

Technical Notes and Sources

The data in this Report represent the best available estimates at the time the Report was prepared. It is possible that some data will have been revised or updated by the providers after publication. The following pages provide detailed information for all the indicators composing the Enabling Trade Index. The title of each indicator appears on the first line, preceded by an identification number to allow for quick reference. Numbering is consistent with the system adopted in Appendix B of Chapter 2. Below each title is a description of the indicator or, in the case of Executive Opinion Survey data, the full question and associated answers. If necessary, additional information is provided underneath. Interactive rankings for all indicators are available at <http://wef.ch/getr16>.

Pillar 1: Domestic market access

1.01 Tariff rate

Trade-weighted average applied tariff rate (%) | 2015 or most recent year available

This indicator is calculated as a trade-weighted average of all the applied tariff rates, including preferential rates that a country applies to the rest of the world. The weights are the trade patterns of the importing country's reference group (2014 data). An applied tariff is a customs duty that is levied on imports of merchandise goods.

Source: International Trade Centre, *Market Access Map* database, <http://www.macmap.org/>
Note: higher value means worse outcome

1.02 Complexity of tariffs

Index of complexity of tariffs, 1–7 (least complex) scale | 2015 or most recent year available

This indicator is calculated as the average of the following indicators: Tariff dispersion, Specific tariffs and Number of distinct tariffs. See description of each individual indicator for more details. Prior to averaging, values for each indicator were transformed to a 1-to-7 score, using the min-max method.

Source: World Economic Forum's calculations based on data from International Trade Centre, *Market Access Map* database, <http://www.macmap.org/>

1.02.a Tariff dispersion

Standard deviation of applied tariff rates | 2015 or most recent year available

This indicator reflects differences in tariffs across product categories in a country's tariff structure. The variance is calculated across all the tariffs on imported merchandise goods, at the six-digit level of the Harmonized Schedule (HS) classification.

Source: International Trade Centre, *Market Access Map* database, <http://www.macmap.org/>
Note: higher value means worse outcome

1.02.b Tariff peaks

Share of tariff lines with domestic peaks (%) | 2015 or most recent year available

This indicator is the ratio of the number of tariff lines exceeding three times the average domestic tariff (across all products) to the MFN (most-favoured nation) tariff schedule. The tariff schedule is equal to the total number of tariff lines for each country. These tariffs are revised on a yearly basis.

Source: International Trade Centre, *Market Access Map* database, <http://www.macmap.org/>
Note: higher value means worse outcome

1.02.c Specific tariffs

Share of tariff lines with specific tariffs (%) | 2015 or most recent year available

This indicator is the ratio of the number of Harmonized System (HS) tariff lines, with at least one specific tariff, to the total number of HS tariff lines. A specific tariff is a tariff rate charged on a fixed amount per quantity (as opposed to ad valorem) basis.

Source: International Trade Centre, *Market Access Map* database, <http://www.macmap.org/>
Note: higher value means worse outcome

1.02.d Number of distinct tariffs

Number of distinct tariffs for all sectors | 2015 or most recent year available

This indicator reflects the number of distinct tariff rates applied by a country to its imports, across all sectors.

Source: International Trade Centre, *Market Access Map* database, <http://www.macmap.org/>
Note: higher value means worse outcome

1.03 Share of duty-free imports

Duty-free imports as a share of total imports (%) | 2015 or most recent year available

Share of trade, excluding petroleum, that is imported free of tariff duties, taking into account MFN tariffs and preferential agreements. Tariff data is from 2015 or most recent year available, and imports data is from 2014.

Source: International Trade Centre, *Market Access Map* database, <http://www.macmap.org/>

Pillar 2: Foreign market access

2.01 Tariffs faced

Trade-weighted average tariffs faced in destination markets (%) | 2015

This indicator is calculated as the trade-weighted average of the applied tariff rates, including preferential rates that the rest of the world applies to each country. The weights are the trade patterns of the importing country's reference group (2014 trade data). The reference year for tariffs changes according to the destination market. The majority of countries included in the data report 2015 tariff data. A tariff is a customs duty that is levied by the destination country on imports of merchandise goods.

Source: International Trade Centre, *Market Access Map* database, <http://www.macmap.org/>
Note: higher value means worse outcome

2.02 Margin of preference in destination markets

[Index of margin of preference in destination markets, 0–100 \(best\) | 2015](#)

This indicator measures the percentage by which particular imports from one country are subject to lower tariffs than the MFN rate. It is calculated as the average of two components: 1) the trade-weighted average difference between the MFN tariff and the most advantageous preferential duty (advantage score), and 2) the ratio of the advantage score to the trade-weighted average MFN tariff level. This allows capturing both the absolute and the relative margin of preference. The reference year for tariffs changes according to the destination market. The majority of countries report 2015 tariff data.

Source: International Trade Centre, *Market Access Map* database, <http://www.macmap.org/>

Pillar 3: Efficiency and transparency of border administration

3.01 Customs services index

[Index of extent of quality and comprehensiveness of services provided by customs authorities and related agencies \(0 = worst, 1 = best\) | 2015 or most recent year](#)

This indicator is based on 17 survey questions taken from the *GEA Customs Capabilities Reports*, which evaluate the quality and comprehensiveness of services offered by customs and related agencies. The services included: clearance of shipments via electronic data interchange; separation of physical release of goods from fiscal control; full-time (24 hours/7 days a week) automated processing; customs working hours adapted to commercial needs; fee for services conducted during normal service hours; inspection and release of goods arriving by air by the operator's facility; automated risk assessment as primary basis for physical examination of shipments; multiple inspections (inspections by agencies other than customs) and the promptness of those inspections; exemptions from full customs formalities for shipments of minimal value; exemptions from duties and taxes for shipments of minimal value; clearance of shipments by a third party; appeal of customs decisions to a higher level or an independent tribunal; and use of reference prices or arbitrary uplifts to invoice values. The maximum score an economy can obtain is 1.

Source: World Economic Forum's calculations based on data from Global Express Association (GEA) *Customs Capabilities* database

3.02 Efficiency of the clearance process

[Efficiency of the clearance process by customs and border control agencies \(1 = very low, 5 = very high\) | 2015 or most recent year](#)

This indicator assesses the effectiveness and efficiency of the clearance process by customs and other border control agencies in the eight major trading partners of each country. Respondents to the LPI survey were asked to evaluate the effectiveness and efficiency of clearance in the country in which they work, based on their experience in international logistics, on a 1-5 scale compared with generally accepted industry standards or practices.

Source: The World Bank, *Logistics Performance Index*

3.03 Time to import: documentary compliance

[Time \(hours\) associated with compliance with the documentary requirements of all government agencies of the origin economy, the destination economy and any transit economies | 2016](#)

The estimate is based on a scenario whereby 15 metric tons of containerized auto parts (HS 8708) are being imported from the country's natural import partner—the economy from which it imports the largest value (price times quantity) of auto parts.

Source: The World Bank, *Doing Business: Trading Across Borders* database

Note: higher value means worse outcome

3.04 Time to import: border compliance

[Time \(hours\) associated with compliance with the economy's customs regulations and with regulations relating to other inspections that are mandatory in order for the shipment to cross the economy's border, as well as the time and cost for handling that takes place at its port or border | 2016](#)

The estimate is based on a scenario whereby 15 metric tons of containerized auto parts (HS 8708) are being imported from the country's natural import partner—the economy from which it imports the largest value (price times quantity) of auto parts. For more details about the methodology employed and the assumptions made to compute this indicator, visit <http://www.doingbusiness.org/methodology/trading-across-borders>.

Source: The World Bank, *Doing Business: Trading Across Borders* database

Note: higher value means worse outcome

3.05 Cost to import: documentary compliance

[Cost \(US\\$ per 15 metric tons\) associated with compliance with the documentary requirements of all government agencies of the origin economy, the destination economy and any transit economies | 2016](#)

The estimate is based on a scenario whereby 15 metric tons of containerized auto parts (HS 8708) are being imported from the country's natural import partner—the economy from which it imports the largest value (price times quantity) of auto parts. For more details about the methodology employed and the assumptions made to compute this indicator, visit <http://www.doingbusiness.org/methodology/trading-across-borders>.

Source: The World Bank, *Doing Business: Trading Across Borders* database

Note: higher value means worse outcome

3.06 Cost to import: border compliance

[Cost \(US\\$ per 15 metric tons\) associated with compliance with the economy's customs regulations and with regulations relating to other inspections that are mandatory in order for the shipment to cross the economy's border, as well as the time and cost for handling that takes place at its port or border | 2016](#)

The estimate is based on a scenario whereby 15 metric tons of containerized auto parts (HS 8708) are being imported from the country's natural import partner—the economy from which it imports the largest value (price times quantity) of auto parts. For more details about the methodology employed and the assumptions made to compute this indicator, visit <http://www.doingbusiness.org/methodology/trading-across-borders>.

Source: The World Bank, *Doing Business: Trading Across Borders* database

Note: higher value means worse outcome

3.07 Time to export: documentary compliance

[Time \(hours\) associated with compliance with the documentary requirements of all government agencies of the origin economy, the destination economy and any transit economies | 2016](#)

The estimate takes into account exclusively exports of the product of the country's comparative advantage (defined by the largest export value) to its natural export partner—the economy that is the largest purchaser of this product. Precious metals and gems, mineral fuels, oil products, live animals, residues and waste of foods and products as well as pharmaceuticals are excluded from the list of possible export products, however, and in these cases the second-largest product category is considered as needed. For more details about the methodology employed and the assumptions made to compute this indicator, visit <http://www.doingbusiness.org/methodology/trading-across-borders>.

Source: The World Bank, *Doing Business: Trading Across Borders* database

Note: higher value means worse outcome

3.08 Time to export: border compliance

Time (hours) associated with compliance with the economy's customs regulations and with regulations relating to other inspections that are mandatory in order for the shipment to cross the economy's border, as well as the time and cost for handling that takes place at its port or border | 2016

The estimate takes into account exclusively exports of the product of the country's comparative advantage (defined by the largest export value) to its natural export partner—the economy that is the largest purchaser of this product. Precious metal and gems, mineral fuels, oil products, live animals, residues and waste of foods and products as well as pharmaceuticals are excluded from the list of possible export products, however, and in these cases the second largest product category is considered as needed. For more details about the methodology employed and the assumptions made to compute this indicator, visit <http://www.doingbusiness.org/methodology/trading-across-borders>.

Source: The World Bank, *Doing Business: Trading Across Borders* database

Note: higher value means worse outcome

3.09 Cost to export: documentary compliance

Cost (US\$ per 15 metric tons) associated with compliance with the documentary requirements of all government agencies of the origin economy, the destination economy and any transit economies | 2016

The estimate takes into account exclusively exports of the product of the country's comparative advantage (defined by the largest export value) to its natural export partner—the economy that is the largest purchaser of this product. Precious metal and gems, mineral fuels, oil products, live animals, residues and waste of foods and products as well as pharmaceuticals are excluded from the list of possible export products, however, and in these cases the second largest product category is considered as needed. For more details about the methodology employed and the assumptions made to compute this indicator, visit <http://www.doingbusiness.org/methodology/trading-across-borders>.

Source: The World Bank, *Doing Business: Trading Across Borders* database

Note: higher value means worse outcome

3.10 Cost to export: border compliance

Cost (US\$ per 15 metric tons) associated with compliance with the economy's customs regulations and with regulations relating to other inspections that are mandatory in order for the shipment to cross the economy's border, as well as the time and cost for handling that takes place at its port or border | 2016

The estimate takes into account exclusively exports of the product of the country's comparative advantage (defined by the largest export value) to its natural export partner—the economy that is the largest purchaser of this product. Precious metal and gems, mineral fuels, oil products, live animals, residues and waste of foods and products as well as pharmaceuticals are excluded from the list of possible export products, however, and in these cases the second largest product category is considered as needed. For more details about the methodology employed and the assumptions made to compute this indicator, visit <http://www.doingbusiness.org/methodology/trading-across-borders>.

Source: The World Bank, *Doing Business: Trading Across Borders* database

Note: higher value means worse outcome

3.11 Irregular payments in exports and imports

In your country, how common is it for companies to make undocumented extra payments or bribes in connection with imports and exports (1 = very common; 7 = never occurs) | 2015-2016 weighted average

Source: World Economic Forum, *Executive Opinion Survey*, 2015 and 2016 editions

3.12 Time predictability of import procedures

In your country, how much does the time required for border clearance of imported goods fluctuate? (1 = fluctuates significantly, 7 = hardly fluctuates at all) | 2015-2016 weighted average

Source: World Economic Forum, *Executive Opinion Survey*, 2015 and 2016 editions

3.13 Customs transparency index

Index of transparency of procedures and regulations related to customs clearance (0 = worst, 1 = best) | 2015 or most recent year

This indicator is based on seven survey questions taken from the *GEA Customs Capabilities Reports*, which evaluate the overall transparency of the procedures and regulations related to customs clearance. The maximum score an economy can obtain is 1.

Source: World Economic Forum's calculations based on data from Global Express Association

Pillar 4: Availability and quality of transport infrastructure**4.01 Available airline seat kilometres**

Scheduled available international airline seat kilometres per week originating in country (in millions) | 2016 monthly average

This indicator measures the total passenger-carrying capacity of all scheduled international flights originating in a country. It is computed by taking the number of seats available on each flight multiplied by the flight distance in kilometres, summing the result across all scheduled flights in a week during January (winter schedule) and July (summer schedule) 2013, and taking the average capacity of the two weeks.

Source: International Air Transport Association, SRS Analyser

4.02 Quality of air transport infrastructure

In your country, how is the quality (extensiveness and condition) of transport infrastructure for air transport (1 = extremely underdeveloped, among the worst in the world; 7 = extensive and efficient, among the best in the world) | 2015-2016 weighted average

Source: World Economic Forum, *Executive Opinion Survey*, 2015 and 2016 editions

4.03 Quality of railroad infrastructure

In your country, how is the quality (extensiveness and condition) of transport infrastructure for railroads (1 = extremely underdeveloped, among the worst in the world, 7 = extensive and efficient, among the best in the world) | 2015-2016 weighted average

N/Appl. is used for economies where the railroad network totals less than 50 kilometres. Assessment of the existence of a network was conducted by the World Economic Forum based on various sources.

Source: World Economic Forum, *Executive Opinion Survey*, 2015 and 2016 editions

4.04 Liner Shipping Connectivity Index

Quantity of services provided by liner companies | 2016

This indicator captures how well countries are connected to global shipping networks. It is based on five components of the maritime transport sector: number of ships, their container-carrying capacity, maximum vessel size, number of services and number of companies that deploy container ships in a country's ports. For each component, a country's value is divided by the maximum value of each component in 2004. The five components are then averaged for each country, and the average is divided by the maximum average for 2004 and multiplied by 100. The index generates a value of 100 for the country with the highest average index in 2004.

Source: United Nations Conference on Trade and Development (UNCTAD), Transport Section, Trade Logistics Branch

4.05 Quality of port infrastructure

In your country, how is the quality (extensiveness and condition) of transport infrastructure for seaports (for landlocked countries – please assess access to seaports) (1 = extremely underdeveloped, among the worst in the world; 7 = extensive and efficient, among the best in the world) | 2015-2016 weighted average

Source: World Economic Forum, *Executive Opinion Survey*, 2015 and 2016 editions

4.06 Road Quality Index

Average speed and straightness of a driving itinerary connecting the 10 or more largest cities that together account for at least 15 percent of the economy's total population (1 = worst, 7 = best) | 19 October 2016

The Road Quality Index developed by the World Economic Forum comprises two elements: a measure of the average speed of a driving itinerary connecting the 10 or more largest cities in an economy accounting for at least 15 percent of the economy's total population; and a measure of road straightness. The itinerary was not optimized and connects the cities from the largest to the smallest. Any leg involving a ferry is excluded from the average speed calculation. As a first step to the identification of cities to include in the itinerary, pairwise distances ("as the crow flies") were calculated, and when the distance was less than 20 kilometers, the smallest city in the pair was excluded. The road straightness corresponds to the ratio of the sum of driving distances between each city in the journey to the sum of crow fly distances between each city in the journey. For this component, legs involving a ferry were included. The APIs of Google Directions and Open Street Map were used to compute the itinerary. The Geonames database was used for city populations and coordinates. For more information about this indicator, email tge@weforum.org.

Source: World Economic Forum's calculations

4.07 Quality of roads

In your country, how is the quality (extensiveness and condition) of transport infrastructure for roads (1 = extremely underdeveloped, among the worst in the world; 7 = extensive and efficient, among the best in the world) | 2015-2016 weighted average

Source: World Economic Forum, *Executive Opinion Survey*, 2015 and 2016 editions

Pillar 5: Availability and quality of transport services

5.01 Ease and affordability of shipment

Ease of arranging competitively priced international shipments (1 = very low, 5 = very high) | 2015 or most recent year

This indicator assesses the ease and affordability associated with arranging international shipments. Respondents to the LPI survey were asked to evaluate the ease and affordability associated with arranging international shipments to or from eight countries (major trading partners) with which they conduct business. Performance was evaluated using a five-point scale (1 for the lowest score, 5 for the highest), based on their experience in international logistics and in accordance with generally accepted industry standards or practices.

Source: The World Bank, *Logistics Performance Index*

5.02 Logistics competence

Competence and quality of logistics services, e.g. transport operators and customs brokers (1 = very low, 5 = very high) | 2015 or most recent year

This indicator evaluates the competence of the local logistics industry. Respondents to the LPI survey were asked to evaluate the competence of the local logistics industry in the eight countries (major trading partners) with which they conduct business. Performance was evaluated using a five-point scale (1 for the lowest score, 5 for the highest), based on their experience in international logistics and in accordance with generally accepted industry standards or practices.

Source: The World Bank, *Logistics Performance Index*

5.03 Tracking and tracing ability

Ability to track and trace consignments (1 = very low, 5 = very high) | 2015 or most recent year

This indicator assesses the ability to track and trace international shipments (consignments). Respondents to the LPI survey were asked to evaluate the ability to track and trace international shipments (consignments) when shipping to or from eight countries (major trading partners) with which they conduct business. Performance was evaluated using a five-point scale (1 for the lowest score, 5 for the highest), based on their experience in international logistics and in accordance with generally accepted industry standards or practices.

Source: The World Bank, *Logistics Performance Index*

5.04 Timeliness of shipments in reaching destination

Frequency of shipments reaching the consignee within the scheduled delivery time (1 = very low, 5 = very high) | 2015 or most recent year

This indicator assesses how often shipments reach the consignee within the scheduled delivery time. Respondents to the LPI survey were asked to evaluate the timeliness of shipments in reaching their destination when arranging shipments to eight countries (major trading partners) with which they conduct business. Performance was evaluated using a five-point scale (1 for the lowest score, 5 for the highest), based on their experience in international logistics and in accordance with generally accepted industry standards or practices.

Source: The World Bank, *Logistics Performance Index*

5.05 Postal service efficiency

In your country, how efficient is the postal system? (1 = not efficient at all, 7 = extremely efficient) | 2013-2014 weighted average

Source: World Economic Forum, *Executive Opinion Survey*, 2013 and 2014 editions

5.06 Efficiency of transport mode change

In your country, how efficient are changes between different modes of transport for cargo (e.g. from port to rail or airport to roads)? (1 = extremely inefficient, 7 = extremely efficient) | 2015-2016 weighted average

Source: World Economic Forum, *Executive Opinion Survey*, 2015 and 2016 editions

Pillar 6: Availability and use of ICTs (1–7)

6.01 Mobile telephone subscriptions

Mobile telephone subscriptions (post-paid and pre-paid) per 100 population | 2015

According to the World Bank, mobile cellular telephone subscriptions are subscriptions to a public mobile telephone service using cellular technology, which provides access to switched telephone technology. Postpaid and prepaid subscriptions are included. This can also include analogue and digital cellular systems but should not include non-cellular systems. Subscribers to fixed wireless, public mobile data services or radio paging services are not included.

Source: International Telecommunication Union, *ITU World Telecommunication/ICT Indicators Database 2016* (June 2016 edition)

6.02 Internet users

Percentage of individuals using the internet | 2015

Internet users are people with access to the worldwide network.

Source: International Telecommunication Union, *ITU World Telecommunication/ICT Indicators Database 2016* (June 2016 edition)

6.03 Fixed broadband internet subscriptions

Fixed broadband internet subscriptions per 100 population | 2015

The International Telecommunication Union considers broadband to be any dedicated connection to the internet of 256 kilobits per second or faster, in both directions. Broadband subscriptions refers to the sum of DSL, cable modem and other broadband (for example, fibre optic, fixed wireless, apartment LANs, satellite connections) subscribers.

Source: International Telecommunication Union, *ITU World Telecommunication/ICT Indicators Database 2016* (June 2016 edition)

6.04 Active mobile broadband subscriptions

Active mobile broadband internet subscriptions per 100 population | 2015

The International Telecommunication Union considers active mobile broadband internet subscriptions all “Standard mobile-broadband subscriptions (via a mobile-cellular telephone)” and “Dedicated mobile-broadband subscriptions (via USB dongle/modem or as add-on data package to voice package)”. Other wireless-broadband subscriptions, such as “Terrestrial fixed (wireless)-broadband subscriptions” (e.g. WiMAX) and “Satellite-broadband subscriptions”, are excluded from this indicator.

Source: International Telecommunication Union, *ITU World Telecommunication/ICT Indicators Database 2016* (June 2016 edition)

6.05 ICT use for business-to-business transactions

In your country, to what extent do businesses use ICTs for transactions with other businesses? (1 = not at all, 7 = to a great extent) | 2015-2016 weighted average

Source: World Economic Forum, *Executive Opinion Survey*, 2015 and 2016 editions

6.06 Internet use for business-to-consumer transactions

In your country, to what extent do businesses use the internet for selling their goods and services to consumers? (1 = not at all, 7 = to a great extent) | 2015-2016 weighted average

Source: World Economic Forum, *Executive Opinion Survey*, 2015 and 2016 editions

6.07 Government Online Service Index

The Government Online Service Index assesses the quality of government's delivery of online services (0 = very low, 1 = very high) | 2016

The Index captures a government's performance in delivering online services to the citizens. There are four stages of service delivery: Emerging, Enhanced, Transactional and Connected. Online services are assigned to each stage according to their degree of sophistication, from the more basic to the more sophisticated. In each country, the performance of the government in each of the four stages is measured as the number of services provided as a percentage of the maximum services in the corresponding stage. Examples of services include online presence, deployment of multimedia content, government solicitation of citizen input, widespread data sharing, and use of social networking. For more details about the methodology employed and the assumptions made to compute this indicator, please consult the UN's Global E-Government Survey 2012's dedicated page at http://www2.unpan.org/egovkb/global_reports/12report.htm.

Source: United Nations, *UN E-Government Survey 2016: E-Government in support of sustainable development*

Pillar 7: Operating environment

7.01 Protection of property

Index of protection of property (1 = extremely weak, 7 = extremely strong) | 2015-2016 weighted average

This indicator is a combination of two indicators derived from the World Economic Forum's *Executive Opinion Survey*: Protection of property rights and Intellectual property protection. See description of each individual indicator for more details.

Source: World Economic Forum, *Executive Opinion Survey*, 2015 and 2016 editions

7.01.a Property rights

In your country, to what extent are property rights, including financial assets, protected? (1 = not at all, 7 = to a great extent) | 2015-2016 weighted average

Source: World Economic Forum, *Executive Opinion Survey*, 2015 and 2016 editions

7.01.b Intellectual property protection

In your country, to what extent is intellectual property protected? (1 = not at all, 7 = to a great extent) | 2015-2016 weighted average

Source: World Economic Forum, *Executive Opinion Survey*, 2015 and 2016 editions

7.02 Efficiency and accountability of public institutions

Index of efficiency and accountability of public institutions (1 = worst, 7 = best) | Various years

This indicator is a combination of three indicators derived from the World Bank's *Doing Business* database and the World Economic Forum's *Executive Opinion Survey*: Enforcing contracts; Diversion of public funds and Burden of government regulation. See description of each individual indicator for more details.

Source: World Economic Forum's calculations based on data from World Economic Forum and World Bank.

7.02.a Enforcing contracts

Enforcing contracts: efficiency and quality of commercial dispute resolution (0 = worst, 100 = best) | 2016

The index is the result of the aggregation, with equal weighting, of three elements: number of days to resolve a commercial sale dispute through the courts; attorney, court and enforcement costs as a percentage of the claim value; and overall quality of judicial processes as measured through the application of good practices to promote quality and efficiency of the judicial system (in particular, this assesses the court structure and proceedings, case management practices, level of court automation, and alternative dispute resolution framework). For more details about the methodology employed and the assumptions made to compute this indicator, visit <http://www.doingbusiness.org/Methodology/Enforcing-Contracts>.

Source: The World Bank, *Doing Business: Enforcing Contracts* database

7.02.b Diversion of public funds

In your country, how common is illegal diversion of public funds to companies, individuals or groups? (1 = very commonly occurs, 7 = never occurs) | 2015-2016 weighted average

Source: World Economic Forum, *Executive Opinion Survey*, 2015 and 2016 editions

7.02.c Burden of government regulation

In your country, how burdensome is it for companies to comply with public administration's requirements (e.g. permits, regulations, reporting)? (1 = extremely burdensome, 7 = not burdensome at all) | 2015-2016 weighted average

Source: World Economic Forum, *Executive Opinion Survey*, 2015 and 2016 editions

7.03 Access to finance

Index of access to finance (1 = worst, 7 = best) | 2015-2016 weighted average

This indicator is a combination of three indicators derived from the World Economic Forum's *Executive Opinion Survey*: Financial services meeting business needs, Affordability of financial services, and Ease of access to loans. See description of each individual indicator for more details.

Source: World Economic Forum, *Executive Opinion Survey*, 2015 and 2016 editions

7.03.a Financial services meeting business needs

In your country, to what extent does the financial sector provide the products and services that meet the needs of businesses? (1 = not at all; 7 = to a great extent) | 2015-2016 weighted average

Source: World Economic Forum, *Executive Opinion Survey*, 2015 and 2016 editions

7.03.b Affordability of financial services

In your country, to what extent does the cost of financial services (e.g. insurance, loans, trade finance) impede business activity? (1 = impedes business to a great extent; 7 = not at all) | 2015-2016 weighted average

Source: World Economic Forum, *Executive Opinion Survey*, 2015 and 2016 editions

7.03.c Ease of access to loans

In your country, how easy is it for businesses to obtain a bank loan? (1 = extremely difficult, 7 = extremely easy) | 2015-2016 weighted average

Source: World Economic Forum, *Executive Opinion Survey*, 2015 and 2016 editions

7.04 Openness to foreign participation

Index of openness to foreign participation (1 = worst, 7 = best) | Various years

This indicator is a combination of the Ease of hiring foreign labour, Business impact of rules on FDI (both derived from the World Economic Forum's Executive Opinion Survey) and Openness to multilateral trade rules (International Trade Centre) indicators. See description of each individual indicator for more details.

Source: World Economic Forum's calculations based on data from World Economic Forum and International Trade Centre

7.04.a Ease of hiring foreign labour

In your country, how restrictive are regulations related to the hiring of foreign labour? (1 = highly restrictive, 7 = not restrictive at all) | 2015-2016 weighted average

Source: World Economic Forum, *Executive Opinion Survey*, 2015 and 2016 editions

7.04.b Business impact of rules on FDI

In your country, how restrictive are rules and regulations on foreign direct investment (FDI)? (1 = extremely restrictive, 7 = not restrictive at all) | 2015-2016 weighted average

Source: World Economic Forum, *Executive Opinion Survey*, 2015 and 2016 editions

7.04.c Openness to multilateral trade rules

Index of openness to multilateral trade rules (0 = lowest, 100 = highest) | Situation as of February 2016

This index evaluates the overall participation of countries in multilateral trade rules or instruments (MTRs). These rules are all internationally elaborated legal standards currently regulating trade in specific areas. MTRs are primarily comprised of conventions and treaties that countries ratify or accede to, and international model laws that are incorporated into national law. The index is based on ITC's Trade Treaties map - LegaCarta system, which analyses the position of each country (accession/nonaccession and incorporation/nonincorporation) regarding some 280 MTRs as well as 450 protocols or amendments overseen by 28 different international organizations. For the purposes of this index, 40 core MTRs were selected, and each was rated with a score depending on its importance and relevance to trade. The 40 core instruments belong to seven categories (contracts, customs, dispute resolution, governance, intellectual property, investment and air transport). Each category is given an equal weight in the calculation of the index. Selection of the core instruments is based on their importance and relevance to trade and their universality. The importance and relevance to trade of an instrument is determined by taking into account several criteria including: the impact of its provisions on international trade (reduction of transactional costs, trade facilitation, harmonization, transparency, predictability, creation of a business-friendly business climate, support of private-sector activities and encouragement of foreign direct investment), the opinion of international legal experts and the views of the international bodies administering these instruments. Universality means that the selected MTRs can potentially be applied by all countries, notwithstanding their geographical position or economic level. For example, maritime transport conventions, however important, were not taken into account because of their weak relevance for landlocked countries; treaties dealing with securities and insider trading were not included because they do not represent a priority in countries that have not developed sophisticated financial markets. Accession to the WTO Agreements is not taken into account in this index as WTO accession does not depend exclusively on the will of a non-member state to join the WTO.

Source: International Trade Centre, based on data from the *Trade Treaties map – LegaCarta* database

7.05 Physical security

Index of physical security (1 = lowest, 7 = highest) | Various years

This indicator is a combination of the Reliability of police services, Business costs of crime and violence, Business costs of terrorism (all derived from the World Economic Forum's *Executive Opinion Survey*), Homicide rate and Terrorism incidence indicators. See description of each individual indicator for more details.

Source: World Economic Forum's calculations based on data from World Economic Forum, United Nations Office on Drugs and Crime and *START Global Terrorism Database*

7.05.a Reliability of police services

In your country, to what extent can police services be relied upon to enforce law and order? (1 = not at all, 7 = to a great extent) | 2015-2016 weighted average

Source: World Economic Forum, *Executive Opinion Survey*, 2015 and 2016 editions

7.05.b Business costs of crime and violence

In your country, to what extent does the incidence of crime and violence impose costs on businesses? (1 = to a great extent, imposes huge costs; 7 = no costs at all) | 2015-2016 weighted average

Source: World Economic Forum, *Executive Opinion Survey*, 2015 and 2016 editions

7.05.c Business costs of terrorism

In your country, to what extent does the threat of terrorism impose costs on businesses? (1 = to a great extent, imposes huge costs; 7 = no costs at all) | 2015-2016 weighted average

Source: World Economic Forum, *Executive Opinion Survey*, 2015 and 2016 editions

7.05.d Homicide rate

Number of homicide cases per 100,000 population | 2011 or most recent year available

The United Nations Office on Drugs and Crime (UNODC) collects statistics on homicide occurrences worldwide, pooling information from national sources as well as other international institutions such as Interpol, Eurostat, the Organization of American States, UNICEF and the World Health Organization (WHO).

Source: United Nations Office on Drugs and Crime (UNODC)
Note: higher value means worse outcome

7.05.e Terrorism incidence

Simple average of the number of terrorism-related casualties (injuries and fatalities) and the number of terrorist attacks, each normalized on a scale of 1 to 7 | 2013-2015 total

This index has been created on the basis of data contained in the Database (National Consortium for the Study of Terrorism and Responses to Terrorism). It is the average of the three-year (2013-2015) total number of "terrorism attacks" and "terrorism casualties" (fatalities plus injured people) normalized according to the min-max methodology, with the maximum value corresponding to the 95th percentile of each of the two datasets.

Source: World Economic Forum's calculations based on data from *National Consortium for the Study of Terrorism and Responses to Terrorism (START): Global Terrorism Database*. Retrieved from <http://www.start.umd.edu/gtd> on 28 September 2016.