

Executive Summary

ROBERT Z. LAWRENCE, Harvard University

JENNIFER BLANKE, SEAN DOHERTY, and MARGARETA DRZENIEK HANOZ, World Economic Forum

International trade is widely recognized as an important driver of economic development. Trade is associated with higher growth and poverty reduction. It allows countries to reap the benefits of specialization, ushering competition into domestic markets and increasing choice for consumers and inputs for producers. It allows the exploitation of economies of scale, fosters innovation, and tends to encourage better policies.

However, despite the recognized benefits of trade, many obstacles remain. Some of these obstacles are intentional, specifically aimed at limiting market access; some have been justified on the grounds of infant industry protection. But for the most part tariffs and other policy-related trade barriers are erected by governments wishing to shield those who lose in the short term because of increased foreign competition. Other obstacles to trade are unintended consequences related to the human and physical infrastructure, and to institutional frameworks that have been developed over the years in each country. Whatever their origins, these barriers have the consequence of limiting the flow of trade, generally lowering welfare at the aggregate.

The World Economic Forum has embarked on a multiyear project of research and dialogue in collaboration with international trade experts and leaders from the logistics and transport industry. This *Report* serves as a concrete resource, providing a measure of the extent to which countries have in place all of the necessary attributes to enable the free flow of trade into a country and to destination. By bringing together the work of many institutions and other actors, we hope to highlight the numerous efforts and successes in this area, bringing them to new audiences so they may serve as building blocks for further improvements.

We hope to raise awareness about the importance of trade for development, and the many factors that can hinder or facilitate trade. Our aim is to provide businesses and policymakers with insights into priorities for reform in each country, helping them to more fully benefit from the opportunities offered by global trade.

The Enabling Trade Index

A principal aim of this *Report* is to measure the extent to which countries around the world have in place the factors and policies for enabling trade. Chapter 1.1 introduces a new index, the Enabling Trade Index (ETI), which measures the factors, policies, and services

facilitating the free flow of goods over borders and to destination.

The ETI was developed within the context of the World Economic Forum's Industry Partnership Programme for the Logistics & Transport sector. This was done in close collaboration with our data partners: 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, and the World Trade Organization (WTO). We have also received important feedback from a number of key companies that are industry partners in the effort, namely ABX LOGISTICS Worldwide, Agility, Deutsche Post World Net, DP World, FedEx Corporation, Stena, TNT N.V., and UPS.

The Index breaks the enablers into four overall issue areas, or subindexes: (1) market access, (2) border administration, (3) transport and communications infrastructure, and (4) the business environment. The first subindex measures the extent to which the policy and cultural framework of the country welcomes foreign goods into the country. Once goods have been allowed in to the country, the second subindex assesses the extent to which the administration at the border facilitates their entry. Once goods have made it over the border, the third subindex takes into account whether the country has the transport and communications infrastructure necessary to facilitate the movement of the goods from the border to destination. Finally, the fourth subindex looks at the overarching regulatory and security environment impacting the transport business in the country.

Each of these four subindexes is composed of a number of pillars of enabling trade, of which we use 10 in all. These are:

1. *Tariffs and non-tariff barriers*
2. *Proclivity to trade*
3. *Efficiency of customs administration*
4. *Efficiency of import-export procedures*
5. *Transparency of border administration*
6. *Availability and quality of transport infrastructure*
7. *Availability and quality of transport services*
8. *Availability and use of ICTs*
9. *Regulatory environment*
10. *Physical security*

Each of these pillars is, in turn, 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 hard data were obtained from publicly available sources, international organizations, and trade experts (for example, IATA, the ITC, the WTO, and UNCTAD). The Survey is carried out among CEOs and top business leaders in all economies covered by our research. The Survey provides unique data on many qualitative institutional and business environment-related issues, as well as a number of specific issues related to trade. The exact methodology underlying the construction of the ETI is described in Chapter 1.1.

The Enabling Trade Index 2008 rankings

Tables 1–5 show the rankings of all 118 countries in the overall ETI as well as in each of the four subindexes and each individual pillar.

The top 10

Two Asian economies—Hong Kong and Singapore—occupy the top two positions in the ETI rankings. This result bears witness to these countries' openness to international trade and investment as part of their successful economic development strategy. Hong Kong's positive outcome rests on very good results in all four subindexes. The economy's very open market, mirroring a pro-trade attitude and a high dependence on exports and imports, as well as the secure and open business environment contribute to this good result. Hong Kong does not apply tariffs on imported products and the business environment is open to investment and foreign workers. At the same time, transport and telecommunications infrastructure is well developed and border administration is efficient, although businesses express some concerns about the level of corruption.

Compared with Hong Kong, Singapore boasts a highly efficient and transparent border administration, an equally open business environment, and a well-developed transport and communications infrastructure. Customs procedures are assessed as the least burdensome and the cost of importing goods is the lowest among the countries covered. However, access to Singapore's market is fairly difficult, as reflected in its 27th rank on the relevant subindex. Although tariff rates remain very low, access is hampered by non-tariff barriers (84th) and little openness to multilateral trade rules. The country boasts well-developed transport infrastructure and excellent transport services, and improvements to the ICT infrastructure could further increase the ease of getting goods across borders in Singapore. The country's excellent business environment facilitates operations of traders through an investment regime that is open to FDI and hiring foreign labor, although more open bilateral Air Service Agreements would be beneficial.

Sweden is ranked 3rd, receiving top marks for its transport and communications infrastructure, where it is ranked 1st out of all 118 countries. Sweden has high-quality transport infrastructure and excellent transport services, and the country has fully harnessed the use of ICTs so important for the logistics and transport industry. Sweden's border administration is ranked 2nd, attributable to its high efficiency and transparency, with customs procedures that are not overly burdensome, requiring, for example, few days and documents to import goods into the country. With regard to market access, Sweden has few tariffs, as is the case of other European Union (EU) countries, placing it 3rd, although the country does impose significant non-tariff barriers (ranked lower at 64th). More generally, Sweden demonstrates a very strong proclivity to trade, ranked 3rd out of all countries.

Norway, ranked 4th, demonstrates its greatest strengths in two areas: market access and border administration. Norway is ranked 2nd out of all countries for the ease of access into the country's market, with low non-tariff barriers, a high share of duty-free imports allowed into the country, and demonstrated openness to multilateral trade rules through its participation in many trade-related international agreements. As well as allowing goods easy access into the market, Norway also ensures that the goods make it over the border with little hassle. The efficiency and transparency of its border administration are both ranked 8th, and the procedures required to import are so efficient as to place the country 5th. In addition, the business environment in the country is also in the top 10, a ranking particularly related to the high levels of physical security in the country that ensure the safe arrival of goods to destination.

Canada is the top-ranked North American country at 5th, ahead of the United States by 9 ranks. Canada is ranked 3rd overall for its market access, with tariffs that are not significantly higher than in the European Union, relatively low non-tariff barriers, and a high share of duty-free imports allowed into the country. Canada's border administration is also among the top 10, with efficient clearance procedures and few documents required to import, as well as high levels of transparency in the border administration's activities. In addition, Canada is ranked 3rd for the availability and quality of its transport infrastructure, facilitating the movement of goods to market once they are allowed over the border.

Denmark is ranked 6th. In addition to its low tariffs, the country also benefits from an excellent border administration, with import-export procedures that are so efficient as to place the country 1st in this category. The transparency of the border administration is also ranked 1st, with extremely low levels of trade-related corruption. In addition, Denmark has excellent transport infrastructure (ranked 4th) and strong communications infrastructure (ranked 7th). The country also benefits from very high levels of physical security, ranked 2nd

overall in this category, with low levels of crime and violence and a very reliable police force.

The main strength of Finland, ranked 7th just after Denmark, is its business environment, which is ranked 1st out of all countries covered. The country benefits from rules fostering foreign ownership and greater ease in hiring foreign labor than in many other European countries, as well as an excellent security environment. Like the other Nordic countries, Finland's border administration also gets top marks, with customs procedures that are not burdensome and a particularly low cost to import, perhaps explaining the high transparency and low level of corruption related to its border administration (ranked 3rd).

Germany and Switzerland round out the European countries in the top 10, ranking 8th and 9th, respectively. Germany benefits from an excellent business environment (ranked 4th), with a regulatory environment that is conducive to the functioning of the logistics and transport industry, and an excellent security environment for businesses operating in the country. The transport and communications infrastructure is also among the best in the world, with transport services in particular ranked 2nd out of all countries: the logistics industry gets excellent marks for competence (ranked 4th), shipping is easy and affordable (also ranked 4th), and its postal service is among the best in the world (ranked 3rd).

Switzerland gets particularly good marks for market access (ranked 5th). Although its tariffs overall are slightly higher than EU countries, mainly because of higher tariffs on agricultural goods, its non-tariff barriers are comparatively low. As with the Nordic countries, Switzerland's security environment is also excellent, and it benefits from a supportive regulatory environment, with open bilateral Air Service Agreements and a relative ease of hiring foreign labor, particularly compared with several other European countries. Switzerland's border administration also gets good marks, particularly for its transparency and lack of corruption (ranked 6th).

New Zealand closes the top 10 at 10th position. Its highly efficient and transparent border administration contributes to this good rating, as do the country's low tariff and non-tariff barriers. New Zealand applies low tariffs, and imports almost 80 percent of products duty-free. The country's business environment is characterized by high levels of physical security and is fairly welcoming to foreign investment, although obstacles persist with respect to hiring foreign labor. Upgrading the quality of infrastructure, in particular roads and railroads, will be necessary to further facilitate the flow of goods to destinations in the country.

Asia

Outside the top 10, in Asia, Japan occupies the 13th position in the ETI ranking. Free market access and the export orientation of local companies contribute to this rating, as well as the excellent physical security environ-

ment in the country. At the same time, some aspects of the regulatory environment are not conducive to enabling trade, in particular laws that do not encourage FDI and legal obstacles to hiring foreign labor. Although Japan is a very export-oriented economy, imports of goods appear to be hampered by administrative procedures. In particular, businesses consider customs procedures to be somewhat cumbersome, which are ranked 38th overall. This is also reflected in the fairly high cost to import: the cost of importing goods is almost three times higher than in Singapore, the best performer on this measure. Once goods are over the border, the country features excellent infrastructure-related services, ranked 7th for this indicator. In particular, postal and logistics services stand out for their quality and efficiency. However, it must be noted that Japan's overcrowded roads and the fairly low airport density negatively affect the environment for trade.

Taiwan and Korea follow at 21st and 24th overall. Both economies boast very good infrastructure. Infrastructure-related services are efficient and widely available, and the use of ICTs is widespread, which improves the connectivity of companies and the ability to track consignments. Weaknesses in both countries include obstacles to market access and a business environment that does not facilitate the entry of foreign investment and labor.

China occupies the 48th position. This fairly low position for one of the world's most successful exporters highlights a number of underlying weaknesses in China's economy and its trading regime. Above all, China is a fairly closed country. Although its economic success relies heavily on exports, imports are still severely inhibited by tariff and non-tariff barriers, despite the country's accession to the WTO. The country ranks 108th out of 118 economies on tariff barriers, which amount to almost 15 percent. The country's border administration is fairly efficient; importing products is not costly, although it can be quite time-consuming. A particular concern when exporting and importing is the lack of transparency of border administration, which can be particularly heavy for foreign businesses. Because of large export volumes, the country is well connected to international markets, yet its transport infrastructure is not on a par with the world's best. In particular, airport density and the quality of air transport infrastructure are fairly low. The quality and availability of transport services, however, are among the best in the world, ranked 17th overall. Improvements to the regulatory and security environment would further enable trade. In particular, greater encouragement of FDI and more openness to foreign air transport service providers would help.

Further down the rankings we find India, at 71st place. India's weak position reflects a mixed performance on the four pillars of the ETI. While it boasts fairly good border administration and an acceptable business environment, market access continues to be severely

Table 1: The Enabling Trade Index 2008

Country/Economy	SUBINDEXES									
	OVERALL INDEX		Market access		Border administration		Transport and communications infrastructure		Business environment	
	Rank	Score	Rank	Score	Rank	Score	Rank	Score	Rank	Score
Hong Kong SAR	1	6.04	1	6.66	7	5.99	4	5.66	2	5.84
Singapore	2	5.71	27	4.99	1	6.51	7	5.53	3	5.82
Sweden	3	5.66	14	5.21	2	6.32	1	5.77	14	5.35
Norway	4	5.65	2	5.89	6	6.06	20	5.21	10	5.45
Canada	5	5.62	3	5.87	9	5.78	11	5.50	16	5.33
Denmark	6	5.62	15	5.15	5	6.10	10	5.51	5	5.70
Finland	7	5.61	19	5.08	4	6.15	18	5.29	1	5.92
Germany	8	5.58	9	5.34	15	5.57	5	5.66	4	5.74
Switzerland	9	5.58	5	5.65	12	5.69	14	5.39	7	5.58
New Zealand	10	5.52	7	5.41	3	6.16	21	5.09	11	5.42
Netherlands	11	5.51	18	5.10	8	5.98	2	5.73	17	5.22
Luxembourg	12	5.50	17	5.10	10	5.77	9	5.51	6	5.63
Japan	13	5.43	4	5.86	17	5.55	13	5.42	35	4.90
United States	14	5.42	6	5.65	21	5.29	3	5.66	25	5.08
Austria	15	5.42	13	5.22	16	5.57	12	5.43	9	5.45
United Kingdom	16	5.30	24	5.02	14	5.58	8	5.52	26	5.07
Australia	17	5.22	44	4.72	11	5.71	17	5.32	21	5.14
Belgium	18	5.21	16	5.12	25	5.23	16	5.33	20	5.16
France	19	5.20	20	5.08	26	5.21	6	5.54	31	4.98
Ireland	20	5.20	25	5.01	19	5.43	24	4.79	8	5.56
Taiwan, China	21	5.15	38	4.83	22	5.27	15	5.37	22	5.13
Spain	22	5.03	34	4.87	23	5.26	22	5.08	33	4.92
United Arab Emirates	23	4.96	50	4.50	27	5.18	23	4.80	15	5.34
Korea, Rep.	24	4.95	72	4.07	18	5.49	19	5.23	30	5.02
Estonia	25	4.89	47	4.66	13	5.63	29	4.51	39	4.76
Portugal	26	4.88	45	4.72	32	4.85	28	4.57	13	5.39
Chile	27	4.88	40	4.77	20	5.43	42	3.93	12	5.40
Israel	28	4.76	36	4.84	29	5.03	26	4.64	57	4.53
Malaysia	29	4.75	68	4.09	24	5.23	27	4.62	27	5.07
Slovak Republic	30	4.74	23	5.03	35	4.68	35	4.17	24	5.09
Slovenia	31	4.74	21	5.07	30	4.91	30	4.49	63	4.48
Czech Republic	32	4.70	33	4.94	31	4.86	34	4.18	38	4.84
Italy	33	4.70	30	4.97	38	4.58	25	4.68	54	4.57
Hungary	34	4.67	41	4.76	33	4.79	38	4.10	28	5.05
Lithuania	35	4.63	32	4.95	28	5.04	37	4.14	67	4.40
Greece	36	4.60	31	4.95	54	4.08	31	4.49	36	4.86
Bahrain	37	4.53	46	4.69	41	4.53	40	3.99	34	4.92
Turkey	38	4.53	8	5.40	47	4.28	44	3.79	50	4.64
Cyprus	39	4.50	49	4.51	44	4.37	32	4.41	41	4.72
Mauritius	40	4.50	11	5.29	42	4.53	56	3.50	43	4.69
Qatar	41	4.48	54	4.39	53	4.11	33	4.22	18	5.22
Croatia	42	4.45	12	5.24	52	4.15	43	3.89	56	4.54
Latvia	43	4.45	48	4.55	40	4.54	39	4.08	51	4.61
Costa Rica	44	4.41	10	5.32	49	4.22	66	3.26	37	4.86
Poland	45	4.35	42	4.73	37	4.62	46	3.70	73	4.35
Panama	46	4.28	59	4.27	39	4.54	48	3.65	47	4.66
Indonesia	47	4.27	22	5.03	63	3.96	74	3.13	32	4.97
China	48	4.25	71	4.07	43	4.51	36	4.15	77	4.28
Tunisia	49	4.23	88	3.57	34	4.73	53	3.53	23	5.11
Oman	50	4.22	35	4.85	60	4.04	57	3.50	60	4.51
Jordan	51	4.19	95	3.35	36	4.66	51	3.54	19	5.21
Thailand	52	4.18	62	4.25	56	4.07	41	3.93	61	4.49
Saudi Arabia	53	4.16	51	4.49	59	4.05	47	3.70	68	4.39
Guatemala	54	4.14	28	4.98	46	4.32	78	3.00	79	4.27
El Salvador	55	4.13	29	4.97	62	3.98	80	2.97	52	4.59
Uruguay	56	4.06	66	4.12	51	4.15	61	3.34	49	4.64
Romania	57	4.04	61	4.25	61	4.02	49	3.64	81	4.24
Kuwait	58	4.03	64	4.18	67	3.86	50	3.56	59	4.51
South Africa	59	3.98	67	4.10	50	4.21	45	3.74	99	3.87
Bulgaria	60	3.90	56	4.31	57	4.07	54	3.52	107	3.71
Armenia	61	3.90	43	4.73	87	3.28	77	3.00	53	4.59
Moldova	62	3.88	26	4.99	75	3.65	76	3.05	101	3.83
Dominican Republic	63	3.85	85	3.69	58	4.07	79	2.97	42	4.70
Honduras	64	3.83	63	4.22	77	3.60	92	2.84	45	4.67
Mexico	65	3.83	74	4.04	65	3.88	67	3.25	86	4.15

(Cont'd.)

Table 1: The Enabling Trade Index 2008 (cont'd.)

Country/Economy	SUBINDEXES									
	OVERALL INDEX		Market access		Border administration		Transport and communications infrastructure		Business environment	
	Rank	Score	Rank	Score	Rank	Score	Rank	Score	Rank	Score
Jamaica	66	3.80	90	3.46	68	3.85	55	3.52	70	4.37
Nicaragua	67	3.78	79	3.91	74	3.65	102	2.51	29	5.03
Ukraine	68	3.77	39	4.77	94	3.17	59	3.42	106	3.73
Peru	69	3.76	73	4.06	73	3.67	82	2.96	72	4.35
Sri Lanka	70	3.75	70	4.08	69	3.83	73	3.13	92	3.97
India	71	3.74	105	2.82	55	4.08	52	3.54	58	4.53
Kazakhstan	72	3.73	37	4.83	110	2.70	63	3.31	88	4.06
Albania	73	3.72	57	4.29	64	3.89	106	2.47	82	4.22
Morocco	74	3.71	110	2.58	45	4.32	68	3.20	40	4.74
Colombia	75	3.70	96	3.31	48	4.24	72	3.14	87	4.11
Azerbaijan	76	3.68	65	4.15	112	2.62	64	3.30	46	4.66
Namibia	77	3.66	78	3.93	79	3.59	71	3.17	94	3.95
Argentina	78	3.65	89	3.57	71	3.69	58	3.46	98	3.88
Uganda	79	3.63	58	4.27	90	3.26	93	2.75	80	4.25
Brazil	80	3.63	92	3.42	66	3.87	62	3.31	96	3.91
Macedonia, FYR	81	3.58	86	3.64	80	3.58	69	3.19	97	3.90
Philippines	82	3.57	80	3.86	82	3.54	83	2.95	95	3.93
Paraguay	83	3.54	60	4.27	81	3.55	99	2.59	103	3.76
Pakistan	84	3.54	98	3.20	78	3.59	70	3.18	83	4.20
Zambia	85	3.52	76	3.98	103	2.88	100	2.59	48	4.65
Kenya	86	3.51	55	4.32	95	3.13	90	2.86	105	3.73
Egypt	87	3.51	111	2.51	70	3.78	65	3.27	64	4.47
Madagascar	88	3.49	53	4.42	100	3.01	107	2.47	89	4.05
Bosnia and Herzegovina	89	3.47	97	3.29	72	3.68	86	2.91	90	3.98
Mali	90	3.42	75	4.01	111	2.68	109	2.44	55	4.54
Vietnam	91	3.42	112	2.50	76	3.60	75	3.08	62	4.48
Cameroon	92	3.42	87	3.58	84	3.43	112	2.37	78	4.28
Mongolia	93	3.38	69	4.08	113	2.58	87	2.89	91	3.98
Bolivia	94	3.36	84	3.70	83	3.44	96	2.70	110	3.62
Lesotho	95	3.36	52	4.45	99	3.03	115	2.25	108	3.71
Ecuador	96	3.36	77	3.98	105	2.81	85	2.94	109	3.70
Mauritania	97	3.34	93	3.39	102	2.95	98	2.62	66	4.41
Benin	98	3.34	94	3.36	89	3.27	101	2.57	85	4.16
Burkina Faso	99	3.33	82	3.82	106	2.76	110	2.40	74	4.35
Senegal	100	3.33	109	2.59	93	3.18	89	2.86	44	4.67
Mozambique	101	3.30	81	3.85	86	3.30	114	2.29	102	3.76
Tanzania	102	3.27	100	3.07	88	3.28	111	2.40	75	4.32
Russian Federation	103	3.25	99	3.11	92	3.20	60	3.35	114	3.35
Tajikistan	104	3.13	83	3.74	117	2.40	117	2.02	69	4.38
Uzbekistan	105	3.06	114	2.46	116	2.43	84	2.94	65	4.43
Ethiopia	106	3.06	116	2.15	96	3.12	97	2.69	76	4.29
Syria	107	3.05	117	2.04	98	3.04	94	2.74	71	4.36
Algeria	108	3.04	118	1.80	85	3.34	91	2.85	84	4.16
Kyrgyz Republic	109	3.03	102	2.95	104	2.84	88	2.88	113	3.44
Bangladesh	110	3.03	104	2.87	97	3.12	103	2.51	111	3.60
Nigeria	111	3.02	107	2.77	101	2.98	108	2.44	100	3.87
Zimbabwe	112	2.98	91	3.44	114	2.51	95	2.73	116	3.22
Cambodia	113	2.95	108	2.62	107	2.74	105	2.48	93	3.96
Guyana	114	2.95	113	2.48	91	3.24	104	2.51	112	3.56
Venezuela	115	2.85	103	2.91	115	2.49	81	2.96	117	3.05
Nepal	116	2.70	106	2.77	108	2.70	113	2.34	118	2.98
Burundi	117	2.70	115	2.20	109	2.70	116	2.14	104	3.74
Chad	118	2.60	101	3.03	118	2.16	118	1.93	115	3.30

Table 2: The Enabling Trade Index: Market access

Country/Economy	PILLARS					
	MARKET ACCESS		1. Tariff and non-tariff barriers		2. Proclivity to trade	
	Rank	Score	Rank	Score	Rank	Score
Albania	57	4.29	13	5.72	104	2.86
Algeria	118	1.80	115	1.00	113	2.59
Argentina	89	3.57	102	2.60	45	4.54
Armenia	43	4.73	14	5.67	74	3.78
Australia	44	4.72	71	4.14	28	5.31
Austria	13	5.22	48	4.40	4	6.03
Azerbaijan	65	4.15	38	4.58	79	3.73
Bahrain	46	4.69	12	5.85	85	3.53
Bangladesh	104	2.87	97	2.96	108	2.79
Belgium	16	5.12	41	4.53	13	5.71
Benin	94	3.36	82	3.87	103	2.86
Bolivia	84	3.70	69	4.16	92	3.24
Bosnia and Herzegovina	97	3.29	85	3.45	98	3.14
Brazil	92	3.42	98	2.88	68	3.96
Bulgaria	56	4.31	42	4.50	58	4.11
Burkina Faso	82	3.82	32	4.82	107	2.83
Burundi	115	2.20	106	2.34	118	2.06
Cambodia	108	2.62	103	2.50	112	2.74
Cameroon	87	3.58	79	3.99	95	3.17
Canada	3	5.87	2	6.10	17	5.64
Chad	101	3.03	81	3.94	117	2.12
Chile	40	4.77	49	4.38	31	5.16
China	71	4.07	90	3.33	40	4.82
Colombia	96	3.31	101	2.62	63	4.01
Costa Rica	10	5.32	10	5.92	42	4.72
Croatia	12	5.24	5	6.02	47	4.47
Cyprus	49	4.51	65	4.25	41	4.76
Czech Republic	33	4.94	64	4.27	19	5.61
Denmark	15	5.15	61	4.31	6	5.99
Dominican Republic	85	3.69	51	4.38	101	2.99
Ecuador	77	3.98	83	3.84	57	4.11
Egypt	111	2.51	115	1.00	61	4.03
El Salvador	29	4.97	24	5.44	46	4.51
Estonia	47	4.66	73	4.12	29	5.20
Ethiopia	116	2.15	109	2.04	116	2.26
Finland	19	5.08	63	4.28	7	5.88
France	20	5.08	56	4.35	10	5.81
Germany	9	5.34	60	4.33	1	6.36
Greece	31	4.95	35	4.71	30	5.20
Guatemala	28	4.98	22	5.51	48	4.45
Guyana	113	2.48	108	2.19	110	2.77
Honduras	63	4.22	45	4.43	62	4.01
Hong Kong SAR	1	6.66	1	7.00	2	6.33
Hungary	41	4.76	77	4.06	23	5.46
India	105	2.82	112	1.89	77	3.76
Indonesia	22	5.03	16	5.65	50	4.41
Ireland	25	5.01	62	4.29	12	5.73
Israel	36	4.84	27	5.24	49	4.44
Italy	30	4.97	43	4.47	22	5.47
Jamaica	90	3.46	86	3.43	86	3.50
Japan	4	5.86	6	5.95	11	5.78
Jordan	95	3.35	105	2.38	52	4.32
Kazakhstan	37	4.83	20	5.53	55	4.13
Kenya	55	4.32	80	3.97	43	4.67
Korea, Rep.	72	4.07	96	3.06	33	5.08
Kuwait	64	4.18	21	5.52	106	2.84
Kyrgyz Republic	102	2.95	107	2.30	83	3.61
Latvia	48	4.55	66	4.23	38	4.88
Lesotho	52	4.45	4	6.04	105	2.86
Lithuania	32	4.95	50	4.38	21	5.52
Luxembourg	17	5.10	37	4.64	20	5.57
Macedonia, FYR	86	3.64	91	3.32	69	3.95
Madagascar	53	4.42	26	5.25	84	3.60
Malaysia	68	4.09	93	3.25	36	4.93
Mali	75	4.01	33	4.79	93	3.22

(Cont'd.)

Table 2: The Enabling Trade Index: Market access (cont'd.)

Country/Economy	PILLARS					
	MARKET ACCESS		1. Tariff and non-tariff barriers		2. Proclivity to trade	
	Rank	Score	Rank	Score	Rank	Score
Mauritania	93	3.39	84	3.81	102	2.96
Mauritius	11	5.29	9	5.93	44	4.65
Mexico	74	4.04	95	3.06	35	5.02
Moldova	26	4.99	3	6.06	70	3.92
Mongolia	69	4.08	30	5.01	97	3.15
Morocco	110	2.58	111	1.91	91	3.26
Mozambique	81	3.85	28	5.18	114	2.52
Namibia	78	3.93	40	4.56	90	3.29
Nepal	106	2.77	94	3.14	115	2.41
Netherlands	18	5.10	68	4.20	5	6.01
New Zealand	7	5.41	23	5.50	27	5.32
Nicaragua	79	3.91	78	4.02	73	3.80
Nigeria	107	2.77	113	1.80	78	3.74
Norway	2	5.89	7	5.94	9	5.83
Oman	35	4.85	15	5.66	60	4.03
Pakistan	98	3.20	87	3.40	100	3.01
Panama	59	4.27	31	4.92	81	3.63
Paraguay	60	4.27	39	4.57	67	3.98
Peru	73	4.06	74	4.11	64	4.00
Philippines	80	3.86	88	3.40	51	4.33
Poland	42	4.73	57	4.34	32	5.12
Portugal	45	4.72	54	4.36	34	5.08
Qatar	54	4.39	25	5.35	88	3.42
Romania	61	4.25	67	4.22	53	4.27
Russian Federation	99	3.11	99	2.73	87	3.49
Saudi Arabia	51	4.49	17	5.63	89	3.35
Senegal	109	2.59	110	2.03	96	3.16
Singapore	27	4.99	75	4.10	8	5.88
Slovak Republic	23	5.03	52	4.38	16	5.67
Slovenia	21	5.07	44	4.43	14	5.71
South Africa	67	4.10	92	3.28	37	4.92
Spain	34	4.87	47	4.40	25	5.34
Sri Lanka	70	4.08	76	4.08	59	4.08
Sweden	14	5.21	53	4.37	3	6.05
Switzerland	5	5.65	11	5.91	24	5.39
Syria	117	2.04	115	1.00	99	3.09
Taiwan, China	38	4.83	59	4.33	26	5.33
Tajikistan	83	3.74	36	4.70	109	2.78
Tanzania	100	3.07	104	2.46	80	3.67
Thailand	62	4.25	58	4.34	54	4.15
Tunisia	88	3.57	89	3.38	76	3.76
Turkey	8	5.40	8	5.93	39	4.87
Uganda	58	4.27	34	4.78	75	3.77
Ukraine	39	4.77	19	5.55	65	4.00
United Arab Emirates	50	4.50	29	5.09	72	3.92
United Kingdom	24	5.02	46	4.42	18	5.62
United States	6	5.65	18	5.61	15	5.68
Uruguay	66	4.12	72	4.12	56	4.12
Uzbekistan	114	2.46	115	1.00	71	3.92
Venezuela	103	2.91	100	2.64	94	3.18
Vietnam	112	2.50	114	1.02	66	3.99
Zambia	76	3.98	55	4.35	82	3.61
Zimbabwe	91	3.44	70	4.14	111	2.75

Table 3: The Enabling Trade Index: Border administration

Country/Economy	PILLARS							
	BORDER ADMINISTRATION		3. Efficiency of customs administration		4. Efficiency of import-export procedures		5. Transparency of border administration	
	Rank	Score	Rank	Score	Rank	Score	Rank	Score
Albania	64	3.89	58	3.76	67	4.41	70	3.49
Algeria	85	3.34	102	2.56	89	3.88	66	3.59
Argentina	71	3.69	60	3.70	69	4.36	96	3.01
Armenia	87	3.28	103	2.56	74	4.21	92	3.07
Australia	11	5.71	13	5.47	25	5.43	9	6.23
Austria	16	5.57	34	4.72	9	5.91	13	6.07
Azerbaijan	112	2.62	67	3.49	115	1.81	114	2.57
Bahrain	41	4.53	43	4.30	58	4.60	32	4.69
Bangladesh	97	3.12	78	3.17	86	3.96	118	2.22
Belgium	25	5.23	29	4.80	27	5.37	20	5.52
Benin	89	3.27	95	2.79	88	3.93	91	3.08
Bolivia	83	3.44	93	2.83	80	4.10	75	3.39
Bosnia and Herzegovina	72	3.68	80	3.13	51	4.76	88	3.16
Brazil	66	3.87	73	3.28	61	4.55	58	3.78
Bulgaria	57	4.07	56	3.83	63	4.53	56	3.85
Burkina Faso	106	2.76	94	2.80	107	2.19	79	3.30
Burundi	109	2.70	97	2.74	112	2.00	76	3.37
Cambodia	107	2.74	110	2.30	98	3.62	117	2.30
Cameroon	84	3.43	68	3.48	82	4.07	109	2.73
Canada	9	5.78	12	5.53	18	5.64	10	6.18
Chad	118	2.16	116	2.00	110	2.06	116	2.41
Chile	20	5.43	17	5.35	30	5.24	18	5.69
China	43	4.51	39	4.49	28	5.33	62	3.73
Colombia	48	4.24	37	4.60	73	4.24	55	3.89
Costa Rica	49	4.22	65	3.57	53	4.72	42	4.37
Croatia	52	4.15	53	3.97	60	4.56	54	3.90
Cyprus	44	4.37	30	4.78	95	3.66	34	4.67
Czech Republic	31	4.86	23	5.03	37	5.07	38	4.47
Denmark	5	6.10	18	5.17	1	6.47	1	6.65
Dominican Republic	58	4.07	50	4.00	47	4.86	78	3.34
Ecuador	105	2.81	118	1.74	87	3.96	108	2.74
Egypt	70	3.78	84	3.07	49	4.82	71	3.45
El Salvador	62	3.98	72	3.32	64	4.49	49	4.13
Estonia	13	5.63	5	5.81	11	5.80	23	5.26
Ethiopia	96	3.12	82	3.09	104	2.99	80	3.29
Finland	4	6.15	7	5.73	6	6.09	3	6.64
France	26	5.21	40	4.48	23	5.52	19	5.63
Germany	15	5.57	32	4.77	7	5.99	15	5.95
Greece	54	4.08	87	3.02	46	4.87	43	4.36
Guatemala	46	4.32	19	5.16	81	4.09	63	3.72
Guyana	91	3.24	99	2.64	75	4.18	101	2.91
Honduras	77	3.60	77	3.20	77	4.17	74	3.42
Hong Kong SAR	7	5.99	10	5.59	4	6.29	12	6.09
Hungary	33	4.79	35	4.65	40	5.04	33	4.68
India	55	4.08	48	4.07	57	4.60	68	3.56
Indonesia	63	3.96	46	4.12	39	5.06	110	2.70
Ireland	19	5.43	33	4.73	13	5.78	17	5.78
Israel	29	5.03	44	4.16	15	5.70	25	5.23
Italy	38	4.58	47	4.09	32	5.19	40	4.46
Jamaica	68	3.85	66	3.50	56	4.61	72	3.45
Japan	17	5.55	20	5.15	14	5.71	16	5.79
Jordan	36	4.66	36	4.61	52	4.74	35	4.63
Kazakhstan	110	2.70	70	3.42	118	1.47	86	3.20
Kenya	95	3.13	89	2.96	97	3.63	105	2.80
Korea, Rep.	18	5.49	2	6.03	22	5.55	31	4.90
Kuwait	67	3.86	86	3.02	71	4.27	46	4.28
Kyrgyz Republic	104	2.84	52	3.98	113	1.90	113	2.63
Latvia	40	4.54	49	4.03	31	5.22	44	4.36
Lesotho	99	3.03	115	2.22	90	3.83	94	3.05
Lithuania	28	5.04	9	5.64	34	5.13	45	4.36
Luxembourg	10	5.77	15	5.36	12	5.79	11	6.16
Macedonia, FYR	80	3.58	106	2.49	59	4.58	65	3.66
Madagascar	100	3.01	114	2.22	100	3.46	77	3.35
Malaysia	24	5.23	11	5.57	21	5.58	37	4.54
Mali	111	2.68	100	2.63	109	2.14	83	3.26

(Cont'd.)

Table 3: The Enabling Trade Index: Border administration (cont'd.)

Country/Economy	PILLARS							
	BORDER ADMINISTRATION		3. Efficiency of customs administration		4. Efficiency of import-export procedures		5. Transparency of border administration	
	Rank	Score	Rank	Score	Rank	Score	Rank	Score
Mauritania	102	2.95	111	2.29	99	3.49	93	3.06
Mauritius	42	4.53	42	4.43	41	5.00	48	4.15
Mexico	65	3.88	63	3.66	76	4.18	57	3.82
Moldova	75	3.65	76	3.20	84	3.99	60	3.75
Mongolia	113	2.58	101	2.62	108	2.17	98	2.96
Morocco	45	4.32	27	4.98	72	4.25	61	3.73
Mozambique	86	3.30	90	2.93	94	3.76	87	3.20
Namibia	79	3.59	92	2.88	85	3.97	52	3.91
Nepal	108	2.70	117	1.92	101	3.37	103	2.83
Netherlands	8	5.98	6	5.73	8	5.92	7	6.29
New Zealand	3	6.16	3	6.01	10	5.81	2	6.65
Nicaragua	74	3.65	85	3.03	65	4.48	73	3.44
Nigeria	101	2.98	109	2.38	93	3.79	106	2.78
Norway	6	6.06	8	5.68	5	6.25	8	6.25
Oman	60	4.04	69	3.48	68	4.41	47	4.24
Pakistan	78	3.59	83	3.07	66	4.44	82	3.26
Panama	39	4.54	41	4.45	20	5.58	67	3.59
Paraguay	81	3.55	64	3.61	83	4.02	95	3.03
Peru	73	3.67	113	2.24	55	4.65	50	4.12
Philippines	82	3.54	88	2.97	48	4.85	104	2.81
Poland	37	4.62	28	4.82	35	5.13	53	3.90
Portugal	32	4.85	45	4.13	33	5.15	22	5.27
Qatar	53	4.11	51	4.00	102	3.16	27	5.17
Romania	61	4.02	74	3.28	38	5.06	64	3.71
Russian Federation	92	3.20	61	3.70	105	2.79	90	3.12
Saudi Arabia	59	4.05	81	3.10	29	5.27	59	3.77
Senegal	93	3.18	96	2.77	96	3.64	89	3.14
Singapore	1	6.51	1	6.48	2	6.45	5	6.61
Slovak Republic	35	4.68	24	5.03	62	4.54	39	4.47
Slovenia	30	4.91	38	4.58	54	4.72	21	5.45
South Africa	50	4.21	57	3.76	70	4.33	36	4.54
Spain	23	5.26	14	5.42	36	5.11	24	5.24
Sri Lanka	69	3.83	71	3.37	45	4.88	84	3.24
Sweden	2	6.32	4	6.00	3	6.36	4	6.61
Switzerland	12	5.69	21	5.10	19	5.61	6	6.36
Syria	98	3.04	98	2.68	91	3.80	111	2.65
Taiwan, China	22	5.27	16	5.36	26	5.38	30	5.06
Tajikistan	117	2.40	104	2.51	117	1.75	100	2.93
Tanzania	88	3.28	107	2.47	78	4.15	85	3.21
Thailand	56	4.07	59	3.72	43	4.96	69	3.52
Tunisia	34	4.73	31	4.77	42	4.96	41	4.45
Turkey	47	4.28	55	3.90	44	4.93	51	4.00
Uganda	90	3.26	62	3.69	103	3.15	99	2.96
Ukraine	94	3.17	108	2.42	92	3.80	81	3.28
United Arab Emirates	27	5.18	26	5.00	24	5.49	29	5.06
United Kingdom	14	5.58	22	5.07	17	5.65	14	6.00
United States	21	5.29	25	5.00	16	5.68	26	5.19
Uruguay	51	4.15	75	3.26	79	4.12	28	5.07
Uzbekistan	116	2.43	105	2.51	116	1.76	97	3.00
Venezuela	115	2.49	112	2.28	106	2.65	115	2.53
Vietnam	76	3.60	79	3.17	50	4.79	102	2.85
Zambia	103	2.88	54	3.95	111	2.04	112	2.64
Zimbabwe	114	2.51	91	2.90	114	1.88	107	2.76

Table 4: The Enabling Trade Index: Transport and communications infrastructure

Country/Economy	PILLARS							
	TRANSPORT AND COMMUNICATIONS INFRASTRUCTURE		6. Availability and quality of transport infrastructure		7. Availability and quality of transport services		8. Availability and quality of use of ICTs	
	Rank	Score	Rank	Score	Rank	Score	Rank	Score
Albania	106	2.47	102	2.78	118	2.29	81	2.33
Algeria	91	2.85	74	3.46	112	2.69	78	2.41
Argentina	58	3.46	80	3.36	51	3.80	49	3.21
Armenia	77	3.00	65	3.71	89	3.11	86	2.18
Australia	17	5.32	15	5.17	18	5.09	11	5.70
Austria	12	5.43	17	5.13	5	5.79	19	5.38
Azerbaijan	64	3.30	50	4.09	70	3.35	76	2.45
Bahrain	40	3.99	38	4.33	53	3.78	39	3.85
Bangladesh	103	2.51	99	2.81	94	3.00	109	1.72
Belgium	16	5.33	8	5.37	9	5.48	23	5.14
Benin	101	2.57	109	2.50	72	3.32	98	1.89
Bolivia	96	2.70	93	3.07	85	3.15	101	1.87
Bosnia and Herzegovina	86	2.91	108	2.50	62	3.54	65	2.69
Brazil	62	3.31	91	3.12	42	3.94	56	2.88
Bulgaria	54	3.52	76	3.43	60	3.61	44	3.54
Burkina Faso	110	2.40	112	2.45	92	3.02	107	1.75
Burundi	116	2.14	116	2.00	104	2.88	116	1.56
Cambodia	105	2.48	98	2.81	101	2.94	112	1.69
Cameroon	112	2.37	113	2.44	103	2.88	105	1.79
Canada	11	5.50	3	5.75	15	5.20	14	5.55
Chad	118	1.93	118	1.70	114	2.57	117	1.54
Chile	42	3.93	45	4.14	38	4.16	45	3.48
China	36	4.15	36	4.42	17	5.10	55	2.92
Colombia	72	3.14	83	3.32	67	3.39	63	2.72
Costa Rica	66	3.26	68	3.65	88	3.12	52	3.01
Croatia	43	3.89	49	4.10	54	3.65	35	3.93
Cyprus	32	4.41	21	5.02	41	3.99	31	4.23
Czech Republic	34	4.18	43	4.17	44	3.92	29	4.44
Denmark	10	5.51	4	5.70	20	5.02	7	5.82
Dominican Republic	79	2.97	73	3.49	109	2.75	66	2.66
Ecuador	85	2.94	89	3.23	87	3.14	75	2.45
Egypt	65	3.27	57	3.89	56	3.64	82	2.29
El Salvador	80	2.97	94	3.00	68	3.37	73	2.52
Estonia	29	4.51	40	4.27	49	3.86	17	5.40
Ethiopia	97	2.69	82	3.33	79	3.22	118	1.52
Finland	18	5.29	5	5.55	25	4.91	16	5.41
France	6	5.54	2	5.81	10	5.42	18	5.38
Germany	5	5.66	9	5.31	2	6.08	13	5.58
Greece	31	4.49	24	4.92	28	4.62	36	3.92
Guatemala	78	3.00	84	3.31	84	3.15	72	2.53
Guyana	104	2.51	103	2.68	117	2.46	79	2.38
Honduras	92	2.84	70	3.57	105	2.86	90	2.09
Hong Kong SAR	4	5.66	14	5.18	4	5.96	6	5.84
Hungary	38	4.10	62	3.72	32	4.38	32	4.21
India	52	3.54	48	4.11	35	4.32	85	2.19
Indonesia	74	3.13	86	3.28	43	3.94	87	2.17
Ireland	24	4.79	28	4.63	26	4.90	26	4.84
Israel	26	4.64	39	4.29	33	4.35	20	5.28
Italy	25	4.68	51	4.07	21	5.02	24	4.97
Jamaica	55	3.52	52	4.06	99	2.95	43	3.56
Japan	13	5.42	23	4.98	7	5.75	15	5.54
Jordan	51	3.54	58	3.88	45	3.91	59	2.83
Kazakhstan	63	3.31	44	4.15	81	3.20	68	2.59
Kenya	90	2.86	78	3.41	86	3.14	93	2.03
Korea, Rep.	19	5.23	30	4.60	12	5.31	8	5.78
Kuwait	50	3.56	63	3.72	59	3.61	46	3.35
Kyrgyz Republic	88	2.88	69	3.62	78	3.24	104	1.80
Latvia	39	4.08	33	4.45	46	3.90	37	3.90
Lesotho	115	2.25	115	2.01	93	3.01	110	1.72
Lithuania	37	4.14	35	4.43	58	3.62	30	4.38
Luxembourg	9	5.51	7	5.42	23	5.01	2	6.12
Macedonia, FYR	69	3.19	85	3.30	61	3.56	62	2.72
Madagascar	107	2.47	97	2.86	110	2.74	102	1.80
Malaysia	27	4.62	22	5.00	14	5.21	41	3.64
Mali	109	2.44	114	2.23	73	3.32	106	1.78

(Cont'd.)

Table 4: The Enabling Trade Index: Transport and communications infrastructure (cont'd.)

Country/Economy	TRANSPORT AND COMMUNICATIONS INFRASTRUCTURE		PILLARS					
	Rank	Score	6. Availability and quality of transport infrastructure		7. Availability and quality of transport services		8. Availability and use of ICTs	
			Rank	Score	Rank	Score	Rank	Score
Mauritania	98	2.62	110	2.45	76	3.26	88	2.16
Mauritius	56	3.50	32	4.53	96	3.00	54	2.99
Mexico	67	3.25	87	3.27	55	3.65	58	2.84
Moldova	76	3.05	79	3.39	77	3.25	74	2.50
Mongolia	87	2.89	66	3.69	95	3.00	95	1.99
Morocco	68	3.20	60	3.84	82	3.17	67	2.59
Mozambique	114	2.29	107	2.56	113	2.68	114	1.62
Namibia	71	3.17	27	4.75	111	2.73	92	2.03
Nepal	113	2.34	111	2.45	97	2.97	115	1.61
Netherlands	2	5.73	10	5.29	3	6.03	5	5.86
New Zealand	21	5.09	20	5.10	24	4.94	21	5.24
Nicaragua	102	2.51	96	2.89	107	2.76	100	1.88
Nigeria	108	2.44	105	2.57	106	2.82	97	1.94
Norway	20	5.21	12	5.22	27	4.81	12	5.61
Oman	57	3.50	46	4.13	52	3.80	69	2.57
Pakistan	70	3.18	53	3.99	63	3.51	91	2.05
Panama	48	3.65	26	4.76	57	3.63	70	2.56
Paraguay	99	2.59	101	2.80	100	2.94	94	2.03
Peru	82	2.96	92	3.08	69	3.36	77	2.43
Philippines	83	2.95	88	3.23	75	3.28	80	2.34
Poland	46	3.70	71	3.51	50	3.82	40	3.76
Portugal	28	4.57	34	4.43	29	4.59	28	4.68
Qatar	33	4.22	31	4.59	40	4.07	34	3.99
Romania	49	3.64	75	3.44	47	3.90	42	3.58
Russian Federation	60	3.35	64	3.71	80	3.21	50	3.13
Saudi Arabia	47	3.70	55	3.95	39	4.15	53	2.99
Senegal	89	2.86	77	3.42	98	2.95	83	2.22
Singapore	7	5.53	13	5.21	1	6.17	22	5.22
Slovak Republic	35	4.17	42	4.22	31	4.42	38	3.86
Slovenia	30	4.49	37	4.36	36	4.23	25	4.88
South Africa	45	3.74	47	4.12	34	4.35	61	2.77
Spain	22	5.08	11	5.28	16	5.12	27	4.83
Sri Lanka	73	3.13	56	3.92	71	3.33	89	2.13
Sweden	1	5.77	1	5.89	13	5.27	1	6.16
Switzerland	14	5.39	18	5.11	22	5.01	3	6.04
Syria	94	2.74	72	3.50	116	2.53	84	2.19
Taiwan, China	15	5.37	25	4.80	11	5.36	4	5.96
Tajikistan	117	2.02	117	1.89	115	2.54	113	1.64
Tanzania	111	2.40	104	2.65	108	2.75	103	1.80
Thailand	41	3.93	29	4.62	30	4.47	64	2.70
Tunisia	53	3.53	41	4.27	64	3.51	60	2.81
Turkey	44	3.79	59	3.88	37	4.18	47	3.32
Uganda	93	2.75	90	3.13	65	3.41	111	1.70
Ukraine	59	3.42	67	3.65	66	3.40	48	3.22
United Arab Emirates	23	4.80	16	5.17	19	5.06	33	4.17
United Kingdom	8	5.52	19	5.10	8	5.69	9	5.77
United States	3	5.66	6	5.53	6	5.75	10	5.71
Uruguay	61	3.34	61	3.77	83	3.15	51	3.10
Uzbekistan	84	2.94	54	3.95	102	2.89	96	1.99
Venezuela	81	2.96	95	3.00	91	3.03	57	2.85
Vietnam	75	3.08	100	2.81	48	3.89	71	2.54
Zambia	100	2.59	106	2.57	74	3.30	99	1.89
Zimbabwe	95	2.73	81	3.35	90	3.11	108	1.73

Table 5: The Enabling Trade Index: Business environment

Country/Economy	PILLARS					
	BUSINESS ENVIRONMENT		9. Regulatory environment		10. Physical security	
	Rank	Score	Rank	Score	Rank	Score
Albania	82	4.22	73	4.26	78	4.19
Algeria	84	4.16	104	3.75	62	4.58
Argentina	98	3.88	87	4.11	98	3.64
Armenia	53	4.59	47	4.58	61	4.61
Australia	21	5.14	51	4.56	15	5.73
Austria	9	5.45	41	4.62	5	6.27
Azerbaijan	46	4.66	50	4.56	50	4.76
Bahrain	34	4.92	34	4.81	37	5.03
Bangladesh	111	3.60	90	4.08	112	3.13
Belgium	20	5.16	28	4.91	23	5.42
Benin	85	4.16	93	4.02	71	4.31
Bolivia	110	3.62	102	3.77	104	3.47
Bosnia and Herzegovina	90	3.98	101	3.79	79	4.16
Brazil	96	3.91	70	4.28	101	3.54
Bulgaria	107	3.71	103	3.75	93	3.66
Burkina Faso	74	4.35	79	4.18	64	4.51
Burundi	104	3.74	107	3.73	86	3.76
Cambodia	93	3.96	74	4.24	90	3.69
Cameroon	78	4.28	63	4.36	77	4.20
Canada	16	5.33	23	5.02	18	5.64
Chad	115	3.30	110	3.68	115	2.91
Chile	12	5.40	12	5.38	25	5.41
China	77	4.28	84	4.13	67	4.44
Colombia	87	4.11	46	4.59	99	3.64
Costa Rica	37	4.86	7	5.43	74	4.29
Croatia	56	4.54	78	4.19	45	4.89
Cyprus	41	4.72	88	4.10	28	5.34
Czech Republic	38	4.84	26	4.96	52	4.72
Denmark	5	5.70	22	5.07	2	6.34
Dominican Republic	42	4.70	2	5.75	95	3.65
Ecuador	109	3.70	96	3.90	103	3.50
Egypt	64	4.47	72	4.27	59	4.66
El Salvador	52	4.59	1	5.87	110	3.31
Estonia	39	4.76	65	4.35	36	5.18
Ethiopia	76	4.29	95	3.91	57	4.67
Finland	1	5.92	19	5.18	1	6.66
France	31	4.98	56	4.47	21	5.50
Germany	4	5.74	18	5.18	3	6.31
Greece	36	4.86	57	4.44	30	5.29
Guatemala	79	4.27	4	5.60	114	2.94
Guyana	112	3.56	76	4.22	116	2.89
Honduras	45	4.67	3	5.61	88	3.73
Hong Kong SAR	2	5.84	9	5.40	4	6.28
Hungary	28	5.05	35	4.80	29	5.29
India	58	4.53	64	4.36	56	4.70
Indonesia	32	4.97	16	5.23	54	4.72
Ireland	8	5.56	5	5.58	19	5.54
Israel	57	4.53	52	4.56	65	4.51
Italy	54	4.57	67	4.32	48	4.81
Jamaica	70	4.37	8	5.41	109	3.34
Japan	35	4.90	61	4.39	26	5.41
Jordan	19	5.21	42	4.62	14	5.80
Kazakhstan	88	4.06	97	3.88	76	4.24
Kenya	105	3.73	85	4.12	108	3.34
Korea, Rep.	30	5.02	44	4.62	24	5.42
Kuwait	59	4.51	111	3.52	20	5.51
Kyrgyz Republic	113	3.44	113	3.46	106	3.41
Latvia	51	4.61	71	4.28	41	4.95
Lesotho	108	3.71	105	3.73	91	3.68
Lithuania	67	4.40	89	4.08	53	4.72
Luxembourg	6	5.63	11	5.39	10	5.87
Macedonia, FYR	97	3.90	106	3.73	80	4.07
Madagascar	89	4.05	92	4.06	83	4.03
Malaysia	27	5.07	36	4.77	27	5.37
Mali	55	4.54	69	4.30	49	4.79

(Cont'd.)

Table 5: The Enabling Trade Index: Business environment (cont'd.)

Country/Economy	BUSINESS ENVIRONMENT		PILLARS			
	Rank	Score	9. Regulatory environment		10. Physical security	
	Rank	Score	Rank	Score	Rank	Score
Mauritania	66	4.41	82	4.16	60	4.65
Mauritius	43	4.69	62	4.38	38	5.00
Mexico	86	4.15	31	4.88	105	3.42
Moldova	101	3.83	108	3.69	84	3.97
Mongolia	91	3.98	91	4.07	85	3.88
Morocco	40	4.74	55	4.49	39	4.99
Mozambique	102	3.76	94	3.99	102	3.52
Namibia	94	3.95	99	3.86	81	4.04
Nepal	118	2.98	116	3.14	117	2.82
Netherlands	17	5.22	24	4.99	22	5.46
New Zealand	11	5.42	25	4.96	11	5.87
Nicaragua	29	5.03	10	5.39	58	4.67
Nigeria	100	3.87	43	4.62	113	3.11
Norway	10	5.45	39	4.68	7	6.21
Oman	60	4.51	100	3.82	34	5.20
Pakistan	83	4.20	40	4.66	87	3.73
Panama	47	4.66	29	4.90	68	4.42
Paraguay	103	3.76	77	4.22	111	3.30
Peru	72	4.35	13	5.33	107	3.38
Philippines	95	3.93	81	4.17	89	3.70
Poland	73	4.35	58	4.43	75	4.27
Portugal	13	5.39	20	5.11	17	5.66
Qatar	18	5.22	48	4.57	12	5.86
Romania	81	4.24	80	4.18	72	4.31
Russian Federation	114	3.35	117	3.05	96	3.65
Saudi Arabia	68	4.39	98	3.86	42	4.93
Senegal	44	4.67	54	4.51	47	4.83
Singapore	3	5.82	6	5.52	8	6.12
Slovak Republic	24	5.09	17	5.22	40	4.97
Slovenia	63	4.48	109	3.68	31	5.28
South Africa	99	3.87	86	4.12	100	3.62
Spain	33	4.92	45	4.60	32	5.25
Sri Lanka	92	3.97	68	4.30	97	3.64
Sweden	14	5.35	32	4.86	13	5.84
Switzerland	7	5.58	27	4.92	6	6.24
Syria	71	4.36	112	3.48	33	5.23
Taiwan, China	22	5.13	21	5.07	35	5.18
Tajikistan	69	4.38	59	4.40	70	4.36
Tanzania	75	4.32	66	4.34	73	4.30
Thailand	61	4.49	75	4.23	51	4.76
Tunisia	23	5.11	53	4.53	16	5.68
Turkey	50	4.64	49	4.57	55	4.70
Uganda	80	4.25	33	4.84	94	3.66
Ukraine	106	3.73	114	3.42	82	4.03
United Arab Emirates	15	5.34	37	4.74	9	5.95
United Kingdom	26	5.07	14	5.24	44	4.90
United States	25	5.08	15	5.24	43	4.92
Uruguay	49	4.64	38	4.74	63	4.55
Uzbekistan	65	4.43	60	4.39	66	4.47
Venezuela	117	3.05	115	3.38	118	2.73
Vietnam	62	4.48	83	4.13	46	4.83
Zambia	48	4.65	30	4.88	69	4.42
Zimbabwe	116	3.22	118	2.78	92	3.67

restricted. Indeed, India ranks 105th on the relevant component with, unlike most other countries, tariff barriers representing a more serious impediment than non-tariff barriers. Only a small share of goods is imported duty-free. India's border administration meets many needs of importers and exporters. Ranked 55th on this indicator, a vast number of customs-related services is available in India and clearance entails low pecuniary costs, although it is time-consuming. Border administration continues to be affected by corrupt practices, however, hampering an efficient transport of goods across borders. Trade-related infrastructure and the relevant services are equally fairly well developed in India, ranking 52nd in the overall sample. However, although the country is well connected through maritime routes, it needs more airports and high-quality roads. India's business environment is in line with the country's overall assessment, with the regulatory environment ranked 64th and security assessed at 56th among the countries assessed.

Europe and North America

The United States is ranked 14th. The country benefits from its transport and communications infrastructure, which is among the best in the world (ranked 3rd). It also offers good market access (ranked 6th), with relatively low tariffs and non-tariff barriers and a strong proclivity to trade, as demonstrated by its relative openness to multilateral trade rules. On the other hand, the country's border administration is seen as lacking some efficiency. For example, customs procedures are seen as comparatively burdensome (ranked 42nd), and there is a relatively high cost to import (ranked 65th). In addition, there are some concerns about security in the country.

The United Kingdom is ranked 16th. The country is endowed with a comparatively good transport and communications infrastructure (ranked 8th), particularly related to the quality of its transport services. Its border administration gets relatively good marks (ranked 14th), with low levels of trade-related corruption, clearance perceived to be relatively efficient (13th), and few documents required to import (3rd), although it is somewhat costly (77th) and requires more time than in several European countries (27th). Its evaluation in the area of market access is mixed: while it exhibits the same low tariffs as other EU countries, and allows a large share of exports over the border duty free (11th), its non-tariff barriers are high enough to place the country 58th. In addition, while elements of the business environment are conducive to moving goods over borders, with rules encouraging FDI and allowing for the employment of foreign labor, there are some concerns. Bilateral Air Service Agreements could be more open (ranked 35th), and there are some safety and security concerns in the country, particularly compared with the best-performing European countries.

France is ranked 19th. The country's greatest strength is its transport infrastructure quality (ranked 2nd), with its excellent roads, railroads, ports, and air transport infrastructure. The country also shows a strong proclivity to trade (ranked 10th), with a large share of imports allowed duty-free into the country and demonstrated openness to multilateral trade rules, although non-tariff barriers are non-negligible (66th). The country's border administration, while ranked among the top 20, is seen as somewhat less efficient and transparent than Europe's leaders, with more time and cost to import than many other countries. France's regulatory environment is an additional hindrance to the cross-border flow of goods, with bilateral Air Service Agreements that are not deemed open (66th), some restrictions on FDI (47th), and difficulties in hiring foreign labor in the country (76th).

Estonia is the highest-ranked recent accession country to the European Union, at 25th. Most notable is the efficiency of the country's border administration (5th) and of its specific import-export procedures (11th), with little time, cost, and hassle for importing goods. The country's communications infrastructure compares well with that of its peers, although the transportation infrastructure and provided services could be improved. The picture in terms of market access is somewhat mixed, with low tariffs in line with EU rates (although higher than those that existed pre-EU-accession) and a high share of duty-free imports allowed into the country, but high non-tariff barriers (80th).

Italy, at 33rd, is ranked lowest of the pre-2004 accession EU15 countries, bar Greece, and lowest of the G7 group of rich economies. The country compares relatively well in terms of market access to its peers, and benefits from relatively good transport services (21st). On the other hand, the transportation infrastructure requires upgrading (51st), and border administration could also be improved (38th), particularly by reducing the time and cost to import and improving its transparency (40th). The greatest obstacles lie in the business environment, particularly regulatory impediments to foreign direct investment (100th) and foreign ownership (93rd), as well as some concerns about safety and security in the country (48th).

Turkey is ranked close behind Italy and Greece at 38th, and ahead of several countries that have recently joined the European Union. Turkey affords good market access (8th) with notably lower non-tariff barriers than in most EU countries. On the other hand, the country's transport and communications infrastructure is less developed than in most European countries, and its border administration is rated as comparatively inefficient (55th) and lacking transparency (51st). In addition, the regulatory environment could be more conducive to the cross-border flow of goods with more supportive policies encouraging FDI and less restrictive policies on hiring of foreign labor.

Russia, at 103rd, is the lowest-ranked European country by a wide margin, trailing the nearest-ranked large emerging market “BRIC” country, Brazil, by 23 places. Russia’s main comparative strength is its transportation and communications infrastructure (60th), although by international standards it requires significant upgrading. The country impedes access to the market with very high tariffs (100th), and allows only a small share of goods to enter the market duty-free (95th). The country’s border administration receives poor marks (92nd), requiring much time and cost to import, and lacking transparency. In addition, Russia’s regulatory regime is one of the least conducive to cross-border trade out of all countries (ranked second to last, at 117th), and physical security in the country remains a serious concern (96th), particularly by European standards. Attention to these areas is warranted to improve the cross-border flow of goods into the country.

Latin America and the Caribbean

Chile leads the ranking in Latin America, coming in at 27th position, and is ahead, by a wide margin, of second-ranked Costa Rica at 44th. Part of Chile’s economic success can be attributed to trade liberalization and improvements to the business environment made in recent years; this is reflected in the country’s good results on the ETI. It has also laid the foundations for Chile’s export success. Border administration is efficiently organized and corruption in related agencies is under control. At the same time, the country boasts a favorable business environment, open to FDI and hiring foreign labor. The country’s weaknesses are to be found in the market access component and with respect to the transport and telecommunications infrastructure. Imports continue to be burdened with tariffs and non-tariff barriers, and although tariffs are not high in absolute terms, they apply to most imported products, or 69 percent of the total. In addition, the country’s infrastructure facilities are in need of upgrading. In particular, the country’s roads do not get good marks for quality, and the availability and quality of infrastructure-related services could be enhanced.

Costa Rica is at 44th, the second-ranked country in Latin America. The overall rank disguises a mixed performance on the four categories assessed by the Index. Costa Rica stands out for its openness to imports with both tariff and non-tariff barriers being relatively low. The country’s border administration is quite efficient and transparent, although customs procedures are considered to be somewhat burdensome, which is also reflected in the fairly long time it takes to import goods. The country’s weak spot is its underdeveloped transport infrastructure and related services. Here, in particular, the quality of transport infrastructure, railroads, roads, and ports are poorly assessed by the business community. The country’s regulatory environment for importers is among the top 10 in the world, with open bilateral

Air Service Agreements and policies encouraging foreign investment, yet the relatively high levels of crime and violence are potentially problematic for getting goods to destination in the country.

Costa Rica is followed by a number of Central American and Caribbean countries that cluster closely together in the middle ranking, ranging from Panama in 46th position to the Dominican Republic and Honduras at 63rd and 64th, respectively. Efficient border administration contributes to the good showing of Panama, but investment in infrastructure and the use of ICTs would improve the ease of getting goods across borders in the region.

Mexico, which occupies the 65th position, shows even results across all four subindexes of the ETI. Market access is hampered by a fairly high tariff rate of about 11 percent. At the same time, however, this is levied on only about 20 percent of all imported products, with the large majority imported duty-free. This points to a certain openness to international trade, which is also reflected in the large number of bilateral trade agreements and multilateral trade-related treaties signed by the country. On the other hand, the country’s border administration could be streamlined (ranked 65th overall). It is also very costly to import goods—moving one container over the border costs seven times more than in the best-performing country on this indicator, Singapore. Although the country does not boast a high-quality transport infrastructure (of concern given Mexico’s large size), infrastructure-related services as well as the telecommunications infrastructure are fairly well developed. And Mexico’s regulatory environment is somewhat conducive to cross-border trade, with, in particular, its rules encouraging foreign ownership. However, the lack of security in the country is of significant concern, as it may cause additional costs to shippers.

Argentina follows, at 78th position. The country’s particular strengths lie in relatively high proclivity to trade, and in fairly efficient import-export procedures. Despite these positive aspects, importing remains relatively costly, thereby hindering trade. Increasing transparency in institutions related to border administration would further facilitate trade operations and reduce the cost of trading across borders. Infrastructure services are widely available and telecommunications infrastructure is well developed, two factors that facilitate trade in Argentina. The low level of physical security, however, where Argentina ranks 112th out of 118 countries, is a major impediment to enhancing the country’s trade performance. Equally, the regulatory environment—in particular, FDI-related regulations—are not conducive to moving goods across borders.

Just two positions further down the rankings is Brazil, at 80th position. Brazil’s markets continue to be fairly closed, with tariffs and, to a lesser extent, also non-tariff barriers inhibiting goods imports. The country’s border administration is assessed fairly favorably, at 66th

position, although businesses complain that customs procedures are burdensome. And although transport infrastructure—in particular, railroads, roads, and ports—is fairly underdeveloped, which is not surprising for a country of Brazil's level of development, the logistics industry is well assessed in terms of competence and reliability. Equally, telecommunications infrastructure is relatively widely available and used. The country boasts an open and competitive air transport sector. However, as in other countries in the region, a significant impediment to fostering trade across borders remains the poor security situation in the country.

Middle East and North Africa

The United Arab Emirates (UAE) comes in at 23rd position globally, right after Spain and ahead of Korea and Estonia. This very good result at the global level is not surprising when one considers the impressive development of Dubai over recent years into the most important transport and logistics hub in the region, and the UAE has made significant efforts to improve the business environment for the transport and logistics sector. The good results in the ETI testify to the world-class transport infrastructure (23rd), very good infrastructure-related services, and a conducive and secure business environment, characterized in particular by its ease of hiring foreign labor. The most important obstacle to trading across borders in the UAE remains the restricted access to the country's goods markets through pervasive tariffs (through a uniform 5 percent tariff rate). This is reflected in the fairly low 50th rank out of 118 countries on the market access pillar of the ETI. This high incidence of trade barriers appears to be rooted in the low standing of trade on the country's agenda, as witnessed by the very small portion of imports that enters the country duty-free. Here, the UAE ranks 107th out of 118 economies.

At 28th, Israel places second in the Middle East and North Africa region, between two countries that have successfully harnessed trade for development, Chile and Malaysia. With its high-quality infrastructure, firmly organized border administration, and intensive use of ICTs, the country presents a number of important advantages. It is a fairly open economy, with companies serving broad international markets and 80 percent of imports allowed into the country duty-free (8th rank). At the same time, Israel's trade performance could benefit from improvements to the business environment, which, although open to foreign businesses, is penalized by the vulnerable security situation and barriers to hiring foreign labor.

Bahrain, at 37th position, right behind Greece and ahead of Turkey and Cyprus, is the third-placed country from the region. Although Bahrain is fairly open to foreign investment and boasts a fairly good business environment, the country remains, despite its small size, relatively protected from international competition through

tariffs. The low share of duty-free imports and the reluctance to engage in multilateral trade rules coupled with low reliance on export markets points to a low priority that is attached to trade by the authorities. In particular, opening up the country to imports would provide significant benefits—the increased competition would make the economy more productive, thereby reducing reliance on primary resources and boosting growth rates.

Tunisia comes in 49th on the ETI, with high marks on the business environment and a fairly efficient border administration. Yet the country's markets remain sheltered from international competition, with some of the highest tariff barriers in the entire sample ranked 114th out of 118 countries. At the same time, Tunisia's border administration is fairly efficient and its business environment is secure, although additional opening up to FDI and labor migration would benefit the country's trade performance. Equally, investment in infrastructure and the use of ICTs would further enable the country to take advantage of the benefits of trade.

Saudi Arabia ranks 53rd and shows fairly even performance across all the four categories of the ETI. Although Saudi Arabia has very low non-tariff barriers, tariffs are somewhat higher and levied on 81 percent of all imports, which corresponds to a low 96th rank globally on this category. The country, which just recently acceded to the WTO, ratified only a small share of the relevant multilateral trading agreements. And although formal administrative procedures for importing are fairly easy, the overall efficiency of border agencies is not on a par with international standards. Improvements to the business environment would also benefit traders, in particular regarding regulations related to FDI, which appear to deter international businesses from engaging in the country.

Egypt ranks a low 87th for the ease of getting goods across the border. The country's relative strengths include a fairly conducive business environment, especially with regard to the ease of hiring foreign labor and the fairly well developed transport infrastructure, including the associated services. Egypt stands out positively for its maritime connectivity and the related services, where it ranks in the top 20, as well as for the quality of its roads. Although importing goods is neither costly nor time consuming, importers raise concerns about the efficiency of customs and other border agencies. The high tariffs, which apply to 70 percent of all imported goods, as well as the tariff barriers, constitute the most important impediment to enabling trade in Egypt.

Sub-Saharan Africa

Mauritius is the highest-ranked country in the sub-Saharan African region, at 40th, ahead of some EU countries and all of the BRICs. As one might expect of a small open economy, Mauritius ensures a high level of market access (11th), with low tariffs and particularly low non-tariff barriers, as well as allowing a large share

of duty-free imports into the country. The country also has well-rated border administration, with relatively little time, cost, and hassle related to getting goods over the border. In addition, levels of security in the country are good, particularly by regional standards. And while the country's transportation and communications infrastructure compares well with those of other countries in the region, this remains the main area for improvement, particularly with regard to upgrading transportation services.

South Africa is ranked 2nd in the region at 59th, the only other sub-Saharan country in the top half of the rankings. Contrary to Mauritius, South Africa's main strength as measured by the Index is its transport and communications infrastructure (45th), particularly attributable to the quality of air transport and roads, as well as the comparatively high quality of transport services in the country (34th). The country's border administration is seen as somewhat inefficient (57th), although it is characterized by relative transparency (36th). Market access proves a bit more difficult (67th), with relatively high tariffs and non-tariff barriers. However, the main area of concerns relate to the regulatory environment, which is not entirely conducive to cross-border trade (86th), as well as serious concerns about safety levels in the country (100th) related to the high cost of crime and violence for businesses in the country.

Namibia follows South Africa in the regional rankings, at 77th overall. Namibia's main strength lies in the quality and availability of its transport infrastructure (27th), particularly the quality of its roads and railroads, although transport services remain limited in the country. On the other hand, market access remains impeded by high tariffs (80th). Further, the border administration is characterized by inefficiencies (92nd) and some trade-related corruption (74th). In addition, similar to South Africa, the regulatory environment does not foster the movement of goods over borders (99th) and physical security remains an area of concern (81st), albeit to a lesser degree than in South Africa.

Uganda, ranked 4th in the region at 79th, follows closely behind Namibia, but with quite a different profile. Uganda's main comparative strength is in its regulatory environment (33rd), with rules encouraging FDI and the ease of hiring foreign labor. Uganda is also characterized by higher levels of market access (58th). Although it imposes high tariffs, non-tariff barriers are so low as to place the country 1st on this indicator. In addition, the country allows the entry of some imports duty-free (58th). The country's border administration is also somewhat efficient by regional standards (62nd), although the cost for importing remains very high. On the other hand, unlike Namibia, the country's transportation infrastructure is comparatively underdeveloped (90th). And like most other countries in the region, security concerns remain an obstacle.

Kenya is ranked 86th overall. Similar to Uganda, Kenya demonstrates good market access by regional standards (55th), with a high share of duty-free imports (43rd) and relative openness to multilateral trade rules (56th). On the other hand, once goods are allowed in the country, the border administration is characterized by inefficiencies and a lack of transparency, and the country's transport and communications infrastructure is quite underdeveloped (90th). The greatest concerns in the country are related to the security situation, ranked 108th overall, increasing the difficulty of getting goods to destinations.

General findings from the ETI

The results across the regions have shown that, on average, high-income countries tend to do well in the overall rankings, a tendency that is generally attributable to their more developed institutional and infrastructure environments. We also note a tendency for small economies to rank higher, which is not surprising given the importance of trade for their overall economic performance. Yet performance remains varied, with some countries doing much more than others to enable the free flow of trade.

The ETI methodology points to the large number of factors that affect trade. In this context, enhancing the benefits from trade, in particular for developing countries, requires not only further liberalization of national trade policies, but also efforts to improve performance on a wide range of other factors. It therefore provides support to the inclusion of trade facilitation as a feature of the Doha Round.

Selected issues of enabling trade

This *Report* also features a number of excellent contributions from trade experts, dealing with issues related to reducing barriers to trade and national trade performance. These special contributions are highly relevant and complement the analysis of the ETI in Chapter 1.1, the Country/Economy Profiles, and the Data Tables found in Part 2 of the *Report*.

In Chapter 1.2, "The Doha Round Negotiations on Trade Facilitation," Richard Eglin of the WTO provides an update on the Doha Round negotiations in the area of trade facilitation. The author describes how successive rounds of negotiation under the General Agreement on Tariffs and Trade (GATT) and the WTO have seen the average import tariffs on manufactured products in industrialized countries fall from 20–30 percent to less than 4 percent, and non-tariff barriers regulated. Attention has turned to less obvious obstacles, and trade facilitation was added to the subjects being negotiated in the Doha Round. The trade facilitation negotiations do not pretend to target the entire logistical supply chain, but cover how nations control the way in which goods

move across their borders through various inspection and approval stages.

The negotiations have three objectives: improving the relevant GATT rules, providing less-developed countries with technical assistance and support, and improving coordination between customs authorities. All of the main elements of an agreement have been tabled, and an extensive program of technical assistance is well underway. However, although negotiations are well advanced, as part of the “Single Undertaking,” trade facilitation cannot be completed separately from other subjects under negotiation in the Doha Round.

The prospects for a successful conclusion are good, which would result in significant benefits for business and consumers. A successful outcome would help reduce the transaction costs for the world’s least competitive producers and poorest consumers, who currently need to shoulder additional costs of US\$1,000 or more for each container of goods imported or exported.

In Chapter 1.3, “Additional Taxes and the Indirect Evidence on Trade Protection,” Mondher Mimouni, Xavier Pichot, and Lionel Fontagné from the International Trade Centre (ITC) take a detailed look at different types of taxes and how they affect trade. In their chapter, the authors classify and compare additional taxes from a dataset covering over 70 countries. They conclude that the resulting trade barriers can be very high, though concentrated in particular sectors.

These levies can be grouped as customs charges, pseudo-tariffs, regional taxes, excise duties, environmental charges, intellectual property, sales, and other taxes. An analysis of the data shows that the most-affected product is prepared foodstuffs, and that 11 countries in the sample have average additional taxes above 10 percent.

The highest rates are found in areas, such as alcohol or cigarettes, where health or ethical concerns apply. However, such taxes could be used for other reasons, in particular for protecting certain categories of products from competition from foreign substitutes not domestically produced (e.g., rum in Iceland). The far higher impact of these non-tariff barriers, relative to tariffs, and the relatively little attention given to them, suggests potential for further research in this area.

Jean-François Arvis, Monica Alina Mustra, and John Panzer from the World Bank, together with Lauri Ojala and Tapio Naula from the Turku School of Economics in Finland, authors of Chapter 1.4, entitled “Connecting to Compete: Trade Logistics in the Global Economy,” discuss an index, developed by the World Bank, that assesses logistics performance across countries. The authors illustrate how the increase in global production sharing and the shortening of product life cycles put a new premium on moving goods in a predictable, timely, and cost-effective way. Therefore the quality of logistics can have a major bearing on a firm’s decisions about which country to locate in, which suppliers to buy from, and which consumer markets to enter.

The Logistics Performance Index (LPI), a key input to the broader Enabling Trade Index, draws from a worldwide survey of logistics professionals in freight forwarders and express carriers. Respondents were asked to rate the performance, in several logistics competencies, of countries with which they conduct business. This type of data adds an external perspective on a country’s performance to the domestic data also used.

The LPI provides insight into the cost of poor logistics and the sources of those costs. Hedging against uncertainty induces significant costs in many developing countries, with traders concerned about the reliability of supply chains. Predictability and transparency are therefore key components of logistics performance. Significant differences are observed among countries at similar levels of development. A two-way relationship exists between good logistics and increased trade. Countries doing well here are also likely to do well in export diversification and overall growth.

In Chapter 1.5, entitled “Facilitating Cross-Border Movement of Goods: A Sustainable Approach,” Poul Hansen and Liliana Annovazzi-Jakab from UNCTAD discuss how access to global maritime routes for landlocked countries can be improved through transit corridors. Assuming that trade is an engine for economic growth, job creation, and poverty reduction, the authors state that with tariff reductions in place, firms’ success depends more and more on their ability to offer efficient and low-cost trade services and logistics. The trade and transport facilitation agenda looks to maximize efficiency while safeguarding legitimate regulatory objectives.

Focusing on the special case of landlocked developing countries, which include many of the poorest nations of the world, the chapter addresses the issue of transit cooperation. Some very successful solutions have been implemented in the European Union, Southeast Asia, and Southern and Western Africa, with varying support from formal bilateral or multiparty agreements. The problems seen in transit are similar to the more general trade impediments, poor service provision, institutional challenges, and recourse to unofficial payments as a resolution.

The chapter discusses in detail the factors that contributed to making the UNCTAD-led initiative for regional corridor development between Zambia and Namibia, Laos and Thailand, and Paraguay and Uruguay a success. By bringing together clusters of users, government agencies, and service providers, the UNCTAD initiative was able to develop practical solutions. Developing trust and a sense of ownership among the different actors was important for reducing bottlenecks in the physical and procedural chains. Interestingly, operators from transit countries were often the most active in the efforts. Ultimately, the findings offer operational solutions, directly applicable to the region and providing a toolkit for other efforts.

Chapter 1.6, “Countdown to 2015: Improving Access and Openness to Help Achieve the Millennium Development Goals” by Gene Huang, Chief Economist for FedEx Corp., explores the impact greater “Access” —to goods, services, ideas and information—has on improving social and economic conditions in markets around the world. Building on the 2006 Access Index commissioned by FedEx, it looks at how open and efficient trade flows and greater access can help to achieve the Millennium Development Goals.

The chapter looks at Chile and Estonia as two countries that have embraced the possibilities of openness, drawing correlations between national policies that support the principles of Access and development in these two countries.

Furthermore, the author considers arguments about how an open approach to trade can be shaped to deliver environmental benefits and individual empowerment. He cites programs designed to foster these principles and describes ways in which governments and the private sector can help to enable openness and assist individuals in taking advantage of the opportunities brought about by greater Access.

Part 2 of the *Report* is a comprehensive data section that contains detailed country/economy profiles for each of the 118 economies covered. It features the main trade indicators as well as the ETI results at the subindex, pillar, and individual indicator level, presented as strengths and weaknesses. The last section of the *Report* contains data tables for each of the individual variables used in the computation of the ETI. Technical notes and sources, included at the end of Part 2, provide details on the characteristics and sources of the hard data variables included in the *Report*.