

Paraguay

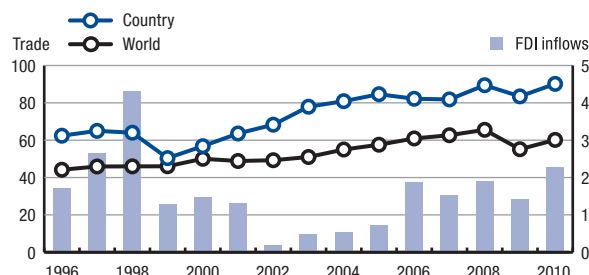
Key indicators

| | |
|---|------|
| Population (millions), 2010 | 6.5 |
| GDP (US\$ billions), 2010 | 18.4 |
| FDI inflows (US\$ millions), 2010 | 419 |
| Imports and exports as share (%) of world total, 2010 | 0.04 |

Sources: IMF; UNCTAD; UNFPA; WTO

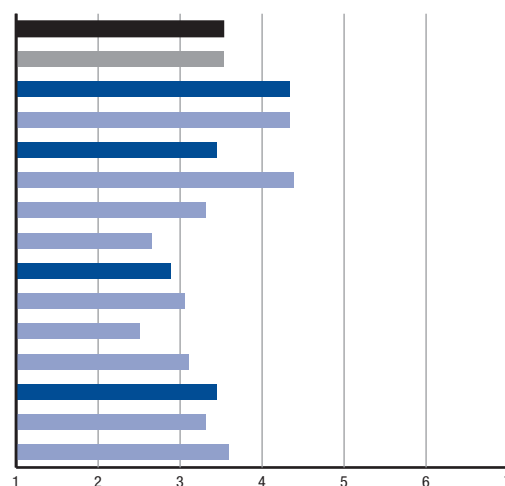
| | Imports | Exports |
|---|---------|---------|
| Total trade (US\$ millions), 2010 | 10,717 | 5,895 |
| Services trade (US\$ millions), 2010 | 677 | 1,361 |
| Merchandise trade (US\$ millions), 2010 | 10,040 | 4,534 |
| Agriculture (% of merchandise trade), 2010 | 8.06 | 88.47 |
| Fuels and mining (% of merchandise trade), 2010 | 12.52 | 0.83 |
| Manufactures (% of merchandise trade), 2010 | 79.34 | 10.67 |

Trade and FDI inflows, percent of GDP



Enabling Trade Index

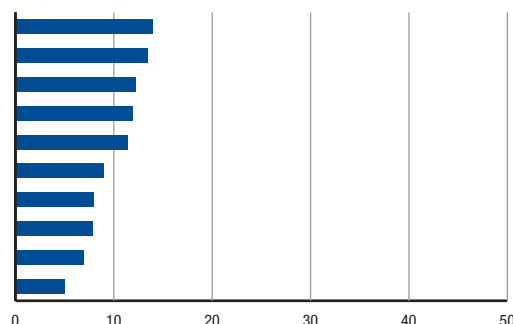
| | Rank (out of 132) | Score (1-7) |
|--|----------------------|----------------|
| 2012 Index | 101 | 3.5 |
| 2010 Index | 103 | 3.5 |
| Subindex A: Market access | 44 | 4.3 |
| 1st pillar: Domestic and foreign market access | 44 | 4.3 |
| Subindex B: Border administration | 95 | 3.4 |
| 2nd pillar: Efficiency of customs administration | 56 | 4.4 |
| 3rd pillar: Efficiency of import-export procedures | 109 | 3.3 |
| 4th pillar: Transparency of border administration | 104 | 2.7 |
| Subindex C: Transport & communications infrastructure | 113 | 2.9 |
| 5th pillar: Availability and quality of transport infrastructure | 117 | 3.1 |
| 6th pillar: Availability and quality of transport services | 128 | 2.5 |
| 7th pillar: Availability and use of ICTs | 93 | 3.1 |
| Subindex D: Business environment | 115 | 3.4 |
| 8th pillar: Regulatory environment | 105 | 3.3 |
| 9th pillar: Physical security | 117 | 3.6 |



The most problematic factors for trade

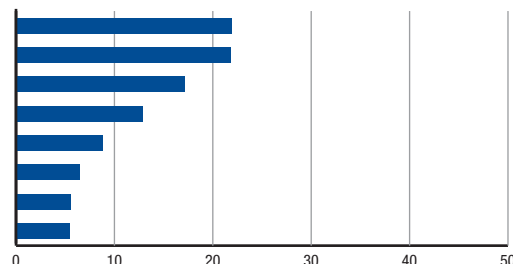
Most problematic factors for exporting

| | Percent of responses |
|---|----------------------|
| High cost or delays caused by international transportation | 13.9 |
| Inappropriate production technology and skills | 13.5 |
| Identifying potential markets and buyers | 12.3 |
| Difficulties in meeting quality/quantity requirements of buyers | 11.9 |
| Technical requirements and standards abroad | 11.4 |
| Access to imported inputs at competitive prices | 9.0 |
| Rules of origin requirements abroad | 8.0 |
| Access to trade finance | 7.9 |
| High cost or delays caused by domestic transportation | 7.0 |
| Burdensome procedures and corruption at foreign borders | 5.0 |



Most problematic factors for importing

| | Percent of responses |
|--|----------------------|
| High cost or delays caused by domestic transportation | 21.9 |
| Corruption at the border | 21.8 |
| Tariffs and non-tariff barriers | 17.1 |
| Burdensome import procedures | 12.8 |
| High cost or delays caused by international transportation | 8.8 |
| Crime and theft | 6.5 |
| Domestic technical requirements and standards | 5.6 |
| Inappropriate telecommunications infrastructure | 5.5 |



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

Paraguay

The Enabling Trade Index 2012 in detail

■ Competitive Advantage ■ Competitive Disadvantage

| INDICATOR, UNITS | RANK/132 | SCORE | BEST PERFORMER | SCORE |
|--|-----------------|------------|------------------------------|------------|
| 1st pillar: Domestic and foreign market access..... | 44..... | 4.3 | Singapore | 6.2 |
| 1.01 Tariff rate, (%) | 78..... | 7.1 | Hong Kong SAR..... | 0.0 |
| 1.02 Non-tariff measures, index 0–100 (worst) ¹ | 7..... | 23.2 | Cambodia | 4.7 |
| 1.03 Complexity of tariffs, index 1–7 (best)..... | 15..... | 6.7 | Hong Kong SAR..... | 7.0 |
| Tariff dispersion, standard deviation | 31..... | 6.9 | Hong Kong SAR..... | 0.0 |
| Tariff peaks, % | 1..... | 0.0 | Multiple economies (23)..... | 0.0 |
| Specific tariffs, % | 1..... | 0.0 | Multiple economies (49)..... | 0.0 |
| Distinct tariffs, number | 53..... | 2.1 | Hong Kong SAR..... | 1.0 |
| 1.04 Share of duty-free imports, % | 80..... | 54.0 | Hong Kong SAR..... | 100.0 |
| 1.05 Tariffs faced, % | 72..... | 5.7 | Chile | 3.6 |
| 1.06 Margin of preference in destination mkt, index 0–100 (best)..... | 57..... | 33.4 | Malawi..... | 93.8 |
| 2nd pillar: Efficiency of customs administration | 56..... | 4.4 | Singapore | 6.6 |
| 2.01 Burden of customs procedures, 1–7 (best) | 80..... | 3.9 | Singapore..... | 6.2 |
| 2.02 Customs services index, 0–12 (best)..... | 42..... | 8.2 | Multiple economies (2)..... | 12.0 |
| 3rd pillar: Efficiency of import-export procedures..... | 109..... | 3.3 | Singapore | 6.4 |
| 3.01 Efficiency of the clearance process, 1–5 (best)..... | 91..... | 2.4 | Singapore..... | 4.1 |
| 3.02 No. of days to import | 108..... | 3.3 | Singapore..... | 4.0 |
| 3.03 No. of documents to import..... | 121..... | 1.0 | France..... | 2.0 |
| 3.04 Cost to import, US\$ per container | 100..... | 1,750 | Malaysia | 435.0 |
| 3.05 No. of days to export | 113..... | 3.3 | Multiple economies (4)..... | 5.0 |
| 3.06 No. of documents to export..... | 95..... | 8 | France | 2.0 |
| 3.07 Cost to export, US\$ per container | 91..... | 1,440 | Malaysia | 450.0 |
| 4th pillar: Transparency of border administration..... | 104..... | 2.7 | New Zealand..... | 6.7 |
| 4.01 Irregular payments in exports and imports, 1–7 (best)..... | 92..... | 3.0 | New Zealand | 6.7 |
| 4.02 Corruption Perceptions Index, 0–10 (best) | 123..... | 2.2 | New Zealand | 9.5 |
| 5th pillar: Availability and quality of transport infrastructure..... | 117..... | 3.1 | France..... | 6.3 |
| 5.01 Airport density, number per million pop. | 95..... | 0.3 | Iceland | 21.9 |
| 5.02 Transshipment connectivity, index 0–100 (best)..... | n/a..... | n/a | United States..... | 100.0 |
| 5.03 Paved roads, % of total | 66..... | 50.8 | Multiple economies (17)..... | 100.0 |
| 5.04 Quality of air transport infrastructure, 1–7 (best) | 130..... | 2.5 | Singapore..... | 6.9 |
| 5.05 Quality of railroad infrastructure, 1–7 (best) | 130..... | 1.0 | Switzerland..... | 6.8 |
| 5.06 Quality of roads, 1–7 (best) | 120..... | 2.4 | France | 6.6 |
| 5.07 Quality of port infrastructure, 1–7 (best) | 100..... | 3.4 | Singapore..... | 6.8 |
| 6th pillar: Availability and quality of transport services | 128..... | 2.5 | Singapore | 6.1 |
| 6.01 Liner Shipping Connectivity Index, 0–152.1 (best)..... | 104..... | 0.0 | China..... | 152.1 |
| 6.02 Ease and affordability of shipment, 1–5 (best) | 120..... | 2.3 | Hong Kong SAR..... | 4.2 |
| 6.03 Logistics competence, 1–5 (best) | 99..... | 2.5 | Finland | 4.1 |
| 6.04 Tracking and tracing ability, 1–5 (best)..... | 94..... | 2.6 | Finland | 4.1 |
| 6.05 Timeliness of shipments in reaching destination, 1–5 (best) | 114..... | 2.7 | Singapore..... | 4.4 |
| 6.06 Postal services efficiency, 1–7 (best) | 130..... | 2.4 | Japan | 6.8 |
| 6.07 GATS commitments in the transport sector, index 0–1 (best)..... | 59..... | 0.0 | Jamaica..... | 0.7 |
| 7th pillar: Availability and use of ICTs..... | 93..... | 3.1 | Netherlands | 6.3 |
| 7.01 Extent of business Internet use, 1–7 (best)..... | 104..... | 4.3 | Sweden | 6.5 |
| 7.02 Mobile phone subscriptions/100 pop..... | 77..... | 91.7 | Hong Kong SAR..... | 195.6 |
| 7.03 Broadband Internet subscriptions/100 pop..... | 99..... | 0.4 | Netherlands..... | 38.1 |
| 7.04 Government Online Service Index, 0–1 (best)..... | 77..... | 0.5 | Multiple economies (3)..... | 1.0 |
| 7.05 Individuals using Internet, %..... | 90..... | 19.8 | Iceland | 95.0 |
| 8th pillar: Regulatory environment | 105..... | 3.3 | Singapore | 5.7 |
| 8.01 Property rights, 1–7 (best) | 120..... | 2.8 | Finland | 6.4 |
| 8.02 Ethics and corruption, 1–7 (best) | 123..... | 2.2 | Singapore..... | 6.5 |
| 8.03 Undue influence, 1–7 (best)..... | 126..... | 2.0 | New Zealand | 6.1 |
| 8.04 Government efficiency, 1–7 (best) | 101..... | 3.0 | Singapore..... | 5.9 |
| 8.05 Domestic competition, 1–7 (best)..... | 75..... | 4.2 | Saudi Arabia..... | 5.5 |
| 8.06 Efficiency of the financial market, 1–7 (best)..... | 55..... | 3.6 | Qatar | 5.4 |
| 8.07 Openness to foreign participation, index 1–7 (best)..... | 56..... | 4.6 | Luxembourg..... | 5.9 |
| Ease of hiring foreign labor, 1–7 (best) | 27..... | 4.7 | Albania | 5.9 |
| Prevalence of foreign ownership, 1–7 (best) | 89..... | 4.4 | Luxembourg..... | 6.5 |
| Business impact of rules on FDI, 1–7 (best) | 101..... | 4.1 | Singapore..... | 6.4 |
| Openness to multilateral trade rules, index 0–100 (best)..... | 43..... | 72.9 | Slovenia..... | 93.1 |
| 8.08 Availability of trade finance, 1–7 (best)..... | 60..... | 3.9 | Hong Kong SAR..... | 5.6 |
| 9th pillar: Physical security..... | 117..... | 3.6 | Finland | 6.5 |
| 9.01 Reliability of police services, 1–7 (best) | 125..... | 2.5 | Finland | 6.7 |
| 9.02 Business costs of crime and violence, 1–7 (best) | 112..... | 3.5 | Saudi Arabia..... | 6.5* |
| 9.03 Business costs of terrorism, 1–7 (best) | 101..... | 4.8 | Slovenia..... | 6.8 |

¹ This indicator is not included in the pillar calculation.

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