

# Nicaragua

For methodology, indicator descriptions and sources, and for a list of multiple best-performing economies, see page 45.

## Key indicators, 2012

	Rank/138
Population (millions) .....	6.1 ..... 94
GDP (US\$ billions) .....	10.5 ..... 115
GDP per capita (US\$) .....	1,733.1 ..... 103
<b>Merchandise trade</b>	
Trade openness (imports+exports)/GDP .....	81.2 ..... 49
Share of world trade (%) .....	0.02 ..... 111
Total Exports (US\$ billions) .....	2.7 ..... 110
Total Imports (US\$ billions) .....	5.9 ..... 112

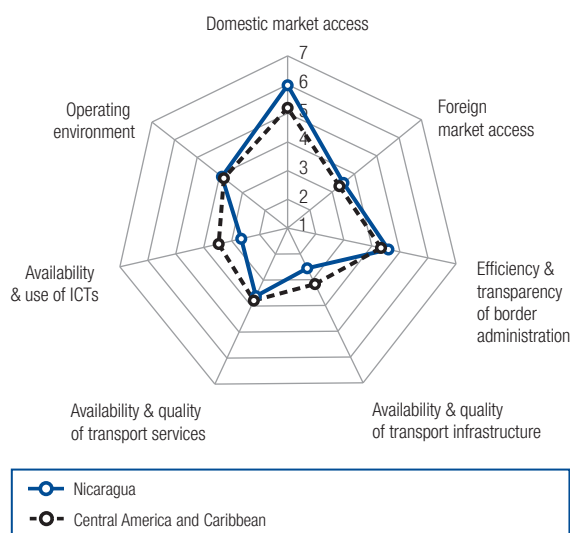
## Value chain indicators, 2012

Share (%) of merchandise trade	Exports	Imports
<b>Capital goods</b> .....	<b>0.4</b> .....	<b>13.9</b>
<b>Intermediate goods</b> .....	<b>59.0</b> .....	<b>42.9</b>
Food and beverages (industrial) .....	34.5.....	4.7
Industrial supplies (primary and processed) .....	22.9.....	24.4
Parts and accessories.....	0.4.....	6.3
Fuels and lubricants .....	1.3.....	7.5
<b>Consumer goods</b> .....	<b>39.9</b> .....	<b>24.8</b>
Food and beverages (consumer).....	38.8.....	7.8
Transport equipment and consumer goods.....	1.2.....	17.0
<b>Passenger motor cars</b> .....	<b>0.0</b> .....	<b>2.1</b>
<b>Others</b> .....	<b>0.6</b> .....	<b>16.2</b>

Sources: International Monetary Fund, World Bank, World Trade Organization, United Nations COMTRADE

## Enabling Trade Index 2014

	Rank (out of 138)	Score (1-7)
<b>Enabling Trade Index 2014</b> .....	<b>68</b> .....	<b>4.0</b>
<b>Subindex A: Market access (25%)</b> .....	<b>7</b> .....	<b>4.7</b>
Pillar 1: Domestic market access.....	6.....	6.0
Pillar 2: Foreign market access.....	30.....	3.5
<b>Subindex B: Border administration (25%)</b> .....	<b>60</b> .....	<b>4.6</b>
Pillar 3: Efficiency & transparency of border administration.....	60.....	4.6
<b>Subindex C: Infrastructure (25%)</b> .....	<b>111</b> .....	<b>2.9</b>
Pillar 4: Availability & quality of transport infrastructure .	108.....	2.6
Pillar 5: Availability & quality of transport services .....	96.....	3.6
Pillar 6: Availability & use of ICTs .....	111.....	2.7
<b>Subindex D: Operating environment (25%)</b> .....	<b>86</b> .....	<b>3.9</b>
Pillar 7: Operating environment.....	86.....	3.9



## The most problematic factors for trade, 2013

### Most problematic factors for exporting

Factor	Score*
Access to imported inputs at competitive prices .....	16.0
High cost or delays caused by international transportation .....	14.0
Inappropriate production technology and skills.....	12.9
Difficulties in meeting quality/quantity requirements of buyers.....	12.4
High cost or delays caused by domestic transportation .....	12.0
Technical requirements and standards abroad .....	10.5
Burdensome procedures at foreign borders .....	8.0
Access to trade finance.....	5.1
Rules of origin requirements abroad.....	3.5
Identifying potential markets and buyers .....	2.6
Corruption at foreign borders .....	1.8
Tariff barriers abroad .....	1.2

### Most problematic factors for importing

Factor	Score*
Burdensome import procedures .....	19.7
Corruption at the border.....	16.2
High cost or delays caused by domestic transportation .....	13.9
Inappropriate telecommunications infrastructure .....	13.3
High cost or delays caused by international transportation .....	13.3
Domestic technical requirements and standards .....	9.7
Crime and theft.....	7.2
Tariffs.....	6.7

\* From the list of factors above, respondents were asked to select the five most problematic for trading in their country and to rank them between 1 (most problematic) and 5. The bars in the figure show the responses weighted according to their rankings.

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## The Enabling Trade Index 2014 in detail

■ Competitive Advantage ■ Competitive Disadvantage

INDICATOR, UNITS	RANK/138	VALUE	BEST PERFORMER	VALUE
<b>Pillar 1: Domestic market access (1–7)</b> .....	<b>6</b> .....	<b>6.0</b>	<b>Multiple economies (2)</b> .....	<b>7.0</b>
1.01 Tariff rate (%).....	51 .....	4.1	Multiple economies (2) .....	0.0
1.02 Complexity of tariffs index (1–7).....	31 .....	6.6	Multiple economies (2) .....	7.0
Tariff dispersion (standard deviation) .....	33 .....	7.0	Multiple economies (2) .....	0.0
Tariff peaks (% of tariff lines) .....	57 .....	1.3	Multiple economies (24) .....	0.0
Specific tariffs (% of tariff lines) .....	1 .....	0.0	Multiple economies (54) .....	0.0
Number of distinct tariffs.....	40 .....	12	Multiple economies (2) .....	1
1.03 Share of duty-free imports (%).....	17 .....	83.5	Multiple economies (2) .....	100.0
<b>Pillar 2: Foreign market access (1–7)</b> .....	<b>30</b> .....	<b>3.5</b>	<b>Cambodia</b> .....	<b>5.3</b>
2.01 Tariffs faced (%).....	46 .....	5.3	Chile.....	3.5
2.02 Index of margin of preference in destination mkts (0–100) .....	21 .....	55.1	Mauritius .....	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b> .....	<b>60</b> .....	<b>4.6</b>	<b>Singapore</b> .....	<b>6.3</b>
3.01 Customs services index (0–1) .....	n/a .....	n/a	Singapore.....	0.97
3.02 Efficiency of the clearance process (1–5).....	71 .....	2.7	Norway .....	4.2
3.03 No. of days to import .....	80 .....	20	Singapore.....	4
3.04 No. of documents to import .....	27 .....	5	Multiple economies (2) .....	2
3.05 Cost to import (US\$ per container).....	63 .....	1,245	Singapore.....	440
3.06 No. of days to export.....	90 .....	21	Multiple economies (5) .....	6
3.07 No. of documents to export .....	40 .....	5	Multiple economies (2) .....	2
3.08 Cost to export (US\$ per container).....	66 .....	1,140	Malaysia.....	450
3.09 Irregular payments in exports and imports*.....	68 .....	3.6	New Zealand.....	6.6
3.10 Time predictability of import procedures*.....	90 .....	3.5	Finland .....	6.0
3.11 Customs transparency index (0–1) .....	36 .....	0.93	Multiple economies (35) .....	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b> .....	<b>108</b> .....	<b>2.6</b>	<b>United Arab Emirates</b> .....	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions .....	117 .....	21.0	United States .....	11,481.7
4.02 Quality of air transport infrastructure*.....	92 .....	3.9	Singapore.....	6.8
4.03 Quality of railroad infrastructure* .....	n/a .....	n/a	Japan.....	6.7
4.04 Liner Shipping Connectivity Index (0–157.1) .....	83 .....	8.3	China .....	157.5
4.05 Quality of port infrastructure* .....	102 .....	3.5	Netherlands.....	6.8
4.06 Paved roads (% of total).....	120 .....	12.9	Multiple economies (18) .....	100.0
4.07 Quality of roads* .....	71 .....	3.7	United Arab Emirates .....	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b> .....	<b>96</b> .....	<b>3.6</b>	<b>Singapore</b> .....	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5).....	95 .....	2.7	Luxembourg.....	3.8
5.02 Logistics competence (1–5).....	99 .....	2.6	Norway .....	4.2
5.03 Tracking and tracing ability (1–5).....	101 .....	2.6	Germany .....	4.2
5.04 Timeliness of shipments in reaching destination (1–5).....	81 .....	3.2	Luxembourg.....	4.7
5.05 Postal services efficiency* .....	101 .....	3.7	Japan.....	6.8
5.06 Efficiency of transport mode change* .....	97 .....	3.5	Hong Kong SAR .....	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b> .....	<b>111</b> .....	<b>2.7</b>	<b>Sweden</b> .....	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop. ....	102 .....	86.1	Hong Kong SAR .....	229.2
6.02 Individuals using Internet (%) .....	107 .....	13.5	Iceland .....	96.2
6.03 Fixed broadband Internet subscriptions/100 pop. ....	93 .....	1.6	Switzerland .....	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop. ....	114 .....	1.0	Singapore.....	124.5
6.05 ICT use for business-to-business transactions* .....	119 .....	4.0	Finland .....	6.2
6.06 Internet use for business-to-consumer transactions* .....	106 .....	3.8	United Kingdom.....	6.3
6.07 Government Online Service Index (0–1) .....	109 .....	0.31	Multiple economies (3) .....	1.00
<b>Pillar 7: Operating environment (1–7)</b> .....	<b>86</b> .....	<b>3.9</b>	<b>Hong Kong SAR</b> .....	<b>5.8</b>
7.01 Protection of property index (1–7).....	92 .....	3.4	Finland .....	6.3
Property rights* .....	115 .....	3.3	Finland .....	6.4
Intellectual property protection* .....	77 .....	3.5	Finland .....	6.2
7.02 Efficiency and accountability of public institutions index (1–7).....	75 .....	3.5	Singapore.....	6.0
Judicial efficiency & impartiality in commercial disputes (0–4).....	63 .....	2.0	Multiple economies (7) .....	4.0
Diversion of public funds* .....	81 .....	2.9	New Zealand.....	6.5
Ease of compliance with government regulation*.....	53 .....	3.6	Singapore.....	5.4
7.03 Access to finance index (1–7) .....	83 .....	3.6	Hong Kong SAR .....	5.7
Affordability of financial services* .....	92 .....	3.8	Hong Kong SAR .....	6.1
Availability of financial services* .....	119 .....	3.6	Switzerland .....	6.4
Ease of access to loans* .....	40 .....	3.2	Qatar .....	4.9
Availability of trade finance* .....	76 .....	3.7	Hong Kong SAR .....	5.8
7.04 Openness to foreign participation index (1–7) .....	82 .....	4.2	Ireland.....	5.5
Ease of hiring foreign labour* .....	37 .....	4.4	United Arab Emirates .....	5.6
Business impact of rules on FDI* .....	97 .....	4.2	Ireland .....	6.7
Openness to multilateral trade rules (0–100).....	89 .....	59.1	Slovenia .....	92.2
7.05 Index of physical security (1–7).....	94 .....	4.8	Qatar.....	6.8
Reliability of police services* .....	84 .....	3.9	Finland .....	6.7
Business costs of crime and violence*.....	93 .....	4.1	Qatar .....	6.8
Business costs of terrorism* .....	111 .....	4.5	Slovenia .....	6.7
Homicide cases/100,000 pop. ....	109 .....	12.6	Hong Kong SAR .....	0.2
Index of terrorism incidence (1–7) .....	1 .....	7.0	Multiple economies (48) .....	7.0

\* Indicator derived from the World Economic Forum's Executive Opinion Survey and measured on a 1-to-7 scale, where 7 indicates best outcome.