

Haiti

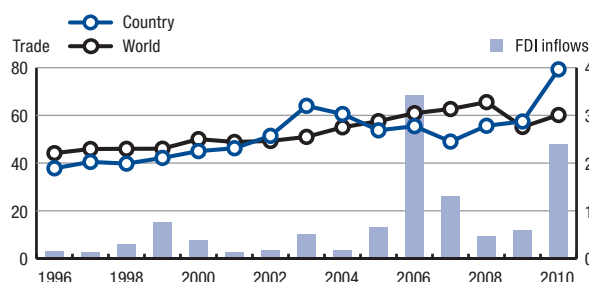
Key indicators

| | |
|-------------------------------------------------------------|------|
| Population (millions), 2010 | 10.0 |
| GDP (US\$ billions), 2010 | 6.6 |
| FDI inflows (US\$ millions), 2010 | 150 |
| Imports and exports as share (%) of world total, 2010 | 0.01 |

Sources: IMF; UNCTAD; UNFPA; WTO

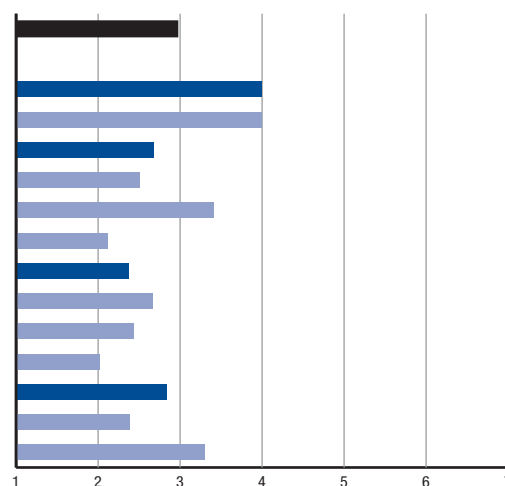
| | Imports | Exports |
|-------------------------------------------------------|---------|---------|
| Total trade (US\$ millions), 2010 | 4,434 | 779 |
| Services trade (US\$ millions), 2010 | 1,284 | 199 |
| Merchandise trade (US\$ millions), 2010 | 3,150 | 580 |
| Agriculture (% of merchandise trade), 2010 | 22.21 | 4.26 |
| Fuels and mining (% of merchandise trade), 2010 | 16.87 | 0.00 |
| Manufactures (% of merchandise trade), 2010 | 54.01 | 95.74 |

Trade and FDI inflows, percent of GDP



Enabling Trade Index

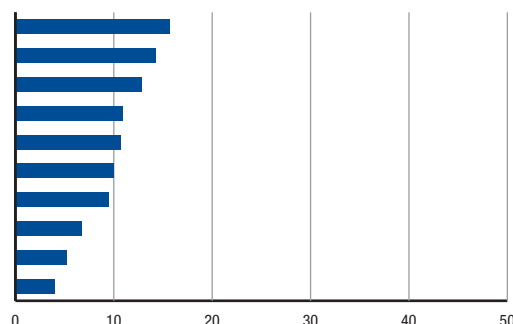
| | Rank (out of 132) | Score (1–7) |
|------------------------------------------------------------------------|----------------------|----------------|
| 2012 Index | 128 | 3.0 |
| 2010 Index | n/a | n/a |
| Subindex A: Market access | 63 | 4.0 |
| 1st pillar: Domestic and foreign market access | 63 | 4.0 |
| Subindex B: Border administration | 123 | 2.7 |
| 2nd pillar: Efficiency of customs administration | 131 | 2.5 |
| 3rd pillar: Efficiency of import-export procedures | 105 | 3.4 |
| 4th pillar: Transparency of border administration | 130 | 2.1 |
| Subindex C: Transport & communications infrastructure | 130 | 2.4 |
| 5th pillar: Availability and quality of transport infrastructure | 127 | 2.7 |
| 6th pillar: Availability and quality of transport services | 131 | 2.4 |
| 7th pillar: Availability and use of ICTs | 129 | 2.0 |
| Subindex D: Business environment | 131 | 2.8 |
| 8th pillar: Regulatory environment | 132 | 2.4 |
| 9th pillar: Physical security | 125 | 3.3 |



The most problematic factors for trade

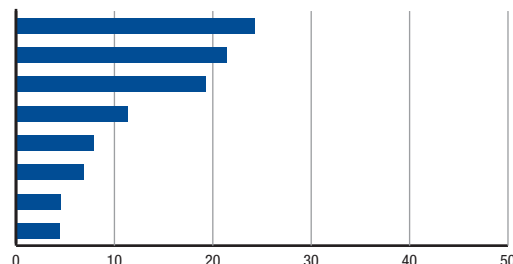
Most problematic factors for exporting

| | Percent of responses |
|-----------------------------------------------------------------------|----------------------|
| Access to trade finance | 15.7 |
| Burdensome procedures and corruption at foreign borders | 14.3 |
| Inappropriate production technology and skills | 12.8 |
| Difficulties in meeting quality/quantity requirements of buyers | 10.9 |
| Access to imported inputs at competitive prices | 10.7 |
| High cost or delays caused by domestic transportation | 10.0 |
| Identifying potential markets and buyers | 9.5 |
| High cost or delays caused by international transportation | 6.8 |
| Technical requirements and standards abroad | 5.3 |
| Rules of origin requirements abroad | 4.1 |



Most problematic factors for importing

| | Percent of responses |
|------------------------------------------------------------------|----------------------|
| Burdensome import procedures | 24.2 |
| Tariffs and non-tariff barriers | 21.4 |
| Corruption at the border | 19.3 |
| High cost or delays caused by international transportation | 11.4 |
| Crime and theft | 7.9 |
| High cost or delays caused by domestic transportation | 6.9 |
| Domestic technical requirements and standards | 4.5 |
| Inappropriate telecommunications infrastructure | 4.4 |



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

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The Enabling Trade Index 2012 in detail

■ Competitive Advantage
■ Competitive Disadvantage

| INDICATOR, UNITS | | RANK/132 | SCORE | BEST PERFORMER | SCORE |
|-------------------------------------------------------------------------|-------------------------------------------------------------|------------|------------|-------------------------|------------|
| 1st pillar: Domestic and foreign market access | | 63 | 4.0 | Singapore | 6.2 |
| 1.01 | Tariff rate, (%) | 68 | 5.4 | Hong Kong SAR | 0.0 |
| 1.02 | Non-tariff measures, index 0–100 (worst) ¹ | n/a | n/a | Cambodia | 4.7 |
| 1.03 | Complexity of tariffs, index 1–7 (best) | 70 | 5.6 | Hong Kong SAR | 7.0 |
| | Tariff dispersion, standard deviation | 15 | 5.7 | Hong Kong SAR | 0.0 |
| | Tariff peaks, % | 125 | 12.8 | Multiple economies (23) | 0.0 |
| | Specific tariffs, % | 1 | 0.0 | Multiple economies (49) | 0.0 |
| | Distinct tariffs, number | 34 | 11 | Hong Kong SAR | 1.0 |
| 1.04 | Share of duty-free imports, % | 114 | 18.1 | Hong Kong SAR | 100.0 |
| 1.05 | Tariffs faced, % | 77 | 5.7 | Chile | 3.6 |
| 1.06 | Margin of preference in destination mkt, index 0–100 (best) | 7 | 61.5 | Malawi | 93.8 |
| 2nd pillar: Efficiency of customs administration | | 131 | 2.5 | Singapore | 6.6 |
| 2.01 | Burden of customs procedures, 1–7 (best) | 131 | 2.5 | Singapore | 6.2 |
| 2.02 | Customs services index, 0–12 (best) | n/a | n/a | Multiple economies (2) | 12.0 |
| 3rd pillar: Efficiency of import-export procedures | | 105 | 3.4 | Singapore | 6.4 |
| 3.01 | Efficiency of the clearance process, 1–5 (best) | 131 | 1.8 | Singapore | 4.1 |
| 3.02 | No. of days to import | 100 | 31 | Singapore | 4.0 |
| 3.03 | No. of documents to import | 121 | 10 | France | 2.0 |
| 3.04 | Cost to import, US\$ per container | 86 | 1,545 | Malaysia | 435.0 |
| 3.05 | No. of days to export | 113 | 33 | Multiple economies (4) | 5.0 |
| 3.06 | No. of documents to export | 95 | 8 | France | 2.0 |
| 3.07 | Cost to export, US\$ per container | 71 | 1,185 | Malaysia | 450.0 |
| 4th pillar: Transparency of border administration | | 130 | 2.1 | New Zealand | 6.7 |
| 4.01 | Irregular payments in exports and imports, 1–7 (best) | 129 | 2.1 | New Zealand | 6.7 |
| 4.02 | Corruption Perceptions Index, 0–10 (best) | 132 | 1.8 | New Zealand | 9.5 |
| 5th pillar: Availability and quality of transport infrastructure | | 127 | 2.7 | France | 6.3 |
| 5.01 | Airport density, number per million pop. | 99 | 0.3 | Iceland | 21.9 |
| 5.02 | Transshipment connectivity, index 0–100 (best) | 71 | 66.4 | United States | 100.0 |
| 5.03 | Paved roads, % of total | 91 | 24.3 | Multiple economies (17) | 100.0 |
| 5.04 | Quality of air transport infrastructure, 1–7 (best) | 132 | 2.1 | Singapore | 6.9 |
| 5.05 | Quality of railroad infrastructure, 1–7 (best) | 126 | 1.2 | Switzerland | 6.8 |
| 5.06 | Quality of roads, 1–7 (best) | 130 | 1.7 | France | 6.6 |
| 5.07 | Quality of port infrastructure, 1–7 (best) | 129 | 1.8 | Singapore | 6.8 |
| 6th pillar: Availability and quality of transport services | | 131 | 2.4 | Singapore | 6.1 |
| 6.01 | Liner Shipping Connectivity Index, 0–152.1 (best) | 95 | 4.8 | China | 152.1 |
| 6.02 | Ease and affordability of shipment, 1–5 (best) | 130 | 1.9 | Hong Kong SAR | 4.2 |
| 6.03 | Logistics competence, 1–5 (best) | 131 | 1.7 | Finland | 4.1 |
| 6.04 | Tracking and tracing ability, 1–5 (best) | 122 | 2.1 | Finland | 4.1 |
| 6.05 | Timeliness of shipments in reaching destination, 1–5 (best) | 115 | 2.7 | Singapore | 4.4 |
| 6.06 | Postal services efficiency, 1–7 (best) | 129 | 2.4 | Japan | 6.8 |
| 6.07 | GATS commitments in the transport sector, index 0–1 (best) | n/a | n/a | Jamaica | 0.7 |
| 7th pillar: Availability and use of ICTs | | 129 | 2.0 | Netherlands | 6.3 |
| 7.01 | Extent of business Internet use, 1–7 (best) | 113 | 4.1 | Sweden | 6.5 |
| 7.02 | Mobile phone subscriptions/100 pop. | 122 | 40.0 | Hong Kong SAR | 195.6 |
| 7.03 | Broadband Internet subscriptions/100 pop. | 132 | 0.0 | Netherlands | 38.1 |
| 7.04 | Government Online Service Index, 0–1 (best) | 128 | 0.1 | Multiple economies (3) | 1.0 |
| 7.05 | Individuals using Internet, % | 113 | 8.4 | Iceland | 95.0 |
| 8th pillar: Regulatory environment | | 132 | 2.4 | Singapore | 5.7 |
| 8.01 | Property rights, 1–7 (best) | 131 | 2.0 | Finland | 6.4 |
| 8.02 | Ethics and corruption, 1–7 (best) | 131 | 2.0 | Singapore | 6.5 |
| 8.03 | Undue influence, 1–7 (best) | 129 | 2.0 | New Zealand | 6.1 |
| 8.04 | Government efficiency, 1–7 (best) | 130 | 2.2 | Singapore | 5.9 |
| 8.05 | Domestic competition, 1–7 (best) | 131 | 2.9 | Saudi Arabia | 5.5 |
| 8.06 | Efficiency of the financial market, 1–7 (best) | 131 | 2.0 | Qatar | 5.4 |
| 8.07 | Openness to foreign participation, index 1–7 (best) | 120 | 3.6 | Luxembourg | 5.9 |
| | Ease of hiring foreign labor, 1–7 (best) | 17 | 4.8 | Albania | 5.9 |
| | Prevalence of foreign ownership, 1–7 (best) | 128 | 2.8 | Luxembourg | 6.5 |
| | Business impact of rules on FDI, 1–7 (best) | 127 | 3.2 | Singapore | 6.4 |
| | Openness to multilateral trade rules, index 0–100 (best) | 115 | 45.9 | Slovenia | 93.1 |
| 8.08 | Availability of trade finance, 1–7 (best) | 131 | 2.3 | Hong Kong SAR | 5.6 |
| 9th pillar: Physical security | | 125 | 3.3 | Finland | 6.5 |
| 9.01 | Reliability of police services, 1–7 (best) | 124 | 2.6 | Finland | 6.7 |
| 9.02 | Business costs of crime and violence, 1–7 (best) | 128 | 2.4 | Saudi Arabia | 6.5* |
| 9.03 | Business costs of terrorism, 1–7 (best) | 95 | 5.0 | Slovenia | 6.8 |

¹ This indicator is not included in the pillar calculation.

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