

# Qatar

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)	1.8	126
GDP (US\$ billions)	192.4	52
GDP per capita (US\$)	104,755.8	2
<b>Merchandise trade</b>		
Trade openness (imports+exports)/GDP, 2011	83.4	47
Share of world trade (%)	0.45	38
Total Exports (US\$ billions)	133.0	33
Total Imports (US\$ billions)	34.2	59

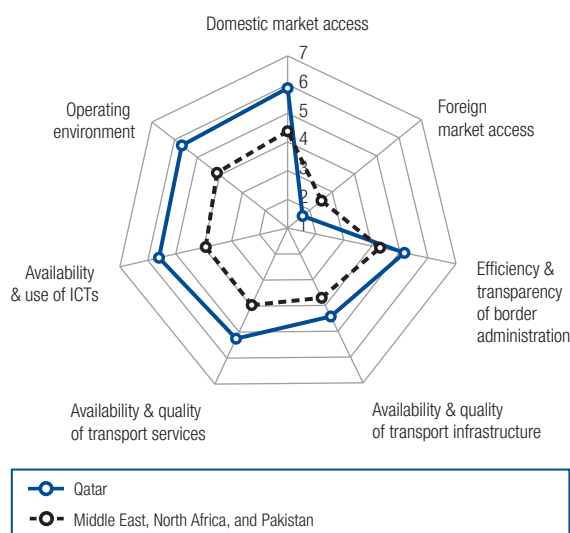
## Value chain indicators, 2011

Share (%) of merchandise trade	Exports
<b>Capital goods</b>	<b>0.0</b>
<b>Intermediate goods</b>	<b>91.9</b>
Food and beverages (industrial)	0.0
Industrial supplies (primary and processed)	7.7
Parts and accessories	0.0
Fuels and lubricants	84.1
<b>Consumer goods</b>	<b>0.0</b>
Food and beverages (consumer)	0.0
Transport equipment and consumer goods	0.0
<b>Passenger motor cars</b>	<b>0.0</b>
<b>Others</b>	<b>8.0</b>

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

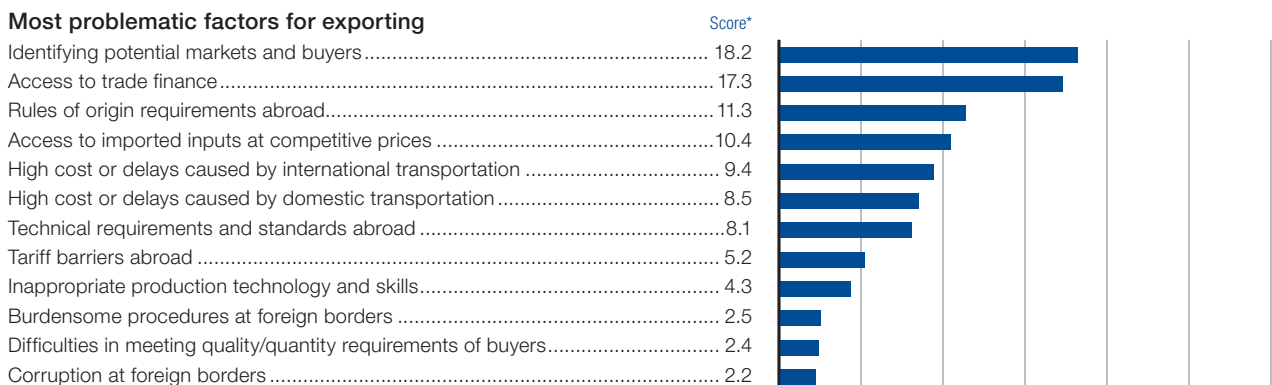
## Enabling Trade Index 2014

	Rank (out of 138)	Score (1-7)
<b>Enabling Trade Index 2014</b>	<b>19</b>	<b>4.9</b>
<b>Subindex A: Market access (25%)</b>	<b>59</b>	<b>3.8</b>
Pillar 1: Domestic market access	10	5.9
Pillar 2: Foreign market access	129	1.7
<b>Subindex B: Border administration (25%)</b>	<b>36</b>	<b>5.2</b>
Pillar 3: Efficiency & transparency of border administration	36	5.2
<b>Subindex C: Infrastructure (25%)</b>	<b>24</b>	<b>5.1</b>
Pillar 4: Availability & quality of transport infrastructure	30	4.4
Pillar 5: Availability & quality of transport services	22	5.3
Pillar 6: Availability & use of ICTs	25	5.6
<b>Subindex D: Operating environment (25%)</b>	<b>4</b>	<b>5.7</b>
Pillar 7: Operating environment	4	5.7

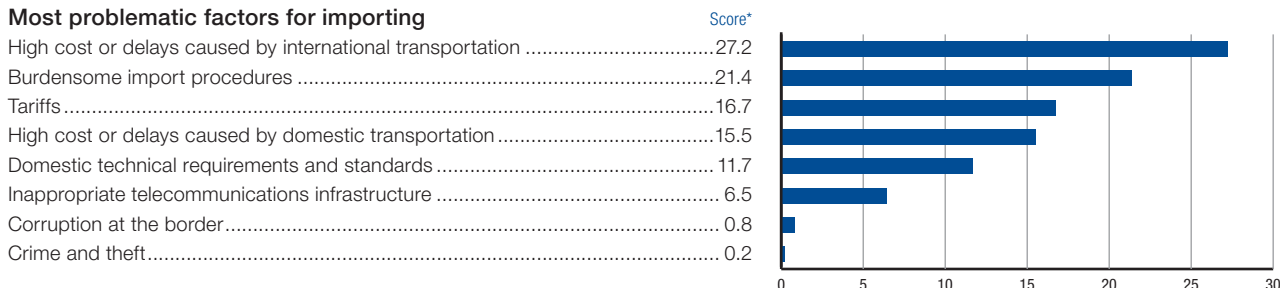


## The most problematic factors for trade, 2013

### Most problematic factors for exporting



### Most problematic factors for importing



\* 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>10</b> .....	<b>5.9</b>	<b>Multiple economies (2)</b> .....	<b>7.0</b>
1.01 Tariff rate (%).....	54 ■	4.2	Multiple economies (2) .....	0.0
1.02 Complexity of tariffs index (1–7).....	25 ■	6.6	Multiple economies (2) .....	7.0
Tariff dispersion (standard deviation) .....	47 ■	7.8	Multiple economies (2) .....	0.0
Tariff peaks (% of tariff lines) .....	30 ■	0.3	Multiple economies (24) .....	0.0
Specific tariffs (% of tariff lines) .....	64 ■	0.3	Multiple economies (54) .....	0.0
Number of distinct tariffs.....	59 ■	22	Multiple economies (2) .....	1
1.03 Share of duty-free imports (%).....	24 ■	78.4	Multiple economies (2) .....	100.0
<b>Pillar 2: Foreign market access (1–7)</b> .....	<b>129</b> .....	<b>1.7</b>	<b>Cambodia</b> .....	<b>5.3</b>
2.01 Tariffs faced (%).....	71 ■	5.5	Chile.....	3.5
2.02 Index of margin of preference in destination mkts (0–100) .....	137 ■	0.5	Mauritius .....	97.1
<b>Pillar 3: Efficiency and transparency of border administration (1–7)</b> .....	<b>36</b> .....	<b>5.2</b>	<b>Singapore</b> .....	<b>6.3</b>
3.01 Customs services index (0–1) .....	83 ■	0.48	Singapore.....	0.97
3.02 Efficiency of the clearance process (1–5).....	37 ■	3.2	Norway .....	4.2
3.03 No. of days to import .....	64 ■	17	Singapore.....	4
3.04 No. of documents to import .....	57 ■	7	Multiple economies (2) .....	2
3.05 Cost to import (US\$ per container).....	47 ■	1,033	Singapore.....	440
3.06 No. of days to export.....	71 ■	17	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).....	38 ■	885	Malaysia.....	450
3.09 Irregular payments in exports and imports*.....	4 ■	6.3	New Zealand.....	6.6
3.10 Time predictability of import procedures*.....	14 ■	5.3	Finland .....	6.0
3.11 Customs transparency index (0–1) .....	59 ■	0.80	Multiple economies (35) .....	1.00
<b>Pillar 4: Availability and quality of transport infrastructure (1–7)</b> .....	<b>30</b> .....	<b>4.4</b>	<b>United Arab Emirates</b> .....	<b>6.5</b>
4.01 Available int'l airline seat km/week, millions .....	24 ■	1,007.3	United States .....	11,481.7
4.02 Quality of air transport infrastructure*.....	14 ■	6.0	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) .....	105 ■	3.4	China .....	157.5
4.05 Quality of port infrastructure* .....	29 ■	5.2	Netherlands.....	6.8
4.06 Paved roads (% of total).....	30 ■	90.0	Multiple economies (18) .....	100.0
4.07 Quality of roads* .....	35 ■	5.0	United Arab Emirates .....	6.6
<b>Pillar 5: Availability and quality of transport services (1–7)</b> .....	<b>22</b> .....	<b>5.3</b>	<b>Singapore</b> .....	<b>5.7</b>
5.01 Ease and affordability of shipment (1–5).....	16 ■	3.6	Luxembourg.....	3.8
5.02 Logistics competence (1–5).....	28 ■	3.6	Norway .....	4.2
5.03 Tracking and tracing ability (1–5).....	32 ■	3.5	Germany .....	4.2
5.04 Timeliness of shipments in reaching destination (1–5).....	34 ■	3.9	Luxembourg.....	4.7
5.05 Postal services efficiency* .....	7 ■	6.3	Japan.....	6.8
5.06 Efficiency of transport mode change* .....	16 ■	5.5	Hong Kong SAR .....	6.4
<b>Pillar 6: Availability and use of ICTs (1–7)</b> .....	<b>25</b> .....	<b>5.6</b>	<b>Sweden</b> .....	<b>6.5</b>
6.01 Mobile phone subscriptions/100 pop. ....	38 ■	126.9	Hong Kong SAR .....	229.2
6.02 Individuals using Internet (%) .....	9 ■	88.1	Iceland .....	96.2
6.03 Fixed broadband Internet subscriptions/100 pop. ....	56 ■	10.5	Switzerland .....	39.9
6.04 Active mobile broadband Internet subscriptions/100 pop. ....	19 ■	61.7	Singapore.....	124.5
6.05 ICT use for business-to-business transactions* .....	16 ■	5.9	Finland .....	6.2
6.06 Internet use for business-to-consumer transactions* .....	37 ■	5.1	United Kingdom .....	6.3
6.07 Government Online Service Index (0–1) .....	27 ■	0.74	Multiple economies (3) .....	1.00
<b>Pillar 7: Operating environment (1–7)</b> .....	<b>4</b> .....	<b>5.7</b>	<b>Hong Kong SAR</b> .....	<b>5.8</b>
7.01 Protection of property index (1–7).....	7 ■	6.0	Finland .....	6.3
Property rights* .....	8 ■	6.0	Finland .....	6.4
Intellectual property protection* .....	4 ■	6.0	Finland .....	6.2
7.02 Efficiency and accountability of public institutions index (1–7).....	14 ■	5.2	Singapore.....	6.0
Judicial efficiency & impartiality in commercial disputes (0–4).....	63 ■	2.0	Multiple economies (7) .....	4.0
Diversion of public funds* .....	3 ■	6.3	New Zealand.....	6.5
Ease of compliance with government regulation*.....	2 ■	5.2	Singapore.....	5.4
7.03 Access to finance index (1–7) .....	2 ■	5.6	Hong Kong SAR .....	5.7
Affordability of financial services* .....	3 ■	5.9	Hong Kong SAR .....	6.1
Availability of financial services* .....	14 ■	5.8	Switzerland .....	6.4
Ease of access to loans* .....	1 ■	4.9	Qatar.....	4.9
Availability of trade finance* .....	2 ■	5.7	Hong Kong SAR .....	5.8
7.04 Openness to foreign participation index (1–7) .....	18 ■	4.9	Ireland.....	5.5
Ease of hiring foreign labour* .....	2 ■	5.4	United Arab Emirates .....	5.6
Business impact of rules on FDI* .....	17 ■	5.3	Ireland .....	6.7
Openness to multilateral trade rules (0–100).....	82 ■	60.3	Slovenia .....	92.2
7.05 Index of physical security (1–7).....	1 ■	6.8	Qatar.....	6.8
Reliability of police services* .....	3 ■	6.3	Finland .....	6.7
Business costs of crime and violence*.....	1 ■	6.8	Qatar.....	6.8
Business costs of terrorism* .....	2 ■	6.7	Slovenia .....	6.7
Homicide cases/100,000 pop. ....	25 ■	0.9	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.