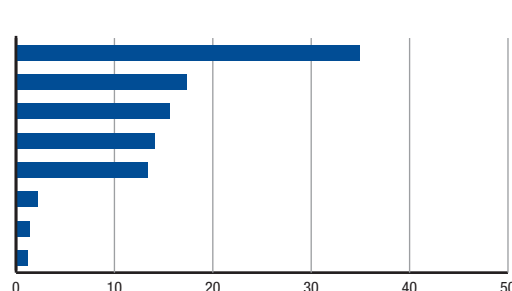
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Singapore

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage** ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**1**	**6.2**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	2	0.0	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	10	29.1	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	4	6.9	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	4	1.3	Hong Kong SAR	0.0
Tariff peaks, %	25	0.1	Multiple economies (23)	0.0
Specific tariffs, %	51	0.1	Multiple economies (49)	0.0
Distinct tariffs, number	28	7	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	2	100.0	Hong Kong SAR	100.0
1.05 Tariffs faced, %	3	4.3	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	68	22.2	Malawi	93.8
2nd pillar: Efficiency of customs administration	**1**	**6.6**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	1	6.2	Singapore	6.2
2.02 Customs services index, 0–12 (best)	1	12.0	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**1**	**6.4**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	1	4.1	Singapore	4.1
3.02 No. of days to import	1	4	Singapore	4.0
3.03 No. of documents to import	5	4	France	2.0
3.04 Cost to import, US$ per container	2	439	Malaysia	435.0
3.05 No. of days to export	1	5	Multiple economies (4)	5.0
3.06 No. of documents to export	8	4	France	2.0
3.07 Cost to export, US$ per container	2	456	Malaysia	450.0
4th pillar: Transparency of border administration	**3**	**6.5**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	2	6.6	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	5	9.2	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**2**	**6.2**	**France**	**6.3**
5.01 Airport density, number per million pop.	86	0.4	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	11	95.2	United States	100.0
5.03 Paved roads, % of total	1	100.0	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	1	6.9	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	7	5.7	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	2	6.5	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	1	6.8	Singapore	6.8
6th pillar: Availability and quality of transport services	**1**	**6.1**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	3	105.0	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	2	4.0	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	6	4.1	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	6	4.1	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	1	4.4	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	7	6.6	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	n/a	n/a	Jamaica	0.7
7th pillar: Availability and use of ICTs	**11**	**6.0**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	20	5.9	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	14	145.2	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	20	24.9	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	1	1.0	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	27	71.0	Iceland	95.0
8th pillar: Regulatory environment	**1**	**5.7**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	3	6.3	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	1	6.5	Singapore	6.5
8.03 Undue influence, 1–7 (best)	9	5.5	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	1	5.9	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	2	5.5	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	3	5.2	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	3	5.6	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	14	4.9	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	2	6.2	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	1	6.4	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	59	66.7	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	12	5.2	Hong Kong SAR	5.6
9th pillar: Physical security	**20**	**5.8**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	2	6.4	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	15	6.0	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	93	5.0	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Slovak Republic

Key indicators

Population (millions), 2010 .... 5.5
GDP (US$ billions), 2010...87.5
FDI inflows (US$ millions), 2010... 526
Imports and exports as share (%) of world total, 2010......................0.38

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010 73,332		71,161
Services trade (US$ millions), 2010 6,775		5,816
Merchandise trade (US$ millions), 2010 66,557		65,345
Agriculture (% of merchandise trade), 2010...................7.70		5.70
Fuels and mining (% of merchandise trade), 2010........16.17		7.59
Manufactures (% of merchandise trade), 2010............ 75.75		86.35
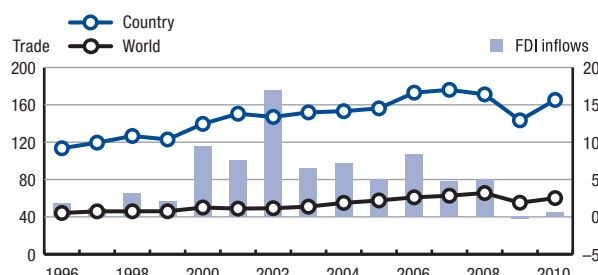
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**55**	**4.3**
2010 Index	47	4.4
Subindex A: Market access...................................	**67**	**3.9**
1st pillar: Domestic and foreign market access	67	3.9
Subindex B: Border administration...........................	**49**	**4.4**
2nd pillar: Efficiency of customs administration..................	32	4.9
3rd pillar: Efficiency of import-export procedures	80	4.4
4th pillar: Transparency of border administration.................	53	3.8
Subindex C: Transport & communications infrastructure.....	**37**	**4.5**
5th pillar: Availability and quality of transport infrastructure...............	51	4.6
6th pillar: Availability and quality of transport services	32	4.3
7th pillar: Availability and use of ICTs..................................	39	4.7
Subindex D: Business environment...........................	**63**	**4.3**
8th pillar: Regulatory environment	76	3.6
9th pillar: Physical security..	54	5.0
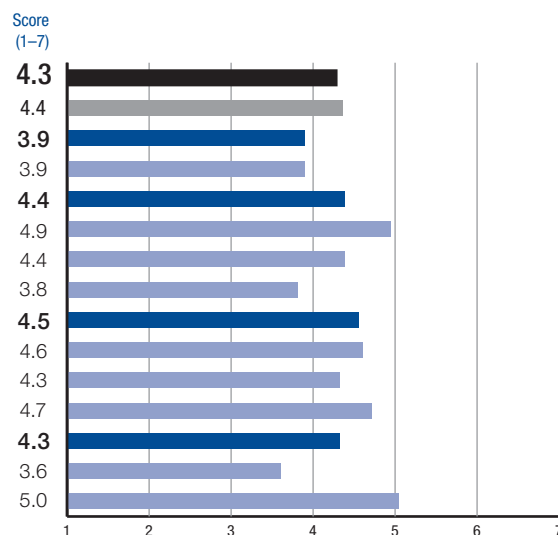
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers 19.6
Access to imported inputs at competitive prices...............................15.5
Difficulties in meeting quality/quantity requirements of buyers 11.8
Access to trade finance 11.7
Technical requirements and standards abroad..................................11.2
Inappropriate production technology and skills 9.2
Rules of origin requirements abroad... 8.5
High cost or delays caused by international transportation................ 5.9
Burdensome procedures and corruption at foreign borders 4.0
High cost or delays caused by domestic transportation 2.6
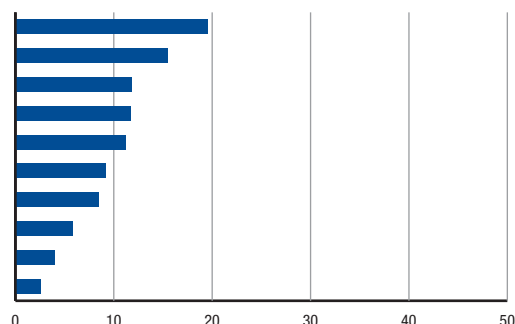
Most problematic factors for importing

Percent of responses

Burdensome import procedures.. 23.0
Domestic technical requirements and standards 21.6
High cost or delays caused by international transportation............. 16.8
Tariffs and non-tariff barriers.. 16.8
High cost or delays caused by domestic transportation 6.4
Inappropriate telecommunications infrastructure...............................5.7
Crime and theft.. 5.0
Corruption at the border 4.8
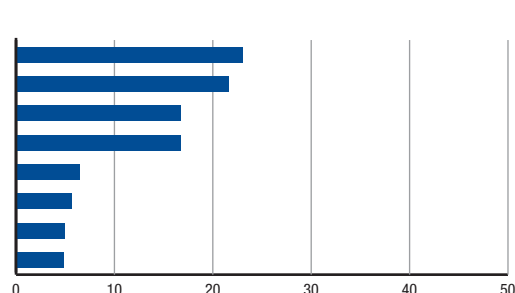
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Slovak Republic

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage** ■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**67**	**3.9**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	3	0.9	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	36	69.9	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	105	3.0	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	57	8.8	Hong Kong SAR	0.0
	Tariff peaks, %	95	10.8	Multiple economies (23)	0.0
	Specific tariffs, %	102	10.6	Multiple economies (49)	0.0
	Distinct tariffs, number	104	1,592	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	39	64.6	Hong Kong SAR	100.0
1.05	Tariffs faced, %	79	5.7	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	89	9.7	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**32**	**4.9**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	56	4.3	Singapore	6.2
2.02	Customs services index, 0–12 (best)	21	9.5	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**80**	**4.4**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	46	2.9	Singapore	4.1
3.02	No. of days to import	59	17	Singapore	4.0
3.03	No. of documents to import	52	7	France	2.0
3.04	Cost to import, US$ per container	84	1,540	Malaysia	435.0
3.05	No. of days to export	64	17	Multiple economies (4)	5.0
3.06	No. of documents to export	47	6	France	2.0
3.07	Cost to export, US$ per container	102	1,560	Malaysia	450.0
	4th pillar: Transparency of border administration	**53**	**3.8**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	50	4.2	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	54	4.0	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**51**	**4.6**	**France**	**6.3**
5.01	Airport density, number per million pop.	51	0.7	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	n/a	n/a	United States	100.0
5.03	Paved roads, % of total	33	87.0	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	119	3.2	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	23	4.5	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	75	3.6	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	77	3.9	Singapore	6.8
	6th pillar: Availability and quality of transport services	**32**	**4.3**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	n/a	n/a	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	71	2.8	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	44	3.1	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	68	2.8	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	46	3.6	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	40	5.5	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	15	0.5	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**39**	**4.7**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	30	5.7	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	52	108.5	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	40	12.7	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	64	0.5	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	16	79.4	Iceland	95.0
	8th pillar: Regulatory environment	**76**	**3.6**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	63	4.0	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	102	2.7	Singapore	6.5
8.03	Undue influence, 1–7 (best)	118	2.4	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	123	2.8	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	56	4.3	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	65	3.5	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	7	5.4	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	45	4.4	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	4	6.1	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	17	5.4	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	21	81.3	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	64	3.8	Hong Kong SAR	5.6
	9th pillar: Physical security	**54**	**5.0**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	78	3.8	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	56	5.0	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	19	6.3	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Slovenia

Key indicators

Population (millions), 2010 .... 2.0
GDP (US$ billions), 2010...47.7
FDI inflows (US$ millions), 2010.. 834
Imports and exports as share (%) of world total, 2010.......................0.18

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010	34,321	35,213
Services trade (US$ millions), 2010	4,284	5,767
Merchandise trade (US$ millions), 2010	30,037	29,446
Agriculture (% of merchandise trade), 2010.................	11.83	7.98
Fuels and mining (% of merchandise trade), 2010........	17.81	8.22
Manufactures (% of merchandise trade), 2010............	69.89	83.66

Trade and FDI inflows, percent of GDP
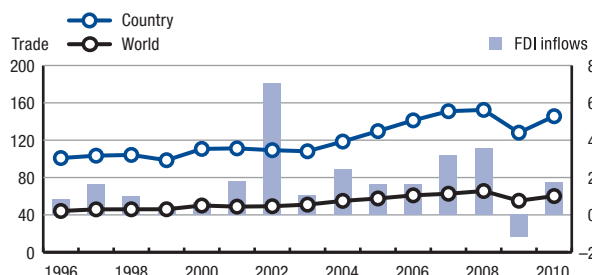
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**33**	**4.6**
2010 Index	35	4.7
Subindex A: Market access......................................	**67**	**3.9**
1st pillar: Domestic and foreign market access	67	3.9
Subindex B: Border administration............................	**29**	**5.1**
2nd pillar: Efficiency of customs administration.................	19	5.4
3rd pillar: Efficiency of import-export procedures	42	5.1
4th pillar: Transparency of border administration...............	34	4.8
Subindex C: Transport & communications infrastructure.....	**30**	**4.9**
5th pillar: Availability and quality of transport infrastructure...............	30	5.1
6th pillar: Availability and quality of transport services	29	4.4
7th pillar: Availability and use of ICTs................................	28	5.1
Subindex D: Business environment..	**39**	**4.7**
8th pillar: Regulatory environment	65	3.7
9th pillar: Physical security...	23	5.7
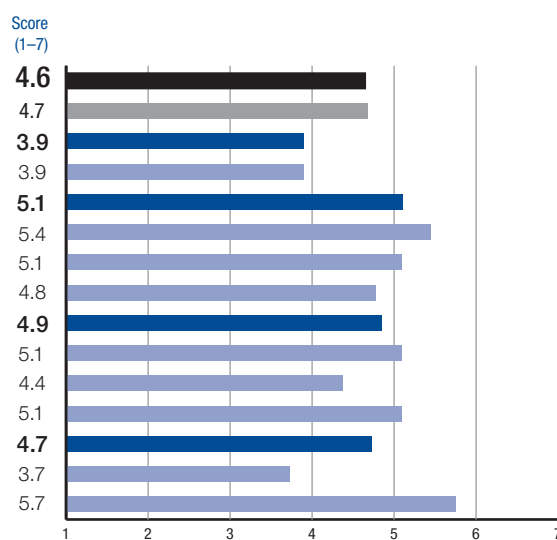
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers 20.5
Access to imported inputs at competitive prices.............................. 15.6
Access to trade finance 14.4
Difficulties in meeting quality/quantity requirements of buyers 10.0
Technical requirements and standards abroad.................................9.7
Inappropriate production technology and skills 9.4
High cost or delays caused by international transportation............... 6.3
Rules of origin requirements abroad... 6.0
Burdensome procedures and corruption at foreign borders 5.8
High cost or delays caused by domestic transportation 2.3
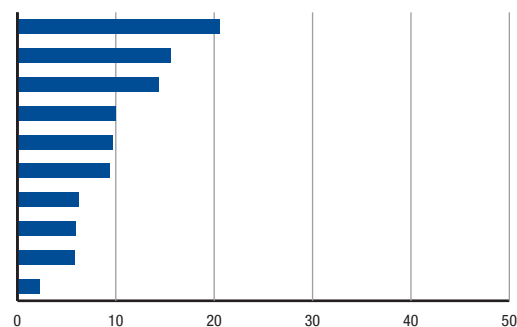
Most problematic factors for importing

Percent of responses

Tariffs and non-tariff barriers.. 23.4
Burdensome import procedures... 23.2
High cost or delays caused by international transportation............... 17.4
Domestic technical requirements and standards 17.3
High cost or delays caused by domestic transportation 9.7
Inappropriate telecommunications infrastructure.............................. 4.6
Corruption at the border 2.5
Crime and theft 1.9
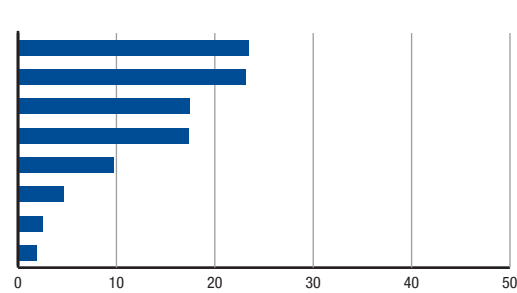
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Slovenia

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**67**	**3.9**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	3	0.9	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	37	69.9	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	105	3.0	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	57	8.8	Hong Kong SAR	0.0
Tariff peaks, %	95	10.8	Multiple economies (23)	0.0
Specific tariffs, %	102	10.6	Multiple economies (49)	0.0
Distinct tariffs, number	104	1,592	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	39	64.6	Hong Kong SAR	100.0
1.05 Tariffs faced, %	79	5.7	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	89	9.7	Malawi	93.8
2nd pillar: Efficiency of customs administration	**19**	**5.4**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	23	5.0	Singapore	6.2
2.02 Customs services index, 0–12 (best)	17	10.0	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**42**	**5.1**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	39	3.1	Singapore	4.1
3.02 No. of days to import	48	15	Singapore	4.0
3.03 No. of documents to import	74	8	France	2.0
3.04 Cost to import, US$ per container	27	765	Malaysia	435.0
3.05 No. of days to export	59	16	Multiple economies (4)	5.0
3.06 No. of documents to export	47	6	France	2.0
3.07 Cost to export, US$ per container	22	710	Malaysia	450.0
4th pillar: Transparency of border administration	**34**	**4.8**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	35	5.0	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	32	5.9	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**30**	**5.1**	**France**	**6.3**
5.01 Airport density, number per million pop.	23	1.5	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	80	64.0	United States	100.0
5.03 Paved roads, % of total	1	100.0	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	64	4.6	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	58	2.9	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	40	4.7	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	28	5.2	Singapore	6.8
6th pillar: Availability and quality of transport services	**29**	**4.4**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	49	21.9	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	31	3.3	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	34	3.3	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	45	3.2	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	43	3.6	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	17	6.4	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	22	0.4	Jamaica	0.7
7th pillar: Availability and use of ICTs	**28**	**5.1**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	33	5.5	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	59	104.5	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	22	24.2	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	35	0.7	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	28	70.0	Iceland	95.0
8th pillar: Regulatory environment	**65**	**3.7**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	49	4.3	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	53	3.5	Singapore	6.5
8.03 Undue influence, 1–7 (best)	70	3.2	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	84	3.3	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	43	4.4	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	90	3.2	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	95	4.3	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	105	3.6	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	116	3.7	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	116	3.4	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	1	93.1	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	88	3.4	Hong Kong SAR	5.6
9th pillar: Physical security	**23**	**5.7**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	55	4.4	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	11	6.1	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	1	6.8	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

South Africa

Key indicators

Population (millions), 2010 .... 50.1
GDP (US$ billions), 2010.. 363.7
FDI inflows (US$ millions), 2010.. 1,553
Imports and exports as share (%) of world total, 2010...................... 0.55

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010 112,063		95,438
Services trade (US$ millions), 2010 18,023		13,617
Merchandise trade (US$ millions), 2010 94,040		81,821
Agriculture (% of merchandise trade), 2010................... 5.77		9.61
Fuels and mining (% of merchandise trade), 2010....... 18.58		37.29
Manufactures (% of merchandise trade), 2010............ 59.85		40.13

Trade and FDI inflows, percent of GDP
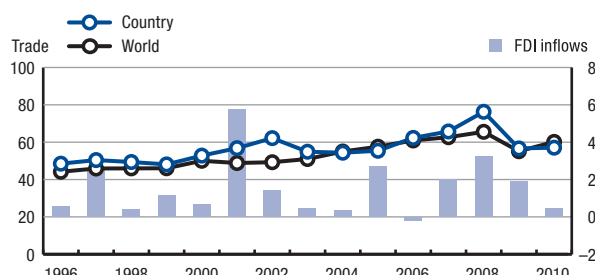
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**63**	**4.1**
2010 Index	72	3.9
Subindex A: Market access...................................	**66**	**3.9**
1st pillar: Domestic and foreign market access.................	66	3.9
Subindex B: Border administration........................	**59**	**4.2**
2nd pillar: Efficiency of customs administration.................	33	4.9
3rd pillar: Efficiency of import-export procedures	100	3.7
4th pillar: Transparency of border administration...............	47	4.0
Subindex C: Transport & communications infrastructure.....	**55**	**4.0**
5th pillar: Availability and quality of transport infrastructure...............	63	4.3
6th pillar: Availability and quality of transport services	26	4.5
7th pillar: Availability and use of ICTs.................................	85	3.3
Subindex D: Business environment........................	**71**	**4.2**
8th pillar: Regulatory environment	36	4.4
9th pillar: Physical security...	100	4.1
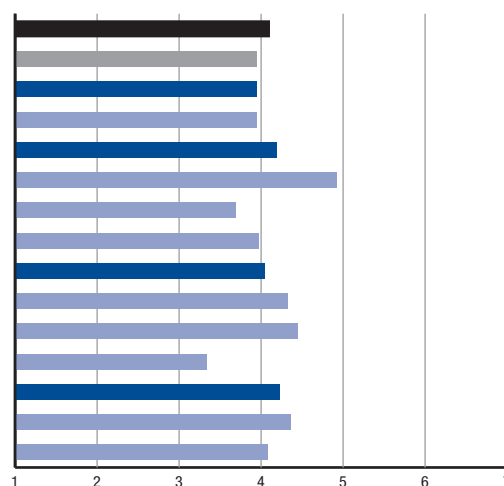
The most problematic factors for trade

Most problematic factors for exporting
Percent of responses

High cost or delays caused by domestic transportation 18.4
Access to imported inputs at competitive prices... 16.8
Burdensome procedures and corruption at foreign borders...........................12.2
High cost or delays caused by international transportation...........................10.9
Inappropriate production technology and skills 10.9
Technical requirements and standards abroad..7.5
Identifying potential markets and buyers 7.5
Difficulties in meeting quality/quantity requirements of buyers.........................6.7
Access to trade finance 5.7
Rules of origin requirements abroad...3.3
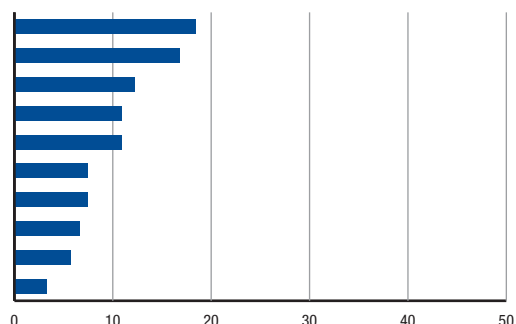
Most problematic factors for importing
Percent of responses

High cost or delays caused by domestic transportation 21.3
Burdensome import procedures..19.8
Tariffs and non-tariff barriers..18.9
High cost or delays caused by international transportation............................ 17.4
Crime and theft 8.2
Domestic technical requirements and standards 5.1
Corruption at the border 5.1
Inappropriate telecommunications infrastructure..4.2
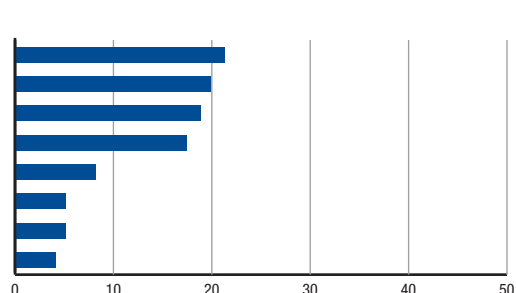
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

South Africa

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**66**	**3.9**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	73	6.5	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	82	5.0	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	108	12.3	Hong Kong SAR	0.0
	Tariff peaks, %	86	8.6	Multiple economies (23)	0.0
	Specific tariffs, %	83	3.2	Multiple economies (49)	0.0
	Distinct tariffs, number	82	258	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	37	66.2	Hong Kong SAR	100.0
1.05	Tariffs faced, %	107	5.8	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	80	17.9	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**33**	**4.9**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	58	4.2	Singapore	6.2
2.02	Customs services index, 0–12 (best)	21	9.5	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**100**	**3.7**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	26	3.3	Singapore	4.1
3.02	No. of days to import	104	32	Singapore	4.0
3.03	No. of documents to import	74	8	France	2.0
3.04	Cost to import, US$ per container	102	1,795	Malaysia	435.0
3.05	No. of days to export	108	30	Multiple economies (4)	5.0
3.06	No. of documents to export	95	8	France	2.0
3.07	Cost to export, US$ per container	97	1,531	Malaysia	450.0
	4th pillar: Transparency of border administration	**47**	**4.0**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	44	4.5	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	52	4.1	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**63**	**4.3**	**France**	**6.3**
5.01	Airport density, number per million pop.	87	0.4	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	21	82.2	United States	100.0
5.03	Paved roads, % of total	105	17.3	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	16	6.1	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	47	3.4	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	39	4.8	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	47	4.7	Singapore	6.8
	6th pillar: Availability and quality of transport services	**26**	**4.5**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	29	35.7	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	20	3.5	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	24	3.6	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	16	3.8	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	20	4.0	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	125	3.0	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	n/a	n/a	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**85**	**3.3**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	43	5.3	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	67	100.5	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	88	1.5	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	77	0.5	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	100	12.3	Iceland	95.0
	8th pillar: Regulatory environment	**36**	**4.4**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	25	5.2	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	61	3.3	Singapore	6.5
8.03	Undue influence, 1–7 (best)	48	3.7	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	36	4.1	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	22	4.8	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	23	4.5	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	97	4.3	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	131	2.3	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	32	5.2	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	51	4.9	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	77	61.1	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	16	5.0	Hong Kong SAR	5.6
	9th pillar: Physical security	**100**	**4.1**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	88	3.6	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	126	2.5	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	32	6.1	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Spain

Key indicators

Population (millions), 2010 .... 46.1
GDP (US$ billions), 2010... 1,409.9
FDI inflows (US$ millions), 2010.. 24,547
Imports and exports as share (%) of world total, 2010...................... 2.03

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010	400,896	368,648
Services trade (US$ millions), 2010	86,576	123,010
Merchandise trade (US$ millions), 2010	314,320	245,637
Agriculture (% of merchandise trade), 2010.................	11.74	16.34
Fuels and mining (% of merchandise trade), 2010.......	22.40	9.93
Manufactures (% of merchandise trade), 2010............	65.29	71.75

Trade and FDI inflows, percent of GDP
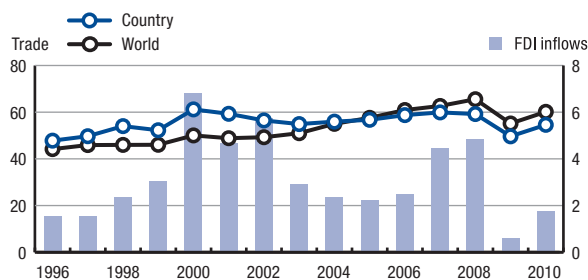
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**31**	**4.8**
2010 Index	32	4.7
Subindex A: Market access...................................	**67**	**3.9**
1st pillar: Domestic and foreign market access.................	67	3.9
Subindex B: Border administration...........................	**28**	**5.1**
2nd pillar: Efficiency of customs administration..................	20	5.4
3rd pillar: Efficiency of import-export procedures	46	5.0
4th pillar: Transparency of border administration................	31	4.9
Subindex C: Transport & communications infrastructure.....	**16**	**5.4**
5th pillar: Availability and quality of transport infrastructure.................	5	6.0
6th pillar: Availability and quality of transport services	12	5.2
7th pillar: Availability and use of ICTs.................................	29	5.1
Subindex D: Business environment...........................	**41**	**4.7**
8th pillar: Regulatory environment	47	4.0
9th pillar: Physical security...	34	5.5
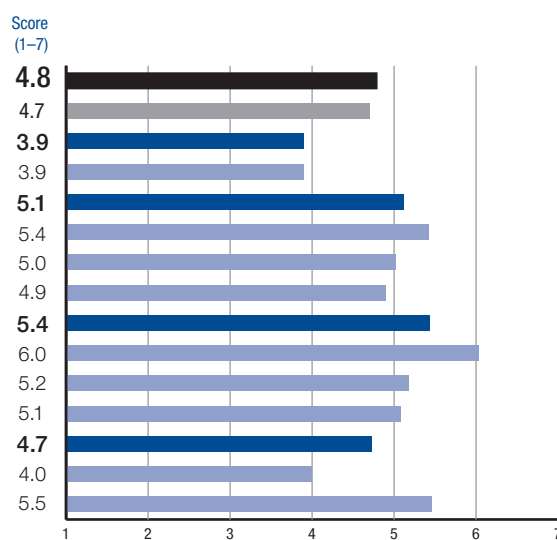
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Access to trade finance 20.3
Identifying potential markets and buyers 17.9
Inappropriate production technology and skills............................... 12.5
Technical requirements and standards abroad................................. 10.5
Access to imported inputs at competitive prices............................... 10.0
Rules of origin requirements abroad... 6.6
Burdensome procedures and corruption at foreign borders............................ 6.1
High cost or delays caused by international transportation.......................... 6.1
High cost or delays caused by domestic transportation 5.5
Difficulties in meeting quality/quantity requirements of buyers......................... 4.4
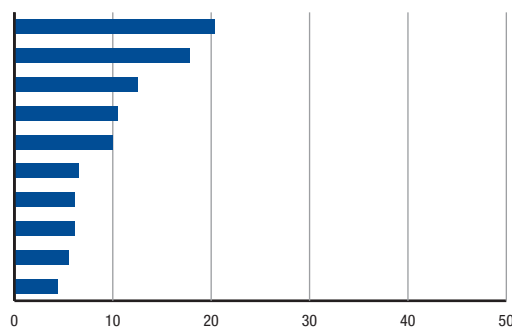
Most problematic factors for importing

Percent of responses

Burdensome import procedures.. 20.5
Domestic technical requirements and standards 20.4
Tariffs and non-tariff barriers.. 19.4
High cost or delays caused by domestic transportation 16.3
High cost or delays caused by international transportation............................ 14.9
Inappropriate telecommunications infrastructure.. 5.5
Crime and theft 1.6
Corruption at the border 1.4
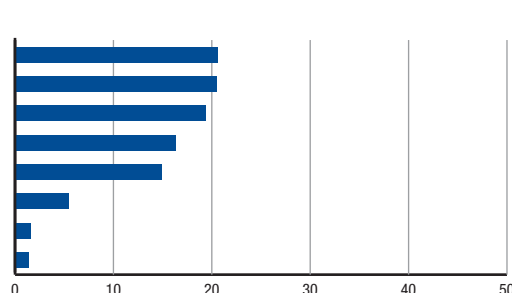
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Spain

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**67**	**3.9**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	3	0.9	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	49	70.7	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	105	3.0	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	57	8.8	Hong Kong SAR	0.0
Tariff peaks, %	95	10.8	Multiple economies (23)	0.0
Specific tariffs, %	102	10.6	Multiple economies (49)	0.0
Distinct tariffs, number	104	1,592	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	39	64.6	Hong Kong SAR	100.0
1.05 Tariffs faced, %	79	5.7	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	89	9.7	Malawi	93.8
2nd pillar: Efficiency of customs administration	**20**	**5.4**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	41	4.5	Singapore	6.2
2.02 Customs services index, 0–12 (best)	11	10.8	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**46**	**5.0**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	25	3.4	Singapore	4.1
3.02 No. of days to import	24	10	Singapore	4.0
3.03 No. of documents to import	52	7	France	2.0
3.04 Cost to import, US$ per container	60	1,221	Malaysia	435.0
3.05 No. of days to export	22	9	Multiple economies (4)	5.0
3.06 No. of documents to export	47	6	France	2.0
3.07 Cost to export, US$ per container	75	1,221	Malaysia	450.0
4th pillar: Transparency of border administration	**31**	**4.9**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	33	5.1	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	28	6.2	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**5**	**6.0**	**France**	**6.3**
5.01 Airport density, number per million pop.	40	0.9	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	8	95.7	United States	100.0
5.03 Paved roads, % of total	18	99.0	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	19	6.0	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	9	5.6	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	11	5.9	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	13	5.8	Singapore	6.8
6th pillar: Availability and quality of transport services	**12**	**5.2**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	11	76.6	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	10	3.7	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	19	3.7	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	23	3.7	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	22	4.0	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	26	6.1	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	24	0.4	Jamaica	0.7
7th pillar: Availability and use of ICTs	**29**	**5.1**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	57	5.0	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	51	112.0	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	25	22.9	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	23	0.8	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	32	65.8	Iceland	95.0
8th pillar: Regulatory environment	**47**	**4.0**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	41	4.6	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	46	3.8	Singapore	6.5
8.03 Undue influence, 1–7 (best)	54	3.6	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	76	3.4	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	81	4.1	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	49	3.8	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	24	5.0	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	57	4.2	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	30	5.2	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	77	4.5	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	5	85.8	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	82	3.6	Hong Kong SAR	5.6
9th pillar: Physical security	**34**	**5.5**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	23	5.8	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	36	5.4	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	88	5.1	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

Sri Lanka

Key indicators

Population (millions), 2010 .... 20.9
GDP (US$ billions), 2010.. 49.5
FDI inflows (US$ millions), 2010.. 478
Imports and exports as share (%) of world total, 2010...................... 0.07

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010	16,595	10,948
Services trade (US$ millions), 2010	3,084	2,448
Merchandise trade (US$ millions), 2010	13,512	8,500
Agriculture (% of merchandise trade), 2010.................	15.27	30.13
Fuels and mining (% of merchandise trade), 2010.......	23.99	1.01
Manufactures (% of merchandise trade), 2010............	58.60	64.99
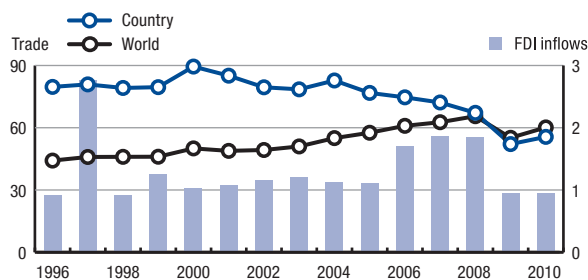
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	73	4.0
2010 Index	99	3.6
Subindex A: Market access	103	3.7
1st pillar: Domestic and foreign market access	103	3.7
Subindex B: Border administration..............................	73	3.9
2nd pillar: Efficiency of customs administration.................	85	3.8
3rd pillar: Efficiency of import-export procedures	47	5.0
4th pillar: Transparency of border administration...............	92	2.9
Subindex C: Transport & communications infrastructure.....	81	3.6
5th pillar: Availability and quality of transport infrastructure...............	58	4.4
6th pillar: Availability and quality of transport services	81	3.4
7th pillar: Availability and use of ICTs.................................	92	3.1
Subindex D: Business environment	47	4.6
8th pillar: Regulatory environment	42	4.2
9th pillar: Physical security...	58	5.0
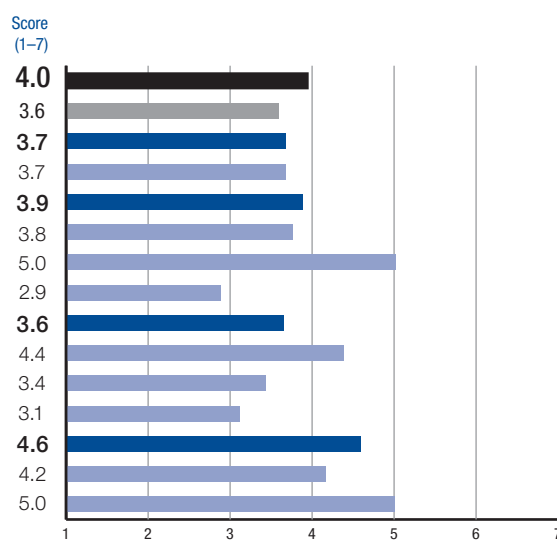
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Access to imported inputs at competitive prices...............................	19.9
Identifying potential markets and buyers	16.5
Difficulties in meeting quality/quantity requirements of buyers	12.8
Technical requirements and standards abroad.................................	11.8
Inappropriate production technology and skills................................	11.6
Access to trade finance	10.8
High cost or delays caused by domestic transportation	5.7
High cost or delays caused by international transportation..............................	4.9
Rules of origin requirements abroad...	4.7
Burdensome procedures and corruption at foreign borders	1.3
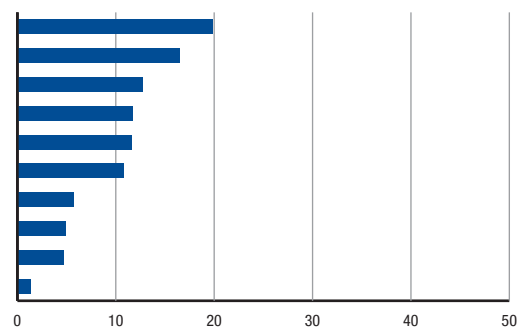
Most problematic factors for importing

Percent of responses

Tariffs and non-tariff barriers...	27.5
Burdensome import procedures...	25.5
High cost or delays caused by international transportation.............................	12.6
Corruption at the border	12.5
Domestic technical requirements and standards	9.5
High cost or delays caused by domestic transportation	7.0
Crime and theft..	2.7
Inappropriate telecommunications infrastructure..............................	2.7
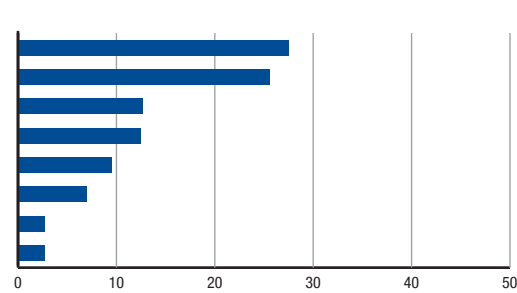
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Sri Lanka

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**103**	**3.7**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	115	11.7	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	71	5.5	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	118	15.4	Hong Kong SAR	0.0
Tariff peaks, %	54	1.4	Multiple economies (23)	0.0
Specific tariffs, %	89	3.9	Multiple economies (49)	0.0
Distinct tariffs, number	81	256	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	66	60.4	Hong Kong SAR	100.0
1.05 Tariffs faced, %	50	5.5	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	84	15.1	Malawi	93.8
2nd pillar: Efficiency of customs administration	**85**	**3.8**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	51	4.4	Singapore	6.2
2.02 Customs services index, 0–12 (best)	84	5.1	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**47**	**5.0**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	70	2.6	Singapore	4.1
3.02 No. of days to import	71	19	Singapore	4.0
3.03 No. of documents to import	37	6	France	2.0
3.04 Cost to import, US$ per container	23	745	Malaysia	435.0
3.05 No. of days to export	83	21	Multiple economies (4)	5.0
3.06 No. of documents to export	47	6	France	2.0
3.07 Cost to export, US$ per container	23	715	Malaysia	450.0
4th pillar: Transparency of border administration	**92**	**2.9**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	101	2.8	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	74	3.3	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**58**	**4.4**	**France**	**6.3**
5.01 Airport density, number per million pop.	131	0.0	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	23	81.7	United States	100.0
5.03 Paved roads, % of total	43	81.0	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	56	4.9	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	38	3.8	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	45	4.5	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	42	4.9	Singapore	6.8
6th pillar: Availability and quality of transport services	**81**	**3.4**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	23	41.1	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	50	3.0	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	68	2.8	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	85	2.7	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	103	2.9	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	83	4.4	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	59	0.0	Jamaica	0.7
7th pillar: Availability and use of ICTs	**92**	**3.1**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	35	5.5	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	91	83.2	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	90	1.1	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	90	0.4	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	101	12.0	Iceland	95.0
8th pillar: Regulatory environment	**42**	**4.2**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	50	4.3	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	59	3.3	Singapore	6.5
8.03 Undue influence, 1–7 (best)	43	3.9	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	37	4.1	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	45	4.4	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	33	4.2	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	85	4.5	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	116	3.4	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	58	4.8	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	37	5.0	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	80	60.2	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	26	4.7	Hong Kong SAR	5.6
9th pillar: Physical security	**58**	**5.0**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	72	4.1	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	38	5.4	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	65	5.6	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.
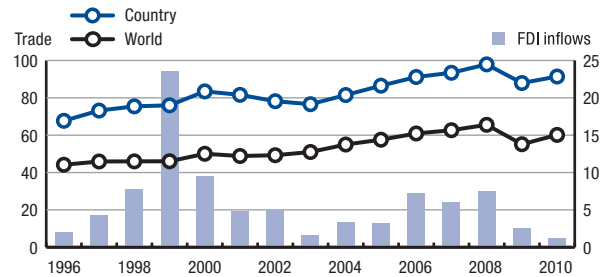
Sweden

Key indicators

Population (millions), 2010 .... 9.4
GDP (US$ billions), 2010.. 458.7
FDI inflows (US$ millions), 2010.. 5,328
Imports and exports as share (%) of world total, 2010...................... 1.11

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010	197,017	222,282
Services trade (US$ millions), 2010	48,307	63,968
Merchandise trade (US$ millions), 2010	148,710	158,314
Agriculture (% of merchandise trade), 2010................	10.49	8.89
Fuels and mining (% of merchandise trade), 2010........	17.19	12.37
Manufactures (% of merchandise trade), 2010............	71.96	76.33

Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**4**	**5.4**
2010 Index	4	5.4
Subindex A: Market access....................................	**67**	**3.9**
1st pillar: Domestic and foreign market access	67	3.9
Subindex B: Border administration........................	**2**	**6.3**
2nd pillar: Efficiency of customs administration....................	2	6.3
3rd pillar: Efficiency of import-export procedures	4	6.2
4th pillar: Transparency of border administration.................	4	6.5
Subindex C: Transport & communications infrastructure......17		**5.4**
5th pillar: Availability and quality of transport infrastructure...............	23	5.4
6th pillar: Availability and quality of transport services	19	4.8
7th pillar: Availability and use of ICTs....................................	7	6.1
Subindex D: Business environment	**2**	**5.9**
8th pillar: Regulatory environment	2	5.5
9th pillar: Physical security..	4	6.2
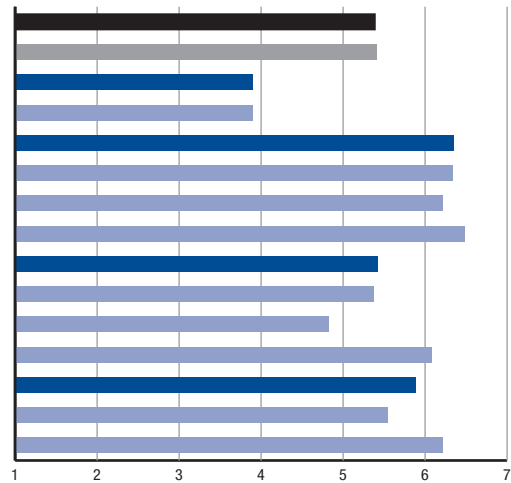
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers 18.4
High cost or delays caused by international transportation............................14.4
Access to imported inputs at competitive prices...............................12.4
Technical requirements and standards abroad.................................10.4
Access to trade finance 10.4
Rules of origin requirements abroad.. 8.4
Burdensome procedures and corruption at foreign borders............................7.2
Difficulties in meeting quality/quantity requirements of buyers.........................6.4
High cost or delays caused by domestic transportation 6.0
Inappropriate production technology and skills 6.0
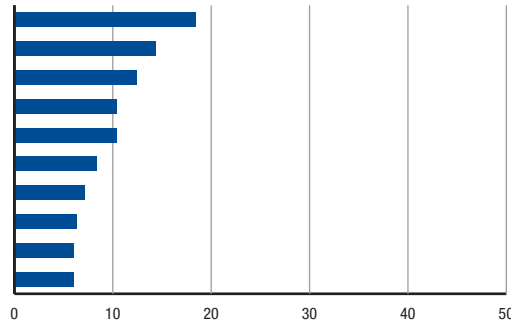
Most problematic factors for importing

Percent of responses

High cost or delays caused by international transportation............................27.3
Domestic technical requirements and standards 21.1
Burdensome import procedures.. 18.2
Tariffs and non-tariff barriers..15.7
High cost or delays caused by domestic transportation 9.5
Crime and theft.. 2.9
Corruption at the border... 2.9
Inappropriate telecommunications infrastructure.. 2.5
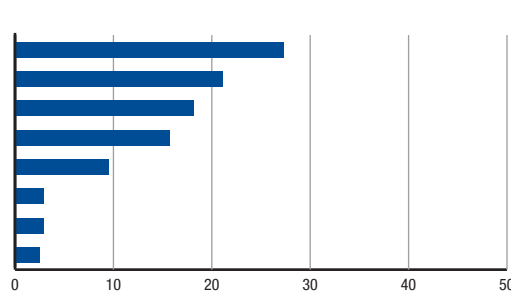
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Sweden

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**67**	**3.9**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	3	0.9	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	47	70.6	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	105	3.0	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	57	8.8	Hong Kong SAR	0.0
	Tariff peaks, %	95	10.8	Multiple economies (23)	0.0
	Specific tariffs, %	102	10.6	Multiple economies (49)	0.0
	Distinct tariffs, number	104	1,592	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	39	64.6	Hong Kong SAR	100.0
1.05	Tariffs faced, %	79	5.7	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	89	9.7	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**2**	**6.3**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	4	5.8	Singapore	6.2
2.02	Customs services index, 0–12 (best)	3	11.8	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**4**	**6.2**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	12	3.7	Singapore	4.1
3.02	No. of days to import	7	6	Singapore	4.0
3.03	No. of documents to import	2	3	France	2.0
3.04	Cost to import, US$ per container	21	735	Malaysia	435.0
3.05	No. of days to export	17	8	Multiple economies (4)	5.0
3.06	No. of documents to export	2	3	France	2.0
3.07	Cost to export, US$ per container	21	697	Malaysia	450.0
	4th pillar: Transparency of border administration	**4**	**6.5**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	4	6.4	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	4	9.3	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**23**	**5.4**	**France**	**6.3**
5.01	Airport density, number per million pop.	8	4.4	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	33	77.5	United States	100.0
5.03	Paved roads, % of total	92	23.6	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	10	6.3	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	17	5.0	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	23	5.7	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	11	6.0	Singapore	6.8
	6th pillar: Availability and quality of transport services	**19**	**4.8**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	37	30.0	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	29	3.4	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	12	3.9	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	17	3.8	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	5	4.3	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	8	6.5	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	37	0.4	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**7**	**6.1**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	1	6.5	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	44	116.1	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	9	31.8	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	16	0.8	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	4	90.0	Iceland	95.0
	8th pillar: Regulatory environment	**2**	**5.5**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	5	6.2	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	2	6.2	Singapore	6.5
8.03	Undue influence, 1–7 (best)	2	6.1	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	4	5.2	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	20	4.8	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	5	5.1	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	9	5.4	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	63	4.2	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	5	6.0	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	12	5.5	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	23	80.6	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	8	5.2	Hong Kong SAR	5.6
	9th pillar: Physical security	**4**	**6.2**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	4	6.3	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	13	6.0	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	17	6.3	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Switzerland

Key indicators

Population (millions), 2010 ....7.7
GDP (US$ billions), 2010...527.9
FDI inflows (US$ millions), 2010..−6,561
Imports and exports as share (%) of world total, 2010...................... 1.29

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010	213,817	273,137
Services trade (US$ millions), 2010	37,884	77,745
Merchandise trade (US$ millions), 2010	175,933	195,392
Agriculture (% of merchandise trade), 2010...................	6.83	4.08
Fuels and mining (% of merchandise trade), 2010.........	11.41	6.77
Manufactures (% of merchandise trade), 2010.............	80.69	88.32

Trade and FDI inflows, percent of GDP
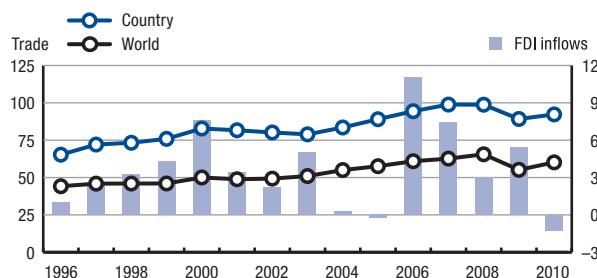
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**8**	**5.3**
2010 Index	5	5.4
Subindex A: Market access..	**56**	**4.1**
1st pillar: Domestic and foreign market access	56	4.1
Subindex B: Border administration............................	**12**	**5.7**
2nd pillar: Efficiency of customs administration	9	5.8
3rd pillar: Efficiency of import-export procedures	35	5.2
4th pillar: Transparency of border administration..................	11	6.1
Subindex C: Transport & communications infrastructure.....	**10**	**5.6**
5th pillar: Availability and quality of transport infrastructure..............	4	6.1
6th pillar: Availability and quality of transport services	23	4.6
7th pillar: Availability and use of ICTs................................	10	6.0
Subindex D: Business environment............................	**3**	**5.8**
8th pillar: Regulatory environment	4	5.4
9th pillar: Physical security...	6	6.2
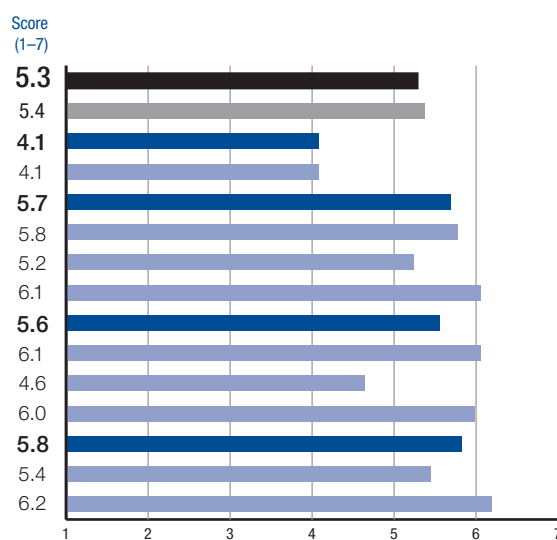
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Burdensome procedures and corruption at foreign borders 19.8
Identifying potential markets and buyers 16.8
Technical requirements and standards abroad.................................16.1
Rules of origin requirements abroad...15.5
Access to imported inputs at competitive prices................................10.8
High cost or delays caused by international transportation..............................7.7
Access to trade finance 4.9
Inappropriate production technology and skills 3.6
Difficulties in meeting quality/quantity requirements of buyers......................... 2.6
High cost or delays caused by domestic transportation 2.3
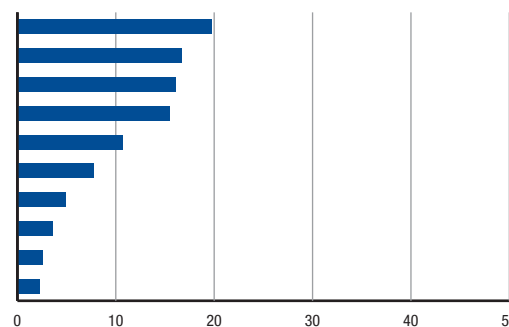
Most problematic factors for importing

Percent of responses

Tariffs and non-tariff barriers...31.7
Burdensome import procedures..21.4
Domestic technical requirements and standards 20.4
High cost or delays caused by international transportation...........................17.7
High cost or delays caused by domestic transportation 5.5
Inappropriate telecommunications infrastructure..1.5
Crime and theft...1.2
Corruption at the border 0.7
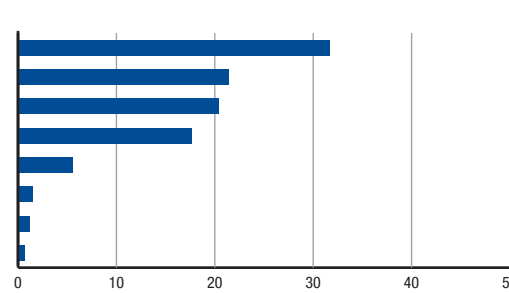
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Switzerland

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**56**	**4.1**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	42	3.5	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	132	1.9	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	129	37.8	Hong Kong SAR	0.0
Tariff peaks, %	83	8.1	Multiple economies (23)	0.0
Specific tariffs, %	132	82.3	Multiple economies (49)	0.0
Distinct tariffs, number	132	6,650	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	9	90.8	Hong Kong SAR	100.0
1.05 Tariffs faced, %	37	5.4	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	75	20.3	Malawi	93.8
2nd pillar: Efficiency of customs administration	**9**	**5.8**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	19	5.1	Singapore	6.2
2.02 Customs services index, 0–12 (best)	10	11.0	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**35**	**5.2**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	5	3.9	Singapore	4.1
3.02 No. of days to import	19	9	Singapore	4.0
3.03 No. of documents to import	18	5	France	2.0
3.04 Cost to import, US$ per container	84	1,540	Malaysia	435.0
3.05 No. of days to export	17	8	Multiple economies (4)	5.0
3.06 No. of documents to export	8	4	France	2.0
3.07 Cost to export, US$ per container	99	1,537	Malaysia	450.0
4th pillar: Transparency of border administration	**11**	**6.1**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	17	5.8	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	9	8.8	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**4**	**6.1**	**France**	**6.3**
5.01 Airport density, number per million pop.	49	0.8	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	n/a	n/a	United States	100.0
5.03 Paved roads, % of total	1	100.0	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	3	6.5	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	1	6.8	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	3	6.4	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	33	5.2	Singapore	6.8
6th pillar: Availability and quality of transport services	**23**	**4.6**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	102	1.9	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	24	3.5	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	18	3.7	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	15	3.8	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	24	4.0	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	2	6.8	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	11	0.5	Jamaica	0.7
7th pillar: Availability and use of ICTs	**10**	**6.0**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	12	6.1	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	33	124.3	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	2	37.9	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	32	0.7	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	9	83.9	Iceland	95.0
8th pillar: Regulatory environment	**4**	**5.4**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	2	6.3	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	8	5.8	Singapore	6.5
8.03 Undue influence, 1–7 (best)	7	5.6	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	5	5.2	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	11	5.0	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	10	4.9	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	6	5.4	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	13	4.9	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	16	5.7	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	20	5.3	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	26	79.7	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	13	5.2	Hong Kong SAR	5.6
9th pillar: Physical security	**6**	**6.2**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	5	6.3	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	9	6.1	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	31	6.2	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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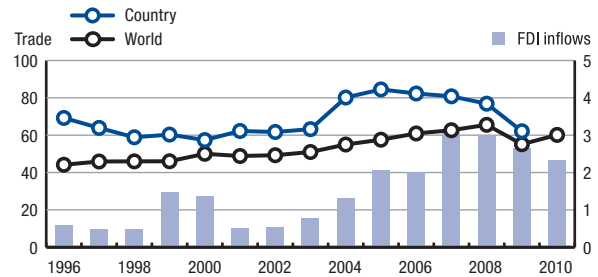
Syria

Key indicators

Population (millions), 2010 .... 20.4
GDP (US$ billions), 2010.. 59.3
FDI inflows (US$ millions), 2010.............................. 1,381
Imports and exports as share (%) of world total, 2009 ....0.11

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2009................................	18,046	15,439
Services trade (US$ millions), 2009............................	2,755	4,583
Merchandise trade (US$ millions), 2010	16,900	13,500
Agriculture (% of merchandise trade), 2010................	22.71	22.19
Fuels and mining (% of merchandise trade), 2010.......	13.30	42.44
Manufactures (% of merchandise trade), 2010............	63.46	31.05

Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	108	3.5
2010 Index	104	3.5
Subindex A: Market access	122	3.1
1st pillar: Domestic and foreign market access	122	3.1
Subindex B: Border administration...........................	117	2.8
2nd pillar: Efficiency of customs administration................................	132	1.9
3rd pillar: Efficiency of import-export procedures	91	4.1
4th pillar: Transparency of border administration..............................	114	2.5
Subindex C: Transport & communications infrastructure.....	96	3.3
5th pillar: Availability and quality of transport infrastructure...............	72	4.1
6th pillar: Availability and quality of transport services	77	3.5
7th pillar: Availability and use of ICTs...	112	2.4
Subindex D: Business environment	48	4.5
8th pillar: Regulatory environment	93	3.5
9th pillar: Physical security..	29	5.6
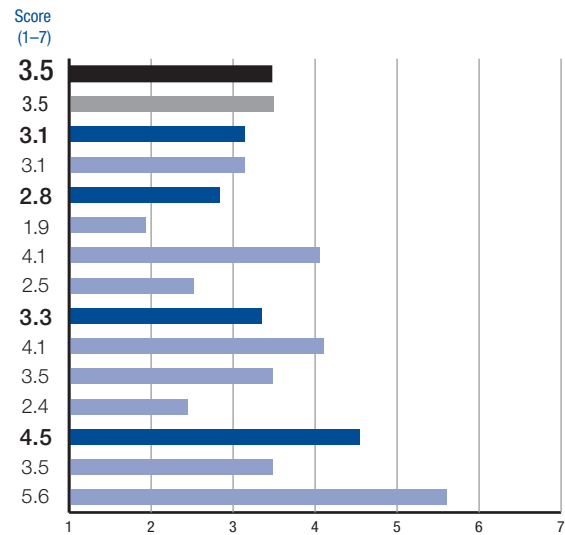
The most problematic factors for trade

Most problematic factors for exporting
Percent of responses

Identifying potential markets and buyers 19.0
Access to imported inputs at competitive prices........................... 18.2
Access to trade finance 12.7
Inappropriate production technology and skills 11.7
High cost or delays caused by domestic transportation 9.1
Technical requirements and standards abroad.............................. 8.5
Difficulties in meeting quality/quantity requirements of buyers 6.5
Rules of origin requirements abroad... 5.8
Burdensome procedures and corruption at foreign borders 5.5
High cost or delays caused by international transportation.............. 3.0
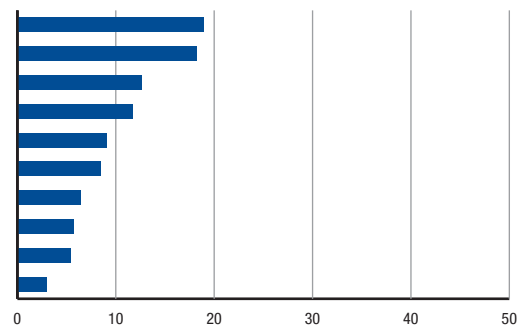
Most problematic factors for importing
Percent of responses

Tariffs and non-tariff barriers... 29.9
Burdensome import procedures... 22.4
Corruption at the border 20.9
Domestic technical requirements and standards 8.4
High cost or delays caused by international transportation............... 7.7
High cost or delays caused by domestic transportation 7.3
Inappropriate telecommunications infrastructure............................ 2.5
Crime and theft 0.8
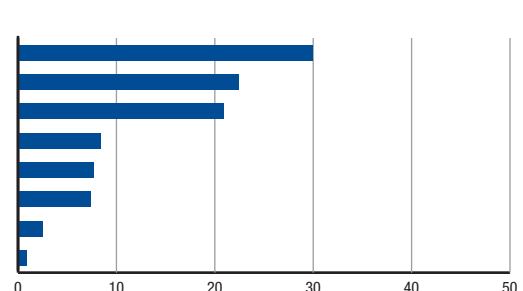
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Syria

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**122**	**3.1**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	116	12.0	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	84	4.9	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	121	17.3	Hong Kong SAR	0.0
	Tariff peaks, %	129	15.6	Multiple economies (23)	0.0
	Specific tariffs, %	1	0.0	Multiple economies (49)	0.0
	Distinct tariffs, number	37	12	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	121	9.6	Hong Kong SAR	100.0
1.05	Tariffs faced, %	59	5.6	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	27	49.8	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**132**	**1.9**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	123	2.9	Singapore	6.2
2.02	Customs services index, 0–12 (best)	119	1.3	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**91**	**4.1**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	96	2.3	Singapore	4.1
3.02	No. of days to import	77	21	Singapore	4.0
3.03	No. of documents to import	101	9	France	2.0
3.04	Cost to import, US$ per container	91	1,625	Malaysia	435.0
3.05	No. of days to export	56	15	Multiple economies (4)	5.0
3.06	No. of documents to export	95	8	France	2.0
3.07	Cost to export, US$ per container	72	1,190	Malaysia	450.0
	4th pillar: Transparency of border administration	**114**	**2.5**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	114	2.5	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	107	2.6	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**72**	**4.1**	**France**	**6.3**
5.01	Airport density, number per million pop.	105	0.2	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	73	65.6	United States	100.0
5.03	Paved roads, % of total	27	91.0	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	117	3.2	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	57	2.9	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	63	3.9	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	104	3.4	Singapore	6.8
	6th pillar: Availability and quality of transport services	**77**	**3.5**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	64	16.8	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	98	2.6	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	100	2.5	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	111	2.4	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	74	3.3	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	66	4.7	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	n/a	n/a	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**112**	**2.4**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	122	3.8	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	110	57.8	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	102	0.3	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	120	0.3	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	87	20.7	Iceland	95.0
	8th pillar: Regulatory environment	**93**	**3.5**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	51	4.3	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	71	3.1	Singapore	6.5
8.03	Undue influence, 1–7 (best)	94	2.8	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	103	3.0	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	61	4.3	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	102	3.0	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	128	3.4	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	132	2.3	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	127	2.8	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	105	3.9	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	97	56.7	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	56	4.0	Hong Kong SAR	5.6
	9th pillar: Physical security	**29**	**5.6**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	90	3.6	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	1	6.6	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	3	6.6	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Taiwan, China

Key indicators

Population (millions), 2010 .... 23.2
GDP (US$ billions), 2010 .... 429.8
FDI inflows (US$ millions), 2010 2,492
Imports and exports as share (%) of world total, 2010 .... 1.59

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010	288,333	314,783
Services trade (US$ millions), 2010	37,097	40,182
Merchandise trade (US$ millions), 2010	251,236	274,601
Agriculture (% of merchandise trade), 2010	5.27	1.97
Fuels and mining (% of merchandise trade), 2010	28.04	7.07
Manufactures (% of merchandise trade), 2010	65.17	85.35

Trade and FDI inflows, percent of GDP
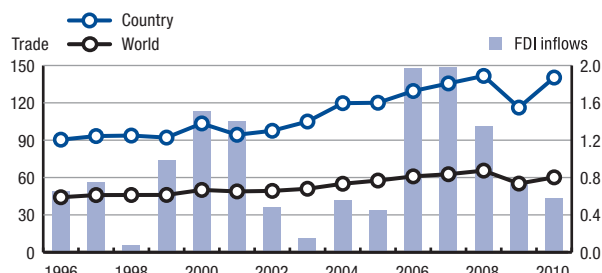
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**29**	**4.8**
2010 Index	28	4.7
Subindex A: Market access	**101**	**3.7**
1st pillar: Domestic and foreign market access	101	3.7
Subindex B: Border administration	**31**	**5.0**
2nd pillar: Efficiency of customs administration	50	4.5
3rd pillar: Efficiency of import-export procedures	22	5.5
4th pillar: Transparency of border administration	29	4.9
Subindex C: Transport & communications infrastructure	**19**	**5.3**
5th pillar: Availability and quality of transport infrastructure	17	5.6
6th pillar: Availability and quality of transport services	20	4.8
7th pillar: Availability and use of ICTs	25	5.4
Subindex D: Business environment	**22**	**5.3**
8th pillar: Regulatory environment	19	4.9
9th pillar: Physical security	24	5.7
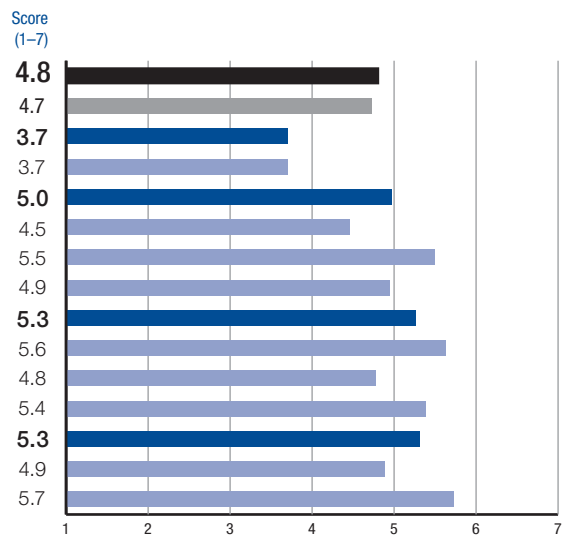
The most problematic factors for trade

Most problematic factors for exporting
Percent of responses

Access to imported inputs at competitive prices	22.7
Identifying potential markets and buyers	18.5
Technical requirements and standards abroad	12.0
High cost or delays caused by international transportation	10.1
Difficulties in meeting quality/quantity requirements of buyers	9.1
Rules of origin requirements abroad	7.1
Burdensome procedures and corruption at foreign borders	6.5
Inappropriate production technology and skills	6.2
Access to trade finance	5.5
High cost or delays caused by domestic transportation	2.5
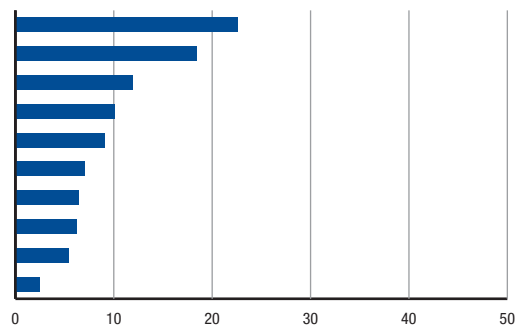
Most problematic factors for importing
Percent of responses

Tariffs and non-tariff barriers	31.4
High cost or delays caused by international transportation	22.4
Burdensome import procedures	19.9
High cost or delays caused by domestic transportation	11.0
Domestic technical requirements and standards	10.3
Inappropriate telecommunications infrastructure	2.6
Crime and theft	2.0
Corruption at the border	0.5
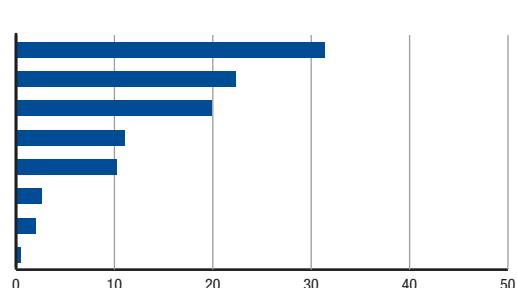
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Taiwan, China

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**101**	**3.7**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	67	5.4	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	76	5.2	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	113	13.8	Hong Kong SAR	0.0
Tariff peaks, %	81	7.9	Multiple economies (23)	0.0
Specific tariffs, %	79	1.8	Multiple economies (49)	0.0
Distinct tariffs, number	80	246	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	65	64.6	Hong Kong SAR	100.0
1.05 Tariffs faced, %	130	6.2	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	130	2.2	Malawi	93.8
2nd pillar: Efficiency of customs administration	**50**	**4.5**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	11	5.3	Singapore	6.2
2.02 Customs services index, 0–12 (best)	78	6.0	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**22**	**5.5**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	22	3.4	Singapore	4.1
3.02 No. of days to import	33	12	Singapore	4.0
3.03 No. of documents to import	37	6	France	2.0
3.04 Cost to import, US$ per container	15	720	Malaysia	435.0
3.05 No. of days to export	36	12	Multiple economies (4)	5.0
3.06 No. of documents to export	47	6	France	2.0
3.07 Cost to export, US$ per container	17	655	Malaysia	450.0
4th pillar: Transparency of border administration	**29**	**4.9**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	31	5.2	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	29	6.1	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**17**	**5.6**	**France**	**6.3**
5.01 Airport density, number per million pop.	64	0.6	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	14	90.4	United States	100.0
5.03 Paved roads, % of total	19	98.9	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	48	5.2	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	12	5.4	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	25	5.6	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	32	5.2	Singapore	6.8
6th pillar: Availability and quality of transport services	**20**	**4.8**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	15	66.7	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	16	3.6	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	20	3.7	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	21	3.7	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	14	4.1	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	9	6.5	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	59	0.0	Jamaica	0.7
7th pillar: Availability and use of ICTs	**25**	**5.4**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	9	6.1	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	39	119.9	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	26	22.7	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	n/a	n/a	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	25	71.5	Iceland	95.0
8th pillar: Regulatory environment	**19**	**4.9**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	18	5.6	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	31	4.7	Singapore	6.5
8.03 Undue influence, 1–7 (best)	34	4.4	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	27	4.4	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	12	5.0	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	11	4.9	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	59	4.6	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	121	3.1	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	26	5.4	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	19	5.3	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	n/a	n/a	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	2	5.5	Hong Kong SAR	5.6
9th pillar: Physical security	**24**	**5.7**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	31	5.4	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	26	5.7	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	33	6.1	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Tajikistan

Key indicators

Population (millions), 2010 .... 6.9
GDP (US$ billions), 2010... 5.6
FDI inflows (US$ millions), 2010... 45
Imports and exports as share (%) of world total, 2010...................... 0.01

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010	3,289	1,378
Services trade (US$ millions), 2010	389	182
Merchandise trade (US$ millions), 2010	2,900	1,195
Agriculture (% of merchandise trade)	n/a	n/a
Fuels and mining (% of merchandise trade)	n/a	n/a
Manufactures (% of merchandise trade)........................	n/a	n/a
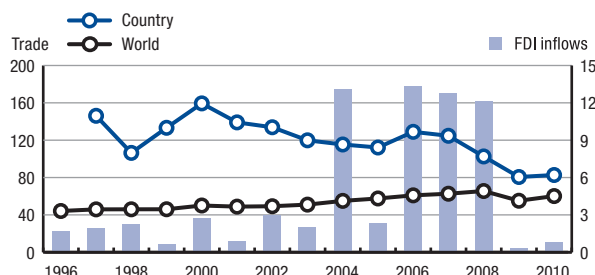
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**110**	**3.4**
2010 Index	108	3.4
Subindex A: Market access	**100**	**3.7**
1st pillar: Domestic and foreign market access	100	3.7
Subindex B: Border administration......................	**128**	**2.5**
2nd pillar: Efficiency of customs administration.................	114	3.0
3rd pillar: Efficiency of import-export procedures	131	1.6
4th pillar: Transparency of border administration...............	93	2.9
Subindex C: Transport & communications infrastructure	**92**	**3.4**
5th pillar: Availability and quality of transport infrastructure	68	4.2
6th pillar: Availability and quality of transport services	90	3.4
7th pillar: Availability and use of ICTs.............................	101	2.7
Subindex D: Business environment	**72**	**4.2**
8th pillar: Regulatory environment	78	3.6
9th pillar: Physical security...	70	4.8
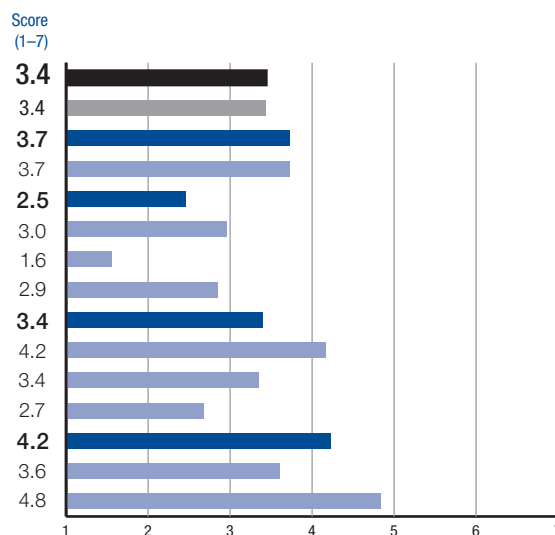
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers	18.0
High cost or delays caused by domestic transportation	14.1
Inappropriate production technology and skills	12.8
High cost or delays caused by international transportation............................	12.1
Difficulties in meeting quality/quantity requirements of buyers	10.4
Access to trade finance	10.3
Access to imported inputs at competitive prices..	8.1
Burdensome procedures and corruption at foreign borders	7.5
Technical requirements and standards abroad..	5.7
Rules of origin requirements abroad...	0.9
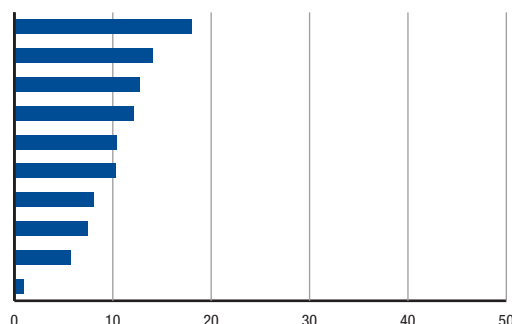
Most problematic factors for importing

Percent of responses

High cost or delays caused by international transportation...........................	21.2
Tariffs and non-tariff barriers...	21.0
Corruption at the border	15.9
Burdensome import procedures..	15.7
High cost or delays caused by domestic transportation	11.6
Inappropriate telecommunications infrastructure..	5.6
Domestic technical requirements and standards	4.6
Crime and theft	4.3
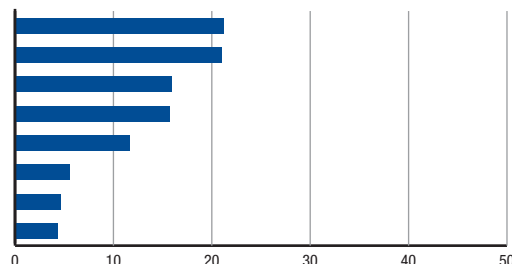
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Tajikistan

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**100**	**3.7**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	62	5.0	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	59	6.1	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	39	7.3	Hong Kong SAR	0.0
	Tariff peaks, %	35	0.7	Multiple economies (23)	0.0
	Specific tariffs, %	80	1.9	Multiple economies (49)	0.0
	Distinct tariffs, number	78	218	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	110	19.9	Hong Kong SAR	100.0
1.05	Tariffs faced, %	110	5.8	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	69	22.2	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**114**	**3.0**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	95	3.6	Singapore	6.2
2.02	Customs services index, 0–12 (best)	104	3.6	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**131**	**1.6**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	83	2.4	Singapore	4.1
3.02	No. of days to import	131	83	Singapore	4.0
3.03	No. of documents to import	101	9	France	2.0
3.04	Cost to import, US$ per container	128	4,550	Malaysia	435.0
3.05	No. of days to export	132	82	Multiple economies (4)	5.0
3.06	No. of documents to export	130	11	France	2.0
3.07	Cost to export, US$ per container	131	3,850	Malaysia	450.0
	4th pillar: Transparency of border administration	**93**	**2.9**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	77	3.3	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	119	2.3	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**68**	**4.2**	**France**	**6.3**
5.01	Airport density, number per million pop.	67	0.6	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	n/a	n/a	United States	100.0
5.03	Paved roads, % of total	41	82.7	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	90	4.0	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	43	3.5	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	81	3.4	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	130	1.8	Singapore	6.8
	6th pillar: Availability and quality of transport services	**90**	**3.4**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	n/a	n/a	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	119	2.3	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	116	2.2	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	125	2.1	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	129	2.5	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	58	5.0	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	n/a	n/a	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**101**	**2.7**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	111	4.2	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	87	86.4	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	114	0.1	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	119	0.2	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	102	11.6	Iceland	95.0
	8th pillar: Regulatory environment	**78**	**3.6**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	82	3.6	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	50	3.6	Singapore	6.5
8.03	Undue influence, 1–7 (best)	52	3.6	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	42	4.0	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	116	3.7	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	93	3.2	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	116	3.9	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	28	4.7	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	120	3.5	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	102	4.1	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	124	39.8	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	96	3.2	Hong Kong SAR	5.6
	9th pillar: Physical security	**70**	**4.8**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	69	4.1	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	54	5.1	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	79	5.4	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Tanzania

Key indicators

Population (millions), 2010 .... 44.8
GDP (US$ billions), 2010.. 22.5
FDI inflows (US$ millions), 2010... 700
Imports and exports as share (%) of world total, 2010...................... 0.04

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010	9,670	5,735
Services trade (US$ millions), 2010	1,840	2,047
Merchandise trade (US$ millions), 2010	7,830	3,687
Agriculture (% of merchandise trade), 2010..................	11.08	31.87
Fuels and mining (% of merchandise trade), 2010.......	29.31	29.15
Manufactures (% of merchandise trade), 2010............	59.60	22.33

Trade and FDI inflows, percent of GDP
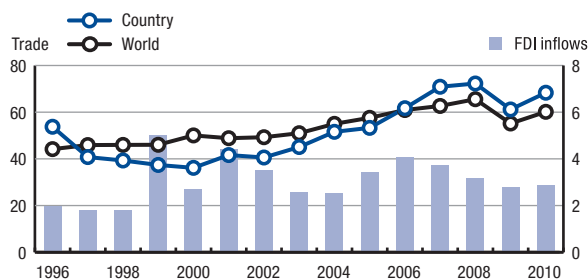
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**94**	**3.7**
2010 Index	97	3.6
Subindex A: Market access	**30**	**4.6**
1st pillar: Domestic and foreign market access	30	4.6
Subindex B: Border administration	**99**	**3.4**
2nd pillar: Efficiency of customs administration................	119	2.8
3rd pillar: Efficiency of import-export procedures	78	4.4
4th pillar: Transparency of border administration...............	96	2.8
Subindex C: Transport & communications infrastructure	**114**	**2.9**
5th pillar: Availability and quality of transport infrastructure	110	3.2
6th pillar: Availability and quality of transport services	105	3.1
7th pillar: Availability and use of ICTs.............................	114	2.4
Subindex D: Business environment	**90**	**3.9**
8th pillar: Regulatory environment	87	3.5
9th pillar: Physical security...	93	4.2
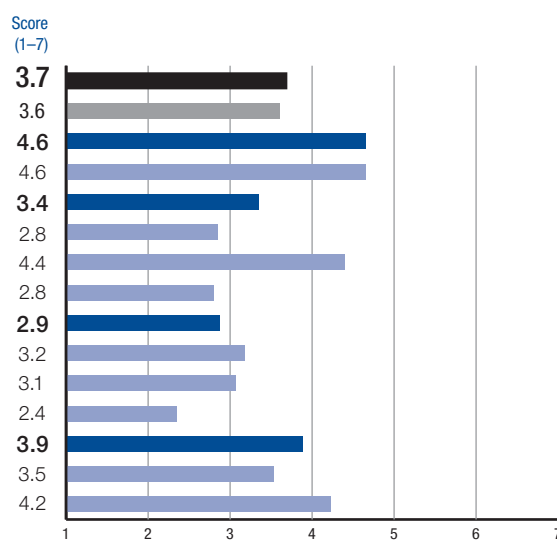
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers	25.5
Access to trade finance	16.7
Difficulties in meeting quality/quantity requirements of buyers........................	12.9
Inappropriate production technology and skills	11.1
Access to imported inputs at competitive prices..................................	8.6
High cost or delays caused by domestic transportation	7.6
Technical requirements and standards abroad....................................	7.1
Rules of origin requirements abroad...	3.8
Burdensome procedures and corruption at foreign borders	3.5
High cost or delays caused by international transportation.................	3.2
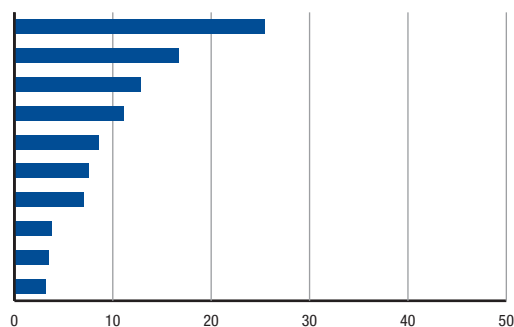
Most problematic factors for importing

Percent of responses

Tariffs and non-tariff barriers..	28.2
Burdensome import procedures...	20.2
Corruption at the border	17.6
High cost or delays caused by domestic transportation	9.7
Domestic technical requirements and standards	8.7
High cost or delays caused by international transportation.................	7.7
Crime and theft...	4.9
Inappropriate telecommunications infrastructure..............................	2.9
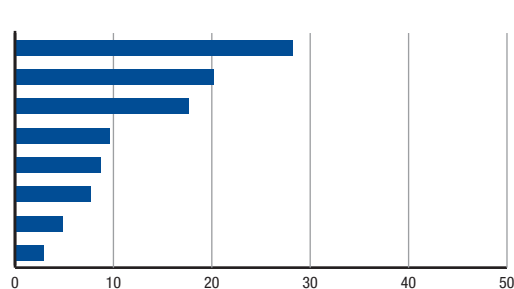
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Tanzania

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage** ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**30**	**4.6**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	97	9.6	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	3	19.1	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	47	6.5	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	98	11.6	Hong Kong SAR	0.0
Tariff peaks, %	40	0.8	Multiple economies (23)	0.0
Specific tariffs, %	53	0.1	Multiple economies (49)	0.0
Distinct tariffs, number	42	15	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	81	52.1	Hong Kong SAR	100.0
1.05 Tariffs faced, %	13	5.0	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	24	53.0	Malawi	93.8
2nd pillar: Efficiency of customs administration	**119**	**2.8**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	97	3.6	Singapore	6.2
2.02 Customs services index, 0–12 (best)	110	3.3	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**78**	**4.4**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	118	2.2	Singapore	4.1
3.02 No. of days to import	86	24	Singapore	4.0
3.03 No. of documents to import	37	6	France	2.0
3.04 Cost to import, US$ per container	77	1,430	Malaysia	435.0
3.05 No. of days to export	72	18	Multiple economies (4)	5.0
3.06 No. of documents to export	47	6	France	2.0
3.07 Cost to export, US$ per container	80	1,255	Malaysia	450.0
4th pillar: Transparency of border administration	**96**	**2.8**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	99	2.8	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	87	3.0	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**110**	**3.2**	**France**	**6.3**
5.01 Airport density, number per million pop.	103	0.3	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	67	67.5	United States	100.0
5.03 Paved roads, % of total	126	7.4	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	110	3.5	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	77	2.4	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	90	3.2	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	107	3.3	Singapore	6.8
6th pillar: Availability and quality of transport services	**105**	**3.1**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	73	11.5	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	60	2.9	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	90	2.6	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	76	2.8	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	95	3.0	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	100	3.8	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	59	0.0	Jamaica	0.7
7th pillar: Availability and use of ICTs	**114**	**2.4**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	125	3.8	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	115	46.8	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	127	0.0	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	97	0.4	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	105	11.0	Iceland	95.0
8th pillar: Regulatory environment	**87**	**3.5**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	89	3.5	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	70	3.1	Singapore	6.5
8.03 Undue influence, 1–7 (best)	57	3.5	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	59	3.7	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	102	3.9	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	87	3.2	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	101	4.2	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	87	3.8	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	96	4.3	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	67	4.6	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	101	53.5	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	97	3.2	Hong Kong SAR	5.6
9th pillar: Physical security	**93**	**4.2**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	80	3.8	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	91	4.3	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	108	4.6	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Thailand

Key indicators

Population (millions), 2010 .... 69.1
GDP (US$ billions), 2010.. 318.9
FDI inflows (US$ millions), 2010.. 5,813
Imports and exports as share (%) of world total, 2010...................... 1.21

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010	228,001	229,125
Services trade (US$ millions), 2010	45,601	33,806
Merchandise trade (US$ millions), 2010	182,400	195,319
Agriculture (% of merchandise trade), 2010..................	6.57	17.99
Fuels and mining (% of merchandise trade), 2010.......	22.03	6.21
Manufactures (% of merchandise trade), 2010............	66.98	72.45

Trade and FDI inflows, percent of GDP
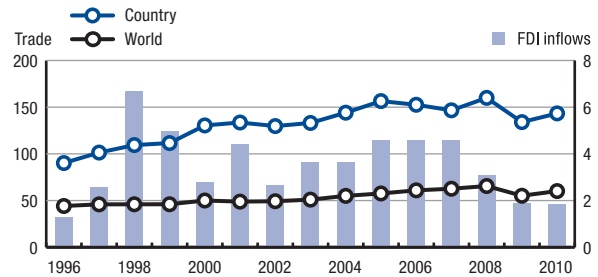
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**57**	**4.2**
2010 Index	60	4.1
Subindex A: Market access	**59**	**4.0**
1st pillar: Domestic and foreign market access	59	4.0
Subindex B: Border administration...........................	**47**	**4.4**
2nd pillar: Efficiency of customs administration..................	36	4.7
3rd pillar: Efficiency of import-export procedures	20	5.5
4th pillar: Transparency of border administration................	82	3.0
Subindex C: Transport & communications infrastructure.....	**46**	**4.3**
5th pillar: Availability and quality of transport infrastructure...............	34	5.0
6th pillar: Availability and quality of transport services	30	4.3
7th pillar: Availability and use of ICTs.................................	73	3.6
Subindex D: Business environment	**76**	**4.1**
8th pillar: Regulatory environment	52	3.9
9th pillar: Physical security..	90	4.3
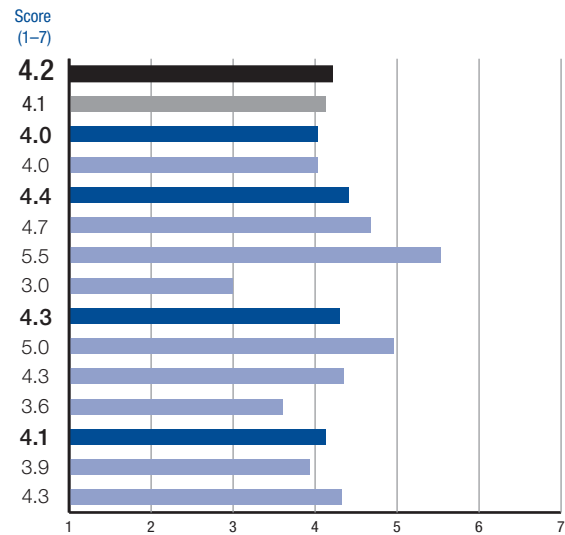
The most problematic factors for trade

Most problematic factors for exporting
Percent of responses

Access to imported inputs at competitive prices.............................14.9
Identifying potential markets and buyers 13.8
Technical requirements and standards abroad.................................12.9
High cost or delays caused by domestic transportation 11.4
Difficulties in meeting quality/quantity requirements of buyers 11.1
Inappropriate production technology and skills 9.5
High cost or delays caused by international transportation.............................8.1
Rules of origin requirements abroad...7.9
Burdensome procedures and corruption at foreign borders 5.4
Access to trade finance 5.0
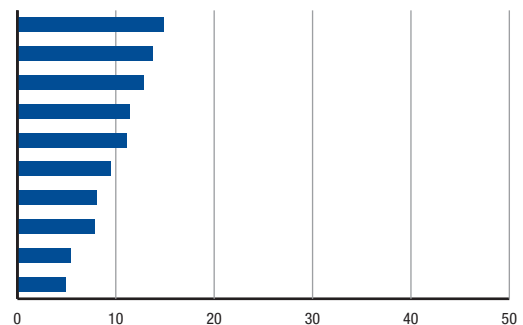
Most problematic factors for importing
Percent of responses

Burdensome import procedures...24.6
Tariffs and non-tariff barriers.. 23.8
High cost or delays caused by international transportation............................13.4
High cost or delays caused by domestic transportation 11.8
Corruption at the border 10.9
Domestic technical requirements and standards 9.2
Inappropriate telecommunications infrastructure.................................4.1
Crime and theft 2.3
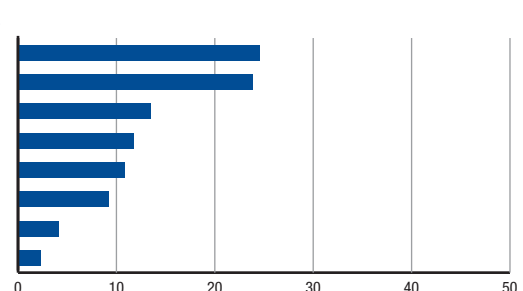
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Thailand

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**59**	**4.0**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	72	6.4	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	26	53.9	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	103	3.3	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	111	13.1	Hong Kong SAR	0.0
Tariff peaks, %	72	5.8	Multiple economies (23)	0.0
Specific tariffs, %	129	11.8	Multiple economies (49)	0.0
Distinct tariffs, number	102	886	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	96	33.9	Hong Kong SAR	100.0
1.05 Tariffs faced, %	4	4.4	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	62	26.9	Malawi	93.8
2nd pillar: Efficiency of customs administration	**36**	**4.7**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	78	3.9	Singapore	6.2
2.02 Customs services index, 0–12 (best)	31	9.2	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**20**	**5.5**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	43	3.0	Singapore	4.1
3.02 No. of days to import	37	13	Singapore	4.0
3.03 No. of documents to import	18	5	France	2.0
3.04 Cost to import, US$ per container	25	750	Malaysia	435.0
3.05 No. of days to export	51	14	Multiple economies (4)	5.0
3.06 No. of documents to export	29	5	France	2.0
3.07 Cost to export, US$ per container	13	625	Malaysia	450.0
4th pillar: Transparency of border administration	**82**	**3.0**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	91	3.0	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	70	3.4	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**34**	**5.0**	**France**	**6.3**
5.01 Airport density, number per million pop.	88	0.4	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	43	75.1	United States	100.0
5.03 Paved roads, % of total	20	98.5	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	29	5.7	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	64	2.6	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	34	5.0	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	44	4.7	Singapore	6.8
6th pillar: Availability and quality of transport services	**30**	**4.3**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	27	36.7	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	35	3.2	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	49	3.0	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	46	3.2	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	39	3.6	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	48	5.2	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	n/a	n/a	Jamaica	0.7
7th pillar: Availability and use of ICTs	**73**	**3.6**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	54	5.1	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	62	103.6	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	69	4.6	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	62	0.5	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	86	21.2	Iceland	95.0
8th pillar: Regulatory environment	**52**	**3.9**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	93	3.4	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	69	3.1	Singapore	6.5
8.03 Undue influence, 1–7 (best)	53	3.6	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	47	3.8	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	70	4.2	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	35	4.1	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	89	4.4	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	80	3.9	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	65	4.7	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	36	5.0	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	108	50.8	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	25	4.7	Hong Kong SAR	5.6
9th pillar: Physical security	**90**	**4.3**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	84	3.7	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	76	4.6	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	107	4.7	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Tunisia

Key indicators

Population (millions), 2010 .... 10.5
GDP (US$ billions), 2010.. 44.3
FDI inflows (US$ millions), 2010...1,513
Imports and exports as share (%) of world total, 2010......................0.12

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010	25,075	21,618
Services trade (US$ millions), 2010	2,857	5,192
Merchandise trade (US$ millions), 2010	22,218	16,427
Agriculture (% of merchandise trade), 2010.................	10.95	8.56
Fuels and mining (% of merchandise trade), 2010.......	14.50	16.17
Manufactures (% of merchandise trade), 2010............	73.89	75.16

Trade and FDI inflows, percent of GDP
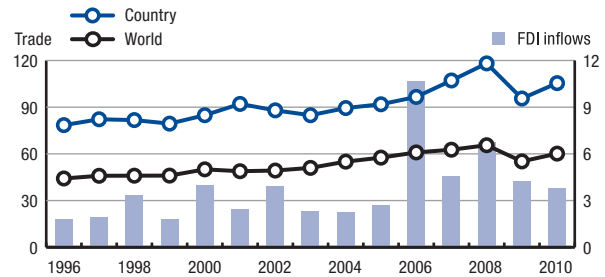
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**44**	**4.4**
2010 Index	38	4.6
Subindex A: Market access...................................	**53**	**4.2**
1st pillar: Domestic and foreign market access	53	4.2
Subindex B: Border administration........................	**44**	**4.5**
2nd pillar: Efficiency of customs administration..................	42	4.6
3rd pillar: Efficiency of import-export procedures	30	5.3
4th pillar: Transparency of border administration................	54	3.7
Subindex C: Transport & communications infrastructure.....	**53**	**4.1**
5th pillar: Availability and quality of transport infrastructure...............	41	4.8
6th pillar: Availability and quality of transport services	69	3.7
7th pillar: Availability and use of ICTs..............................	65	3.7
Subindex D: Business environment	**37**	**4.8**
8th pillar: Regulatory environment	35	4.4
9th pillar: Physical security...	47	5.2
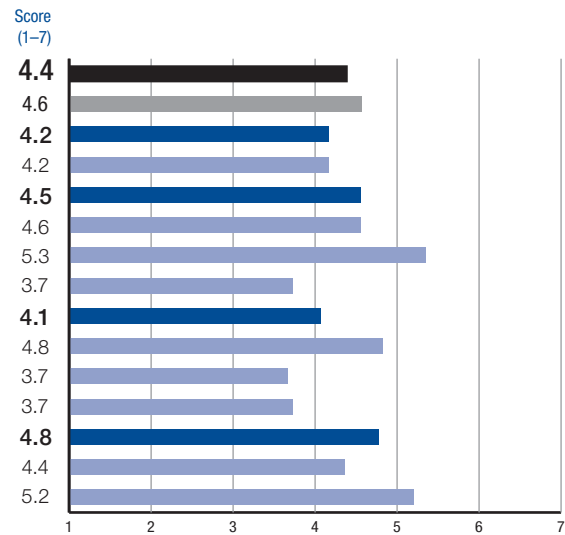
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers	19.3
High cost or delays caused by international transportation...........................	12.1
Burdensome procedures and corruption at foreign borders	12.0
Access to imported inputs at competitive prices...............................	11.8
Access to trade finance	10.2
Difficulties in meeting quality/quantity requirements of buyers	9.3
Technical requirements and standards abroad................................	8.2
Rules of origin requirements abroad..	7.9
High cost or delays caused by domestic transportation	4.6
Inappropriate production technology and skills	4.6
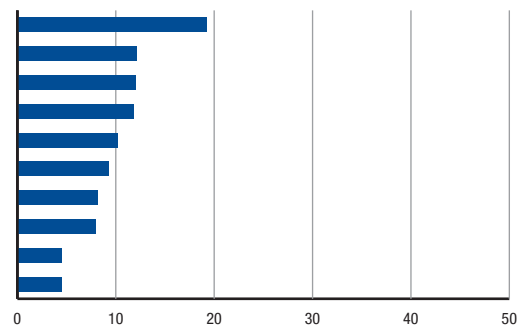
Most problematic factors for importing

Percent of responses

Burdensome import procedures..	24.7
Tariffs and non-tariff barriers..	23.9
High cost or delays caused by international transportation...........................	20.0
Corruption at the border	10.3
Domestic technical requirements and standards	8.1
High cost or delays caused by domestic transportation	7.3
Inappropriate telecommunications infrastructure................................	4.7
Crime and theft	1.0
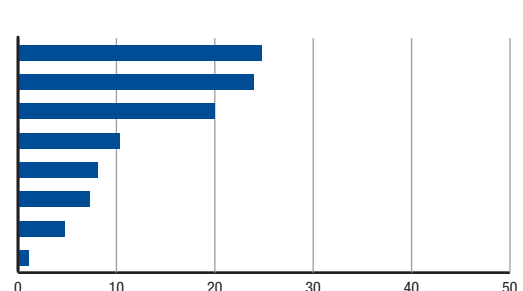
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Tunisia

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**53**	**4.2**	**Singapore**	**6.2**
1.01　Tariff rate, (%)	126	15.9	Hong Kong SAR	0.0
1.02　Non-tariff measures, index 0–100 (worst)[1]	45	70.6	Cambodia	4.7
1.03　Complexity of tariffs, index 1–7 (best)	41	6.5	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	112	13.5	Hong Kong SAR	0.0
Tariff peaks, %	1	0.0	Multiple economies (23)	0.0
Specific tariffs, %	1	0.0	Multiple economies (49)	0.0
Distinct tariffs, number	28	7	Hong Kong SAR	1.0
1.04　Share of duty-free imports, %	24	76.4	Hong Kong SAR	100.0
1.05　Tariffs faced, %	42	5.4	Chile	3.6
1.06　Margin of preference in destination mkts, index 0–100 (best)	25	50.4	Malawi	93.8
2nd pillar: Efficiency of customs administration	**42**	**4.6**	**Singapore**	**6.6**
2.01　Burden of customs procedures, 1–7 (best)	39	4.6	Singapore	6.2
2.02　Customs services index, 0–12 (best)	n/a	n/a	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**30**	**5.3**	**Singapore**	**6.4**
3.01　Efficiency of the clearance process, 1–5 (best)	33	3.1	Singapore	4.1
3.02　No. of days to import	59	17	Singapore	4.0
3.03　No. of documents to import	52	7	France	2.0
3.04　Cost to import, US$ per container	32	858	Malaysia	435.0
3.05　No. of days to export	43	13	Multiple economies (4)	5.0
3.06　No. of documents to export	8	4	France	2.0
3.07　Cost to export, US$ per container	31	773	Malaysia	450.0
4th pillar: Transparency of border administration	**54**	**3.7**	**New Zealand**	**6.7**
4.01　Irregular payments in exports and imports, 1–7 (best)	51	4.2	New Zealand	6.7
4.02　Corruption Perceptions Index, 0–10 (best)	60	3.8	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**41**	**4.8**	**France**	**6.3**
5.01　Airport density, number per million pop.	43	0.9	Iceland	21.9
5.02　Transshipment connectivity, index 0–100 (best)	86	63.1	United States	100.0
5.03　Paved roads, % of total	49	75.2	Multiple economies (17)	100.0
5.04　Quality of air transport infrastructure, 1–7 (best)	44	5.3	Singapore	6.9
5.05　Quality of railroad infrastructure, 1–7 (best)	39	3.7	Switzerland	6.8
5.06　Quality of roads, 1–7 (best)	42	4.6	France	6.6
5.07　Quality of port infrastructure, 1–7 (best)	50	4.6	Singapore	6.8
6th pillar: Availability and quality of transport services	**69**	**3.7**	**Singapore**	**6.1**
6.01　Liner Shipping Connectivity Index, 0–152.1 (best)	86	6.3	China	152.1
6.02　Ease and affordability of shipment, 1–5 (best)	64	2.9	Hong Kong SAR	4.2
6.03　Logistics competence, 1–5 (best)	41	3.1	Finland	4.1
6.04　Tracking and tracing ability, 1–5 (best)	41	3.3	Finland	4.1
6.05　Timeliness of shipments in reaching destination, 1–5 (best)	35	3.8	Singapore	4.4
6.06　Postal services efficiency, 1–7 (best)	36	5.8	Japan	6.8
6.07　GATS commitments in the transport sector, index 0–1 (best)	59	0.0	Jamaica	0.7
7th pillar: Availability and use of ICTs	**65**	**3.7**	**Netherlands**	**6.3**
7.01　Extent of business Internet use, 1–7 (best)	76	4.8	Sweden	6.5
7.02　Mobile phone subscriptions/100 pop.	56	106.0	Hong Kong SAR	195.6
7.03　Broadband Internet subscriptions/100 pop.	70	4.6	Netherlands	38.1
7.04　Government Online Service Index, 0–1 (best)	71	0.5	Multiple economies (3)	1.0
7.05　Individuals using Internet, %	66	36.8	Iceland	95.0
8th pillar: Regulatory environment	**35**	**4.4**	**Singapore**	**5.7**
8.01　Property rights, 1–7 (best)	46	4.5	Finland	6.4
8.02　Ethics and corruption, 1–7 (best)	36	4.3	Singapore	6.5
8.03　Undue influence, 1–7 (best)	41	4.0	New Zealand	6.1
8.04　Government efficiency, 1–7 (best)	24	4.4	Singapore	5.9
8.05　Domestic competition, 1–7 (best)	46	4.4	Saudi Arabia	5.5
8.06　Efficiency of the financial market, 1–7 (best)	43	3.9	Qatar	5.4
8.07　Openness to foreign participation, index 1–7 (best)	58	4.6	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	113	3.4	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	59	4.8	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	8	5.6	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	83	59.8	Slovenia	93.1
8.08　Availability of trade finance, 1–7 (best)	23	4.8	Hong Kong SAR	5.6
9th pillar: Physical security	**47**	**5.2**	**Finland**	**6.5**
9.01　Reliability of police services, 1–7 (best)	51	4.6	Finland	6.7
9.02　Business costs of crime and violence, 1–7 (best)	37	5.4	Saudi Arabia	6.5*
9.03　Business costs of terrorism, 1–7 (best)	63	5.6	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Turkey

Key indicators

Population (millions), 2010 .... 72.8
GDP (US$ billions), 2010.. 735.5
FDI inflows (US$ millions), 2010.. 9,071
Imports and exports as share (%) of world total, 2010...................... 0.93

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010	203,939	147,417
Services trade (US$ millions), 2010	18,397	33,436
Merchandise trade (US$ millions), 2010	185,542	113,981
Agriculture (% of merchandise trade), 2010...................	6.94	10.85
Fuels and mining (% of merchandise trade), 2010........	27.43	8.19
Manufactures (% of merchandise trade), 2010............	62.45	77.63

Trade and FDI inflows, percent of GDP
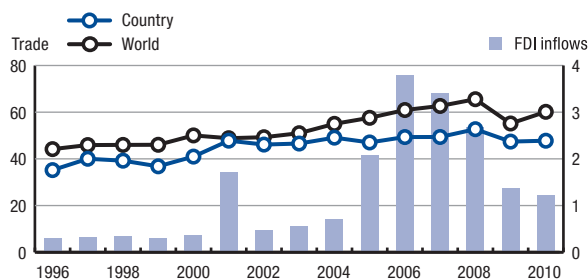
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**62**	**4.1**
2010 Index	62	4.1
Subindex A: Market access	**51**	**4.2**
1st pillar: Domestic and foreign market access	51	4.2
Subindex B: Border administration	**63**	**4.1**
2nd pillar: Efficiency of customs administration....................	68	4.1
3rd pillar: Efficiency of import-export procedures	60	4.8
4th pillar: Transparency of border administration.................	68	3.3
Subindex C: Transport & communications infrastructure	**47**	**4.3**
5th pillar: Availability and quality of transport infrastructure...............	39	4.9
6th pillar: Availability and quality of transport services	38	4.2
7th pillar: Availability and use of ICTs.................................	64	3.8
Subindex D: Business environment	**86**	**3.9**
8th pillar: Regulatory environment	55	3.9
9th pillar: Physical security..	102	4.0
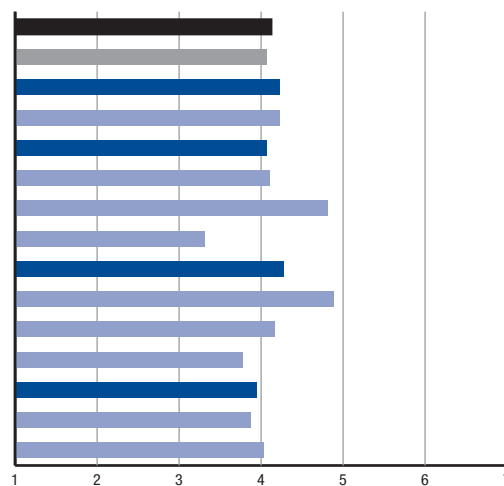
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Access to imported inputs at competitive prices................................25.1
High cost or delays caused by international transportation............................12.8
Identifying potential markets and buyers 10.9
Technical requirements and standards abroad.................................... 9.0
Difficulties in meeting quality/quantity requirements of buyers 9.0
Burdensome procedures and corruption at foreign borders 8.3
High cost or delays caused by domestic transportation 7.2
Access to trade finance 6.9
Rules of origin requirements abroad.. 6.8
Inappropriate production technology and skills 3.9
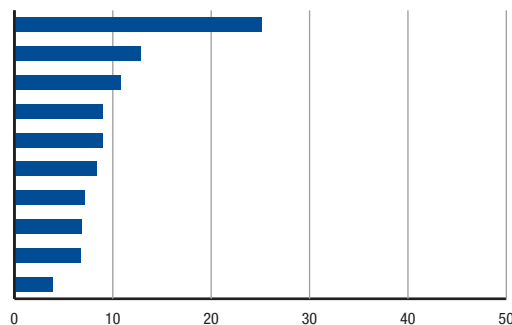
Most problematic factors for importing

Percent of responses

Burdensome import procedures... 26.5
Tariffs and non-tariff barriers..24.0
High cost or delays caused by international transportation............................18.8
Domestic technical requirements and standards 13.3
High cost or delays caused by domestic transportation 8.1
Corruption at the border 6.7
Inappropriate telecommunications infrastructure..1.5
Crime and theft 1.1
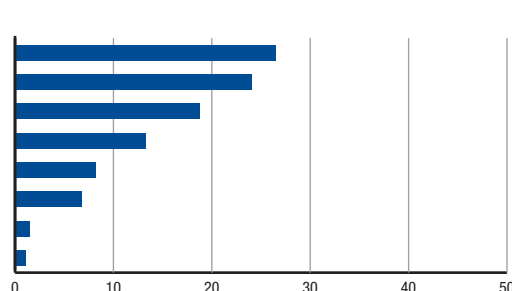
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Turkey

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**51**	**4.2**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	64	5.1	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	91	4.5	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	125	24.5	Hong Kong SAR	0.0
	Tariff peaks, %	124	12.8	Multiple economies (23)	0.0
	Specific tariffs, %	66	0.4	Multiple economies (49)	0.0
	Distinct tariffs, number	79	237	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	25	76.2	Hong Kong SAR	100.0
1.05	Tariffs faced, %	116	5.9	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	53	36.2	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**68**	**4.1**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	90	3.7	Singapore	6.2
2.02	Customs services index, 0–12 (best)	55	7.5	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**60**	**4.8**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	32	3.2	Singapore	4.1
3.02	No. of days to import	48	15	Singapore	4.0
3.03	No. of documents to import	74	8	France	2.0
3.04	Cost to import, US$ per container	48	1,063	Malaysia	435.0
3.05	No. of days to export	51	14	Multiple economies (4)	5.0
3.06	No. of documents to export	80	7	France	2.0
3.07	Cost to export, US$ per container	50	990	Malaysia	450.0
	4th pillar: Transparency of border administration	**68**	**3.3**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	86	3.1	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	49	4.2	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**39**	**4.9**	**France**	**6.3**
5.01	Airport density, number per million pop.	71	0.5	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	22	81.9	United States	100.0
5.03	Paved roads, % of total	32	89.0	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	37	5.5	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	61	2.7	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	38	4.8	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	63	4.2	Singapore	6.8
	6th pillar: Availability and quality of transport services	**38**	**4.2**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	24	39.4	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	30	3.4	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	26	3.5	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	29	3.5	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	27	3.9	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	49	5.2	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	59	0.0	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**64**	**3.8**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	52	5.1	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	90	84.9	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	48	9.7	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	74	0.5	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	62	39.8	Iceland	95.0
	8th pillar: Regulatory environment	**55**	**3.9**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	80	3.7	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	60	3.3	Singapore	6.5
8.03	Undue influence, 1–7 (best)	83	3.0	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	64	3.6	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	37	4.5	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	46	3.8	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	67	4.5	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	98	3.7	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	90	4.4	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	70	4.6	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	35	75.2	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	37	4.4	Hong Kong SAR	5.6
	9th pillar: Physical security	**102**	**4.0**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	95	3.5	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	77	4.6	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	124	4.0	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Uganda

Key indicators

Population (millions), 2010 .... 33.4
GDP (US$ billions), 2010... 17.0
FDI inflows (US$ millions), 2010.. 848
Imports and exports as share (%) of world total, 2010.................. 0.02

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010 6,359		2,596
Services trade (US$ millions), 2010 1,809		984
Merchandise trade (US$ millions), 2010 4,550		1,612
Agriculture (% of merchandise trade), 2010................. 13.81		60.45
Fuels and mining (% of merchandise trade), 2010........21.77		6.92
Manufactures (% of merchandise trade), 2010............64.38		31.10
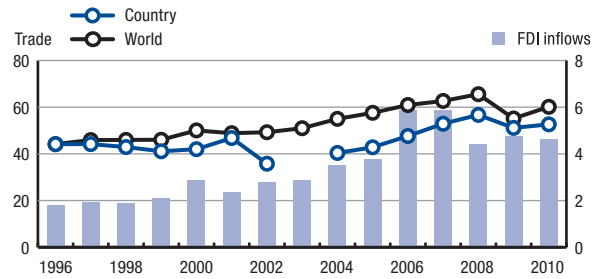
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**98**	**3.6**
2010 Index	94	3.7
Subindex A: Market access	**16**	**4.9**
1st pillar: Domestic and foreign market access	16	4.9
Subindex B: Border administration........................	**103**	**3.2**
2nd pillar: Efficiency of customs administration..................	51	4.4
3rd pillar: Efficiency of import-export procedures	116	2.8
4th pillar: Transparency of border administration..............	112	2.5
Subindex C: Transport & communications infrastructure...	**121**	**2.8**
5th pillar: Availability and quality of transport infrastructure.............	128	2.6
6th pillar: Availability and quality of transport services	95	3.3
7th pillar: Availability and use of ICTs................................	115	2.4
Subindex D: Business environment	**100**	**3.7**
8th pillar: Regulatory environment	73	3.6
9th pillar: Physical security..	108	3.8
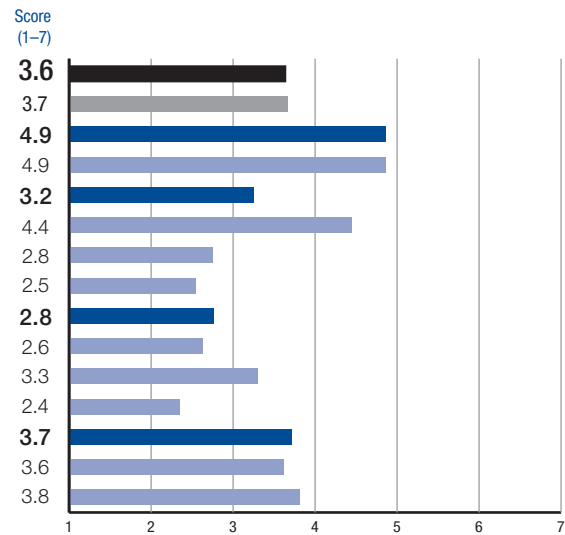
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers	17.2
Difficulties in meeting quality/quantity requirements of buyers......................	12.8
Technical requirements and standards abroad.................................	11.3
Inappropriate production technology and skills	10.5
High cost or delays caused by domestic transportation	10.2
Access to trade finance	9.5
High cost or delays caused by international transportation............................	8.9
Burdensome procedures and corruption at foreign borders	8.3
Access to imported inputs at competitive prices.................................	7.5
Rules of origin requirements abroad...	3.6
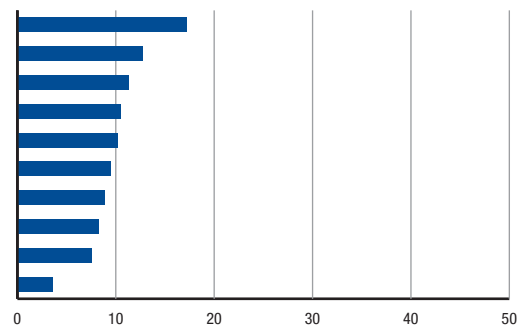
Most problematic factors for importing

Percent of responses

Tariffs and non-tariff barriers..	20.8
Burdensome import procedures...	20.1
Corruption at the border	18.5
High cost or delays caused by domestic transportation	13.5
High cost or delays caused by international transportation............................	11.4
Domestic technical requirements and standards	6.9
Crime and theft...	5.9
Inappropriate telecommunications infrastructure.............................	2.8
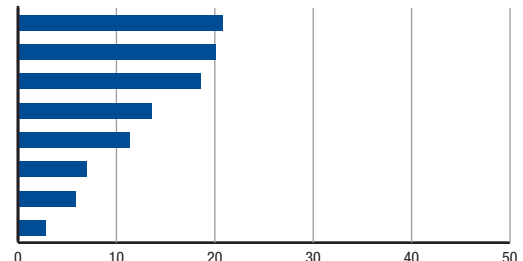
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Uganda

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**16**	**4.9**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	95	9.0	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	48	6.5	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	100	11.6	Hong Kong SAR	0.0
Tariff peaks, %	40	0.8	Multiple economies (23)	0.0
Specific tariffs, %	53	0.1	Multiple economies (49)	0.0
Distinct tariffs, number	42	15	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	70	58.0	Hong Kong SAR	100.0
1.05 Tariffs faced, %	15	5.0	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	5	61.8	Malawi	93.8
2nd pillar: Efficiency of customs administration	**51**	**4.4**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	48	4.4	Singapore	6.2
2.02 Customs services index, 0–12 (best)	55	7.5	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**116**	**2.8**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	48	2.8	Singapore	4.1
3.02 No. of days to import	110	34	Singapore	4.0
3.03 No. of documents to import	101	9	France	2.0
3.04 Cost to import, US$ per container	120	3,015	Malaysia	435.0
3.05 No. of days to export	118	37	Multiple economies (4)	5.0
3.06 No. of documents to export	80	7	France	2.0
3.07 Cost to export, US$ per container	123	2,880	Malaysia	450.0
4th pillar: Transparency of border administration	**112**	**2.5**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	106	2.6	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	115	2.4	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**128**	**2.6**	**France**	**6.3**
5.01 Airport density, number per million pop.	123	0.1	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	n/a	n/a	United States	100.0
5.03 Paved roads, % of total	93	23.0	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	94	3.9	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	118	1.4	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	98	3.0	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	90	3.7	Singapore	6.8
6th pillar: Availability and quality of transport services	**95**	**3.3**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	n/a	n/a	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	44	3.0	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	92	2.6	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	106	2.5	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	53	3.5	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	113	3.4	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	59	0.0	Jamaica	0.7
7th pillar: Availability and use of ICTs	**115**	**2.4**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	102	4.4	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	123	38.4	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	110	0.2	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	113	0.3	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	97	12.5	Iceland	95.0
8th pillar: Regulatory environment	**73**	**3.6**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	73	3.9	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	111	2.5	Singapore	6.5
8.03 Undue influence, 1–7 (best)	81	3.0	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	54	3.7	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	98	3.9	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	69	3.4	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	22	5.0	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	9	5.1	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	29	5.3	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	22	5.3	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	90	58.1	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	83	3.5	Hong Kong SAR	5.6
9th pillar: Physical security	**108**	**3.8**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	75	4.0	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	106	3.7	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	128	3.7	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Ukraine

Key indicators

Population (millions), 2010 .... 45.4
GDP (US$ billions), 2010.. 137.9
FDI inflows (US$ millions), 2010.. 6,495
Imports and exports as share (%) of world total, 2010...................... 0.37

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010	72,590	67,944
Services trade (US$ millions), 2010	11,679	16,466
Merchandise trade (US$ millions), 2010	60,911	51,478
Agriculture (% of merchandise trade), 2010................	10.25	20.35
Fuels and mining (% of merchandise trade), 2010.......	35.68	15.23
Manufactures (% of merchandise trade), 2010............	52.79	63.61
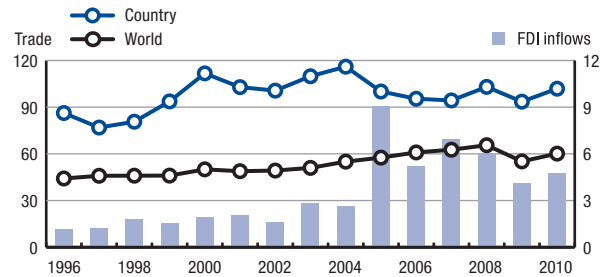
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**86**	**3.8**
2010 Index	81	3.8
Subindex A: Market access	**26**	**4.7**
1st pillar: Domestic and foreign market access	26	4.7
Subindex B: Border administration...........................	**116**	**2.8**
2nd pillar: Efficiency of customs administration.................................	126	2.8
3rd pillar: Efficiency of import-export procedures	107	3.4
4th pillar: Transparency of border administration.............................	123	2.4
Subindex C: Transport & communications infrastructure	**64**	**3.9**
5th pillar: Availability and quality of transport infrastructure...............	61	4.3
6th pillar: Availability and quality of transport services	83	3.4
7th pillar: Availability and use of ICTs..	61	4.0
Subindex D: Business environment	**103**	**3.7**
8th pillar: Regulatory environment	125	2.9
9th pillar: Physical security...	86	4.5
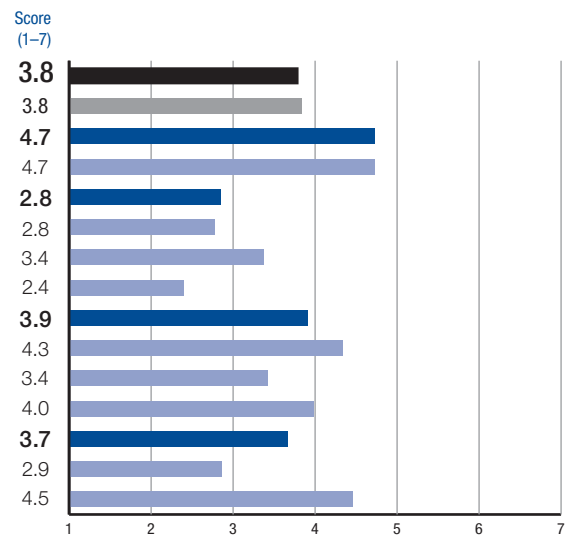
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Access to trade finance 15.2
Identifying potential markets and buyers 15.2
Difficulties in meeting quality/quantity requirements of buyers 12.0
Inappropriate production technology and skills 11.6
Access to imported inputs at competitive prices.............................10.0
Technical requirements and standards abroad.................................9.1
High cost or delays caused by domestic transportation 7.9
Burdensome procedures and corruption at foreign borders 7.1
High cost or delays caused by international transportation.............................6.6
Rules of origin requirements abroad..5.3
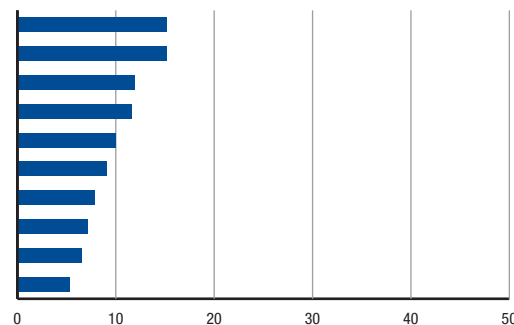
Most problematic factors for importing

Percent of responses

Tariffs and non-tariff barriers...21.7
Burdensome import procedures..20.1
Corruption at the border 19.1
High cost or delays caused by domestic transportation 10.5
Domestic technical requirements and standards 9.6
High cost or delays caused by international transportation............................8.2
Crime and theft...6.1
Inappropriate telecommunications infrastructure.............................4.7
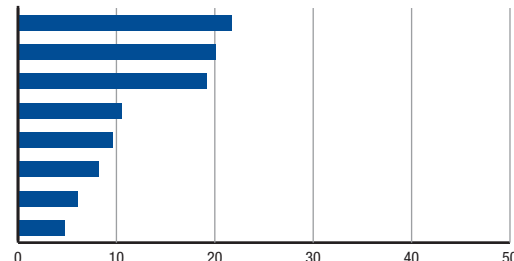
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Ukraine

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**26**	**4.7**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	38	2.9	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	64	5.9	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	9	5.1	Hong Kong SAR	0.0
Tariff peaks, %	73	6.0	Multiple economies (23)	0.0
Specific tariffs, %	75	0.9	Multiple economies (49)	0.0
Distinct tariffs, number	74	144	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	67	60.3	Hong Kong SAR	100.0
1.05 Tariffs faced, %	64	5.6	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	43	42.1	Malawi	93.8
2nd pillar: Efficiency of customs administration	**126**	**2.8**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	126	2.8	Singapore	6.2
2.02 Customs services index, 0–12 (best)	95	4.3	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**107**	**3.4**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	85	2.4	Singapore	4.1
3.02 No. of days to import	108	33	Singapore	4.0
3.03 No. of documents to import	74	8	France	2.0
3.04 Cost to import, US$ per container	108	2,155	Malaysia	435.0
3.05 No. of days to export	108	30	Multiple economies (4)	5.0
3.06 No. of documents to export	47	6	France	2.0
3.07 Cost to export, US$ per container	112	1,865	Malaysia	450.0
4th pillar: Transparency of border administration	**123**	**2.4**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	120	2.4	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	118	2.3	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**61**	**4.3**	**France**	**6.3**
5.01 Airport density, number per million pop.	90	0.4	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	75	65.2	United States	100.0
5.03 Paved roads, % of total	23	97.8	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	93	3.9	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	27	4.4	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	128	2.1	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	88	3.7	Singapore	6.8
6th pillar: Availability and quality of transport services	**83**	**3.4**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	52	21.4	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	83	2.7	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	61	2.8	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	51	3.1	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	69	3.3	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	74	4.5	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	59	0.0	Jamaica	0.7
7th pillar: Availability and use of ICTs	**61**	**4.0**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	55	5.1	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	41	118.6	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	59	6.5	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	84	0.4	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	50	45.0	Iceland	95.0
8th pillar: Regulatory environment	**125**	**2.9**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	124	2.6	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	121	2.3	Singapore	6.5
8.03 Undue influence, 1–7 (best)	119	2.4	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	126	2.6	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	125	3.3	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	117	2.7	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	107	4.2	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	77	4.0	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	112	3.8	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	120	3.4	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	37	74.8	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	125	2.7	Hong Kong SAR	5.6
9th pillar: Physical security	**86**	**4.5**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	114	3.0	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	74	4.6	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	53	5.8	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

United Arab Emirates

Key indicators

Population (millions), 2010 ....7.5
GDP (US$ billions), 2010.. 302.0
FDI inflows (US$ millions), 2010.............................3,948
Imports and exports as share (%) of world total, 2010......................1.14

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010 200,908	231,028
Services trade (US$ millions), 2010 40,908	11,028
Merchandise trade (US$ millions), 2010 160,000	220,000
Agriculture (% of merchandise trade), 2010.................. 7.38	1.70
Fuels and mining (% of merchandise trade), 2010......... 3.76	34.99
Manufactures (% of merchandise trade), 2010............59.85	23.98
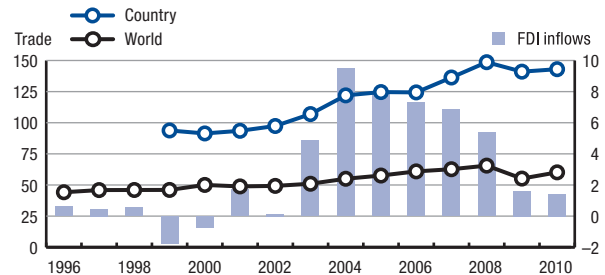
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**19**	**5.1**
2010 Index	16	5.1
Subindex A: Market access	**102**	**3.7**
1st pillar: Domestic and foreign market access	102	3.7
Subindex B: Border administration	**11**	**5.7**
2nd pillar: Efficiency of customs administration	17	5.6
3rd pillar: Efficiency of import-export procedures	7	6.0
4th pillar: Transparency of border administration	20	5.6
Subindex C: Transport & communications infrastructure	**18**	**5.3**
5th pillar: Availability and quality of transport infrastructure	11	5.8
6th pillar: Availability and quality of transport services	22	4.7
7th pillar: Availability and use of ICTs	26	5.4
Subindex D: Business environment	**12**	**5.6**
8th pillar: Regulatory environment	16	5.0
9th pillar: Physical security	5	6.2
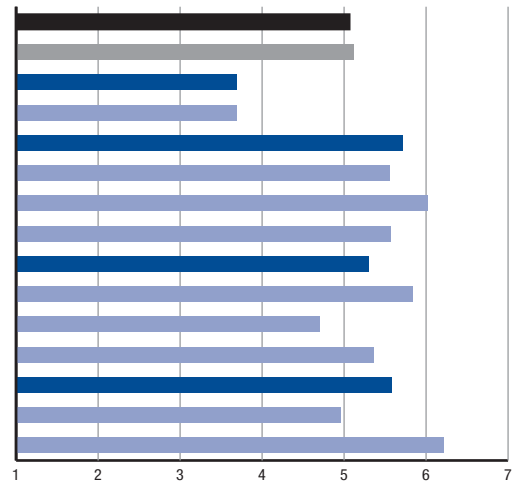
The most problematic factors for trade

Most problematic factors for exporting
Percent of responses

Access to trade finance	18.9
High cost or delays caused by international transportation...........................	15.0
Identifying potential markets and buyers	13.8
Access to imported inputs at competitive prices............................	10.5
Technical requirements and standards abroad................................	7.4
Inappropriate production technology and skills	7.3
Burdensome procedures and corruption at foreign borders...........................	7.2
Rules of origin requirements abroad..	7.1
High cost or delays caused by domestic transportation	6.5
Difficulties in meeting quality/quantity requirements of buyers........................	6.3
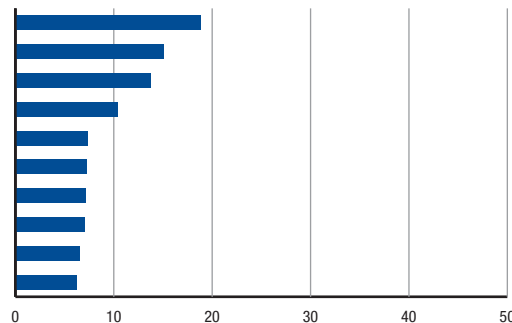
Most problematic factors for importing
Percent of responses

High cost or delays caused by international transportation...........................	24.7
Tariffs and non-tariff barriers..	19.9
High cost or delays caused by domestic transportation	17.3
Burdensome import procedures..	16.4
Domestic technical requirements and standards	12.4
Corruption at the border	4.7
Inappropriate telecommunications infrastructure...............................	2.7
Crime and theft	2.0
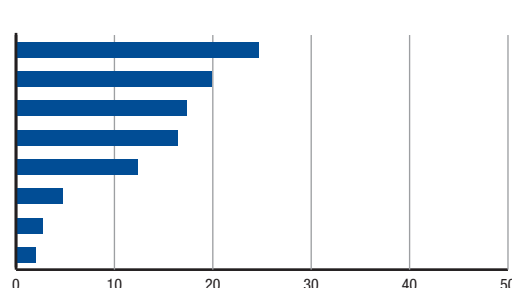
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

United Arab Emirates

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**102**	**3.7**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	59	4.7	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	22	6.7	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	20	6.2	Hong Kong SAR	0.0
Tariff peaks, %	31	0.5	Multiple economies (23)	0.0
Specific tariffs, %	60	0.3	Multiple economies (49)	0.0
Distinct tariffs, number	59	23	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	105	23.8	Hong Kong SAR	100.0
1.05 Tariffs faced, %	122	6.0	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	117	7.8	Malawi	93.8
2nd pillar: Efficiency of customs administration	**17**	**5.6**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	7	5.6	Singapore	6.2
2.02 Customs services index, 0–12 (best)	30	9.3	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**7**	**6.0**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	15	3.6	Singapore	4.1
3.02 No. of days to import	11	7	Singapore	4.0
3.03 No. of documents to import	18	5	France	2.0
3.04 Cost to import, US$ per container	7	635	Malaysia	435.0
3.05 No. of days to export	8	7	Multiple economies (4)	5.0
3.06 No. of documents to export	8	4	France	2.0
3.07 Cost to export, US$ per container	14	630	Malaysia	450.0
4th pillar: Transparency of border administration	**20**	**5.6**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	14	6.0	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	25	6.8	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**11**	**5.8**	**France**	**6.3**
5.01 Airport density, number per million pop.	59	0.7	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	19	83.5	United States	100.0
5.03 Paved roads, % of total	1	100.0	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	4	6.5	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	29	4.3	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	7	6.3	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	6	6.2	Singapore	6.8
6th pillar: Availability and quality of transport services	**22**	**4.7**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	16	62.5	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	15	3.6	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	17	3.7	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	18	3.8	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	13	4.1	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	28	6.0	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	59	0.0	Jamaica	0.7
7th pillar: Availability and use of ICTs	**26**	**5.4**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	34	5.5	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	13	145.5	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	45	10.5	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	9	0.9	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	18	78.0	Iceland	95.0
8th pillar: Regulatory environment	**16**	**5.0**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	35	4.9	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	12	5.6	Singapore	6.5
8.03 Undue influence, 1–7 (best)	24	4.8	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	19	4.6	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	4	5.3	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	17	4.6	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	26	5.0	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	4	5.4	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	56	4.9	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	29	5.2	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	82	60.1	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	18	4.8	Hong Kong SAR	5.6
9th pillar: Physical security	**5**	**6.2**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	12	6.1	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	3	6.4	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	34	6.1	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

United Kingdom

Key indicators

Population (millions), 2010 .... 62.0
GDP (US$ billions), 2010.. 2,250.2
FDI inflows (US$ millions), 2010............................... 45,908
Imports and exports as share (%) of world total, 2010....................... 3.58

Sources: IMF; UNCTAD; UNFPA; WTO
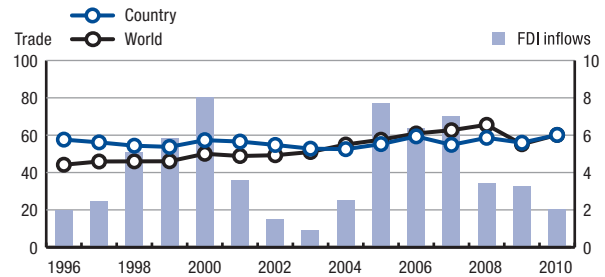
	Imports	Exports
Total trade (US$ millions), 2010 721,035		632,511
Services trade (US$ millions), 2010 160,938		226,844
Merchandise trade (US$ millions), 2010 560,097		405,666
Agriculture (% of merchandise trade), 2010................. 10.83		7.16
Fuels and mining (% of merchandise trade), 2010....... 15.04		16.81
Manufactures (% of merchandise trade), 2010............ 72.72		74.24

Trade and FDI inflows, percent of GDP

Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index **11**		**5.2**
2010 Index 17		5.1
Subindex A: Market access **67**		**3.9**
1st pillar: Domestic and foreign market access 67		3.9
Subindex B: Border administration...........................**9**		**5.8**
2nd pillar: Efficiency of customs administration..................... 4		6.0
3rd pillar: Efficiency of import-export procedures 14		5.8
4th pillar: Transparency of border administration..................17		5.6
Subindex C: Transport & communications infrastructure.......4		**5.8**
5th pillar: Availability and quality of transport infrastructure................. 9		5.9
6th pillar: Availability and quality of transport services 7		5.3
7th pillar: Availability and use of ICTs..................................... 3		6.3
Subindex D: Business environment **28**		**5.2**
8th pillar: Regulatory environment 15		5.0
9th pillar: Physical security.. 40		5.3
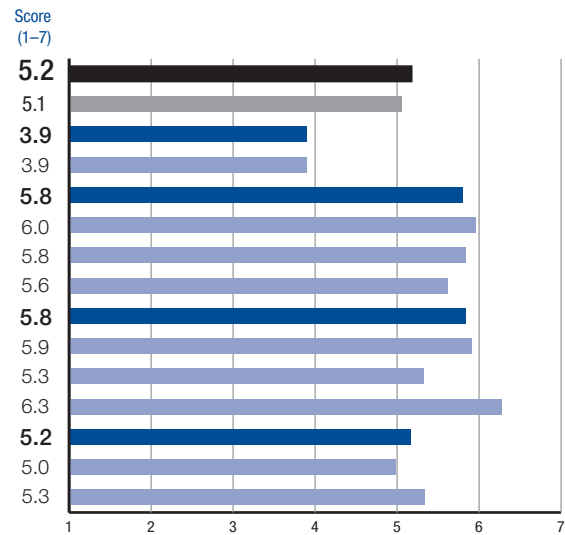
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers 23.5
Technical requirements and standards abroad................................. 17.7
Rules of origin requirements abroad..10.6
Access to trade finance 10.5
Burdensome procedures and corruption at foreign borders 8.4
High cost or delays caused by international transportation..............................7.2
Access to imported inputs at competitive prices.................................7.0
Inappropriate production technology and skills 6.1
Difficulties in meeting quality/quantity requirements of buyers 6.0
High cost or delays caused by domestic transportation 2.9
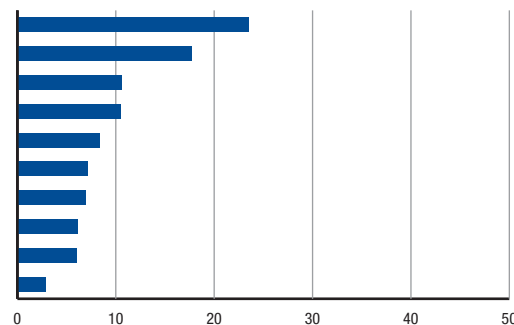
Most problematic factors for importing

Percent of responses

Burdensome import procedures...24.1
Tariffs and non-tariff barriers...22.1
Domestic technical requirements and standards 21.6
High cost or delays caused by international transportation.......................... 16.8
High cost or delays caused by domestic transportation 7.9
Inappropriate telecommunications infrastructure.............................3.2
Crime and theft...2.1
Corruption at the border 2.1
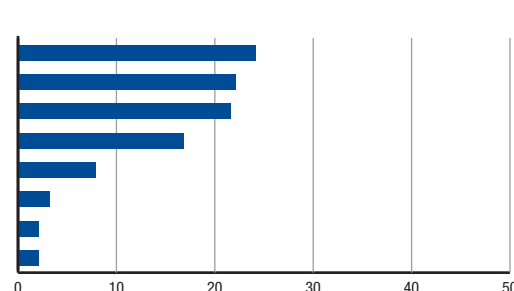
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

United Kingdom

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**67**	**3.9**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	3	0.9	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	39	70.2	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	105	3.0	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	57	8.8	Hong Kong SAR	0.0
Tariff peaks, %	95	10.8	Multiple economies (23)	0.0
Specific tariffs, %	102	10.6	Multiple economies (49)	0.0
Distinct tariffs, number	104	1,592	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	39	64.6	Hong Kong SAR	100.0
1.05 Tariffs faced, %	79	5.7	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	89	9.7	Malawi	93.8
2nd pillar: Efficiency of customs administration	**4**	**6.0**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	28	4.9	Singapore	6.2
2.02 Customs services index, 0–12 (best)	1	12.0	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**14**	**5.8**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	10	3.7	Singapore	4.1
3.02 No. of days to import	7	6	Singapore	4.0
3.03 No. of documents to import	5	4	France	2.0
3.04 Cost to import, US$ per container	47	1,045	Malaysia	435.0
3.05 No. of days to export	8	7	Multiple economies (4)	5.0
3.06 No. of documents to export	8	4	France	2.0
3.07 Cost to export, US$ per container	47	950	Malaysia	450.0
4th pillar: Transparency of border administration	**17**	**5.6**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	23	5.6	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	17	7.8	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**9**	**5.9**	**France**	**6.3**
5.01 Airport density, number per million pop.	35	1.0	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	6	97.9	United States	100.0
5.03 Paved roads, % of total	1	100.0	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	22	5.9	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	19	4.9	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	26	5.5	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	16	5.6	Singapore	6.8
6th pillar: Availability and quality of transport services	**7**	**5.3**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	9	87.5	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	13	3.6	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	11	3.9	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	10	4.0	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	10	4.2	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	35	5.8	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	38	0.4	Jamaica	0.7
7th pillar: Availability and use of ICTs	**3**	**6.3**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	4	6.3	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	25	130.8	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	11	31.6	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	4	1.0	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	8	85.0	Iceland	95.0
8th pillar: Regulatory environment	**15**	**5.0**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	9	5.9	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	22	5.0	Singapore	6.5
8.03 Undue influence, 1–7 (best)	14	5.3	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	29	4.4	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	14	4.9	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	18	4.6	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	8	5.4	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	43	4.4	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	3	6.2	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	14	5.4	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	32	75.5	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	40	4.4	Hong Kong SAR	5.6
9th pillar: Physical security	**40**	**5.3**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	26	5.7	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	44	5.3	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	91	5.1	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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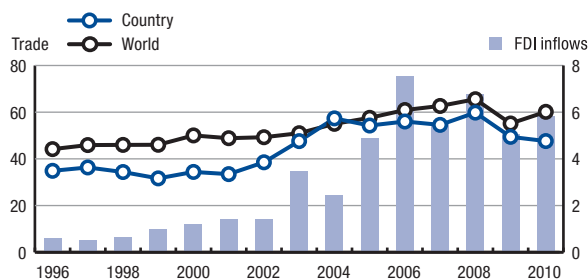
United States

Key indicators

Population (millions), 2010 .... 310.4
GDP (US$ billions), 2010.. 14,526.6
FDI inflows (US$ millions), 2010.. 228,249
Imports and exports as share (%) of world total, 2010.................... 10.90

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010 2,327,254		1,796,598
Services trade (US$ millions), 2010 358,074		518,335
Merchandise trade (US$ millions), 2010 1,969,180		1,278,263
Agriculture (% of merchandise trade), 2010................... 5.91		11.15
Fuels and mining (% of merchandise trade), 2010....... 20.72		10.04
Manufactures (% of merchandise trade), 2010............69.54		73.83

Trade and FDI inflows, percent of GDP
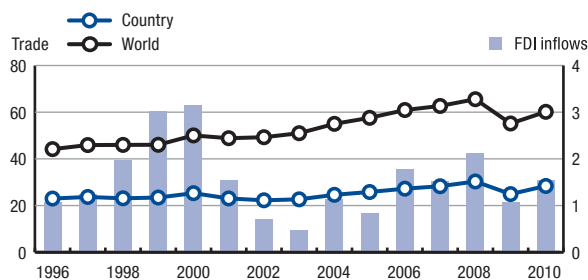
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	23	4.9
2010 Index	19	5.0
Subindex A: Market access....................................	60	4.0
1st pillar: Domestic and foreign market access..................	60	4.0
Subindex B: Border administration.........................	20	5.4
2nd pillar: Efficiency of customs administration...................	14	5.6
3rd pillar: Efficiency of import-export procedures	17	5.6
4th pillar: Transparency of border administration.................	25	5.0
Subindex C: Transport & communications infrastructure.....	15	5.5
5th pillar: Availability and quality of transport infrastructure..............	14	5.7
6th pillar: Availability and quality of transport services	13	5.0
7th pillar: Availability and use of ICTs.................................	18	5.6
Subindex D: Business environment.......................	42	4.7
8th pillar: Regulatory environment	32	4.5
9th pillar: Physical security..	69	4.9
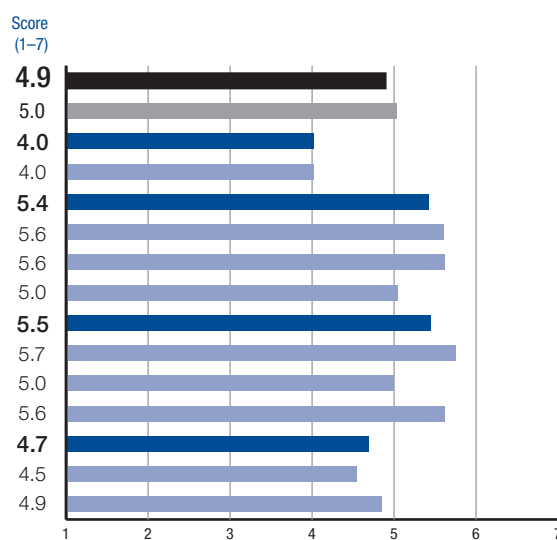
The most problematic factors for trade

Most problematic factors for exporting

	Percent of responses
Identifying potential markets and buyers	14.2
High cost or delays caused by international transportation...........................	12.3
Burdensome procedures and corruption at foreign borders	12.1
Technical requirements and standards abroad...........................	10.4
Access to trade finance	9.6
Access to imported inputs at competitive prices...........................	9.5
High cost or delays caused by domestic transportation	9.3
Rules of origin requirements abroad...........................	9.2
Inappropriate production technology and skills	6.9
Difficulties in meeting quality/quantity requirements of buyers	6.5
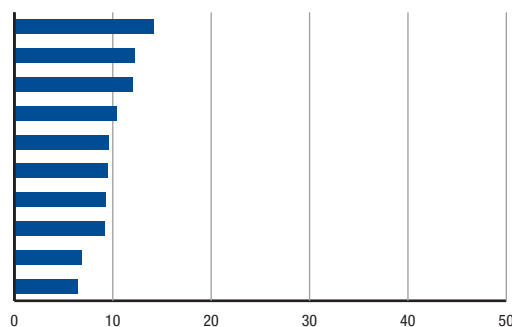
Most problematic factors for importing

	Percent of responses
Burdensome import procedures...........................	17.8
High cost or delays caused by international transportation...........................	17.7
Tariffs and non-tariff barriers...........................	17.5
Domestic technical requirements and standards	14.8
High cost or delays caused by domestic transportation	11.8
Corruption at the border...........................	7.7
Inappropriate telecommunications infrastructure...........................	7.0
Crime and theft...........................	5.6
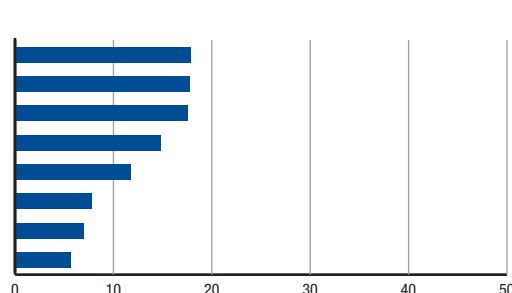
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

United States

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**　■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**60**	**4.0**	**Singapore**	**6.2**
1.01　Tariff rate, (%)	31	1.4	Hong Kong SAR	0.0
1.02　Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03　Complexity of tariffs, index 1–7 (best)	101	3.5	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	17	5.8	Hong Kong SAR	0.0
Tariff peaks, %	92	9.4	Multiple economies (23)	0.0
Specific tariffs, %	101	8.2	Multiple economies (49)	0.0
Distinct tariffs, number	103	1,126	Hong Kong SAR	1.0
1.04　Share of duty-free imports, %	23	76.6	Hong Kong SAR	100.0
1.05　Tariffs faced, %	128	6.1	Chile	3.6
1.06　Margin of preference in destination mkts, index 0–100 (best)	78	19.3	Malawi	93.8
2nd pillar: Efficiency of customs administration	**14**	**5.6**	**Singapore**	**6.6**
2.01　Burden of customs procedures, 1–7 (best)	55	4.3	Singapore	6.2
2.02　Customs services index, 0–12 (best)	3	11.8	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**17**	**5.6**	**Singapore**	**6.4**
3.01　Efficiency of the clearance process, 1–5 (best)	13	3.7	Singapore	4.1
3.02　No. of days to import	2	5	Singapore	4.0
3.03　No. of documents to import	18	5	France	2.0
3.04　Cost to import, US$ per container	67	1,315	Malaysia	435.0
3.05　No. of days to export	5	6	Multiple economies (4)	5.0
3.06　No. of documents to export	8	4	France	2.0
3.07　Cost to export, US$ per container	55	1,050	Malaysia	450.0
4th pillar: Transparency of border administration	**25**	**5.0**	**New Zealand**	**6.7**
4.01　Irregular payments in exports and imports, 1–7 (best)	37	4.8	New Zealand	6.7
4.02　Corruption Perceptions Index, 0–10 (best)	22	7.1	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**14**	**5.7**	**France**	**6.3**
5.01　Airport density, number per million pop.	16	2.2	Iceland	21.9
5.02　Transshipment connectivity, index 0–100 (best)	1	100.0	United States	100.0
5.03　Paved roads, % of total	55	67.4	Multiple economies (17)	100.0
5.04　Quality of air transport infrastructure, 1–7 (best)	28	5.7	Singapore	6.9
5.05　Quality of railroad infrastructure, 1–7 (best)	20	4.8	Switzerland	6.8
5.06　Quality of roads, 1–7 (best)	20	5.7	France	6.6
5.07　Quality of port infrastructure, 1–7 (best)	21	5.5	Singapore	6.8
6th pillar: Availability and quality of transport services	**13**	**5.0**	**Singapore**	**6.1**
6.01　Liner Shipping Connectivity Index, 0–152.1 (best)	10	81.6	China	152.1
6.02　Ease and affordability of shipment, 1–5 (best)	17	3.6	Hong Kong SAR	4.2
6.03　Logistics competence, 1–5 (best)	10	4.0	Finland	4.1
6.04　Tracking and tracing ability, 1–5 (best)	3	4.1	Finland	4.1
6.05　Timeliness of shipments in reaching destination, 1–5 (best)	8	4.2	Singapore	4.4
6.06　Postal services efficiency, 1–7 (best)	31	6.0	Japan	6.8
6.07　GATS commitments in the transport sector, index 0–1 (best)	59	0.0	Jamaica	0.7
7th pillar: Availability and use of ICTs	**18**	**5.6**	**Netherlands**	**6.3**
7.01　Extent of business Internet use, 1–7 (best)	8	6.1	Sweden	6.5
7.02　Mobile phone subscriptions/100 pop.	83	89.9	Hong Kong SAR	195.6
7.03　Broadband Internet subscriptions/100 pop.	16	27.6	Netherlands	38.1
7.04　Government Online Service Index, 0–1 (best)	1	1.0	Multiple economies (3)	1.0
7.05　Individuals using Internet, %	22	74.0	Iceland	95.0
8th pillar: Regulatory environment	**32**	**4.5**	**Singapore**	**5.7**
8.01　Property rights, 1–7 (best)	31	5.0	Finland	6.4
8.02　Ethics and corruption, 1–7 (best)	37	4.2	Singapore	6.5
8.03　Undue influence, 1–7 (best)	37	4.1	New Zealand	6.1
8.04　Government efficiency, 1–7 (best)	41	4.0	Singapore	5.9
8.05　Domestic competition, 1–7 (best)	25	4.8	Saudi Arabia	5.5
8.06　Efficiency of the financial market, 1–7 (best)	15	4.7	Qatar	5.4
8.07　Openness to foreign participation, index 1–7 (best)	25	5.0	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	54	4.2	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	41	5.1	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	64	4.7	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	6	85.3	Slovenia	93.1
8.08　Availability of trade finance, 1–7 (best)	36	4.4	Hong Kong SAR	5.6
9th pillar: Physical security	**69**	**4.9**	**Finland**	**6.5**
9.01　Reliability of police services, 1–7 (best)	29	5.6	Finland	6.7
9.02　Business costs of crime and violence, 1–7 (best)	78	4.5	Saudi Arabia	6.5*
9.03　Business costs of terrorism, 1–7 (best)	112	4.5	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Uruguay

Key indicators

Population (millions), 2010 .... 3.4
GDP (US$ billions), 2010...40.3
FDI inflows (US$ millions), 2010..2,355
Imports and exports as share (%) of world total, 2010......................0.05

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010	9,987	9,190
Services trade (US$ millions), 2010	1,365	2,458
Merchandise trade (US$ millions), 2010	8,622	6,733
Agriculture (% of merchandise trade), 2010.................	12.03	71.77
Fuels and mining (% of merchandise trade), 2010........	20.15	3.03
Manufactures (% of merchandise trade), 2010.............	67.17	23.65

Trade and FDI inflows, percent of GDP

Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**40**	**4.4**
2010 Index	50	4.3
Subindex A: Market access.....................................	**34**	**4.5**
1st pillar: Domestic and foreign market access	34	4.5
Subindex B: Border administration..........................	**48**	**4.4**
2nd pillar: Efficiency of customs administration..................................	73	4.1
3rd pillar: Efficiency of import-export procedures	87	4.2
4th pillar: Transparency of border administration................................	28	5.0
Subindex C: Transport & communications infrastructure.....	**59**	**4.0**
5th pillar: Availability and quality of transport infrastructure...............	83	3.8
6th pillar: Availability and quality of transport services	70	3.7
7th pillar: Availability and use of ICTs..	48	4.4
Subindex D: Business environment	**34**	**4.9**
8th pillar: Regulatory environment	34	4.4
9th pillar: Physical security...	36	5.4

The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Identifying potential markets and buyers	16.2
Access to imported inputs at competitive prices...............................	14.0
Inappropriate production technology and skills	13.6
Difficulties in meeting quality/quantity requirements of buyers	11.6
Technical requirements and standards abroad..................................	9.9
Access to trade finance	9.2
Rules of origin requirements abroad..	7.3
High cost or delays caused by international transportation............................	6.7
Burdensome procedures and corruption at foreign borders	5.8
High cost or delays caused by domestic transportation	5.8

Most problematic factors for importing

Percent of responses

Tariffs and non-tariff barriers...	25.3
Burdensome import procedures...	24.3
High cost or delays caused by domestic transportation	18.8
Domestic technical requirements and standards	12.6
High cost or delays caused by international transportation.............................	9.8
Inappropriate telecommunications infrastructure..	4.8
Corruption at the border	4.0
Crime and theft	0.5

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

Uruguay

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**34**	**4.5**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	86	8.2	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	16	35.6	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	19	6.7	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	35	7.0	Hong Kong SAR	0.0
	Tariff peaks, %	27	0.2	Multiple economies (23)	0.0
	Specific tariffs, %	1	0.0	Multiple economies (49)	0.0
	Distinct tariffs, number	51	18	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	71	57.0	Hong Kong SAR	100.0
1.05	Tariffs faced, %	23	5.2	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	61	27.3	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**73**	**4.1**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	60	4.2	Singapore	6.2
2.02	Customs services index, 0–12 (best)	71	6.5	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**87**	**4.2**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	41	3.0	Singapore	4.1
3.02	No. of days to import	80	22	Singapore	4.0
3.03	No. of documents to import	101	9	France	2.0
3.04	Cost to import, US$ per container	70	1,330	Malaysia	435.0
3.05	No. of days to export	64	17	Multiple economies (4)	5.0
3.06	No. of documents to export	119	9	France	2.0
3.07	Cost to export, US$ per container	64	1,100	Malaysia	450.0
	4th pillar: Transparency of border administration	**28**	**5.0**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	40	4.7	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	23	7.0	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**83**	**3.8**	**France**	**6.3**
5.01	Airport density, number per million pop.	65	0.6	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	66	68.0	United States	100.0
5.03	Paved roads, % of total	118	10.0	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	49	5.2	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	116	1.4	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	60	4.0	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	38	5.1	Singapore	6.8
	6th pillar: Availability and quality of transport services	**70**	**3.7**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	45	24.4	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	61	2.9	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	48	3.0	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	61	3.0	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	83	3.2	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	92	4.1	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	40	0.3	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**48**	**4.4**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	59	5.0	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	24	131.7	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	44	10.9	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	50	0.6	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	47	47.7	Iceland	95.0
	8th pillar: Regulatory environment	**34**	**4.4**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	39	4.7	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	21	5.0	Singapore	6.5
8.03	Undue influence, 1–7 (best)	29	4.7	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	44	3.9	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	86	4.0	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	88	3.2	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	13	5.2	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	40	4.5	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	7	5.9	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	6	5.7	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	70	64.3	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	48	4.2	Hong Kong SAR	5.6
	9th pillar: Physical security	**36**	**5.4**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	47	4.6	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	55	5.0	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	5	6.6	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Venezuela

Key indicators

Population (millions), 2010 .... 29.0
GDP (US$ billions), 2010... 293.3
FDI inflows (US$ millions), 2010....................................−1,404
Imports and exports as share (%) of world total, 2010...................... 0.31

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2010	50,881	67,279
Services trade (US$ millions), 2010	10,081	1,493
Merchandise trade (US$ millions), 2010	40,800	65,786
Agriculture (% of merchandise trade), 2010.................	12.31	0.10
Fuels and mining (% of merchandise trade), 2010.........	1.73	95.29
Manufactures (% of merchandise trade), 2010.............	61.15	2.19

Trade and FDI inflows, percent of GDP
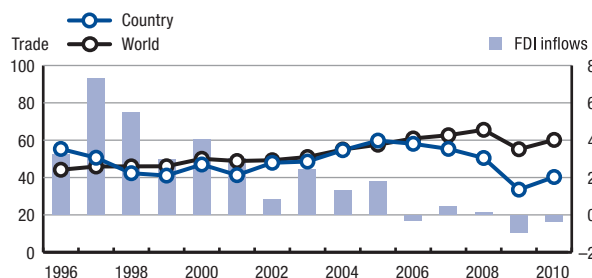
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**130**	**3.0**
2010 Index	121	3.0
Subindex A: Market access	**119**	**3.3**
1st pillar: Domestic and foreign market access	119	3.3
Subindex B: Border administration	**130**	**2.4**
2nd pillar: Efficiency of customs administration	104	3.2
3rd pillar: Efficiency of import-export procedures	128	1.8
4th pillar: Transparency of border administration.............	129	2.2
Subindex C: Transport & communications infrastructure	**94**	**3.4**
5th pillar: Availability and quality of transport infrastructure..............	97	3.4
6th pillar: Availability and quality of transport services	102	3.1
7th pillar: Availability and use of ICTs....................................	77	3.5
Subindex D: Business environment	**132**	**2.7**
8th pillar: Regulatory environment	131	2.4
9th pillar: Physical security...	130	3.1
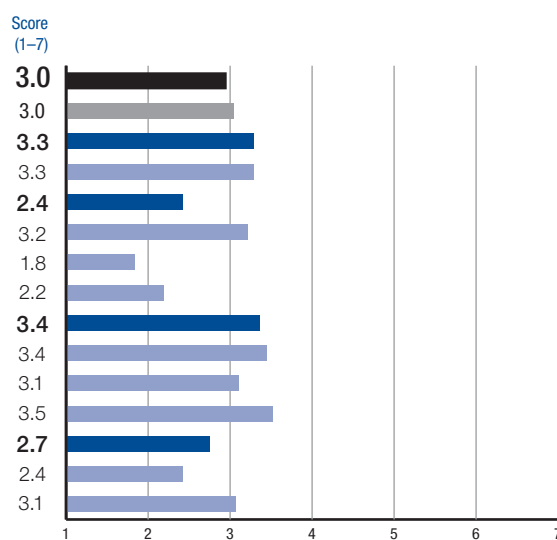
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Access to imported inputs at competitive prices.............	19.2
Access to trade finance	13.0
Inappropriate production technology and skills	12.5
Difficulties in meeting quality/quantity requirements of buyers	11.9
Burdensome procedures and corruption at foreign borders	11.6
High cost or delays caused by domestic transportation	9.4
Identifying potential markets and buyers	7.7
Technical requirements and standards abroad.................	6.0
High cost or delays caused by international transportation.............................	4.8
Rules of origin requirements abroad................................	3.9
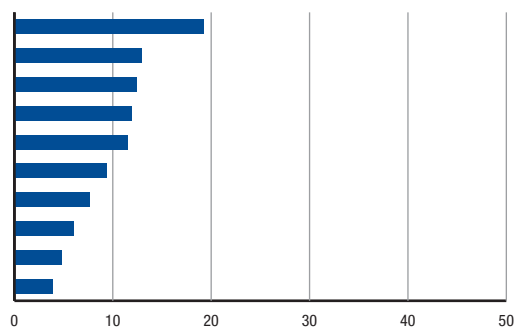
Most problematic factors for importing

Percent of responses

Burdensome import procedures......................................	25.0
Tariffs and non-tariff barriers..	22.2
Corruption at the border	14.5
Domestic technical requirements and standards	13.6
Crime and theft...	8.7
High cost or delays caused by domestic transportation	7.0
High cost or delays caused by international transportation.............................	6.8
Inappropriate telecommunications infrastructure...	2.1
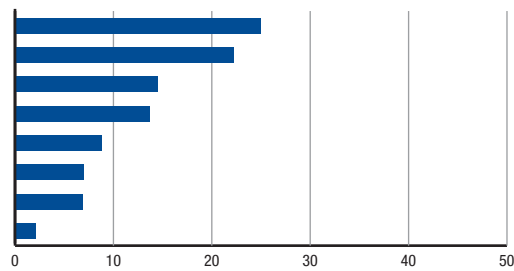
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Venezuela

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage** ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**119**	**3.3**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	117	12.5	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	13	30.3	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	35	6.6	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	49	7.9	Hong Kong SAR	0.0
Tariff peaks, %	49	1.2	Multiple economies (23)	0.0
Specific tariffs, %	1	0.0	Multiple economies (49)	0.0
Distinct tariffs, number	31	8	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	117	16.5	Hong Kong SAR	100.0
1.05 Tariffs faced, %	43	5.4	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	85	14.1	Malawi	93.8
2nd pillar: Efficiency of customs administration	**104**	**3.2**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	132	2.3	Singapore	6.2
2.02 Customs services index, 0–12 (best)	67	6.9	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**128**	**1.8**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	120	2.1	Singapore	4.1
3.02 No. of days to import	128	71	Singapore	4.0
3.03 No. of documents to import	101	9	France	2.0
3.04 Cost to import, US$ per container	119	2,868	Malaysia	435.0
3.05 No. of days to export	127	49	Multiple economies (4)	5.0
3.06 No. of documents to export	95	8	France	2.0
3.07 Cost to export, US$ per container	121	2,590	Malaysia	450.0
4th pillar: Transparency of border administration	**129**	**2.2**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	127	2.3	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	131	1.9	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**97**	**3.4**	**France**	**6.3**
5.01 Airport density, number per million pop.	66	0.6	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	38	76.3	United States	100.0
5.03 Paved roads, % of total	82	33.6	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	108	3.6	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	121	1.3	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	104	2.9	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	126	2.5	Singapore	6.8
6th pillar: Availability and quality of transport services	**102**	**3.1**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	57	20.0	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	104	2.5	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	110	2.3	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	97	2.6	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	81	3.2	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	132	1.9	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	26	0.4	Jamaica	0.7
7th pillar: Availability and use of ICTs	**77**	**3.5**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	108	4.2	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	72	96.2	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	65	5.4	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	70	0.5	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	70	35.7	Iceland	95.0
8th pillar: Regulatory environment	**131**	**2.4**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	132	1.8	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	128	2.1	Singapore	6.5
8.03 Undue influence, 1–7 (best)	131	1.8	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	132	2.1	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	132	2.7	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	115	2.7	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	131	3.2	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	126	2.7	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	113	3.8	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	132	2.1	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	94	57.6	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	119	2.9	Hong Kong SAR	5.6
9th pillar: Physical security	**130**	**3.1**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	130	2.2	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	129	2.1	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	98	4.9	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.
* Syria was replaced with second-best Saudi Arabia; see "How to Read the Country/Economy Profiles" for details.

Vietnam

Key indicators

Population (millions), 2010 ....87.8
GDP (US$ billions), 2010... 103.6
FDI inflows (US$ millions), 2010....................................8,173
Imports and exports as share (%) of world total, 2010......................0.46

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010	94,572	79,547
Services trade (US$ millions), 2010	9,771	7,355
Merchandise trade (US$ millions), 2010	84,801	72,192
Agriculture (% of merchandise trade), 2010..................	9.82	18.93
Fuels and mining (% of merchandise trade), 2010........	12.73	11.61
Manufactures (% of merchandise trade), 2010............	72.00	68.89
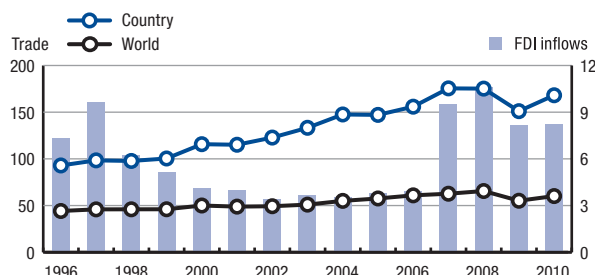
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**68**	**4.0**
2010 Index	71	4.0
Subindex A: Market access	**41**	**4.4**
1st pillar: Domestic and foreign market access	41	4.4
Subindex B: Border administration...........................	**94**	**3.5**
2nd pillar: Efficiency of customs administration...................................	124	2.8
3rd pillar: Efficiency of import-export procedures	54	4.9
4th pillar: Transparency of border administration.............................	105	2.6
Subindex C: Transport & communications infrastructure.....	**56**	**4.0**
5th pillar: Availability and quality of transport infrastructure...............	90	3.7
6th pillar: Availability and quality of transport services	28	4.4
7th pillar: Availability and use of ICTs...	60	4.0
Subindex D: Business environment	**69**	**4.2**
8th pillar: Regulatory environment	82	3.6
9th pillar: Physical security..	64	4.9
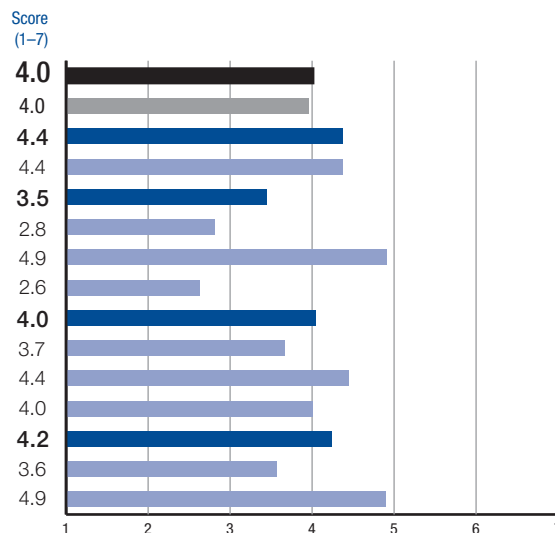
The most problematic factors for trade

Most problematic factors for exporting
Percent of responses

Identifying potential markets and buyers	21.1
Access to imported inputs at competitive prices...............................	16.4
Access to trade finance	11.7
Technical requirements and standards abroad..................................	10.9
Difficulties in meeting quality/quantity requirements of buyers	10.4
Inappropriate production technology and skills	10.1
High cost or delays caused by domestic transportation	8.8
High cost or delays caused by international transportation.............................	3.8
Rules of origin requirements abroad...	3.6
Burdensome procedures and corruption at foreign borders	3.3
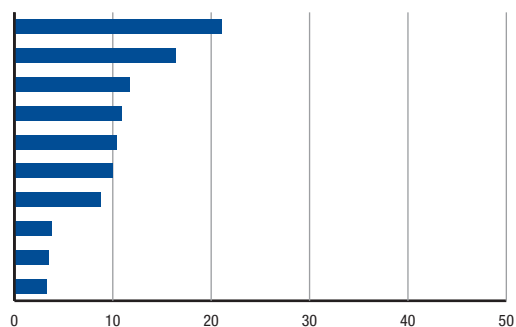
Most problematic factors for importing
Percent of responses

Tariffs and non-tariff barriers..	24.8
Burdensome import procedures...	23.4
High cost or delays caused by domestic transportation	14.1
Domestic technical requirements and standards	10.4
High cost or delays caused by international transportation.............................	10.0
Corruption at the border	8.6
Inappropriate telecommunications infrastructure..............................	7.6
Crime and theft	1.3
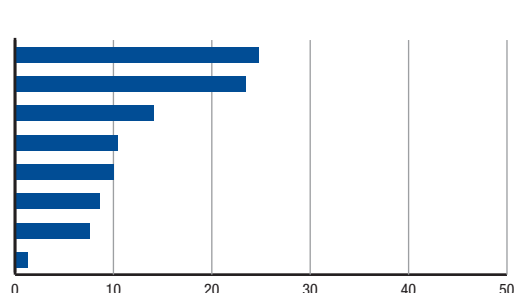
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Vietnam

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage** ■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**41**	**4.4**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	83	7.7	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	5	22.4	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	68	5.7	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	103	11.6	Hong Kong SAR	0.0
	Tariff peaks, %	84	8.4	Multiple economies (23)	0.0
	Specific tariffs, %	1	0.0	Multiple economies (49)	0.0
	Distinct tariffs, number	68	49	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	83	48.4	Hong Kong SAR	100.0
1.05	Tariffs faced, %	7	4.7	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	87	13.2	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**124**	**2.8**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	108	3.4	Singapore	6.2
2.02	Customs services index, 0–12 (best)	109	3.3	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**54**	**4.9**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	62	2.7	Singapore	4.1
3.02	No. of days to import	77	21	Singapore	4.0
3.03	No. of documents to import	74	8	France	2.0
3.04	Cost to import, US$ per container	9	670	Malaysia	435.0
3.05	No. of days to export	91	22	Multiple economies (4)	5.0
3.06	No. of documents to export	47	6	France	2.0
3.07	Cost to export, US$ per container	7	580	Malaysia	450.0
	4th pillar: Transparency of border administration	**105**	**2.6**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	110	2.5	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	91	2.9	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**90**	**3.7**	**France**	**6.3**
5.01	Airport density, number per million pop.	106	0.2	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	35	76.7	United States	100.0
5.03	Paved roads, % of total	71	47.6	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	88	4.1	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	72	2.5	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	114	2.6	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	103	3.4	Singapore	6.8
	6th pillar: Availability and quality of transport services	**28**	**4.4**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	20	49.7	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	39	3.1	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	79	2.7	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	48	3.2	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	38	3.6	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	39	5.5	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	n/a	n/a	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**60**	**4.0**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	50	5.2	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	5	175.3	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	72	4.1	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	84	0.4	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	80	27.6	Iceland	95.0
	8th pillar: Regulatory environment	**82**	**3.6**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	99	3.3	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	55	3.4	Singapore	6.5
8.03	Undue influence, 1–7 (best)	67	3.3	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	80	3.3	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	64	4.2	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	68	3.4	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	108	4.1	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	73	4.1	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	107	3.9	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	80	4.5	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	104	51.6	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	86	3.5	Hong Kong SAR	5.6
	9th pillar: Physical security	**64**	**4.9**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	34	5.2	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	79	4.5	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	92	5.0	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Yemen

Key indicators

Population (millions), 2010 .... 24.1
GDP (US$ billions), 2010 .... 31.3
FDI inflows (US$ millions), 2010 .... −329
Imports and exports as share (%) of world total, 2010 .... 0.06

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010	11,913	10,112
Services trade (US$ millions), 2010	2,213	1,412
Merchandise trade (US$ millions), 2010	9,700	8,700
Agriculture (% of merchandise trade), 2010	33.74	5.60
Fuels and mining (% of merchandise trade), 2010	8.60	90.84
Manufactures (% of merchandise trade), 2010	57.03	3.55
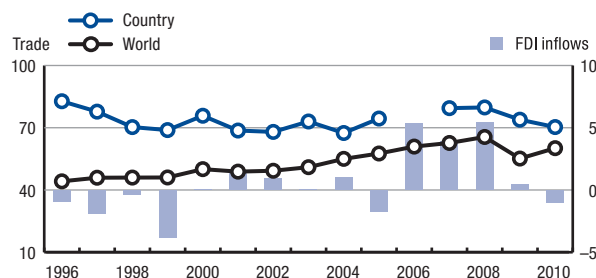
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**119**	**3.2**
2010 Index	n/a	n/a
Subindex A: Market access	**55**	**4.1**
1st pillar: Domestic and foreign market access	55	4.1
Subindex B: Border administration	**113**	**3.0**
2nd pillar: Efficiency of customs administration	118	2.9
3rd pillar: Efficiency of import-export procedures	88	4.2
4th pillar: Transparency of border administration	132	1.9
Subindex C: Transport & communications infrastructure	**108**	**3.0**
5th pillar: Availability and quality of transport infrastructure	119	3.0
6th pillar: Availability and quality of transport services	61	3.8
7th pillar: Availability and use of ICTs	125	2.1
Subindex D: Business environment	**130**	**2.9**
8th pillar: Regulatory environment	128	2.6
9th pillar: Physical security	127	3.3
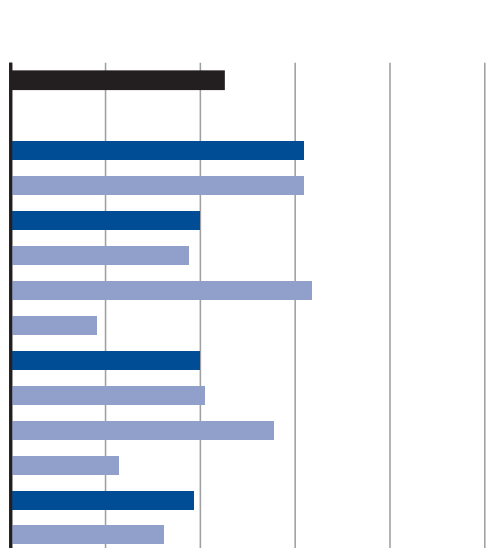
The most problematic factors for trade

Most problematic factors for exporting
Percent of responses

High cost or delays caused by domestic transportation	14.3
Technical requirements and standards abroad	13.6
Identifying potential markets and buyers	13.6
Difficulties in meeting quality/quantity requirements of buyers	10.8
Inappropriate production technology and skills	9.8
High cost or delays caused by international transportation	9.4
Access to imported inputs at competitive prices	8.7
Access to trade finance	7.7
Burdensome procedures and corruption at foreign borders	6.3
Rules of origin requirements abroad	5.6
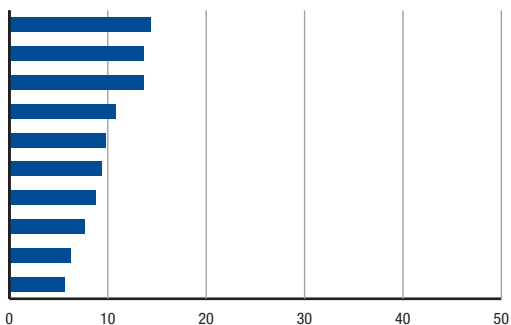
Most problematic factors for importing
Percent of responses

Tariffs and non-tariff barriers	28.0
Corruption at the border	21.9
High cost or delays caused by domestic transportation	16.2
Burdensome import procedures	12.4
High cost or delays caused by international transportation	10.1
Domestic technical requirements and standards	6.5
Inappropriate telecommunications infrastructure	4.1
Crime and theft	0.9

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

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Yemen

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage** ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**55**	**4.1**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	69	5.7	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	51	6.4	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	8	4.7	Hong Kong SAR	0.0
Tariff peaks, %	68	4.5	Multiple economies (23)	0.0
Specific tariffs, %	1	0.0	Multiple economies (49)	0.0
Distinct tariffs, number	3	4	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	116	16.6	Hong Kong SAR	100.0
1.05 Tariffs faced, %	19	5.0	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	77	19.4	Malawi	93.8
2nd pillar: Efficiency of customs administration	**118**	**2.9**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	121	2.9	Singapore	6.2
2.02 Customs services index, 0–12 (best)	n/a	n/a	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**88**	**4.2**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	102	2.3	Singapore	4.1
3.02 No. of days to import	91	25	Singapore	4.0
3.03 No. of documents to import	101	9	France	2.0
3.04 Cost to import, US$ per container	80	1,475	Malaysia	435.0
3.05 No. of days to export	104	27	Multiple economies (4)	5.0
3.06 No. of documents to export	47	6	France	2.0
3.07 Cost to export, US$ per container	45	890	Malaysia	450.0
4th pillar: Transparency of border administration	**132**	**1.9**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	132	1.6	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	127	2.1	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**119**	**3.0**	**France**	**6.3**
5.01 Airport density, number per million pop.	84	0.4	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	74	65.4	United States	100.0
5.03 Paved roads, % of total	122	8.7	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	91	4.0	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	132	1.0	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	105	2.9	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	117	2.9	Singapore	6.8
6th pillar: Availability and quality of transport services	**61**	**3.8**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	72	11.9	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	38	3.1	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	69	2.8	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	52	3.1	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	71	3.3	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	82	4.4	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	n/a	n/a	Jamaica	0.7
7th pillar: Availability and use of ICTs	**125**	**2.1**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	127	3.6	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	118	46.1	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	101	0.3	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	125	0.2	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	99	12.4	Iceland	95.0
8th pillar: Regulatory environment	**128**	**2.6**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	119	2.8	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	130	2.1	Singapore	6.5
8.03 Undue influence, 1–7 (best)	132	1.7	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	131	2.1	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	122	3.5	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	130	2.0	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	122	3.5	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	16	4.8	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	132	2.0	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	99	4.1	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	127	35.0	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	105	3.2	Hong Kong SAR	5.6
9th pillar: Physical security	**127**	**3.3**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	131	2.1	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	95	4.1	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	130	3.6	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Zambia

Key indicators

Population (millions), 2010 ....13.1
GDP (US$ billions), 2010.. 16.2
FDI inflows (US$ millions), 2010......................................1,041
Imports and exports as share (%) of world total, 2010......................0.04

Sources: IMF; UNCTAD; UNFPA; WTO

Trade and FDI inflows, percent of GDP

	Imports	Exports
Total trade (US$ millions), 2010 6,222		7,512
Services trade (US$ millions), 2010 901		312
Merchandise trade (US$ millions), 2010 5,321		7,200
Agriculture (% of merchandise trade), 2010...................5.28		6.83
Fuels and mining (% of merchandise trade), 2010.......32.61		83.22
Manufactures (% of merchandise trade), 2010............ 61.67		8.95
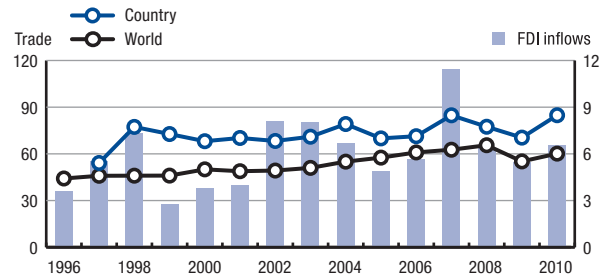
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**88**	**3.8**
2010 Index	85	3.8
Subindex A: Market access	**28**	**4.7**
1st pillar: Domestic and foreign market access	28	4.7
Subindex B: Border administration............................	**105**	**3.2**
2nd pillar: Efficiency of customs administration...................................	63	4.2
3rd pillar: Efficiency of import-export procedures	122	2.4
4th pillar: Transparency of border administration...............................	85	3.0
Subindex C: Transport & communications infrastructure....	**112**	**2.9**
5th pillar: Availability and quality of transport infrastructure.............	101	3.4
6th pillar: Availability and quality of transport services	115	2.9
7th pillar: Availability and use of ICTs...	113	2.4
Subindex D: Business environment	**62**	**4.3**
8th pillar: Regulatory environment	57	3.8
9th pillar: Physical security..	67	4.9
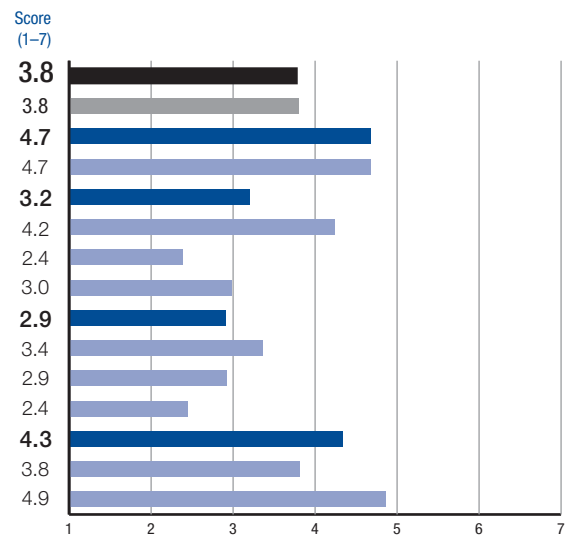
The most problematic factors for trade

Most problematic factors for exporting
Percent of responses

Identifying potential markets and buyers 13.8
Access to trade finance 13.7
Access to imported inputs at competitive prices...12.7
Inappropriate production technology and skills 12.1
Difficulties in meeting quality/quantity requirements of buyers........................11.3
Technical requirements and standards abroad.. 9.0
High cost or delays caused by international transportation............................. 9.0
Burdensome procedures and corruption at foreign borders 8.0
Rules of origin requirements abroad.. 5.8
High cost or delays caused by domestic transportation 4.5
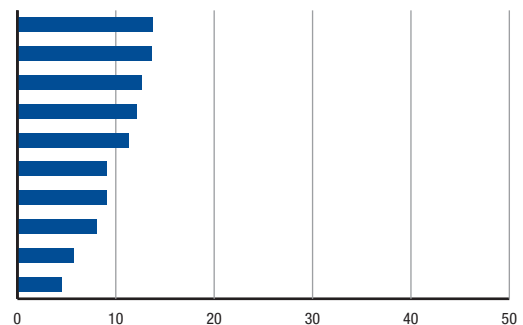
Most problematic factors for importing
Percent of responses

Tariffs and non-tariff barriers...22.1
Burdensome import procedures..19.6
Corruption at the border 17.9
High cost or delays caused by international transportation.............................15.9
Domestic technical requirements and standards 8.3
High cost or delays caused by domestic transportation 7.0
Crime and theft.. 5.2
Inappropriate telecommunications infrastructure... 4.0
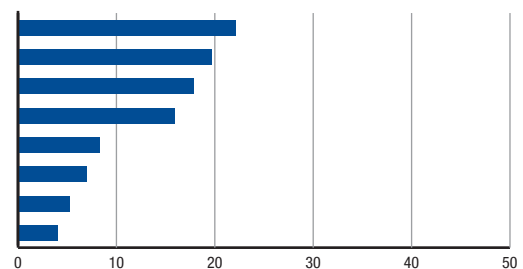
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Zambia

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

	INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
	1st pillar: Domestic and foreign market access	**28**	**4.7**	**Singapore**	**6.2**
1.01	Tariff rate, (%)	105	11.1	Hong Kong SAR	0.0
1.02	Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03	Complexity of tariffs, index 1–7 (best)	25	6.7	Hong Kong SAR	7.0
	Tariff dispersion, standard deviation	85	9.6	Hong Kong SAR	0.0
	Tariff peaks, %	1	0.0	Multiple economies (23)	0.0
	Specific tariffs, %	1	0.0	Multiple economies (49)	0.0
	Distinct tariffs, number	3	4	Hong Kong SAR	1.0
1.04	Share of duty-free imports, %	15	80.7	Hong Kong SAR	100.0
1.05	Tariffs faced, %	24	5.2	Chile	3.6
1.06	Margin of preference in destination mkts, index 0–100 (best)	47	39.2	Malawi	93.8
	2nd pillar: Efficiency of customs administration	**63**	**4.2**	**Singapore**	**6.6**
2.01	Burden of customs procedures, 1–7 (best)	64	4.1	Singapore	6.2
2.02	Customs services index, 0–12 (best)	60	7.2	Multiple economies (2)	12.0
	3rd pillar: Efficiency of import-export procedures	**122**	**2.4**	**Singapore**	**6.4**
3.01	Efficiency of the clearance process, 1–5 (best)	117	2.2	Singapore	4.1
3.02	No. of days to import	126	56	Singapore	4.0
3.03	No. of documents to import	74	8	France	2.0
3.04	Cost to import, US$ per container	123	3,315	Malaysia	435.0
3.05	No. of days to export	124	44	Multiple economies (4)	5.0
3.06	No. of documents to export	47	6	France	2.0
3.07	Cost to export, US$ per container	122	2,678	Malaysia	450.0
	4th pillar: Transparency of border administration	**85**	**3.0**	**New Zealand**	**6.7**
4.01	Irregular payments in exports and imports, 1–7 (best)	90	3.1	New Zealand	6.7
4.02	Corruption Perceptions Index, 0–10 (best)	77	3.2	New Zealand	9.5
	5th pillar: Availability and quality of transport infrastructure	**101**	**3.4**	**France**	**6.3**
5.01	Airport density, number per million pop.	56	0.7	Iceland	21.9
5.02	Transshipment connectivity, index 0–100 (best)	n/a	n/a	United States	100.0
5.03	Paved roads, % of total	94	22.0	Multiple economies (17)	100.0
5.04	Quality of air transport infrastructure, 1–7 (best)	89	4.0	Singapore	6.9
5.05	Quality of railroad infrastructure, 1–7 (best)	84	2.2	Switzerland	6.8
5.06	Quality of roads, 1–7 (best)	101	2.9	France	6.6
5.07	Quality of port infrastructure, 1–7 (best)	71	4.0	Singapore	6.8
	6th pillar: Availability and quality of transport services	**115**	**2.9**	**Singapore**	**6.1**
6.01	Liner Shipping Connectivity Index, 0–152.1 (best)	n/a	n/a	China	152.1
6.02	Ease and affordability of shipment, 1–5 (best)	113	2.4	Hong Kong SAR	4.2
6.03	Logistics competence, 1–5 (best)	127	2.0	Finland	4.1
6.04	Tracking and tracing ability, 1–5 (best)	113	2.4	Finland	4.1
6.05	Timeliness of shipments in reaching destination, 1–5 (best)	109	2.9	Singapore	4.4
6.06	Postal services efficiency, 1–7 (best)	91	4.1	Japan	6.8
6.07	GATS commitments in the transport sector, index 0–1 (best)	59	0.0	Jamaica	0.7
	7th pillar: Availability and use of ICTs	**113**	**2.4**	**Netherlands**	**6.3**
7.01	Extent of business Internet use, 1–7 (best)	81	4.7	Sweden	6.5
7.02	Mobile phone subscriptions/100 pop.	121	41.6	Hong Kong SAR	195.6
7.03	Broadband Internet subscriptions/100 pop.	113	0.1	Netherlands	38.1
7.04	Government Online Service Index, 0–1 (best)	106	0.3	Multiple economies (3)	1.0
7.05	Individuals using Internet, %	107	10.0	Iceland	95.0
	8th pillar: Regulatory environment	**57**	**3.8**	**Singapore**	**5.7**
8.01	Property rights, 1–7 (best)	65	4.0	Finland	6.4
8.02	Ethics and corruption, 1–7 (best)	80	3.0	Singapore	6.5
8.03	Undue influence, 1–7 (best)	68	3.2	New Zealand	6.1
8.04	Government efficiency, 1–7 (best)	46	3.9	Singapore	5.9
8.05	Domestic competition, 1–7 (best)	36	4.5	Saudi Arabia	5.5
8.06	Efficiency of the financial market, 1–7 (best)	72	3.3	Qatar	5.4
8.07	Openness to foreign participation, index 1–7 (best)	27	5.0	Luxembourg	5.9
	Ease of hiring foreign labor, 1–7 (best)	47	4.3	Albania	5.9
	Prevalence of foreign ownership, 1–7 (best)	17	5.7	Luxembourg	6.5
	Business impact of rules on FDI, 1–7 (best)	25	5.2	Singapore	6.4
	Openess to multilateral trade rules, index 0–100 (best)	72	63.0	Slovenia	93.1
8.08	Availability of trade finance, 1–7 (best)	79	3.6	Hong Kong SAR	5.6
	9th pillar: Physical security	**67**	**4.9**	**Finland**	**6.5**
9.01	Reliability of police services, 1–7 (best)	73	4.0	Finland	6.7
9.02	Business costs of crime and violence, 1–7 (best)	82	4.5	Saudi Arabia	6.5*
9.03	Business costs of terrorism, 1–7 (best)	38	6.1	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Zimbabwe

Key indicators

Population (millions), 2010 .... 12.6
GDP (US$ billions), 2010 ....7.5
FDI inflows (US$ millions), 2010 105
Imports and exports as share (%) of world total .... n/a

Sources: IMF; UNCTAD; UNFPA; WTO

	Imports	Exports
Total trade (US$ millions), 2002 3,347		n/a
Services trade (US$ millions), 2002 447		208
Merchandise trade (US$ millions), 2010 3,800		2,500
Agriculture (% of merchandise trade), 2010................. 20.72		27.02
Fuels and mining (% of merchandise trade), 2010....... 24.28		36.38
Manufactures (% of merchandise trade), 2010............50.50		36.33

Trade and FDI inflows, percent of GDP
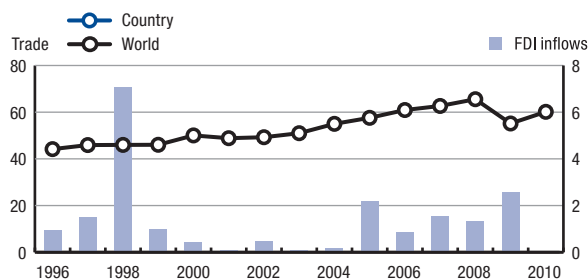
Enabling Trade Index

	Rank (out of 132)	Score (1–7)
2012 Index	**129**	**3.0**
2010 Index	122	3.0
Subindex A: Market access	**131**	**2.6**
1st pillar: Domestic and foreign market access	131	2.6
Subindex B: Border administration	**122**	**2.7**
2nd pillar: Efficiency of customs administration	98	3.4
3rd pillar: Efficiency of import-export procedures	129	1.8
4th pillar: Transparency of border administration	91	2.9
Subindex C: Transport & communications infrastructure...	**122**	**2.8**
5th pillar: Availability and quality of transport infrastructure..............116		3.1
6th pillar: Availability and quality of transport services	108	3.0
7th pillar: Availability and use of ICTs	123	2.2
Subindex D: Business environment	**96**	**3.8**
8th pillar: Regulatory environment	119	3.0
9th pillar: Physical security..	83	4.6
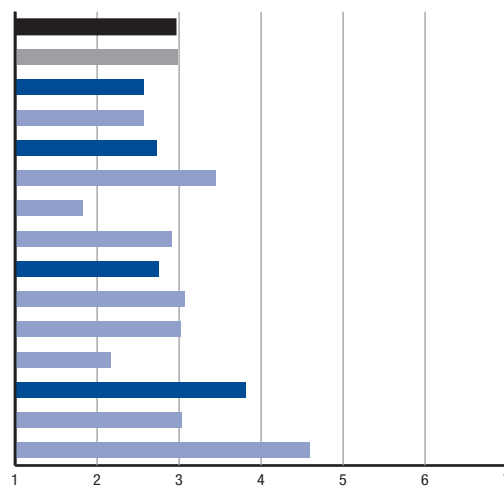
The most problematic factors for trade

Most problematic factors for exporting

Percent of responses

Access to trade finance	21.9
Inappropriate production technology and skills	15.9
Access to imported inputs at competitive prices.............................	15.7
Identifying potential markets and buyers	8.8
High cost or delays caused by domestic transportation	8.7
Burdensome procedures and corruption at foreign borders	8.4
Difficulties in meeting quality/quantity requirements of buyers	6.6
High cost or delays caused by international transportation.............................	5.8
Rules of origin requirements abroad	4.6
Technical requirements and standards abroad..................................	3.6
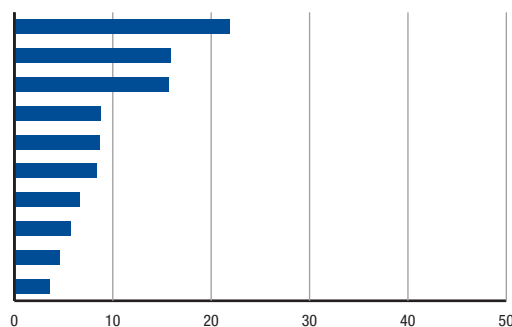
Most problematic factors for importing

Percent of responses

Tariffs and non-tariff barriers...	22.8
Burdensome import procedures..	22.4
Corruption at the border	13.7
High cost or delays caused by international transportation............................	12.6
High cost or delays caused by domestic transportation	10.7
Inappropriate telecommunications infrastructure.............................	8.9
Domestic technical requirements and standards	5.6
Crime and theft..	3.2
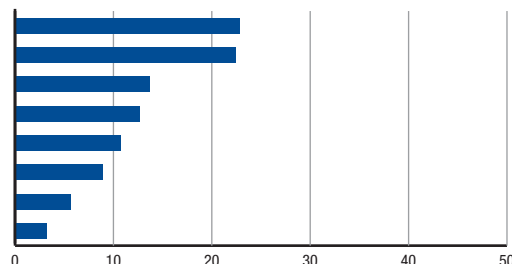
Note: For descriptions of variables and detailed sources, and for a list of multiple best-performing economies for each indicator, please refer to "How to Read the Country/Economy Profiles" on page 95.

Zimbabwe

The Enabling Trade Index 2012 in detail

■ Competitive **Advantage**   ■ Competitive **Disadvantage**

INDICATOR, UNITS	RANK/132	SCORE	BEST PERFORMER	SCORE
1st pillar: Domestic and foreign market access	**131**	**2.6**	**Singapore**	**6.2**
1.01 Tariff rate, (%)	131	20.5	Hong Kong SAR	0.0
1.02 Non-tariff measures, index 0–100 (worst)[1]	n/a	n/a	Cambodia	4.7
1.03 Complexity of tariffs, index 1–7 (best)	98	3.9	Hong Kong SAR	7.0
Tariff dispersion, standard deviation	128	34.3	Hong Kong SAR	0.0
Tariff peaks, %	77	6.7	Multiple economies (23)	0.0
Specific tariffs, %	94	6.3	Multiple economies (49)	0.0
Distinct tariffs, number	93	388	Hong Kong SAR	1.0
1.04 Share of duty-free imports, %	118	12.2	Hong Kong SAR	100.0
1.05 Tariffs faced, %	106	5.8	Chile	3.6
1.06 Margin of preference in destination mkts, index 0–100 (best)	15	56.7	Malawi	93.8
2nd pillar: Efficiency of customs administration	**98**	**3.4**	**Singapore**	**6.6**
2.01 Burden of customs procedures, 1–7 (best)	84	3.8	Singapore	6.2
2.02 Customs services index, 0–12 (best)	87	4.9	Multiple economies (2)	12.0
3rd pillar: Efficiency of import-export procedures	**129**	**1.8**	**Singapore**	**6.4**
3.01 Efficiency of the clearance process, 1–5 (best)	98	2.3	Singapore	4.1
3.02 No. of days to import	130	73	Singapore	4.0
3.03 No. of documents to import	101	9	France	2.0
3.04 Cost to import, US$ per container	131	5,101	Malaysia	435.0
3.05 No. of days to export	128	53	Multiple economies (4)	5.0
3.06 No. of documents to export	95	8	France	2.0
3.07 Cost to export, US$ per container	130	3,280	Malaysia	450.0
4th pillar: Transparency of border administration	**91**	**2.9**	**New Zealand**	**6.7**
4.01 Irregular payments in exports and imports, 1–7 (best)	73	3.5	New Zealand	6.7
4.02 Corruption Perceptions Index, 0–10 (best)	122	2.2	New Zealand	9.5
5th pillar: Availability and quality of transport infrastructure	**116**	**3.1**	**France**	**6.3**
5.01 Airport density, number per million pop.	107	0.2	Iceland	21.9
5.02 Transshipment connectivity, index 0–100 (best)	n/a	n/a	United States	100.0
5.03 Paved roads, % of total	102	19.0	Multiple economies (17)	100.0
5.04 Quality of air transport infrastructure, 1–7 (best)	102	3.7	Singapore	6.9
5.05 Quality of railroad infrastructure, 1–7 (best)	63	2.7	Switzerland	6.8
5.06 Quality of roads, 1–7 (best)	87	3.3	France	6.6
5.07 Quality of port infrastructure, 1–7 (best)	55	4.4	Singapore	6.8
6th pillar: Availability and quality of transport services	**108**	**3.0**	**Singapore**	**6.1**
6.01 Liner Shipping Connectivity Index, 0–152.1 (best)	n/a	n/a	China	152.1
6.02 Ease and affordability of shipment, 1–5 (best)	93	2.7	Hong Kong SAR	4.2
6.03 Logistics competence, 1–5 (best)	114	2.3	Finland	4.1
6.04 Tracking and tracing ability, 1–5 (best)	102	2.5	Finland	4.1
6.05 Timeliness of shipments in reaching destination, 1–5 (best)	72	3.3	Singapore	4.4
6.06 Postal services efficiency, 1–7 (best)	124	3.1	Japan	6.8
6.07 GATS commitments in the transport sector, index 0–1 (best)	59	0.0	Jamaica	0.7
7th pillar: Availability and use of ICTs	**123**	**2.2**	**Netherlands**	**6.3**
7.01 Extent of business Internet use, 1–7 (best)	110	4.2	Sweden	6.5
7.02 Mobile phone subscriptions/100 pop.	109	61.2	Hong Kong SAR	195.6
7.03 Broadband Internet subscriptions/100 pop.	105	0.3	Netherlands	38.1
7.04 Government Online Service Index, 0–1 (best)	130	0.0	Multiple economies (3)	1.0
7.05 Individuals using Internet, %	103	11.5	Iceland	95.0
8th pillar: Regulatory environment	**119**	**3.0**	**Singapore**	**5.7**
8.01 Property rights, 1–7 (best)	125	2.6	Finland	6.4
8.02 Ethics and corruption, 1–7 (best)	77	3.0	Singapore	6.5
8.03 Undue influence, 1–7 (best)	106	2.6	New Zealand	6.1
8.04 Government efficiency, 1–7 (best)	89	3.2	Singapore	5.9
8.05 Domestic competition, 1–7 (best)	117	3.7	Saudi Arabia	5.5
8.06 Efficiency of the financial market, 1–7 (best)	104	3.0	Qatar	5.4
8.07 Openness to foreign participation, index 1–7 (best)	123	3.5	Luxembourg	5.9
Ease of hiring foreign labor, 1–7 (best)	128	2.5	Albania	5.9
Prevalence of foreign ownership, 1–7 (best)	82	4.5	Luxembourg	6.5
Business impact of rules on FDI, 1–7 (best)	131	2.5	Singapore	6.4
Openess to multilateral trade rules, index 0–100 (best)	99	55.3	Slovenia	93.1
8.08 Availability of trade finance, 1–7 (best)	127	2.7	Hong Kong SAR	5.6
9th pillar: Physical security	**83**	**4.6**	**Finland**	**6.5**
9.01 Reliability of police services, 1–7 (best)	117	2.8	Finland	6.7
9.02 Business costs of crime and violence, 1–7 (best)	70	4.8	Saudi Arabia	6.5*
9.03 Business costs of terrorism, 1–7 (best)	27	6.2	Slovenia	6.8

[1] This indicator is not included in the pillar calculation.

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

Technical Notes and Sources

The data in this *Report* represent 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. Throughout the *Report,* "n/a" denotes that the value is not available, or that the available data are unreasonably outdated or do not come from a reliable source. For each indicator, the title of the indicator appears on the first line, preceded by its number to allow for quick reference. The numbering is the same as the one used in Appendix A of Chapter 1.1.

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 and foreign market access

1.01 Tariff rate

Trade-weighted average tariff rate | 2011, 2010 or most recent year available

This indicator is calculated as a 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 (2010 data). An *applied tariff* is a customs duty that is levied on imports of merchandise goods.

Source: International Trade Centre

1.02 Non-tariff measures (included yet not part of the Index)

Index of non-tariff measures (NTMs) | 2011 or most recent year available

This index is constructed as the average of two NTM-related variables. NTMs may take the form of quotas, charges, discriminatory labeling, or health standards and other restrictive conditions. The variables included are the percentage of trade affected by NTMs and the average number of notifications for products affected by NTMs, for products with imports larger than 0. A *notification* is a transparency obligation requiring member governments to report trade measures to the relevant World Trade Organization (WTO) body if the measures might have an effect on other members. NTMs that apply to all products are excluded from the calculations because they do not represent discrimination on particular goods. Also, politically motivated NTMs, such as embargos, have been excluded.

Source: Authors' calculations based on International Trade Centre data

1.03 Complexity of tariffs

Index of the complexity of tariffs | 2011 or most recent year available

This variable is calculated as the average of the following indicators: tariff dispersion (1.03a), tariff peaks (1.03b), specific tariffs (1.03c), and number of distinct tariffs (1.03d). See below for the description of the single underlying indicators.

1.03a Tariff dispersion

Standard deviation of tariff rates | 2011 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

1.03b Tariff peaks

Share of tariff lines with domestic peaks (percentage) | 2011 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 most favored nation (MFN) 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

1.03c Specific tariffs

Share of tariff lines with specific tariffs (percentage) | 2011 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 a fixed amount per quantity (as opposed to ad valorem taxes, which are based on the assessed value of the property).

Source: International Trade Centre

1.03d Number of distinct tariffs

Number of distinct tariffs for all sectors | 2011 or most recent year available

This indicator reflects the number of distinct tariff rates applied by a country on its imports across all sectors.

Source: International Trade Centre

1.04 Share of duty-free imports

Duty-free imports as a share of total imports | 2011, 2010 or most recent year available

Share of trade, excluding petroleum, that is imported free of tariff duties, taking into account most-favored nation tariffs and preferential agreements. Tariff data are from 2011 or most recent year available and imports data are from 2010.

Source: International Trade Centre

1.05 Tariffs faced

Trade-weighted average tariff faced in destination markets | 2011, 2010 or most recent year available

This indicator is calculated as the average of the applied tariff rates, including preferential rates that the rest of the world applies to each country.

Source: International Trade Centre

1.06 Margin of preference in destination markets

Index of margin of preference in destination markets | 2010

This indicator measures the percentage by which particular imports from one country are subject to lower tariffs than the most-favored nation (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 trade-weighted average of the ratios of the advantageous score to the tariff level. This allows the indicator to capture both the absolute and the relative margin of preference.

Source: International Trade Centre

Pillar 2: Efficiency of customs administration

2.01 Burden of customs procedures

How would you rate the level of efficiency of customs procedures (related to the entry and exit of merchandise) in your country? [1 = extremely inefficient; 7 = extremely efficient] | 2010, 2011

Source: World Economic Forum, Executive Opinion Survey 2010, 2011

2.02 Customs services index

Extent of services provided by customs authorities and related agencies | 2009 or most recent year

This variable is based on 15 Global Express Association customs barriers survey questions capturing different aspects of the services offered by customs and related agencies. The services included are the following: clearance of shipments via electronic data interchange; separation of physical release of goods from the fiscal control; full-time (24 hours / 7 days a week) automated processing; customs working hours adapted to commercial needs; fee for services in 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 a 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 12.

Source: Global Express Association

Pillar 3: Efficiency of import-export procedures

3.01 Efficiency of the clearance process

Efficiency of the clearance process by customs and border control agencies (1 = very low; 5 = very high) | 2012

This variable 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 Logistics Performance Index (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-to-5 scale compared with generally accepted industry standards or practices.

Source: The World Bank, Logistics Performance Index 2012

3.02 Time to import

Number of days necessary to comply with all procedures required to import goods | 2011

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 2012

3.03 Documents to import

Number of all documents required to import goods | 2011

This variable 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 2012

3.04 Cost to import

Cost (US$ per container) associated with all the procedures required to import goods | 2011

This variable measures the fees levied on a 20-foot container in US dollars. All the fees associated with completing the procedures to export or 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 2012

3.05 Time to export

Number of days necessary to comply with all procedures required to export goods | 2011

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 2012

3.06 Documents to export

Number of documents required to export goods | 2011

This variable 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 2012

3.07 Cost to export

Cost (US$ per container) associated with all the procedures required to export goods | 2011

This variable measures the fees levied on a 20-foot container in US dollars. All the fees associated with completing the procedures to export or 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 2012

Pillar 4: Transparency of border administration

4.01 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) | 2010, 2011

Source: World Economic Forum, Executive Opinion Survey 2010, 2011

4.02 Corruption Perceptions Index

Index of the perceived level of public-sector corruption (0 = very high; 10 = very low) | 2011 (Note that the information used is based on survey data gathered between December 2009 and September 2011)

The Corruption Perceptions Index score relates to perceptions of the degree of public-sector corruption as seen by business people and country analysts and ranges between 0 (high) and 10 (low).

Source: Transparency International

Pillar 5: Availability and quality of transport infrastructure

5.01 Airport density

Number of airports per million population | 2010

Number of airports with at least one scheduled flight in 2010 per million population

Source: International Air Transport Association, SRS Analyser

5.02 Transshipment connectivity index

Type of transshipment connections available to shippers from each country/economy on bilateral routes (0 = low connectivity; 100 = high connectivity) | 2011

This index aims at reflecting the geographical aspects of the liner service supply. In the absence of direct liner shipping between two countries, the cargo will have to be transshipped in a port of a third or even fourth country in order to reach the destination country. The index score is the weighted sum of the four connection types: the number of first-order connections (connection without transshipment) multiplied by 1, the number of second-order connection (connection with one transshipment) multiplied by 0.5, the number of third-order connections (connections with two transshipments) multiplied by 0.33, and the number of fourth-order connections (connection with three transshipments) multiplied by 0.25. Weights represent the efficacy of the connection. Landlocked countries are excluded from the Index calculation.

Source: United Nations Conference and Trade and Development

5.03 Paved roads

Paved roads as a percentage of total roads | 2008 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/economy's roads, measured in length.

Source: The World Bank, World Development Indicators Online (retrieved on December 23, 2011); national sources

5.04 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) | 2010, 2011

Source: World Economic Forum, Executive Opinion Survey 2010, 2011

5.05 Quality of railroad infrastructure

How would you assess the railroad system in your country? (1 = extremely underdeveloped; 7 = extensive and efficient by international standards) | 2010, 2011

Source: World Economic Forum, Executive Opinion Survey 2010, 2011

5.06 Quality of roads

How would you assess roads in your country? (1 = extremely underdeveloped; 7 = extensive and efficient by international standards) | 2010, 2011

Source: World Economic Forum, Executive Opinion Survey 2010, 2011

5.07 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 | 2010, 2011

Source: World Economic Forum, Executive Opinion Survey 2010, 2011

Pillar 6: Availability and quality of transport services

6.01 Liner Shipping Connectivity Index

Quantity of services provided by liner companies (maximum value in 2004 = 100) | 2011 or most recent

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 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 achieved in 2004.

Source: United Nations Conference and Trade and Development

6.02 Ease and affordability of shipment

Ease of arranging competitively priced international shipments (1 = very low; 5 = very high) | 2012

This variable assesses the ease and affordability associated with arranging international shipments. Respondents to the Logistics Performance Index (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 2012

6.03 Logistics competence

Competence and quality of logistics services (e.g., transport operators, customs brokers) (1 = very low; 5 = very high) | 2012

This variable evaluates the competence of the local logistics industry. Respondents to the Logistics Performance Index (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 2012

6.04 Tracking and tracing ability

Ability to track and trace consignments (1 = very low; 5 = very high) | 2012

This variable assesses the ability to track and trace international shipments (consignments). Respondents to the Logistics Performance Index (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 2012

6.05 Timeliness of shipments in reaching destination

Frequency of shipments reaching the consignee within the scheduled delivery (1 = very low; 5 = very high) | 2012

This variable assesses how often shipments reach the consignee within the scheduled delivery time. Respondents to the Logistics Performance Index (LPI) survey were asked to evaluate the timeliness of shipments in reaching 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 2012

6.06 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) | 2010, 2011

Source: World Economic Forum, Executive Opinion Survey 2010, 2011

6.07 GATS commitments in the transport sector

Index of commitments in the transport sector under the General Agreement on Trade in Services (GATS) | 2010 or most recent year available

This indicator measures the extent of commitments for trade-related services in the transportation sector under the General Agreement on Trade in Services (GATS). It covers the following sectors: air transport services, maritime transport services (only for non-landlocked countries), rail transport services, road transport services, and services auxiliary to all modes of transport. Passenger transport has been excluded across all sectors. Only subsectors where commitments to opening up completely have been taken into account, and the results have been weighted by 2010 global trade data.

Source: International Trade Centre and authors' calculations

Pillar 7: Availability and use of ICTs

7.01 Extent of business Internet use

To what extent do companies within your country use the Internet in their business activities (e.g., buying and selling goods, interacting with customers and suppliers)? (1 = not at all; 7 = extensively) | 2010, 2011

Source: World Economic Forum, Executive Opinion Survey 2010, 2011

7.02 Mobile telephone subscriptions

Mobile telephone subscriptions per 100 population | 2010 or most recent year available

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 2011 (December 2011 edition)

7.03 Broadband Internet subscribers

Total broadband Internet subscribers per 100 population | 2010 or most recent year available

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 2011 (December 2011 edition)

7.04 Government Online Service Index

The Government Online Service Index assesses the quality of government's delivery of online services (0 = low; 1 = high) | 2012

This 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

Source: United Nations, UN E-Government Survey 2012: E-Government for the People

7.05 Internet users

Percentage of individuals using the Internet | 2010
Internet users are people with access to the worldwide network.

Source: International Telecommunication Union, ITU World Telecommunication/ICT Indicators Database 2011 (December 2011 edition)

Pillar 8: Regulatory environment

8.01 Property rights

Composite indicator capturing the degree of protection of property rights and intellectual property from the Global Competitiveness Index 2011–2012

This indicator is the average of two variables: *Property rights:* How would you rate the protection of property rights, including financial assets, in your country? (1 = very weak, 7 = very strong) and *Intellectual property protection:* How would you rate intellectual property protection, including anti-counterfeiting measures, in your country? (1 = very weak, 7 = very strong).This composite variable corresponds to composite indicator 1.A.1 from the Global Competitiveness Index 2011–2012.

Source: World Economic Forum, The Global Competitiveness Report 2011–2012

8.02 Ethics and corruption

Composite indicator assessing the level of ethical standards and corruption from the Global Competitiveness Index 2011–2012.

This indicator is the average of two variables: *Diversion of public funds:* In your country, how common is diversion of public funds to companies, individuals, or groups due to corruption? (1 = very common; 7 = never occurs) and *Public trust of politicians:* How would you rate the level of public trust in the ethical standards of politicians in your country? (1 = very low; 7 = very high). This composite variable corresponds to composite indicator 1.A.2 from the Global Competitiveness Index 2011–2012.

Source: World Economic Forum, The Global Competitiveness Report 2011–2012

8.03 Undue influence

Composite indicator capturing the degree of undue influence in the judicial system and among government officials from the Global Competitiveness Index 2011–2012.

This indicator is the average of two variables: *Judicial independence:* To what extent is the judiciary in your country independent from influences of members of government, citizens or firms? (1 = heavily influenced; 7 = entirely independent) and *Favoritism in decisions of government officials:* To what extent do government officials in your country show favoritism to well-connected firms and individuals when deciding upon policies and contracts? (1 = always show favoritism; 7 = never show favoritism). This composite variable corresponds to composite indicator 1.A.3 from the Global Competitiveness Index 2011–2012.

Source: World Economic Forum, The Global Competitiveness Report 2011–2012

8.04 Government efficiency

Composite indicator capturing the efficiency of the government from the Global Competitiveness Index 2011–2012.

This indicator is the average of five variables: *Wastefulness of government spending:* How would you rate the composition of public spending in your country? (1 = extremely wasteful; 7 = highly efficient in providing necessary goods and services); *Burden of government regulation:* How burdensome is it for businesses in your country to comply with governmental administrative requirements (e.g., permits, regulations, reporting)? (1 = extremely burdensome; 7 = not burdensome at all); *Efficiency of legal framework in setting disputes:* How efficient is the legal framework in your country for private businesses to settle disputes? (1 = extremely inefficient; 7 = highly efficient); *Efficiency of legal framework in challenging regulations:* How efficient is the legal framework in your country for private businesses to challenge the legality of government actions and/or regulations? 1 = extremely inefficient; 7 = highly efficient); and *Transparency of government policymaking:* How easy is it for businesses in your country to obtain information about changes in government policies and regulations affecting your industry? (1 = impossible; 7 = extremely easy). This composite variable corresponds to composite indicator 1.A.4 from the Global Competitiveness Index 2011–2012.

Source: World Economic Forum, The Global Competitiveness Report 2011–2012

8.05 Domestic competition

Composite indicator measuring the intensity of domestic competition and the quality of related policies from the Global Competitiveness Index 2011–2012.

This indicator is the average of eight variables: *Intensity of local competition:* How would you assess the intensity of competition in the local markets in your country? (1 = limited in most industries; 7 = intense in most industries); *Extent of market dominance:* How would you characterize corporate activity in your country? (1 = dominated by a few business groups; 7 = spread among many firms); *Effectiveness of anti-monopoly policy:* To what extent does anti-monopoly policy promote competition in your country? (1 = does not promote competition; 7 = effectively promotes competition); *Extent and effect of taxation:* What impact does the level of taxes in your country have on incentives to work or invest? (1 = significantly limits incentives to work or invest; 7 = has no impact on incentives to work or invest); *Total tax rate,* defined as a combination of profit tax (% of profits), labor tax and contribution (% of profits), and other taxes (% of profits); *Number of procedures to start a business; Time required to start a business,* defined as number of days required to start a business; and *Agricultural policy costs:* How would you assess the agricultural policy in your country? (1 = it is excessively burdensome for the economy; 7 = it balances the interests of taxpayers, consumers, and producers). This composite variable corresponds to indicator 6.A.1 from the Global Competitiveness Index 2011–2012.

Source: World Economic Forum, The Global Competitiveness Report 2011–2012

8.06 Efficiency of the financial market

Composite indicator measuring the efficiency of the domestic financial sector from the Global Competitiveness Index 2011–2012

This indicator is the average of five variables: *Financial market sophistication:* How would you assess the level of sophistication of financial markets in your country? (1 = poor by international standards; 7 = excellent by international standards); *Financing through local equity market:* How easy is it to raise money by issuing shares on the stock market in your country? (1 = very difficult; 7 = very easy); *Ease of access to loans:* How easy is it to obtain a bank loan in your country with only a good business plan and no collateral? (1 = very difficult; 7 = very easy); *Venture capital availability:* In your country, how easy is it for entrepreneurs with innovative but risky projects to find venture capital? (1 = very difficult; 7 = very easy); and *Strength of investor protection* index on a scale of 0–10 (best), defined as a combination of the extent of disclosure index (transparency of transactions), the extent of director liability index (liability for self-dealing), and the ease of shareholder suit index (shareholders' ability to sue officers and directors for misconduct). This composite variable corresponds to indicator 8.A from the Global Competitiveness Index 2011–2012.

Source: World Economic Forum, The Global Competitiveness Report 2011–2012

8.07 Openness to foreign participation

This variable is calculated as the average of four variables: Ease of hiring foreign labor, Prevalence of foreign ownership, Business impact of rules on FDI and Openness to multilateral trade rules.

8.07a Ease of hiring foreign labor

To what extent does labor regulation in your country limit the ability to hire foreign labor? (1 = very much limits hiring foreign labor; 7 = does not limit hiring foreign labor at all) | 2011, 2012.

Source: World Economic Forum, Executive Opinion Survey 2010, 2011

8.07b Prevalence of foreign ownership

How prevalent is foreign ownership of companies in your country? (1 = very rare; 7 = highly prevalent) | 2010, 2011

Source: World Economic Forum, Executive Opinion Survey 2010, 2011

8.07c 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) | 2010, 2011

Source: World Economic Forum, Executive Opinion Survey 2010, 2011

8.07d Openness to multilateral trade rules

Openness to multilateral trade rules index (0 = lowest; 100 = highest) | 2011

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 (in terms of 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 World Trade Organization (WTO) Agreements is not taken into account in this index because 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

8.08 Availability of trade finance

In your country, how easy is it to obtain trade finance at affordable cost (trade credit insurance and trade credit such as letters of credit, bank acceptances, advanced payments, open account arrangements) (1 = common; 7 = never occurs) | 2010, 2011

Source: World Economic Forum, Executive Opinion Survey 2010, 2011

Pillar 9: Physical security

9.01   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) | 2010, 2011

Source: World Economic Forum, Executive Opinion Survey 2010, 2011

9.02   Business costs of crime and violence

Does the incidence of crime and violence impose costs on businesses in your country? (1 = significant costs; 7 = no costs) | 2010, 2011

Source: World Economic Forum, Executive Opinion Survey 2010, 2011

9.03   Business costs of terrorism

Does the threat of terrorism impose costs on businesses in your country? (1 = significant costs; 7 = no costs) | 2010, 2011

Source: World Economic Forum, Executive Opinion Survey 2010, 2011

About the Authors

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The Global Agenda Council

The Global Agenda Council on the Global Trade System is a group of experts formed by the World Economic Forum to address critical challenges for international trade system. The council, which has been in operation since August 2010, includes the following members: James Bacchus, Chair, Global Practice Group, Greenberg Traurig, United States; Richard E. Baldwin, Professor of International Economics, the Graduate Institute of International and Development Studies, Switzerland; Karan Bhatia, Vice-President and Senior Counsel, Global Government Affairs and Policy, General Electric Company, United States; Uri Dadush, Senior Associate and Director, International Economics Program, Carnegie Endowment for International Peace, United States; Peter Draper, Senior Research Fellow, Economic Diplomacy Programme, South African Institute of International Affairs (SAIIA), South Africa; Gary C. Hufbauer, Senior Fellow, Peterson Institute for International Economics, United States; Salim Ismail, Group Chairman and Chief Executive Officer, Groupe Socota, Mauritius; Alejandro Jara, Deputy Director-General, World Trade Organization (WTO), Switzerland; Rajiv Kumar, Secretary-General, Federation of Indian Chambers of Commerce and Industry (FICCI), India; Robert Z. Lawrence, Albert L. Williams Professor of Trade and Investment, Harvard Kennedy School, Harvard University, United States; Jean-Pierre Lehmann, Professor of International Political Economy, Institute for Management Development International (IMD), Switzerland; Beatriz Leycegui Gardoqui, Senior Fellow, Technological Autonomous Institute of Mexico (ITAM); Mario Marconini, President, ManattJones Global Strategies, Brazil; Patrick Messerlin, Director, Groupe d' Economie Mondiale (GEM), France; Sherry Stephenson, Senior Advisor for Services Trade, Organization of American States (OAS), United States; and Wang Yong, Director, Center for International Political Economy Research, Peking University, People's Republic of China.

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The Global Express Association represents international express delivery companies that serve over 220 countries, carrying over 30 million packages each day, all of them guaranteed to be delivered within specified time frames. Express delivery operators provide integrated, door-todoor services, including not only transportation systems in which the location and progress of packages is constantly tracked but also cross-border clearance and collection of payments from customers. Express delivery operators make it possible for businesses of any size to compete effectively in the modern global marketplace, serving their customers across a continent or around the world.

Although the efficient transportation links provided by express delivery companies can benefit a national economy of any nature, they are critical to knowledge-based economies, those engaged in production of high-value goods, and those comprising primarily small and medium size enterprises.

More information about GEA and its members is available at www.global-express.org or from 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.

The International Trade Centre (ITC) is the joint technical cooperation agency of the United Nations and the WTO. ITC enables small business export success in developing countries by providing, with partners, sustainable and inclusive trade development solutions to the private sector, trade support institutions and policy makers.

The Maersk Group is a global conglomerate operating mainly in the shipping and energy industries with a workforce of some 108,000 employees and present in more than 140 countries around the world.

Maersk Group consists of a group of companies devoted to lasting success in shipping and oil & gas. The container shipping lines, terminals, tanker business and logistics company move a large share of the world's products from continent to continent. The oil & gas and drilling companies supply energy from sources around the globe. Other business units provide supply, towage and emergency services at sea, just as the group provides retail products to millions of consumers in Northern Europe.

The diversity of the group has been a source of strength and success for more than a century.

The Panama Canal Authority is the entity of the Government of Panama with exclusive charge of the operation, administration, maintenance and modernization of the Canal. Its service to world commerce is testimony of the continuous service provided by a labor force comprised of over 10,000 men and women.

The Canal builds upon Panama's geographical position by promoting access to 144 maritime routes each week in over 100 countries.

After almost a century of operations, the Canal is expanding the waterway by means of a third set of locks. The expanded route will modify regional business patterns which will find in the Canal a catalyst of global trade.

The Stena Sphere consists of three parent companies, wholly-owned by the Sten A Olsson family, Stena AB (publ), Stena Sessan AB and Stena Metall AB and their wholly-owned or partly-owned subsidiaries.

The partly-owned company Concordia Maritime AB (publ) is listed on the Nasdaq OMX Stockholm, 52% is owned by Stena Sessan AB. The Stena Sphere generated total revenues of SEK 54,443 million in 2011. Income before tax amounted to SEK 3,570 million.

The business idea is to use our knowledge about trade, ships, service, industry, and finance to make money in the business areas of shipping, ferry lines, offshore drilling, real estate, recycling and finance and to look after our clients in such a way that we contribute to their development as well as the development of society.

Swiss International Air Lines serves 72 destinations in 38 countries worldwide (winter schedule 2011/12) from its Zurich hub and the Swiss international airports of Basel and Geneva with a fleet of 89 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 is a transport and logistics company, wholly owned by the Government of South Africa. With approximately 57,000 employees and assets in excess of ZAR 182 billion, Transnet is uniquely positioned to provide integrated, seamless transport solutions for its customers in the bulk and manufacturing sectors as part of its drive to improve the efficiency and competitiveness of the South African economy.

Transnet is investing over ZAR 300 billion during the next seven years to revitalize and extend its infrastructure (widening and deepening ports, building a new pipeline and buying hundreds of new locomotives) and address a maintenance backlog, especially at its rail freight division.

Transnet is made up of the following operating divisions: Transnet Freight Rail; Transnet National Ports Authority; Transnet Port Terminals; Transnet Pipelines; and Transnet Rail Engineering. The specialist units are Transnet Capital Projects, Transnet Foundation and Transnet Property

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. With the objective to assist developing countries, especially the least developed countries, and countries with economies in transition, to integrate beneficially into the global economy, UNCTAD also seeks to help the international community promote a global partnership for development, increase coherence in global economic policymaking, and assure development gains for all from trade.

In addition to conducting ahead-of-the-curve research and analysis on both long-standing and emerging development issues, UNCTAD functions also as a forum to build consensus around efforts to promote national and international policies and strategies conducive to development. Through its technical assistance, UNCTAD supports countries in implementing their development strategies, helping them to overcome the challenges of globalization and seize the opportunities from it.

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, UPS serves more than 220 countries and territories worldwide. The company can be found on the Web at UPS.com and its corporate blog can be found at blog.ups.com.

Europe's largest car manufacturer is made up of ten independent brands offering a broad product portfolio ranging from low-consumption vehicles, such as the Volkswagen BlueMotion, to sports cars from Lamborghini and heavy trucks from Scania and MAN. The Volkswagen Group sold more than 8 million vehicles in 2011. It has nearly 500,000 employees and more than 90 factory sites worldwide.

The Volvo Group is one of the world's leading manufacturers of trucks, buses, construction equipment, drive systems for marine and industrial applications and aerospace components. The Volvo Group also provides complete solutions for financing and service.

The Group has about 100,000 employees, production facilities in 20 countries and sales in more than 190 markets. Group sales of products and services are conducted through both wholly owned and independent dealers. The global service network handles customer demand for spare parts and other services.

Founded in 1927, the company is linked strongly to the corporate values of quality, safety and environmental care.

THE WORLD BANK

The World Bank is a vital source of financial and technical assistance to developing countries around the world. We are not a bank in the ordinary sense but a unique partnership to reduce poverty and support development. We comprise two institutions managed by 187 member countries: the International Bank for Reconstruction and Development (IBRD) and the International Development Association (IDA). The IBRD aims to reduce poverty in middle income and creditworthy poorer countries, while IDA focuses exclusively on the world's poorest countries. These institutions are part of a larger body known as the World Bank Group. Established in 1944, the World Bank is headquartered in Washington, D.C. We have more than 9,000 employees in more than 100 offices worldwide.

We provide low-interest loans, interest-free credit and grants to developing countries. These support a wide array of investments in such areas as education, health, public administration, infrastructure, financial and private sector development, agriculture, and environmental and natural resource management. Some of our projects are cofinanced with governments, other multilateral institutions, commercial banks, export credit agencies, and private sector investors.

We offer support to developing countries through policy advice, research and analysis, and technical assistance. Our analytical work often underpins World Bank financing and helps inform developing countries' own investments. In addition, we support capacity development in the countries we serve. We also sponsor, host, or participate in many conferences and forums on issues of development, often in collaboration with partners.

The World Customs Organization (WCO), with its 177 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 or send an email to information@wcoomd.org.

WORLD TRADE ORGANIZATION

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.