CHAPTER 1.1

Reducing Supply Chain Barriers: The Enabling Trade Index 2012

ROBERT Z. LAWRENCE
Harvard University
SEAN DOHERTY
MARGARETA DRZENIEK HANOUZ
World Economic Forum

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

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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

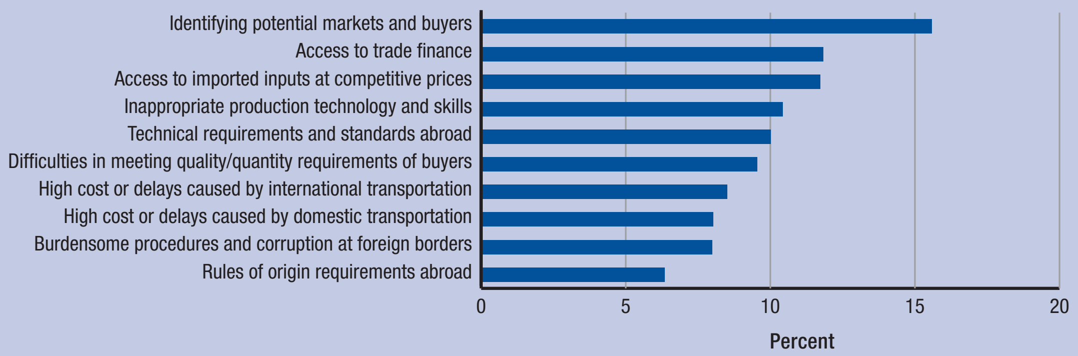
Box 1: The most problematic factors for trade

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.

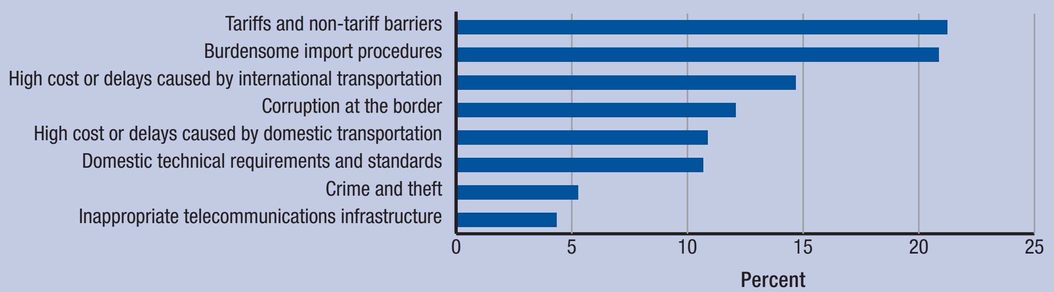
These two questions identify the most important bottlenecks to trade and supply chain connectivity across the economies covered in the Executive Opinion Survey, and the responses are reported in the country/economy profiles at the end of the *Report.* In addition, the results can provide insight about 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.

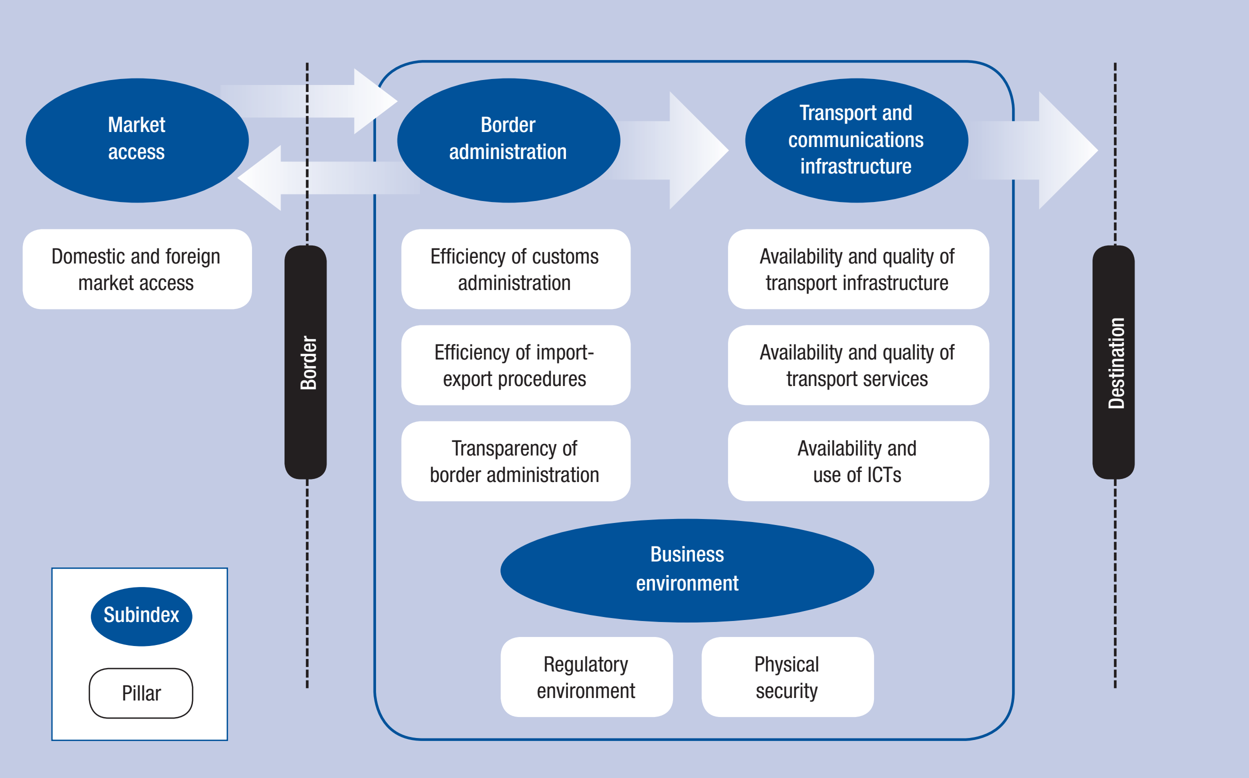
Each of these four subindexes is composed in turn of a number of pillars of enabling trade, of which there are nine in all. These are:

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

	OVERALL INDEX		SUBINDEXES: Market access		SUBINDEXES: Border administration		SUBINDEXES: Transport and communications infrastructure		SUBINDEXES: Business environment	
Country/Economy	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	4.26	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.)*

	OVERALL INDEX		SUBINDEXES							
			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	3.39
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

	MARKET ACCESS		PILLARS: 1a. Domestic market access		PILLARS: 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.)*

	MARKET ACCESS		PILLARS: 1a. Domestic market access		PILLARS: 1b. Foreign market access	
Country/Economy	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		PILLARS: 3. Efficiency of import-export procedures		PILLARS: 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.)*

	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
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

	TRANSPORT AND COMMUNICATIONS INFRASTRUCTURE		PILLARS: 5. Availability and quality of transport infrastructure		PILLARS: 6. Availability and quality of transport services		PILLARS: 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.)*

	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	
Country/Economy	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.)*

	BUSINESS ENVIRONMENT		PILLARS: 8. Regulatory environment		PILLARS: 9. Physical security	
Country/Economy	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 (3th), 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 (41th), 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

	Enabling Trade Index 2012		Enabling Trade Index 2010 (excluding non-tariff measures)		
Country/Economy	Rank	Score	Rank	Score	Change in score
Singapore	1	6.14	1	6.13	0.00
Hong Kong SAR	2	5.67	2	5.70	–0.03
Denmark	3	5.41	3	5.48	–0.06
Sweden	4	5.39	4	5.47	–0.08
New Zealand	5	5.34	5	5.37	–0.03
Finland	6	5.34	8	5.31	0.02
Netherlands	7	5.32	7	5.32	0.01
Switzerland	8	5.29	6	5.33	–0.04
Canada	9	5.22	11	5.26	–0.04
Luxembourg	10	5.20	9	5.31	–0.11
United Kingdom	11	5.18	17	5.12	0.06
Norway	12	5.17	12	5.26	–0.08
Germany	13	5.13	10	5.27	–0.13
Chile	14	5.12	18	5.11	0.02
Austria	15	5.12	13	5.23	–0.12
Iceland	16	5.08	14	5.21	–0.13
Australia	17	5.08	15	5.13	–0.06
Japan	18	5.08	23	4.94	0.13
United Arab Emirates	19	5.07	16	5.12	–0.05
France	20	5.03	20	5.08	–0.05
Belgium	21	4.96	22	4.96	0.00
Ireland	22	4.96	19	5.09	–0.13
United States	23	4.90	21	5.02	–0.12
Malaysia	24	4.90	32	4.68	0.21
Oman	25	4.86	36	4.67	0.19
Estonia	26	4.85	24	4.94	–0.09
Saudi Arabia	27	4.84	43	4.47	0.37
Israel	28	4.82	27	4.76	0.06
Taiwan, China	29	4.81	30	4.72	0.09
Bahrain	30	4.80	25	4.88	–0.08
Spain	31	4.79	26	4.77	0.03
Qatar	32	4.74	33	4.68	0.06
Slovenia	33	4.65	29	4.73	–0.08
Korea, Rep.	34	4.65	31	4.72	–0.08
Portugal	35	4.63	34	4.68	–0.05
Mauritius	36	4.62	35	4.67	–0.04
Cyprus	37	4.61	28	4.76	–0.14
Georgia	38	4.58	38	4.59	–0.01
Montenegro	39	4.46	42	4.47	–0.01
Uruguay	40	4.44	49	4.37	0.07
Czech Republic	41	4.42	39	4.54	–0.12
Jordan	42	4.42	37	4.66	–0.24
Costa Rica	43	4.41	45	4.45	–0.04
Tunisia	44	4.39	40	4.51	–0.12
Lithuania	45	4.39	41	4.49	–0.10
Croatia	46	4.39	44	4.45	–0.06
Hungary	47	4.39	48	4.38	0.00
Poland	48	4.37	56	4.22	0.16
Albania	49	4.36	62	4.11	0.26
Italy	50	4.36	50	4.31	0.05
Rwanda	51	4.35	n/a	n/a	n/a
Latvia	52	4.31	47	4.42	–0.11
Peru	53	4.31	63	4.09	0.21
Botswana	54	4.31	55	4.22	0.09
Slovak Republic	55	4.29	46	4.43	–0.15
China	56	4.22	51	4.29	–0.07
Thailand	57	4.21	53	4.23	–0.02
Indonesia	58	4.19	65	4.07	0.12
Armenia	59	4.19	52	4.24	–0.05
Panama	60	4.16	60	4.12	0.04
Macedonia, FYR	61	4.13	58	4.16	–0.03
Turkey	62	4.13	64	4.07	0.06
South Africa	63	4.10	66	4.06	0.04
Morocco	64	4.08	73	3.98	0.10
Mexico	65	4.08	61	4.11	–0.03
Kuwait	66	4.07	67	4.01	0.06

	Enabling Trade Index 2012		Enabling Trade Index 2010 (excluding non-tariff measures)		
Country/Economy	Rank	Score	Rank	Score	Change in score
Greece	67	4.07	57	4.20	–0.13
Vietnam	68	4.02	76	3.94	0.08
Romania	69	4.02	54	4.23	–0.21
El Salvador	70	3.99	59	4.16	–0.17
Serbia	71	3.97	72	3.98	–0.01
Philippines	72	3.96	79	3.89	0.07
Sri Lanka	73	3.95	97	3.60	0.36
Bulgaria	74	3.93	78	3.89	0.04
Namibia	75	3.92	70	3.99	–0.07
Moldova	76	3.92	n/a	n/a	n/a
Guatemala	77	3.90	68	4.01	–0.11
Honduras	78	3.89	71	3.98	– 0.09
Jamaica	79	3.89	77	3.92	–0.03
Bosnia and Herzegovina	80	3.87	82	3.85	0.02
Azerbaijan	81	3.85	80	3.88	–0.04
Nicaragua	82	3.83	74	3.95	–0.12
Ecuador	83	3.83	86	3.80	0.03
Brazil	84	3.79	83	3.84	–0.05
Malawi	85	3.79	88	3.76	0.03
Ukraine	86	3.79	84	3.83	–0.05
Dominican Republic	87	3.78	75	3.94	–0.16
Zambia	88	3.78	90	3.75	0.03
Colombia	89	3.78	87	3.80	–0.02
Egypt	90	3.78	69	4.00	–0.23
Gambia, The	91	3.74	85	3.83	–0.08
Senegal	92	3.72	81	3.86	–0.13
Lebanon	93	3.71	n/a	n/a	n/a
Tanzania	94	3.69	89	3.76	–0.08
Bolivia	95	3.68	96	3.61	0.07
Argentina	96	3.68	91	3.74	–0.07
Mozambique	97	3.65	95	3.64	0.01
Uganda	98	3.64	98	3.58	0.06
Ghana	99	3.59	101	3.55	0.04
India	100	3.55	92	3.74	–0.19
Paraguay	101	3.53	100	3.56	–0.03
Cambodia	102	3.52	107	3.46	0.07
Kenya	103	3.52	103	3.49	0.03
Guyana	104	3.52	110	3.42	0.10
Kazakhstan	105	3.50	93	3.69	–0.19
Ethiopia	106	3.49	106	3.47	0.02
Madagascar	107	3.48	94	3.67	–0.18
Syria	108	3.47	102	3.50	–0.03
Bangladesh	109	3.46	111	3.38	0.08
Tajikistan	110	3.45	109	3.43	0.02
Kyrgyz Republic	111	3.45	99	3.58	–0.13
Russian Federation	112	3.41	108	3.45	–0.04
Lesotho	113	3.41	105	3.47	–0.06
Mongolia	114	3.40	113	3.33	0.07
Benin	115	3.39	104	3.49	–0.09
Pakistan	116	3.39	112	3.35	0.04
Iran, Islamic Rep.	117	3.31	n/a	n/a	n/a
Cameroon	118	3.28	118	3.21	0.06
Yemen	119	3.25	n/a	n/a	n/a
Algeria	120	3.22	117	3.25	–0.04
Mali	121	3.18	116	3.30	–0.12
Burkina Faso	122	3.15	114	3.31	–0.17
Nigeria	123	3.13	120	3.18	–0.05
Nepal	124	3.07	119	3.20	–0.13
Mauritania	125	3.06	115	3.30	–0.24
Côte d'Ivoire	126	3.02	122	3.03	–0.01
Angola	127	3.01	n/a	n/a	n/a
Haiti	128	2.97	n/a	n/a	n/a
Zimbabwe	129	2.96	123	2.80	0.17
Venezuela	130	2.95	121	3.05	–0.10
Burundi	131	2.95	124	2.79	0.16
Chad	132	2.63	125	2.74	–0.11

Table 2: Market access 2012 and 2010

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