



**Asia-Pacific
Economic Cooperation**

Advancing Free Trade
for Asia-Pacific **Prosperity**

2014 External Indicators Update for the Supply Chain Connectivity Framework Action Plan



APEC Policy Support Unit
October 2014

Prepared by:
Akhmad Bayhaqi and Andre Wirjo
Asia-Pacific Economic Cooperation Policy Support Unit
Asia-Pacific Economic Cooperation Secretariat
35 Heng Mui Keng Terrace
Tel: (65) 6891-9600 Fax: (65) 6891-9690
Email: psugroup@apec.org Website: www.apec.org

Produced for:
Committee on Trade and Investment
Asia-Pacific Economic Cooperation

APEC#214-SE-01.25



This work is licensed under the Creative Commons Attribution-NonCommercial-ShareAlike 3.0 Singapore License. To view a copy of this license, visit <http://creativecommons.org/licenses/by-nc-sa/3.0/sg/>.

The views expressed in this paper are those of the authors and do not necessarily represent those of APEC Member Economies.

Table of Contents

1. INTRODUCTION	4
2. RESULTS OF ANALYSIS	5
1. Overall improvements.....	5
2. Performance cluster for building infrastructure and capacity: chokepoints 2 (infrastructure), 3 (logistics capacity), and 6 (connectivity).....	5
3. Performance cluster for streamlining procedures: chokepoints 4 (clearance) and 5 (documentation).....	7
4. Performance cluster for strengthening rules and institutions: chokepoints 1 (transparency), 7 (regulations and standards), and 8 (transit).....	11
3. CONCLUSION	13
REFERENCES	15
APPENDICES	16

List of Figures

Figure 1. Averages by ranking group: Number of Documents for Border Processes (DB 2014)	9
Figure 2. Overall potential trade costs reductions by income group	14

List of Tables

Table 1. Data coverage for Brunei Darussalam; Papua New Guinea; and New Zealand for year 2009-2013	4
Table 2. SCFAP external indicators for overall improvements (APEC average values)	5
Table 3. SCFAP external indicators for building infrastructure and capacity (APEC average values).....	6
Table 4. SCFAP external indicators for streamlining procedures: time figures (APEC average values).....	8
Table 5. SCFAP external indicators for streamlining procedures: cost figures (APEC average values).....	10
Table 6. SCFAP external indicators for streamlining procedures: customs related figures (APEC average values).....	11
Table 7. SCFAP external indicators for strengthening rules and institutions (APEC average values).....	11
Table 8. Regulatory framework in maritime transport in APEC economies.....	14

1. INTRODUCTION

This report provides updates on Supply Chain Connectivity Framework Action Plan (SCFAP) progress related to the agreed external indicators with the goal of 10% improvement by 2015 in terms of time, costs and uncertainty. The updates include recent figures from the following reports:

- LPI (Logistics Performance Index) 2014,
- GETR (Global Enabling Trade Report) 2014 and
- DB (Doing Business) 2014.

As a common practice, we used LPI, GETR and DB 2014 to obtain the 2013 data; LPI, GETR and DB 2012 to obtain 2011 data and LPI, GETR and DB 2010 to obtain 2009 data.

On data coverage, some of the data of New Zealand are not available for 2013. Data of Brunei Darussalam are not available for GETR, LPI-international and LPI-domestic, while data of Papua New Guinea are not available for GETR and LPI-domestic. Please refer to table 1 below for more details.

Table 1. Data coverage for Brunei Darussalam; Papua New Guinea; and New Zealand for year 2009-2013

	Brunei Darussalam	Papua New Guinea	New Zealand	Number of APEC economies with available data
GETR	×	×	√	19
Doing Business	√	√	√	21
LPI-international	×	√	√	20
LPI-domestic	×	×	× for 2013	18

The tables provided in this report show a summary of the key findings using simple averages and a “traffic light” coding system to reflect progress achieved:

- Performance that is approximately on track is coded green,
- Performance where substantial progress has been made is coded amber, while
- Performance where only limited progress has been made is coded red.

The coding system is based on an analysis of progress rates for individual indicators. As discussed in the main text, the progress rate is the change in an indicator between 2009 and 2013 divided by the expected change in that indicator over the same period based on the 2015 goal of 10% improvement. Indicators with a progress rate of greater than 75% are considered to be on track and are coded green. Those with a progress rate between 40% and 75% mean that further efforts are needed and therefore coded amber. Last but not least, those with a progress rate of less than 40% are coded red.

2. RESULTS OF ANALYSIS

Appendix 1 shows the compilation of agreed external indicators for SCFAP. The figures are simple APEC averages and calculated using publicly available data from the abovementioned reports obtained from World Bank and World Economic Forum.

Pro-rata improvement figures for 2013 are also presented, based on 10% improvement target by 2015 under SCFAP. For consistency, the Doing Business targets for 2015 are aligned with the APEC Ease of Doing Business (EoDB) Initiative. 2009 is taken as the baseline year as it was the year prior to the launch of SCFAP. Data for all indicators are published with a one year lag. As an example, 2009 data is obtained from LPI, GETR and DB 2010. The comparison used to assess progress is performances in 2013 vis-a-vis those in 2009.

Data for ETI Customs Administration, Import-Export Procedures and Transparency of Border Administration pillars are taken from a single pillar for GETR 2014, i.e. Efficiency & Transparency of border administration (Pillar 3) since these three original pillars are no longer available. In addition, data for ETI Business Environment Sub-index for GETR 2014 is taken from Operating environment (Pillar 7) since this sub-index is also no longer available.

1. Overall improvements

APEC's performance for 2013 has been rather weak. For ETI Overall Index, APEC average score only increases slightly from 4.63 in 2009 to 4.67 in 2013. In fact, APEC's score decreases slightly from year 2011 (4.69) to 2013. For ETI and LPI Overall index, APEC's progress is only 0.91% and 1.39% consecutively – still far from the 6.67% improvement required to meet the pro-rata benchmark.

However, compared to the progress made by OECD member economies, APEC's score is relatively better. OECD's score for ETI worsens by 1.87% from 2009 to 2013; for LPI, OECD has shown improvement of 1.47%.

Table 2. SCFAP external indicators for overall improvements (APEC average values)

Indicators	2009	2011	2013	Pro-rata benchmark (2013)	Direction of improvement	Progress rate
ETI overall Index	4.63	4.69	4.67	4.94	up	13.64
LPI Overall Index	3.38	3.39	3.42	3.60	up	20.87

Source: GETR 2010, 2012 and 2014; LPI 2010, 2012 and 2014; PSU calculations.

2. Performance cluster for building infrastructure and capacity: chokepoints 2 (infrastructure), 3 (logistics capacity), and 6 (connectivity)

In this cluster, the perceptions-based indicators from LPI, aggregated data from ETI, and quantitative data from LPI survey are used. Areas requiring attention (coded red) are the following two indicators: ETI Transport Infrastructure Pillar and LPI % Shipments Meeting Quality Criteria.

Table 3. SCFAP external indicators for building infrastructure and capacity (APEC average values)

Indicators	2009	2011	2013	Pro-rata benchmark (2013)	Direction of improvement	Progress rate
ETI Transport Infrastructure Pillar	4.88	4.93	4.62	5.20	up	-80.91
ETI Transport Services Pillar	4.58	4.53	4.89	4.88	up	103.45
ETI ICT Pillar	4.29	4.76	4.98	4.58	up	241.10
LPI Quality of Infrastructure Index	3.29	3.35	3.44	3.51	up	67.73
LPI Logistics Competence Index	3.30	3.33	3.40	3.52	up	42.69
LPI % Shipments Meeting Quality Criteria	81.89	82.94	81.50	87.35	up	-7.12

Source: GETR 2010, 2012 and 2014; LPI 2010, 2012 and 2014; PSU calculations.

The ETI Transport Infrastructure Pillar measures the availability and quality of domestic transport infrastructure across four main modes: road, air, railroad and sea port infrastructures (air and maritime connectivity are also taken into consideration)¹. On the other hand, LPI % of shipments meeting quality criteria is based on the question: "As a logistics provider, do you maintain indicators of services level to client? If yes, what is the percentage of imports to your economy of work meeting your quality criteria for delivery to the consignee?". These two indicators reflect perceptions on the access to transport infrastructure as well as customer's or business' satisfaction regarding logistics services within APEC. Additionally, the LPI Shipments Quality indicator could be seen as reflecting the degree of uncertainty for supply chain.

Two indicators, namely ETI Transport Services Pillar and ETI ICT (Information and Communication Technologies) Pillar recorded a very strong progress. APEC scores here have exceeded the pro-rata benchmark, recording an improvement rate of 6.90% and 16.07% respectively.

ETI Transport Services Pillar attempts to measure the availability and quality of domestic transport services in terms of ease, cost and punctuality; including those of the shipping and logistics firms. Postal efficiency is also being taken into consideration². It is related with the logistics competence indicator from LPI which is based on responses to the question: "Evaluate the overall level of competence and quality of logistics services (e.g. transport operators, customs brokers) (very low - very high)". The LPI Logistics Competence Index shows substantial progress (amber).

ETI ICT Pillar basically measures the access and the application of ICT, through the use of mobile phone and internet technology by society, governments and firms. This pillar also considers the quality of internet access – a critical factor for e-commerce³.

ICT is a key enabler for 'smart' transport and logistics services. Although a couple of decades ago different modes of transport used distinct technology for their individual navigation

¹ The Global Enabling Trade Report 2014 (p.4).

² Ibid.

³ Ibid.

technologies, we now see progressive use of satellite navigation system to serve all the different modes. Many transport infrastructure is already employing ‘smart’ system: railways are now using automatic sensors and route setting while shipping vessels have been fast to adopt new tools of intelligent satellite navigation and communications to enhance logistics visibility⁴. SAMMAX (South America Maximum) vessels can transport 72% more containers per vessel compared to Maersk Line’s vessels, hence improving the average berth productivity by 37% and potentially increasing trade by up to USD 1.4 billion in Port of Santos alone⁵.

Application of technologies such as RFID (an auto-ID technology) has brought higher quality of service in terms of automation and tracking. SMEs could benefit from applying RFID technologies to reduce process costs and maintaining the adequate inventory to generate additional sales⁶. A case study from a garment firm in China mentions that RFID could improve manufacturing process through reducing machine down-time, lost time and defect rate; Lui and Lo (2014) also highlighted the potential benefit from applying the RFID technology in clothing and textiles manufacturing and retailing.

Further efforts should be encouraged to expand the access of these technologies to SMEs both in terms of adaptability and affordability; in this aspect, proper assessment of benefits needs to be done carefully since investment costs are relatively high. Efforts to provide innovative solutions will help SMEs to take advantage of a more affordable and suitable ICT that match their business needs.

ICT is also an important factor for firms including SMEs to participate in the global production networks and to improve export performance. Big multinationals (MNCs) would need SMEs that match their IT system in order to proceed with collaboration (Chan et. al. 2012). But enabling the capabilities of SMEs in acquiring new technologies is not easy because smart investments in skills, research and infrastructures will be required (Wignaraja, 2013). Wignaraja (2013: 302) also finds that SME will increase its chance of joining a production network from 16% to 25% if it has international certification such as ISO and SMEs with higher levels of technological capabilities have more chance to thrive in the production networks.

The LPI Quality of Infrastructure Index is based on responses to the question: "Evaluate the quality of trade and transport related infrastructure (e.g. ports, railroads, roads, information technology) (very low - very high)"; this indicator recorded substantial progress (amber).

3. Performance cluster for streamlining procedures: chokepoints 4 (clearance) and 5 (documentation)

In the second cluster, APEC recorded a very strong progress in terms of quantitative indicators for time and documentation. Relevant time indicators from LPI and DB have essentially exceeded the pro-rata benchmark. This is an important achievement as time performance is one of the ultimate goals of SCFAP. The LPI time indicators measure the time taken to complete trade transactions for port and airport supply chains; LPI 2014 report defines lead time to import as “the median time (the value for 50 percent of shipments) from port of discharge to arrival at the consignee”.

⁴ Smart infrastructure: the future, The Royal Academy of Engineering (2012).

⁵ Outlook on the Logistics & Supply Chain Industry 2013, World Economic Forum.

⁶ <http://www.news-sap.com/rfid-offers-smes-added-value/>

Using firm-level export data from Uruguay, Martincus et al. (2013) as quoted in Shepherd (2013), finds that one additional day of delay in customs could cause a 2.8% decline in the growth rate of exports. The LPI 2014 report also observes correlation between land distance and import lead time (around 0.6), suggesting that the following factors affect the connectivity of an economy to the global markets: geographic hurdles, infrastructure, service provision, efficiency of border processes and other logistics issues. In this context, LPI Customs and Border Index also shows significant progress, although it is still slightly below the pro-rata benchmark. APEC's average for Customs and Border Index is 3.25, slightly below the pro-rata benchmark of 3.32 in 2013. This score is based on customer's perception of the efficiency of the clearance process by border control agencies.

Table 4. SCFAP external indicators for streamlining procedures: time figures (APEC average values)

Indicators	2009	2011	2013	Pro-rata benchmark (2013)	Direction of improvement	Progress rate
LPI Lead Time to Import	2.85	2.50	1.89	2.66	down	505.07
LPI Lead Time to Export	2.22	2.11	1.67	2.07	down	374.44
LPI Documents to Import	4.02	3.56	3.44	3.75	down	213.69
LPI Documents to Export	3.54	2.83	2.89	3.30	down	274.55
Doing Business Lead Time to Import*	15.86	14.95	13.33	13.48	down	106.11
Doing Business Lead Time to Export*	15.90	14.43	13.10	13.52	down	117.76
Doing Business Documents to Import*	6.05	5.90	5.62	5.14	down	47.24
Doing Business Documents to Export*	5.62	5.43	4.71	4.78	down	107.34

Source: Doing Business 2010, 2012 and 2014; LPI 2010, 2012 and 2014; PSU calculations.

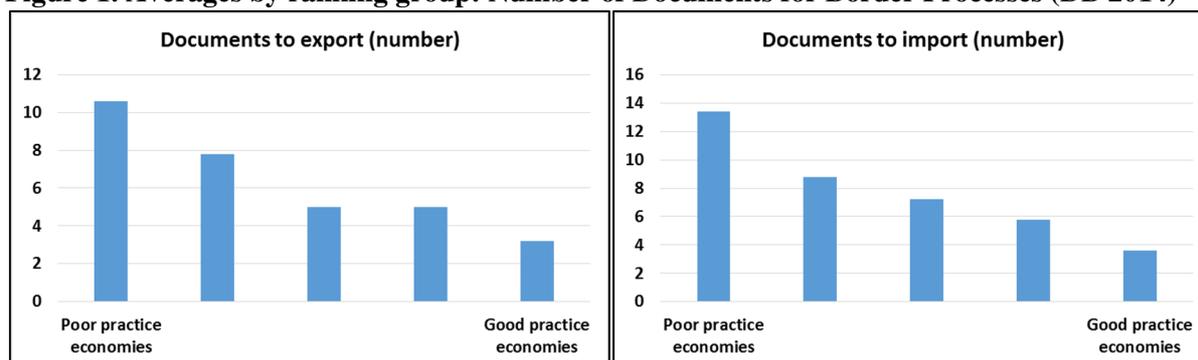
*: For consistency, the Doing Business targets for 2015 are aligned with the APEC EoDB Initiative.

For documentation-related indicators which measure the complexity of export and import transactions, both LPI and DB indicators show very strong progress which exceed the pro-rata benchmark for 2013. Documents that are required to comply with export procedures have shown significant reduction from 2009 to 2013: APEC averages have been reduced from 3.54 to 2.89 for LPI and 5.62 to 4.71 for Doing Business. For import procedures, the progress of LPI Indicator is much better than Doing Business: APEC averages have been reduced from 4.02 to 3.44 (an improvement rate of 14.25%) for LPI and 6.05 to 5.62 for Doing Business (an improvement rate of 7.09%).

DB 2014 report highlighted that "...the two biggest obstacles for traders in low-ranking economies are document preparation and inland transport because of administrative hurdles and poor infrastructure" (p. 105). Good practice economies⁷ in DB 2014 have their average scores at 3.2 and 3.6 for number of documents for export and import respectively (Figure 1).

⁷ Good practice economies are the top five ranked economies.

Figure 1. Averages by ranking group: Number of Documents for Border Processes (DB 2014)



Note: Poor practice economies are the 5 lowest-ranked economies on the ease of trading across borders. The second column represents the 5 economies ranked from 140 to 144 on the ease of trading across borders. The third column represents the 5 economies ranked from 93 to 97. The fourth column represents the 5 economies ranked from 45 to 49. Good practice economies are the 5 top-ranked economies.

Source: Doing Business 2014; PSU calculations.

For cost indicators⁸, all of the LPI and DB indicators show considerable increase in costs – instead of a reduction. Costs to import show an increase which range from 2% (LPI data) to 5% (DB data), while costs to export from a range of 6% (DB data) to 7.5% (LPI data). Please refer to table 5.

OECD figures show mixed results in these cost-related indicators. From 2009 to 2013, LPI import costs for OECD was reduced from USD 1063.78 to USD 804.22, a reduction of 24.40% for LPI cost to import (data only available for 23 economies). For DB cost to import, the reduction is 1.54%, from USD 1123.71 in 2009 to USD 1106.35 in 2013 (data for all 34 OECD economies).

For export cost, LPI average for OECD was reduced from USD 945.77 to USD 796.73; a reduction of 15.76% (data only available for 22 economies). For DB cost to export, there is an increase of 1.40%, from USD 1058.32 to 1073.09 (data for all 34 OECD economies).

Bearing in mind that these cost indicators are based on nominal cost (not adjusted for inflation), PSU tried to calculate the constant level of these costs by using local currency GDP deflator and US CPI to remove the effect of inflation (using year 2005 as the baseline)⁹. The results show that costs have been quite significantly reduced, with a range of 3% to 10% for import costs and 1% to 8% for export costs.

For LPI, previous PSU (2013) report highlighted that improvement in LPI scores might entail necessary costs increase, especially in terms of direct (freight) costs¹⁰. Direct freight costs

⁸ The costs indicators from LPI and DB measure the following: typical charge for a 40-foot dry container or a semi-trailer (i.e. total freight including agent fees, port, airport and other charges) for LPI; and all trade administrative, clearance and handling fees (including inland transport) levied on a 20-foot container – excluding ocean transport costs (for DB).

⁹ Fujimitsu (2013) also applies a similar procedure by converting the Doing Business series cost data (reported in current US dollars) into "...the local currency of each reporting on an annual basis using the applicable exchange rates. Costs in the local currency are then adjusted by the inflation rate of reporting countries and finally, the adjusted values are converted into US dollars to make international comparison possible".

¹⁰ Structure of logistics costs faced by traders could be grouped under two categories. Direct costs associated with shipment, such as freight costs, port and handling charges, procedural fees (such as bonds), agent fees, and side payments. Traders would also need to absorb the induced costs associated with hedging for the lack of

might even increase as logistics performance reaches a certain level. For Doing Business indicators, Shepherd (2013: 24) noted that:

“It is important to be cautious in interpreting cost data, however, since they are not an unambiguous indicator of performance, and they depend on many other factors, such as inflation and the general price level. The reason that cost is not an unambiguous indicator of performance is that many technological improvements that are welcomed by the private sector—such as automation—might increase the type of costs captured by Doing Business, for example through the imposition of user fees. However, the resulting improvements in time and reliability may mean that overall (direct and indirect) costs are in fact reduced for operators. The effects of such a technological improvement are not accounted for in the Doing Business data except through the direct effect of charges like user fees.”

Table 5. SCFAP external indicators for streamlining procedures: cost figures (APEC average values)

Indicators	2009	2011	2013	Pro-rata benchmark (2013)	Direction of improvement	Progress rate
LPI Cost to Import (nominal values)	799.83	848.72	819.06	746.51	down	-36.05
LPI Cost to Import (domestic GDP deflator)	673.04	627.29	608.08	628.17	down	144.78
LPI Cost to Import (US CPI)	727.90	736.79	686.53	679.37	down	85.24
LPI Cost to Export (nominal values)	705.33	716.83	758.28	658.31	down	-112.59
LPI Cost to Export (domestic GDP deflator)	591.37	543.50	570.14	551.95	down	53.86
LPI Cost to Export (US CPI)	641.90	622.29	635.59	599.10	down	14.74
Doing Business Cost to Import (nominal values)	938.86	896.19	984.29	798.03	down	-32.26
Doing Business Cost to Import (domestic GDP deflator)	800.40	701.57	729.79	680.34	down	58.81
Doing Business Cost to Import (US CPI)	854.42	778.00	825.03	726.25	down	22.93
Doing Business Cost to Export (nominal values)	867.00	835.67	919.95	736.95	down	-40.72
Doing Business Cost to Export (domestic GDP deflator)	739.46	652.08	681.60	628.54	down	52.17
Doing Business Cost to Export (US CPI)	789.02	725.46	771.10	670.67	down	15.14

Source: Doing Business 2010, 2012 and 2014; LPI 2010, 2012 and 2014; PSU calculations.

*: For consistency, the Doing Business targets for 2015 are aligned with the APEC EoDB Initiative.

predictability and reliability of the supply chain; which is basically the costs of non-delivery or avoidance of non-delivery.

Three indicators on customs and border agencies performance: ETI Customs Administration Pillar, ETI Import-Export Procedures Pillar and LPI Customs & Border Index measure the efficiency of customs administration and the clearance processes at the border, including those handled by other border control agencies. Two indicators for customs show very significant progress, with ETI Customs Administration Pillar exceeding the pro-rata benchmark and the LPI Customs Index showing rather significant progress. On the contrary, very weak progress is shown for the ETI Import-Export Procedures Pillar; indeed, APEC's performance for this indicator has actually worsened in 2014 compared with 2010. LPI indicator on Physical Inspection shows a very strong improvement, going down by 26%.

Table 6. SCFAP external indicators for streamlining procedures: customs related figures (APEC average values)

Indicators	2009	2011	2013	Pro-rata benchmark (2013)	Direction of improvement	Progress rate
ETI Customs Administration Pillar [^]	4.82	4.86	5.18	5.14	up	112.99
ETI Import-Export Procedures Pillar [^]	5.27	5.31	5.18	5.63	up	-25.45
LPI Customs & Border Index	3.11	3.13	3.25	3.32	up	67.23
LPI % Physical Inspection	11.46	10.13	8.45	10.69	down	393.19

Source: Doing Business 2010, 2012 and 2014; GETR 2010, 2012 and 2014; LPI 2010, 2012 and 2014; PSU calculations.

[^]: Data for ETI Customs Administration, Import-Export Procedures and Transparency of Border Administration pillars are taken from a single pillar for GETR 2014, i.e. Efficiency & Transparency of border administration (Pillar 3) since these pillars are no longer available.

4. Performance cluster for strengthening rules and institutions: chokepoints 1 (transparency), 7 (regulations and standards), and 8 (transit)

For the third cluster, ETI Transparency of Border Administration Pillar shows a strong progress, exceeding the 2013 pro-rata benchmark. The transparency of border administration pillar assesses the pervasiveness of undocumented extra payments or bribes connected with imports and exports, as well as overall perceived degree of corruption.

On the other hand, ETI Business Environment Sub-Index shows a worsening score in 2013. The business environment sub-index looks at the quality of governance as well as at the overarching regulatory and security environment impacting the business of active importers and exporters. However World Economic Forum changes the Business Environment index into 'Operating Environment' index in GETR 2014.

Table 7. SCFAP external indicators for strengthening rules and institutions (APEC average values)

Indicators	2009	2011	2013	Pro-rata benchmark (2013)	Direction of improvement	Progress rate
ETI Transparency of Border Administration Pillar [^]	4.52	4.50	5.18	4.82	up	220.02
ETI Business Environment Sub-Index [#]	4.74	4.69	4.71	5.06	up	-11.65

Source: GETR 2010, 2012 and 2014; PSU calculations. Note: Traffic light coding is applied as follows: green represents a progress rate of greater than 75%, amber represents a progress rate of between 40% and 75%, and red represents a progress rate of less than 40%.

^: Data for ETI Customs Administration, Import-Export Procedures and Transparency of Border Administration pillars are taken from a single pillar for GETR 2014, i.e. Efficiency & Transparency of border administration (Pillar 3) since these pillars are no longer available.

#: Data for ETI Business Environment Sub-index for GETR 2014 is taken from Operating environment (Pillar 7) since this sub-index is no longer available.

3. CONCLUSION

Overall the updated results for the external indicators for SCFAP indicate good progress. There is a very strong improvement in quantitative indicators for time; as well as in the documentation indicators – which point to reduction in complexity. Delays and burdensome documentation/procedures increase transaction costs by 1–15% of the value of world trade (OECD 2009). As such, time spent for trade transactions could also be considered as cost.

For cost figures, nominal indicators show an increase in costs over the years –a concern as to whether APEC would be on-track to achieve the 10% reduction in costs by 2015. Nevertheless, using costs figures that have been adjusted for inflation, APEC figures show some progress. As a note, when measuring the Trade Facilitation Action Plan II (TFAP II) progress, inflation-adjusted figures were also used instead of nominal ones.

In addition to efficiency measures to reduce costs, other potential areas for improvements will be on access to good quality transport infrastructures and services, logistics services and import-export procedures. The World Bank (2014) report on Chokepoint 2 proposed the use of “informed infrastructure” concept to guide infrastructure planning, development and investment. This means that “decisions with regards to infrastructure should be made based on a rigorous and holistic understanding of the impacts and benefits of a proposed infrastructure project”¹¹; particularly in the context of global value chains.

For logistics services, Tongzon (2004), highlighted the following eight key determinants of competitiveness in logistics: (1) Port (terminal) operation efficiency level; (2) Port cargo handling charges; (3) Reliability; (4) Port selection preferences of carriers and shippers; (5) The depth of the navigation channel; (6) Adaptability to the changing market environment; (7) Landside accessibility; and (8) Product differentiation. APEC’s performance for (1) is in good standing – based on the time indicators of LPI and ETI. For (2) and (3), APEC would need to further improve its competitiveness in freight charges. For (7), a strong focus on multi-modal connectivity would be required as Tongzon (2004:5) mentioned:

“Efficiency of inland transport to serve an increasing and most often disputed hinterland has become a critical factor of ports’ potential future as well as of their overall trade growth prospects. Since ports have become a prominent node in integrated logistics chains, quick and safe access to port facilities from an inland transport system becomes a basic requirement for port users to evaluate their port selection options.”

The remaining determinants show the importance of supporting a competitive environment and to push for a more rigorous structural reform in transport and logistics services to ensure efficiency and reliability. While the transport sector is known to be highly regulated for valid reasons such as safety, security and technical harmonization, reform in this sector has the significant potential to improve trade competitiveness and traffic.

For maritime, PSU (2011) study found that a shift towards full liberalization in the dimensions shown in table 8 for all APEC economies has the potential to reduce maritime freight rates by about 20% on average.

¹¹ (World Bank 2014: 5)

Table 8. Regulatory framework in maritime transport in APEC economies

	Quotas	Exemption of carrier agreements from competition law	Form of the ownership	% of ownership	Acquisition domestic entity	Cabotage	Cargo Handling	Regulatory authority independent
Australia								
Canada								
Chile								
China								
Hong Kong, China						n.r.		
Indonesia								
Japan								
Korea								
Malaysia								
Mexico								
New Zealand								
Peru								
Philippines								
Russian Federation								
Singapore						n.r.		
Chinese Taipei								
Thailand								
United States								
Vietnam								

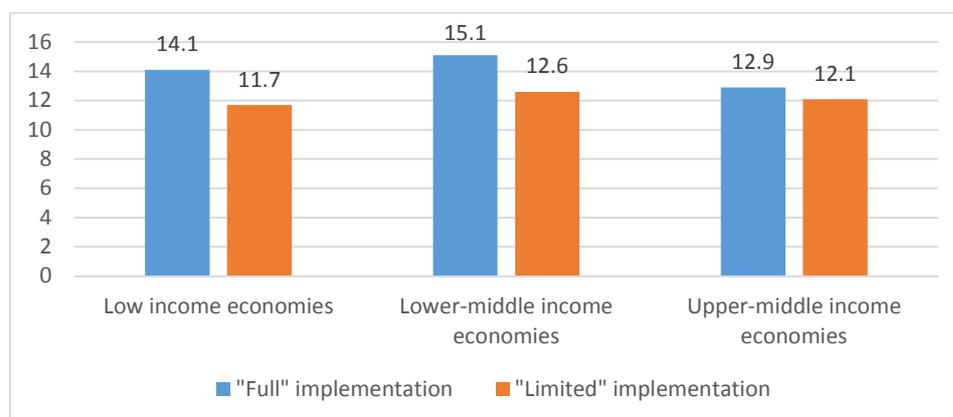
Source: World Bank Survey, 2008 in PSU (2011).

Note: Dark blue shading corresponds to a less restrictive implementation of the measure; n.r. = not relevant.

Using the WTO Air Liberalization Index concept, Piermartini and Rousová (2008) found that by increasing the degree of liberalization from 25th to 75th percentile, passenger traffic would increase by approximately 30%. Grosso (2010) concluded that for APEC, the suggested route is to follow the plurilateral approach in the case of reforming the aviation sector in order to reduce discrimination and minimize distortions.

Finally, for import-export procedures, APEC should further support the implementation of WTO Trade Facilitation Agreement (TFA) to further maximize the benefits from Trade Facilitation for the business community. OECD (2014) estimated that full implementation of the TFA could reduce trade costs by between 12.9% and 14.1%; while limited implementation should bring down the costs by between 11.7% and 12.1%

Figure 2. Overall potential trade costs reductions by income group



Source: Figures taken from OECD (2014).

REFERENCES

APEC PSU. The Impacts and Benefits of Structural Reforms in the Transport, Energy and Telecommunications Sectors in APEC Economies. Singapore: APEC PSU. (2011)

Grosso, Massimo Geloso. The Political Economy of Liberalising Air Transport in APEC: Regulatory Aspects and Negotiating Options. Paris: Sciences Po Groupe d'Economie Mondiale. (2010)

Lui, A. and C.K.Y. Lo. "Measuring the impact of radio frequency identification (RFID) technologies in improving the efficiency of the textile supply chain", *In W.K. Wong and Z.X. Guo, eds, Fashion Supply Chain Management Using Radio Frequency Identification (RFID) Technologies*. Cambridge: Woodhead Publishing. (2014): 187-202

Ngai et. al. "The role of radio frequency identification (RFID) technologies in improving garment manufacturing operations" *In W.K. Wong and Z.X. Guo, eds, Fashion Supply Chain Management Using Radio Frequency Identification (RFID) Technologies*. Cambridge: Woodhead Publishing. (2014): 70-98

OECD. Overcoming border bottlenecks. Paris: OECD. (2009)

OECD. The WTO Trade Facilitation Agreement – Potential Impact on Trade Costs. Paris: OECD. (2014)

Piermartini and Rousová. Liberalization of Air Transport Services and Passenger Traffic. Geneva: WTO. (2008)

Shepherd, Ben. Connecting to Value Chains: Logistics, the Role of Transport and Logistics. Joint OECD/WTO Value Chain Sector Study. Paris: OECD. (2013)

Tongzon, Joze. Determinants of Competitiveness in Logistics: Implications for the Region. Paper presented at the International Conference on Competitiveness: Challenges and Opportunities for Asian Countries, hosted by Thailand's National Competitiveness Committee. (2004)

Wignaraja, Ganeshan. "Can SMEs participate in global production networks? Evidence from ASEAN firms" *In Deborah K. Elms and Patrick Low, eds, Global Value Chains In A Changing World*. Geneva: WTO. (2013)

World Bank. Transport Infrastructure along APEC's Critical Supply Chains. Washington: World Bank. (2014)

World Bank. Doing Business report, various years.

World Bank. Connecting to Compete - Logistics Performance Index report, various years.

World Economic Forum. Global Enabling Trade Report, various years.

Zhang et. al. "Low-cost carriers in Asia: Deregulation, regional liberalization and secondary airports", *Research in Transportation Economics*, 24(1). (2008):36-50

APPENDICES

1. Summary of SCFAP external indicators and traffic light coding (average values) for APEC

Indicators	2009	2011	2013	Pro-rata benchmark (2013)	Direction of improvement	Progress rate
ETI overall Index	4.63	4.69	4.67	4.94	up	13.64
LPI Overall Index	3.38	3.39	3.42	3.60	up	20.87
ETI Transport Infrastructure Pillar	4.88	4.93	4.62	5.20	up	-80.91
ETI Transport Services Pillar	4.58	4.53	4.89	4.88	up	103.45
ETI ICT Pillar	4.29	4.76	4.98	4.58	up	241.10
LPI Quality of Infrastructure Index	3.29	3.35	3.44	3.51	up	67.73
LPI Logistics Competence Index	3.30	3.33	3.40	3.52	up	42.69
LPI % Shipments Meeting Quality Criteria	81.89	82.94	81.50	87.35	up	-7.12
LPI Lead Time to Import	2.85	2.50	1.89	2.66	down	505.07
LPI Lead Time to Export	2.22	2.11	1.67	2.07	down	374.44
LPI Documents to Import	4.02	3.56	3.44	3.75	down	213.69
LPI Documents to Export	3.54	2.83	2.89	3.30	down	274.55
DB Lead Time to Import*	15.86	14.95	13.33	13.48	down	106.11
DB Lead Time to Export*	15.90	14.43	13.10	13.52	down	117.76
DB Documents to Import*	6.05	5.90	5.62	5.14	down	47.24
DB Documents to Export*	5.62	5.43	4.71	4.78	down	107.34
LPI Cost to Import (nominal)	799.83	848.72	819.06	746.51	down	-36.05
LPI Cost to Import (domestic GDP deflator)	673.04	627.29	608.08	628.17	down	144.78
LPI Cost to Import (US CPI)	727.90	736.79	686.53	679.37	down	85.24
LPI Cost to Export (nominal)	705.33	716.83	758.28	658.31	down	-112.59
LPI Cost to Export (domestic GDP deflator)	591.37	543.50	570.14	551.95	down	53.86
LPI Cost to Export (US CPI)	641.90	622.29	635.59	599.10	down	14.74
DB Cost to Import (nominal)*	938.86	896.19	984.29	798.03	down	-32.26
DB Cost to Import (domestic GDP deflator)*	800.40	701.57	729.79	680.34	down	58.81
DB Cost to Import (US CPI)*	854.42	778.00	825.03	726.25	down	22.93
DB Cost to Export (nominal)*	867.00	835.67	919.95	736.95	down	-40.72
DB Cost to Export (domestic GDP deflator)*	739.46	652.08	681.60	628.54	down	52.17
DB Cost to Export (US CPI)*	789.02	725.46	771.10	670.67	down	15.14
ETI Customs Administration Pillar [^]	4.82	4.86	5.18	5.14	up	112.99
ETI Import-Export Procedures Pillar [^]	5.27	5.31	5.18	5.63	up	-25.45
LPI Customs & Border Index	3.11	3.13	3.25	3.32	up	67.23
LPI % Physical Inspection	11.46	10.13	8.45	10.69	down	393.19
ETI Transparency of Border Administration Pillar [^]	4.52	4.50	5.18	4.82	up	220.02
ETI Business Environment Sub-Index [#]	4.74	4.69	4.71	5.06	up	-11.65

Source: Doing Business 2010, 2012 and 2014; GETR 2010, 2012 and 2014; LPI 2010, 2012 and 2014. *: For consistency, the Doing Business targets for 2015 are aligned with the APEC EoDB Initiative. ^: Data for ETI Customs Administration, Import-Export Procedures and Transparency of Border Administration pillars are taken from a single pillar for GETR 2014, i.e. Efficiency & Transparency of border administration (Pillar 3) since these pillars are no longer available. #: Data for ETI Business Environment Sub-index for GETR 2014 is taken from Operating environment (Pillar 7) since this sub-index is no longer available.

2. Summary of SCFAP external indicators for Australia

Indicators	2009	2011	2013	Direction of improvement	Rate of change (2009-2013)
ETI overall Index	5.10	5.10	4.90	up	-3.92%
LPI Overall Index	3.84	3.73	3.81	up	-0.78%
ETI Transport Infrastructure Pillar	5.10	5.20	4.50	up	-11.76%
ETI Transport Services Pillar	5.30	4.90	5.30	up	0.00%
ETI ICT Pillar	5.30	5.50	5.90	up	11.32%
LPI Quality of Infrastructure Index	3.78	3.83	4.00	up	5.82%
LPI Logistics Competence Index	3.77	3.75	3.75	up	-0.53%
LPI % Shipments Meeting Quality Criteria	85.00	73.00	92.00	up	8.24%
LPI Lead Time to Import	2.83	3.00	2.00	down	-29.33%
LPI Lead Time to Export	2.64	4.00	2.00	down	-24.24%
LPI Documents to Import	3.15	3.00	2.00	down	-36.51%
LPI Documents to Export	3.17	2.00	2.00	down	-36.91%
DB Lead Time to Import	8.00	8.00	8.00	down	0.00%
DB Lead Time to Export	9.00	9.00	9.00	down	0.00%
DB Documents to Import	5.00	5.00	7.00	down	40.00%
DB Documents to Export	6.00	6.00	5.00	down	-16.67%
LPI Cost to Import (nominal)	869.00	785.00	1006.00	down	15.77%
LPI Cost to Import (domestic GDP deflator)	742.23	610.12	775.19	down	4.44%
LPI Cost to Import (US CPI)	790.84	681.47	843.23	down	6.62%
LPI Cost to Export (nominal)	955.00	1020.00	1033.00	down	8.17%
LPI Cost to Export (domestic GDP deflator)	815.68	792.77	796.00	down	-2.41%
LPI Cost to Export (US CPI)	869.11	885.48	865.86	down	-0.37%
DB Cost to Import (nominal)	1119.00	1119.00	1170.00	down	4.56%
DB Cost to Import (domestic GDP deflator)	955.76	869.72	901.56	down	-5.67%
DB Cost to Import (US CPI)	1018.36	971.42	980.69	down	-3.70%
DB Cost to Export (nominal)	1060.00	1060.00	1150.00	down	8.49%
DB Cost to Export (domestic GDP deflator)	905.36	823.86	886.15	down	-2.12%
DB Cost to Export (US CPI)	964.66	920.20	963.93	down	-0.08%
ETI Customs Administration Pillar [^]	5.50	5.60	5.60	up	1.82%
ETI Import-Export Procedures Pillar [^]	5.50	5.40	5.60	up	1.82%
LPI Customs & Border Index	3.68	3.60	3.85	up	4.62%
LPI % Physical Inspection	4.87	6.02	2.15	down	-55.85%
ETI Transparency of Border Administration Pillar [^]	6.10	6.00	5.60	up	-8.20%
ETI Business Environment Sub-Index [#]	5.40	5.40	5.20	up	-3.70%

Source: Doing Business 2010, 2012 and 2014; GETR 2010, 2012 and 2014; LPI 2010, 2012 and 2014. [^]: Data for ETI Customs Administration, Import-Export Procedures and Transparency of Border Administration pillars are taken from a single pillar for GETR 2014, i.e. Efficiency & Transparency of border administration (Pillar 3) since these pillars are no longer available. [#]: Data for ETI Business Environment Sub-index for GETR 2014 is taken from Operating environment (Pillar 7) since this sub-index is no longer available.

3. Summary of SCFAP external indicators for Brunei Darussalam

Indicators	2009	2011	2013	Direction of improvement	Rate of change (2009-2013)
ETI overall Index	NA	NA	NA	up	NA
LPI Overall Index	NA	NA	NA	up	NA
ETI Transport Infrastructure Pillar	NA	NA	NA	up	NA
ETI Transport Services Pillar	NA	NA	NA	up	NA
ETI ICT Pillar	NA	NA	NA	up	NA
LPI Quality of Infrastructure Index	NA	NA	NA	up	NA
LPI Logistics Competence Index	NA	NA	NA	up	NA
LPI % Shipments Meeting Quality Criteria	NA	NA	NA	up	NA
LPI Lead Time to Import	NA	NA	NA	down	NA
LPI Lead Time to Export	NA	NA	NA	down	NA
LPI Documents to Import	NA	NA	NA	down	NA
LPI Documents to Export	NA	NA	NA	down	NA
DB Lead Time to Import	19.00	15.00	15.00	down	-21.05%
DB Lead Time to Export	28.00	19.00	19.00	down	-32.14%
DB Documents to Import	6.00	6.00	5.00	down	-16.67%
DB Documents to Export	6.00	6.00	5.00	down	-16.67%
LPI Cost to Import (nominal)	NA	NA	NA	down	NA
LPI Cost to Import (domestic GDP deflator)	NA	NA	NA	down	NA
LPI Cost to Import (US CPI)	NA	NA	NA	down	NA
LPI Cost to Export (nominal)	NA	NA	NA	down	NA
LPI Cost to Export (domestic GDP deflator)	NA	NA	NA	down	NA
LPI Cost to Export (US CPI)	NA	NA	NA	down	NA
DB Cost to Import (nominal)	708.00	745.00	770.00	down	8.76%
DB Cost to Import (domestic GDP deflator)	724.65	601.64	641.57	down	-11.47%
DB Cost to Import (US CPI)	644.32	646.75	645.41	down	0.17%
DB Cost to Export (nominal)	630.00	680.00	705.00	down	11.90%
DB Cost to Export (domestic GDP deflator)	644.82	549.15	587.41	down	-8.90%
DB Cost to Export (US CPI)	573.34	590.32	590.93	down	3.07%
ETI Customs Administration Pillar [^]	NA	NA	NA	up	NA
ETI Import-Export Procedures Pillar [^]	NA	NA	NA	up	NA
LPI Customs & Border Index	NA	NA	NA	up	NA
LPI % Physical Inspection	NA	NA	NA	down	NA
ETI Transparency of Border Administration Pillar [^]	NA	NA	NA	up	NA
ETI Business Environment Sub-Index [#]	NA	NA	NA	up	NA

Source: Doing Business 2010, 2012 and 2014; GETR 2010, 2012 and 2014; LPI 2010, 2012 and 2014. [^]: Data for ETI Customs Administration, Import-Export Procedures and Transparency of Border Administration pillars are taken from a single pillar for GETR 2014, i.e. Efficiency & Transparency of border administration (Pillar 3) since these pillars are no longer available. [#]: Data for ETI Business Environment Sub-index for GETR 2014 is taken from Operating environment (Pillar 7) since this sub-index is no longer available.

4. Summary of SCFAP external indicators for Canada

Indicators	2009	2011	2013	Direction of improvement	Rate of change (2009-2013)
ETI overall Index	5.30	5.20	5.00	up	-5.66%
LPI Overall Index	3.87	3.85	3.86	up	-0.26%
ETI Transport Infrastructure Pillar	5.50	5.60	4.90	up	-10.91%
ETI Transport Services Pillar	4.70	4.60	5.40	up	14.89%
ETI ICT Pillar	5.60	5.50	5.30	up	-5.36%
LPI Quality of Infrastructure Index	4.03	3.99	4.05	up	0.50%
LPI Logistics Competence Index	3.99	3.85	3.94	up	-1.25%
LPI % Shipments Meeting Quality Criteria	79.00	83.00	90.00	up	13.92%
LPI Lead Time to Import	3.68	2.00	2.00	down	-45.65%
LPI Lead Time to Export	2.83	2.00	1.00	down	-64.66%
LPI Documents to Import	2.42	2.00	2.00	down	-17.36%
LPI Documents to Export	1.80	2.00	1.00	down	-44.44%
DB Lead Time to Import	11.00	11.00	10.00	down	-9.09%
DB Lead Time to Export	7.00	7.00	8.00	down	14.29%
DB Documents to Import	4.00	4.00	3.00	down	-25.00%
DB Documents to Export	3.00	3.00	3.00	down	0.00%
LPI Cost to Import (nominal)	1015.00	736.00	414.00	down	-59.21%
LPI Cost to Import (domestic GDP deflator)	941.55	644.27	352.10	down	-62.60%
LPI Cost to Import (US CPI)	923.71	638.93	347.01	down	-62.43%
LPI Cost to Export (nominal)	731.00	646.00	542.00	down	-25.85%
LPI Cost to Export (domestic GDP deflator)	678.10	565.48	460.96	down	-32.02%
LPI Cost to Export (US CPI)	665.25	560.80	454.30	down	-31.71%
DB Cost to Import (nominal)	1660.00	1660.00	1680.00	down	1.20%
DB Cost to Import (domestic GDP deflator)	1539.87	1453.10	1428.81	down	-7.21%
DB Cost to Import (US CPI)	1510.70	1441.07	1408.18	down	-6.79%
DB Cost to Export (nominal)	1610.00	1610.00	1680.00	down	4.35%
DB Cost to Export (domestic GDP deflator)	1493.49	1409.33	1428.81	down	-4.33%
DB Cost to Export (US CPI)	1465.20	1397.67	1408.18	down	-3.89%
ETI Customs Administration Pillar [^]	5.40	5.50	5.70	up	5.56%
ETI Import-Export Procedures Pillar [^]	5.40	5.30	5.70	up	5.56%
LPI Customs & Border Index	3.71	3.58	3.61	up	-2.70%
LPI % Physical Inspection	3.45	3.48	1.76	down	-48.99%
ETI Transparency of Border Administration Pillar [^]	6.10	6.10	5.70	up	-6.56%
ETI Business Environment Sub-Index [#]	5.50	5.40	5.20	up	-5.45%

Source: Doing Business 2010, 2012 and 2014; GETR 2010, 2012 and 2014; LPI 2010, 2012 and 2014. [^]: Data for ETI Customs Administration, Import-Export Procedures and Transparency of Border Administration pillars are taken from a single pillar for GETR 2014, i.e. Efficiency & Transparency of border administration (Pillar 3) since these pillars are no longer available. [#]: Data for ETI Business Environment Sub-index for GETR 2014 is taken from Operating environment (Pillar 7) since this sub-index is no longer available.

5. Summary of SCFAP external indicators for Chile

Indicators	2009	2011	2013	Direction of improvement	Rate of change (2009-2013)
ETI overall Index	5.10	5.10	5.10	up	0.00%
LPI Overall Index	3.09	3.17	3.26	up	5.50%
ETI Transport Infrastructure Pillar	4.80	4.40	3.50	up	-27.08%
ETI Transport Services Pillar	3.80	3.70	4.60	up	21.05%
ETI ICT Pillar	3.80	4.60	5.00	up	31.58%
LPI Quality of Infrastructure Index	2.86	3.18	3.17	up	10.84%
LPI Logistics Competence Index	2.94	3.00	3.19	up	8.50%
LPI % Shipments Meeting Quality Criteria	95.00	89.00	77.00	up	-18.95%
LPI Lead Time to Import	3.04	2.00	1.00	down	-67.11%
LPI Lead Time to Export	3.48	2.00	1.00	down	-71.26%
LPI Documents to Import	3.20	3.00	2.00	down	-37.50%
LPI Documents to Export	3.60	3.00	2.00	down	-44.44%
DB Lead Time to Import	21.00	20.00	12.00	down	-42.86%
DB Lead Time to Export	21.00	21.00	15.00	down	-28.57%
DB Documents to Import	7.00	6.00	5.00	down	-28.57%
DB Documents to Export	6.00	6.00	5.00	down	-16.67%
LPI Cost to Import (nominal)	1225.00	909.00	669.00	down	-45.39%
LPI Cost to Import (domestic GDP deflator)	997.09	656.54	469.55	down	-52.91%
LPI Cost to Import (US CPI)	1114.82	789.12	560.76	down	-49.70%
LPI Cost to Export (nominal)	1587.00	1861.00	931.00	down	-41.34%
LPI Cost to Export (domestic GDP deflator)	1291.74	1344.13	653.45	down	-49.41%
LPI Cost to Export (US CPI)	1444.27	1615.56	780.36	down	-45.97%
DB Cost to Import (nominal)	795.00	795.00	930.00	down	16.98%
DB Cost to Import (domestic GDP deflator)	647.09	574.20	652.74	down	0.87%
DB Cost to Import (US CPI)	723.50	690.15	779.53	down	7.74%
DB Cost to Export (nominal)	745.00	795.00	980.00	down	31.54%
DB Cost to Export (domestic GDP deflator)	606.39	574.20	687.84	down	13.43%
DB Cost to Export (US CPI)	677.99	690.15	821.44	down	21.16%
ETI Customs Administration Pillar [^]	5.40	5.20	5.60	up	3.70%
ETI Import-Export Procedures Pillar [^]	5.00	5.10	5.60	up	12.00%
LPI Customs & Border Index	2.93	3.11	3.17	up	8.19%
LPI % Physical Inspection	1.99	9.96	1.26	down	-36.68%
ETI Transparency of Border Administration Pillar [^]	5.50	5.60	5.60	up	1.82%
ETI Business Environment Sub-Index [#]	5.10	5.30	5.00	up	-1.96%

Source: Doing Business 2010, 2012 and 2014; GETR 2010, 2012 and 2014; LPI 2010, 2012 and 2014. [^]: Data for ETI Customs Administration, Import-Export Procedures and Transparency of Border Administration pillars are taken from a single pillar for GETR 2014, i.e. Efficiency & Transparency of border administration (Pillar 3) since these pillars are no longer available. [#]: Data for ETI Business Environment Sub-index for GETR 2014 is taken from Operating environment (Pillar 7) since this sub-index is no longer available.

6. Summary of SCFAP external indicators for China

Indicators	2009	2011	2013	Direction of improvement	Rate of change (2009-2013)
ETI overall Index	4.30	4.20	4.30	up	0.00%
LPI Overall Index	3.49	3.52	3.53	up	1.15%
ETI Transport Infrastructure Pillar	4.30	4.50	5.10	up	18.60%
ETI Transport Services Pillar	5.00	4.70	4.80	up	-4.00%
ETI ICT Pillar	3.10	3.60	3.70	up	19.35%
LPI Quality of Infrastructure Index	3.54	3.61	3.67	up	3.67%
LPI Logistics Competence Index	3.49	3.47	3.46	up	-0.86%
LPI % Shipments Meeting Quality Criteria	70.00	69.00	76.00	up	8.57%
LPI Lead Time to Import	2.56	4.00	3.00	down	17.19%
LPI Lead Time to Export	2.77	3.00	2.00	down	-27.80%
LPI Documents to Import	5.36	6.00	5.00	down	-6.72%
LPI Documents to Export	4.87	5.00	4.00	down	-17.86%
DB Lead Time to Import	24.00	24.00	24.00	down	0.00%
DB Lead Time to Export	21.00	21.00	21.00	down	0.00%
DB Documents to Import	5.00	5.00	5.00	down	0.00%
DB Documents to Export	7.00	8.00	8.00	down	14.29%
LPI Cost to Import (nominal)	376.00	453.00	683.00	down	81.65%
LPI Cost to Import (domestic GDP deflator)	314.17	329.25	478.56	down	52.32%
LPI Cost to Import (US CPI)	342.18	393.26	572.49	down	67.31%
LPI Cost to Export (nominal)	419.00	454.00	494.00	down	17.90%
LPI Cost to Export (domestic GDP deflator)	350.10	329.98	346.13	down	-1.13%
LPI Cost to Export (US CPI)	381.32	394.12	414.07	down	8.59%
DB Cost to Import (nominal)	545.00	545.00	615.00	down	12.84%
DB Cost to Import (domestic GDP deflator)	455.38	396.12	430.91	down	-5.37%
DB Cost to Import (US CPI)	495.98	473.12	515.49	down	3.93%
DB Cost to Export (nominal)	500.00	500.00	620.00	down	24.00%
DB Cost to Export (domestic GDP deflator)	417.78	363.41	434.41	down	3.98%
DB Cost to Export (US CPI)	455.03	434.06	519.68	down	14.21%
ETI Customs Administration Pillar [^]	4.60	4.50	4.90	up	6.52%
ETI Import-Export Procedures Pillar [^]	5.30	5.20	4.90	up	-7.55%
LPI Customs & Border Index	3.16	3.25	3.21	up	1.58%
LPI % Physical Inspection	8.59	17.11	6.72	down	-21.77%
ETI Transparency of Border Administration Pillar [^]	3.70	3.60	4.90	up	32.43%
ETI Business Environment Sub-Index [#]	4.70	4.60	4.60	up	-2.13%

Source: Doing Business 2010, 2012 and 2014; GETR 2010, 2012 and 2014; LPI 2010, 2012 and 2014. [^]: Data for ETI Customs Administration, Import-Export Procedures and Transparency of Border Administration pillars are taken from a single pillar for GETR 2014, i.e. Efficiency & Transparency of border administration (Pillar 3) since these pillars are no longer available. [#]: Data for ETI Business Environment Sub-index for GETR 2014 is taken from Operating environment (Pillar 7) since this sub-index is no longer available.

7. Summary of SCFAP external indicators for Hong Kong, China

Indicators	2009	2011	2013	Direction of improvement	Rate of change (2009-2013)
ETI overall Index	5.70	5.70	5.50	up	-3.51%
LPI Overall Index	3.88	4.12	3.83	up	-1.29%
ETI Transport Infrastructure Pillar	6.00	6.00	6.50	up	8.33%
ETI Transport Services Pillar	5.40	5.60	5.70	up	5.56%
ETI ICT Pillar	5.90	6.00	6.00	up	1.69%
LPI Quality of Infrastructure Index	4.00	4.12	3.97	up	-0.75%
LPI Logistics Competence Index	3.83	4.08	3.81	up	-0.52%
LPI % Shipments Meeting Quality Criteria	81.00	79.00	95.00	up	17.28%
LPI Lead Time to Import	1.62	1.00	1.00	down	-38.27%
LPI Lead Time to Export	1.71	1.00	1.00	down	-41.52%
LPI Documents to Import	2.14	1.00	4.00	down	86.92%
LPI Documents to Export	2.14	1.00	4.00	down	86.92%
DB Lead Time to Import	5.00	5.00	5.00	down	0.00%
DB Lead Time to Export	6.00	5.00	6.00	down	0.00%
DB Documents to Import	4.00	4.00	3.00	down	-25.00%
DB Documents to Export	4.00	4.00	3.00	down	-25.00%
LPI Cost to Import (nominal)	459.00	309.00	211.00	down	-54.03%
LPI Cost to Import (domestic GDP deflator)	443.44	286.47	186.37	down	-57.97%
LPI Cost to Import (US CPI)	417.72	268.25	176.86	down	-57.66%
LPI Cost to Export (nominal)	465.00	270.00	194.00	down	-58.28%
LPI Cost to Export (domestic GDP deflator)	449.23	250.31	171.36	down	-61.86%
LPI Cost to Export (US CPI)	423.18	234.39	162.61	down	-61.57%
DB Cost to Import (nominal)	583.00	565.00	565.00	down	-3.09%
DB Cost to Import (domestic GDP deflator)	563.23	523.80	499.06	down	-11.39%
DB Cost to Import (US CPI)	530.56	490.49	473.58	down	-10.74%
DB Cost to Export (nominal)	625.00	575.00	590.00	down	-5.60%
DB Cost to Export (domestic GDP deflator)	603.81	533.07	521.14	down	-13.69%
DB Cost to Export (US CPI)	568.79	499.17	494.54	down	-13.05%
ETI Customs Administration Pillar [^]	5.70	5.70	5.80	up	1.75%
ETI Import-Export Procedures Pillar [^]	6.20	6.30	5.80	up	-6.45%
LPI Customs & Border Index	3.83	3.97	3.72	up	-2.87%
LPI % Physical Inspection	1.99	1.44	1.00	down	-49.75%
ETI Transparency of Border Administration Pillar [^]	5.90	6.10	5.80	up	-1.69%
ETI Business Environment Sub-Index [#]	5.90	5.70	5.80	up	-1.69%

Source: Doing Business 2010, 2012 and 2014; GETR 2010, 2012 and 2014; LPI 2010, 2012 and 2014. [^]: Data for ETI Customs Administration, Import-Export Procedures and Transparency of Border Administration pillars are taken from a single pillar for GETR 2014, i.e. Efficiency & Transparency of border administration (Pillar 3) since these pillars are no longer available. [#]: Data for ETI Business Environment Sub-index for GETR 2014 is taken from Operating environment (Pillar 7) since this sub-index is no longer available.

8. Summary of SCFAP external indicators for Indonesia

Indicators	2009	2011	2013	Direction of improvement	Rate of change (2009-2013)
ETI overall Index	4.00	4.20	4.20	up	5.00%
LPI Overall Index	2.76	2.94	3.08	up	11.59%
ETI Transport Infrastructure Pillar	3.70	4.10	3.60	up	-2.70%
ETI Transport Services Pillar	3.60	3.90	4.30	up	19.44%
ETI ICT Pillar	2.50	3.20	3.70	up	48.00%
LPI Quality of Infrastructure Index	2.54	2.54	2.92	up	14.96%
LPI Logistics Competence Index	2.47	2.85	3.21	up	29.96%
LPI % Shipments Meeting Quality Criteria	68.00	51.00	70.00	up	2.94%
LPI Lead Time to Import	5.35	3.00	4.00	down	-25.23%
LPI Lead Time to Export	2.12	2.00	3.00	down	41.51%
LPI Documents to Import	5.00	5.00	5.00	down	0.00%
LPI Documents to Export	3.50	3.00	4.00	down	14.29%
DB Lead Time to Import	27.00	27.00	23.00	down	-14.81%
DB Lead Time to Export	21.00	17.00	17.00	down	-19.05%
DB Documents to Import	6.00	7.00	8.00	down	33.33%
DB Documents to Export	5.00	4.00	4.00	down	-20.00%
LPI Cost to Import (nominal)	1024.00	501.00	568.00	down	-44.53%
LPI Cost to Import (domestic GDP deflator)	630.62	263.71	274.48	down	-56.47%
LPI Cost to Import (US CPI)	931.90	434.93	476.10	down	-48.91%
LPI Cost to Export (nominal)	379.00	415.00	579.00	down	52.77%
LPI Cost to Export (domestic GDP deflator)	233.40	218.45	279.80	down	19.88%
LPI Cost to Export (US CPI)	344.91	360.27	485.32	down	40.71%
DB Cost to Import (nominal)	660.00	660.00	660.00	down	0.00%
DB Cost to Import (domestic GDP deflator)	406.46	347.41	318.94	down	-21.53%
DB Cost to Import (US CPI)	600.64	572.96	553.21	down	-7.90%
DB Cost to Export (nominal)	704.00	644.00	615.00	down	-12.64%
DB Cost to Export (domestic GDP deflator)	433.55	338.99	297.20	down	-31.45%
DB Cost to Export (US CPI)	640.68	559.07	515.49	down	-19.54%
ETI Customs Administration Pillar [^]	4.00	4.10	4.40	up	10.00%
ETI Import-Export Procedures Pillar [^]	5.10	5.10	4.40	up	-13.73%
LPI Customs & Border Index	2.43	2.53	2.87	up	18.11%
LPI % Physical Inspection	11.08	30.56	7.91	down	-28.61%
ETI Transparency of Border Administration Pillar [^]	2.90	2.90	4.40	up	51.72%
ETI Business Environment Sub-Index [#]	4.40	4.10	4.20	up	-4.55%

Source: Doing Business 2010, 2012 and 2014; GETR 2010, 2012 and 2014; LPI 2010, 2012 and 2014. [^]: Data for ETI Customs Administration, Import-Export Procedures and Transparency of Border Administration pillars are taken from a single pillar for GETR 2014, i.e. Efficiency & Transparency of border administration (Pillar 3) since these pillars are no longer available. [#]: Data for ETI Business Environment Sub-index for GETR 2014 is taken from Operating environment (Pillar 7) since this sub-index is no longer available.

9. Summary of SCFAP external indicators for Japan

Indicators	2009	2011	2013	Direction of improvement	Rate of change (2009-2013)
ETI overall Index	4.80	5.10	5.10	up	6.25%
LPI Overall Index	3.97	3.93	3.91	up	-1.51%
ETI Transport Infrastructure Pillar	5.50	5.60	6.00	up	9.09%
ETI Transport Services Pillar	5.80	5.40	5.70	up	-1.72%
ETI ICT Pillar	5.10	5.50	6.00	up	17.65%
LPI Quality of Infrastructure Index	4.19	4.11	4.16	up	-0.72%
LPI Logistics Competence Index	4.00	3.97	3.93	up	-1.75%
LPI % Shipments Meeting Quality Criteria	92.00	93.00	89.00	up	-3.26%
LPI Lead Time to Import	1.00	1.00	2.00	down	100.00%
LPI Lead Time to Export	1.00	1.00	2.00	down	100.00%
LPI Documents to Import	3.67	4.00	3.00	down	-18.26%
LPI Documents to Export	3.33	4.00	3.00	down	-9.91%
DB Lead Time to Import	11.00	11.00	11.00	down	0.00%
DB Lead Time to Export	10.00	10.00	11.00	down	10.00%
DB Documents to Import	5.00	5.00	5.00	down	0.00%
DB Documents to Export	4.00	3.00	3.00	down	-25.00%
LPI Cost to Import (nominal)	707.00	931.00	750.00	down	6.08%
LPI Cost to Import (domestic GDP deflator)	734.65	1007.47	823.69	down	12.12%
LPI Cost to Import (US CPI)	643.41	808.22	628.65	down	-2.29%
LPI Cost to Export (nominal)	500.00	931.00	500.00	down	0.00%
LPI Cost to Export (domestic GDP deflator)	519.56	1007.47	549.13	down	5.69%
LPI Cost to Export (US CPI)	455.03	808.22	419.10	down	-7.90%
DB Cost to Import (nominal)	1047.00	970.00	970.00	down	-7.35%
DB Cost to Import (domestic GDP deflator)	1087.95	1049.67	1065.31	down	-2.08%
DB Cost to Import (US CPI)	952.83	842.07	813.05	down	-14.67%
DB Cost to Export (nominal)	989.00	880.00	890.00	down	-10.01%
DB Cost to Export (domestic GDP deflator)	1027.68	952.28	977.45	down	-4.89%
DB Cost to Export (US CPI)	900.05	763.94	746.00	down	-17.12%
ETI Customs Administration Pillar [^]	5.50	5.70	6.00	up	9.09%
ETI Import-Export Procedures Pillar [^]	5.70	5.80	6.00	up	5.26%
LPI Customs & Border Index	3.79	3.72	3.78	up	-0.26%
LPI % Physical Inspection	3.39	2.50	2.50	down	-26.25%
ETI Transparency of Border Administration Pillar [^]	5.80	6.00	6.00	up	3.45%
ETI Business Environment Sub-Index [#]	4.90	5.20	5.10	up	4.08%

Source: Doing Business 2010, 2012 and 2014; GETR 2010, 2012 and 2014; LPI 2010, 2012 and 2014. [^]: Data for ETI Customs Administration, Import-Export Procedures and Transparency of Border Administration pillars are taken from a single pillar for GETR 2014, i.e. Efficiency & Transparency of border administration (Pillar 3) since these pillars are no longer available. [#]: Data for ETI Business Environment Sub-index for GETR 2014 is taken from Operating environment (Pillar 7) since this sub-index is no longer available.

10. Summary of SCFAP external indicators for Korea

Indicators	2009	2011	2013	Direction of improvement	Rate of change (2009-2013)
ETI overall Index	4.70	4.60	4.70	up	0.00%
LPI Overall Index	3.64	3.70	3.67	up	0.82%
ETI Transport Infrastructure Pillar	5.40	5.50	5.70	up	5.56%
ETI Transport Services Pillar	4.90	5.00	5.40	up	10.20%
ETI ICT Pillar	5.80	6.20	6.40	up	10.34%
LPI Quality of Infrastructure Index	3.62	3.74	3.79	up	4.70%
LPI Logistics Competence Index	3.64	3.65	3.66	up	0.55%
LPI % Shipments Meeting Quality Criteria	92.00	97.00	97.00	up	5.43%
LPI Lead Time to Import	2.00	3.00	1.00	down	-50.00%
LPI Lead Time to Export	1.59	2.00	1.00	down	-37.11%
LPI Documents to Import	3.00	2.00	2.00	down	-33.33%
LPI Documents to Export	3.00	1.00	2.00	down	-33.33%
DB Lead Time to Import	8.00	7.00	7.00	down	-12.50%
DB Lead Time to Export	8.00	7.00	8.00	down	0.00%
DB Documents to Import	3.00	3.00	3.00	down	0.00%
DB Documents to Export	3.00	3.00	3.00	down	0.00%
LPI Cost to Import (nominal)	500.00	707.00	500.00	down	0.00%
LPI Cost to Import (domestic GDP deflator)	460.84	619.39	424.16	down	-7.96%
LPI Cost to Import (US CPI)	455.03	613.76	419.10	down	-7.90%
LPI Cost to Export (nominal)	354.00	572.00	500.00	down	41.24%
LPI Cost to Export (domestic GDP deflator)	326.28	501.12	424.16	down	30.00%
LPI Cost to Export (US CPI)	322.16	496.56	419.10	down	30.09%
DB Cost to Import (nominal)	742.00	695.00	695.00	down	-6.33%
DB Cost to Import (domestic GDP deflator)	683.89	608.87	589.58	down	-13.79%
DB Cost to Import (US CPI)	675.26	603.34	582.55	down	-13.73%
DB Cost to Export (nominal)	742.00	680.00	670.00	down	-9.70%
DB Cost to Export (domestic GDP deflator)	683.89	595.73	568.37	down	-16.89%
DB Cost to Export (US CPI)	675.26	590.32	561.59	down	-16.83%
ETI Customs Administration Pillar [^]	5.10	5.00	5.70	up	11.76%
ETI Import-Export Procedures Pillar [^]	6.10	6.20	5.70	up	-6.56%
LPI Customs & Border Index	3.33	3.42	3.47	up	4.20%
LPI % Physical Inspection	2.62	2.50	18.00	down	587.02%
ETI Transparency of Border Administration Pillar [^]	4.50	4.40	5.70	up	26.67%
ETI Business Environment Sub-Index [#]	4.60	4.40	4.30	up	-6.52%

Source: Doing Business 2010, 2012 and 2014; GETR 2010, 2012 and 2014; LPI 2010, 2012 and 2014. [^]: Data for ETI Customs Administration, Import-Export Procedures and Transparency of Border Administration pillars are taken from a single pillar for GETR 2014, i.e. Efficiency & Transparency of border administration (Pillar 3) since these pillars are no longer available. [#]: Data for ETI Business Environment Sub-index for GETR 2014 is taken from Operating environment (Pillar 7) since this sub-index is no longer available.

11. Summary of SCFAP external indicators for Malaysia

Indicators	2009	2011	2013	Direction of improvement	Rate of change (2009-2013)
ETI overall Index	4.70	4.90	4.80	up	2.13%
LPI Overall Index	3.44	3.49	3.59	up	4.36%
ETI Transport Infrastructure Pillar	5.90	5.80	5.30	up	-10.17%
ETI Transport Services Pillar	5.00	5.20	5.10	up	2.00%
ETI ICT Pillar	3.90	4.70	5.00	up	28.21%
LPI Quality of Infrastructure Index	3.50	3.43	3.56	up	1.71%
LPI Logistics Competence Index	3.34	3.45	3.47	up	3.89%
LPI % Shipments Meeting Quality Criteria	71.00	71.00	97.00	up	36.62%
LPI Lead Time to Import	2.75	2.00	1.00	down	-63.64%
LPI Lead Time to Export	2.64	3.00	1.00	down	-62.12%
LPI Documents to Import	3.17	2.00	4.00	down	26.18%
LPI Documents to Export	2.67	2.00	4.00	down	49.81%
DB Lead Time to Import	14.00	14.00	8.00	down	-42.86%
DB Lead Time to Export	18.00	17.00	11.00	down	-38.89%
DB Documents to Import	7.00	7.00	4.00	down	-42.86%
DB Documents to Export	7.00	6.00	4.00	down	-42.86%
LPI Cost to Import (nominal)	330.00	285.00	3000.00	down	809.09%
LPI Cost to Import (domestic GDP deflator)	291.59	229.22	2397.35	down	722.17%
LPI Cost to Import (US CPI)	300.32	247.41	2514.60	down	737.31%
LPI Cost to Export (nominal)	354.00	285.00	3000.00	down	747.46%
LPI Cost to Export (domestic GDP deflator)	312.80	229.22	2397.35	down	666.43%
LPI Cost to Export (US CPI)	322.16	247.41	2514.60	down	680.54%
DB Cost to Import (nominal)	450.00	435.00	485.00	down	7.78%
DB Cost to Import (domestic GDP deflator)	397.62	349.86	387.57	down	-2.53%
DB Cost to Import (US CPI)	409.53	377.63	406.53	down	-0.73%
DB Cost to Export (nominal)	450.00	450.00	450.00	down	0.00%
DB Cost to Export (domestic GDP deflator)	397.62	361.93	359.60	down	-9.56%
DB Cost to Export (US CPI)	409.53	390.65	377.19	down	-7.90%
ETI Customs Administration Pillar [^]	4.40	4.50	5.20	up	18.18%
ETI Import-Export Procedures Pillar [^]	5.40	5.50	5.20	up	-3.70%
LPI Customs & Border Index	3.11	3.28	3.37	up	8.36%
LPI % Physical Inspection	6.47	6.19	1.58	down	-75.58%
ETI Transparency of Border Administration Pillar [^]	4.00	4.10	5.20	up	30.00%
ETI Business Environment Sub-Index [#]	4.60	5.00	5.00	up	8.70%

Source: Doing Business 2010, 2012 and 2014; GETR 2010, 2012 and 2014; LPI 2010, 2012 and 2014. [^]: Data for ETI Customs Administration, Import-Export Procedures and Transparency of Border Administration pillars are taken from a single pillar for GETR 2014, i.e. Efficiency & Transparency of border administration (Pillar 3) since these pillars are no longer available. [#]: Data for ETI Business Environment Sub-index for GETR 2014 is taken from Operating environment (Pillar 7) since this sub-index is no longer available.

12. Summary of SCFAP external indicators for Mexico

Indicators	2009	2011	2013	Direction of improvement	Rate of change (2009-2013)
ETI overall Index	4.00	4.10	4.10	up	2.50%
LPI Overall Index	3.05	3.06	3.13	up	2.62%
ETI Transport Infrastructure Pillar	4.20	4.10	3.60	up	-14.29%
ETI Transport Services Pillar	3.70	3.70	4.20	up	13.51%
ETI ICT Pillar	3.20	3.90	3.80	up	18.75%
LPI Quality of Infrastructure Index	2.95	3.03	3.04	up	3.05%
LPI Logistics Competence Index	3.04	3.02	3.12	up	2.63%
LPI % Shipments Meeting Quality Criteria	86.00	69.00	80.00	up	-6.98%
LPI Lead Time to Import	2.52	6.00	2.00	down	-20.63%
LPI Lead Time to Export	2.06	3.00	2.00	down	-2.91%
LPI Documents to Import	4.14	2.00	3.00	down	-27.54%
LPI Documents to Export	3.00	2.00	2.00	down	-33.33%
DB Lead Time to Import	17.00	12.00	11.00	down	-35.29%
DB Lead Time to Export	14.00	12.00	11.00	down	-21.43%
DB Documents to Import	5.00	4.00	4.00	down	-20.00%
DB Documents to Export	5.00	5.00	4.00	down	-20.00%
LPI Cost to Import (nominal)	1275.00	1413.00	1292.00	down	1.33%
LPI Cost to Import (domestic GDP deflator)	1041.63	1049.80	910.94	down	-12.55%
LPI Cost to Import (US CPI)	1160.33	1226.65	1082.95	down	-6.67%
LPI Cost to Export (nominal)	1314.00	884.00	1348.00	down	2.59%
LPI Cost to Export (domestic GDP deflator)	1073.49	656.77	950.43	down	-11.46%
LPI Cost to Export (US CPI)	1195.82	767.41	1129.89	down	-5.51%
DB Cost to Import (nominal)	2050.00	1780.00	1740.00	down	-15.12%
DB Cost to Import (domestic GDP deflator)	1674.78	1322.46	1226.81	down	-26.75%
DB Cost to Import (US CPI)	1865.62	1545.25	1458.47	down	-21.82%
DB Cost to Export (nominal)	1472.00	1450.00	1450.00	down	-1.49%
DB Cost to Export (domestic GDP deflator)	1202.57	1077.29	1022.34	down	-14.99%
DB Cost to Export (US CPI)	1339.61	1258.77	1215.39	down	-9.27%
ETI Customs Administration Pillar [^]	4.10	4.30	4.60	up	12.20%
ETI Import-Export Procedures Pillar [^]	4.60	4.80	4.60	up	0.00%
LPI Customs & Border Index	2.55	2.63	2.69	up	5.49%
LPI % Physical Inspection	25.58	6.51	5.89	down	-76.97%
ETI Transparency of Border Administration Pillar [^]	3.30	3.10	4.60	up	39.39%
ETI Business Environment Sub-Index [#]	3.60	3.50	3.80	up	5.56%

Source: Doing Business 2010, 2012 and 2014; GETR 2010, 2012 and 2014; LPI 2010, 2012 and 2014. [^]: Data for ETI Customs Administration, Import-Export Procedures and Transparency of Border Administration pillars are taken from a single pillar for GETR 2014, i.e. Efficiency & Transparency of border administration (Pillar 3) since these pillars are no longer available. [#]: Data for ETI Business Environment Sub-index for GETR 2014 is taken from Operating environment (Pillar 7) since this sub-index is no longer available.

13. Summary of SCFAP external indicators for New Zealand

Indicators	2009	2011	2013	Direction of improvement	Rate of change (2009-2013)
ETI overall Index	5.30	5.30	5.20	up	-1.89%
LPI Overall Index	3.65	3.42	3.64	up	-0.27%
ETI Transport Infrastructure Pillar	5.40	5.40	4.10	up	-24.07%
ETI Transport Services Pillar	4.20	4.00	5.20	up	23.81%
ETI ICT Pillar	5.10	5.60	5.80	up	13.73%
LPI Quality of Infrastructure Index	3.54	3.42	3.67	up	3.67%
LPI Logistics Competence Index	3.54	3.25	3.56	up	0.56%
LPI % Shipments Meeting Quality Criteria	63.00	87.00	NA	up	NA
LPI Lead Time to Import	1.59	3.00	NA	down	NA
LPI Lead Time to Export	1.26	2.00	NA	down	NA
LPI Documents to Import	3.33	3.00	NA	down	NA
LPI Documents to Export	3.33	2.00	NA	down	NA
DB Lead Time to Import	9.00	9.00	9.00	down	0.00%
DB Lead Time to Export	10.00	10.00	10.00	down	0.00%
DB Documents to Import	5.00	5.00	6.00	down	20.00%
DB Documents to Export	7.00	7.00	4.00	down	-42.86%
LPI Cost to Import (nominal)	194.00	572.00	NA	down	NA
LPI Cost to Import (domestic GDP deflator)	170.68	479.40	NA	down	NA
LPI Cost to Import (US CPI)	176.55	496.56	NA	down	NA
LPI Cost to Export (nominal)	250.00	262.00	NA	down	NA
LPI Cost to Export (domestic GDP deflator)	219.95	219.58	NA	down	NA
LPI Cost to Export (US CPI)	227.51	227.45	NA	down	NA
DB Cost to Import (nominal)	850.00	825.00	825.00	down	-2.94%
DB Cost to Import (domestic GDP deflator)	747.85	691.44	675.52	down	-9.67%
DB Cost to Import (US CPI)	773.55	716.20	691.51	down	-10.61%
DB Cost to Export (nominal)	868.00	855.00	870.00	down	0.23%
DB Cost to Export (domestic GDP deflator)	763.68	716.58	712.37	down	-6.72%
DB Cost to Export (US CPI)	789.93	742.24	729.23	down	-7.68%
ETI Customs Administration Pillar [^]	5.90	5.90	6.00	up	1.69%
ETI Import-Export Procedures Pillar [^]	5.50	5.40	6.00	up	9.09%
LPI Customs & Border Index	3.64	3.47	3.92	up	7.69%
LPI % Physical Inspection	1.84	1.36	NA	down	NA
ETI Transparency of Border Administration Pillar [^]	6.70	6.70	6.00	up	-10.45%
ETI Business Environment Sub-Index [#]	5.80	5.60	5.60	up	-3.45%

Source: Doing Business 2010, 2012 and 2014; GETR 2010, 2012 and 2014; LPI 2010, 2012 and 2014. [^]: Data for ETI Customs Administration, Import-Export Procedures and Transparency of Border Administration pillars are taken from a single pillar for GETR 2014, i.e. Efficiency & Transparency of border administration (Pillar 3) since these pillars are no longer available. [#]: Data for ETI Business Environment Sub-index for GETR 2014 is taken from Operating environment (Pillar 7) since this sub-index is no longer available.

14. Summary of SCFAP external indicators for Papua New Guinea

Indicators	2009	2011	2013	Direction of improvement	Rate of change (2009-2013)
ETI overall Index	NA	NA	NA	up	NA
LPI Overall Index	2.41	2.38	2.43	up	0.83%
ETI Transport Infrastructure Pillar	NA	NA	NA	up	NA
ETI Transport Services Pillar	NA	NA	NA	up	NA
ETI ICT Pillar	NA	NA	NA	up	NA
LPI Quality of Infrastructure Index	1.91	2.20	2.23	up	16.75%
LPI Logistics Competence Index	2.20	2.18	2.47	up	12.27%
LPI % Shipments Meeting Quality Criteria	NA	NA	NA	up	NA
LPI Lead Time to Import	NA	NA	NA	down	NA
LPI Lead Time to Export	NA	NA	NA	down	NA
LPI Documents to Import	NA	NA	NA	down	NA
LPI Documents to Export	NA	NA	NA	down	NA
DB Lead Time to Import	29.00	29.00	32.00	down	10.34%
DB Lead Time to Export	26.00	26.00	23.00	down	-11.54%
DB Documents to Import	9.00	9.00	9.00	down	0.00%
DB Documents to Export	7.00	7.00	7.00	down	0.00%
LPI Cost to Import (nominal)	NA	NA	NA	down	NA
LPI Cost to Import (domestic GDP deflator)	NA	NA	NA	down	NA
LPI Cost to Import (US CPI)	NA	NA	NA	down	NA
LPI Cost to Export (nominal)	NA	NA	NA	down	NA
LPI Cost to Export (domestic GDP deflator)	NA	NA	NA	down	NA
LPI Cost to Export (US CPI)	NA	NA	NA	down	NA
DB Cost to Import (nominal)	722.00	722.00	1250.00	down	73.13%
DB Cost to Import (domestic GDP deflator)	605.28	527.93	920.48	down	52.07%
DB Cost to Import (US CPI)	657.06	626.78	1047.75	down	59.46%
DB Cost to Export (nominal)	664.00	664.00	1149.00	down	73.04%
DB Cost to Export (domestic GDP deflator)	556.66	485.52	846.11	down	52.00%
DB Cost to Export (US CPI)	604.28	576.43	963.09	down	59.38%
ETI Customs Administration Pillar [^]	NA	NA	NA	up	NA
ETI Import-Export Procedures Pillar [^]	NA	NA	NA	up	NA
LPI Customs & Border Index	2.02	1.98	2.40	up	18.81%
LPI % Physical Inspection	NA	NA	NA	down	NA
ETI Transparency of Border Administration Pillar [^]	NA	NA	NA	up	NA
ETI Business Environment Sub-Index [#]	NA	NA	NA	up	NA

Source: Doing Business 2010, 2012 and 2014; GETR 2010, 2012 and 2014; LPI 2010, 2012 and 2014. [^]: Data for ETI Customs Administration, Import-Export Procedures and Transparency of Border Administration pillars are taken from a single pillar for GETR 2014, i.e. Efficiency & Transparency of border administration (Pillar 3) since these pillars are no longer available. [#]: Data for ETI Business Environment Sub-index for GETR 2014 is taken from Operating environment (Pillar 7) since this sub-index is no longer available.

15. Summary of SCFAP external indicators for Peru

Indicators	2009	2011	2013	Direction of improvement	Rate of change (2009-2013)
ETI overall Index	4.00	4.30	4.30	up	7.50%
LPI Overall Index	2.80	2.94	2.84	up	1.43%
ETI Transport Infrastructure Pillar	3.40	3.60	2.70	up	-20.59%
ETI Transport Services Pillar	3.20	3.40	3.90	up	21.88%
ETI ICT Pillar	2.90	3.60	3.60	up	24.14%
LPI Quality of Infrastructure Index	2.66	2.73	2.72	up	2.26%
LPI Logistics Competence Index	2.61	2.91	2.78	up	6.51%
LPI % Shipments Meeting Quality Criteria	91.00	89.00	57.00	up	-37.36%
LPI Lead Time to Import	3.80	2.00	2.00	down	-47.37%
LPI Lead Time to Export	2.03	1.00	3.00	down	47.78%
LPI Documents to Import	4.80	3.00	3.00	down	-37.50%
LPI Documents to Export	4.00	2.00	3.00	down	-25.00%
DB Lead Time to Import	24.00	17.00	17.00	down	-29.17%
DB Lead Time to Export	23.00	12.00	12.00	down	-47.83%
DB Documents to Import	8.00	8.00	7.00	down	-12.50%
DB Documents to Export	7.00	6.00	5.00	down	-28.57%
LPI Cost to Import (nominal)	944.00	866.00	1118.00	down	18.43%
LPI Cost to Import (domestic GDP deflator)	839.55	703.83	883.66	down	5.25%
LPI Cost to Import (US CPI)	859.10	751.79	937.11	down	9.08%
LPI Cost to Export (nominal)	500.00	866.00	500.00	down	0.00%
LPI Cost to Export (domestic GDP deflator)	444.68	703.83	395.20	down	-11.13%
LPI Cost to Export (US CPI)	455.03	751.79	419.10	down	-7.90%
DB Cost to Import (nominal)	895.00	880.00	1010.00	down	12.85%
DB Cost to Import (domestic GDP deflator)	795.97	715.21	798.30	down	0.29%
DB Cost to Import (US CPI)	814.50	763.94	846.58	down	3.94%
DB Cost to Export (nominal)	875.00	860.00	890.00	down	1.71%
DB Cost to Export (domestic GDP deflator)	778.18	698.96	703.45	down	-9.60%
DB Cost to Export (US CPI)	796.30	746.58	746.00	down	-6.32%
ETI Customs Administration Pillar [^]	3.90	4.20	4.70	up	20.51%
ETI Import-Export Procedures Pillar [^]	4.60	4.90	4.70	up	2.17%
LPI Customs & Border Index	2.50	2.68	2.47	up	-1.20%
LPI % Physical Inspection	12.45	6.25	11.18	down	-10.20%
ETI Transparency of Border Administration Pillar [^]	3.80	3.90	4.70	up	23.68%
ETI Business Environment Sub-Index [#]	3.80	3.80	4.00	up	5.26%

Source: Doing Business 2010, 2012 and 2014; GETR 2010, 2012 and 2014; LPI 2010, 2012 and 2014. [^]: Data for ETI Customs Administration, Import-Export Procedures and Transparency of Border Administration pillars are taken from a single pillar for GETR 2014, i.e. Efficiency & Transparency of border administration (Pillar 3) since these pillars are no longer available. [#]: Data for ETI Business Environment Sub-index for GETR 2014 is taken from Operating environment (Pillar 7) since this sub-index is no longer available.

16. Summary of SCFAP external indicators for Philippines

Indicators	2009	2011	2013	Direction of improvement	Rate of change (2009-2013)
ETI overall Index	3.70	4.00	4.10	up	10.81%
LPI Overall Index	3.14	3.02	3.00	up	-4.46%
ETI Transport Infrastructure Pillar	3.10	3.20	2.70	up	-12.90%
ETI Transport Services Pillar	4.20	3.80	3.80	up	-9.52%
ETI ICT Pillar	2.60	3.30	3.70	up	42.31%
LPI Quality of Infrastructure Index	2.57	2.80	2.60	up	1.17%
LPI Logistics Competence Index	2.95	3.14	2.93	up	-0.68%
LPI % Shipments Meeting Quality Criteria	75.00	97.00	71.00	up	-5.33%
LPI Lead Time to Import	5.00	4.00	2.00	down	-60.00%
LPI Lead Time to Export	1.82	3.00	2.00	down	9.89%
LPI Documents to Import	5.00	6.00	7.00	down	40.00%
LPI Documents to Export	4.33	3.00	4.00	down	-7.62%
DB Lead Time to Import	16.00	14.00	14.00	down	-12.50%
DB Lead Time to Export	16.00	15.00	15.00	down	-6.25%
DB Documents to Import	8.00	8.00	7.00	down	-12.50%
DB Documents to Export	8.00	7.00	6.00	down	-25.00%
LPI Cost to Import (nominal)	1357.00	1732.00	630.00	down	-53.57%
LPI Cost to Import (domestic GDP deflator)	1134.74	1335.93	467.59	down	-58.79%
LPI Cost to Import (US CPI)	1234.95	1503.58	528.07	down	-57.24%
LPI Cost to Export (nominal)	1118.00	500.00	572.00	down	-48.84%
LPI Cost to Export (domestic GDP deflator)	934.88	385.66	424.54	down	-54.59%
LPI Cost to Export (US CPI)	1017.45	434.06	479.45	down	-52.88%
DB Cost to Import (nominal)	819.00	730.00	660.00	down	-19.41%
DB Cost to Import (domestic GDP deflator)	684.85	563.07	489.86	down	-28.47%
DB Cost to Import (US CPI)	745.34	633.72	553.21	down	-25.78%
DB Cost to Export (nominal)	816.00	630.00	585.00	down	-28.31%
DB Cost to Export (domestic GDP deflator)	682.35	485.93	434.19	down	-36.37%
DB Cost to Export (US CPI)	742.61	546.91	490.35	down	-33.97%
ETI Customs Administration Pillar [^]	4.20	4.30	4.30	up	2.38%
ETI Import-Export Procedures Pillar [^]	4.80	5.00	4.30	up	-10.42%
LPI Customs & Border Index	2.67	2.62	3.00	up	12.36%
LPI % Physical Inspection	18.72	6.25	9.65	down	-48.45%
ETI Transparency of Border Administration Pillar [^]	2.40	2.50	4.30	up	79.17%
ETI Business Environment Sub-Index [#]	3.60	3.60	4.00	up	11.11%

Source: Doing Business 2010, 2012 and 2014; GETR 2010, 2012 and 2014; LPI 2010, 2012 and 2014. [^]: Data for ETI Customs Administration, Import-Export Procedures and Transparency of Border Administration pillars are taken from a single pillar for GETR 2014, i.e. Efficiency & Transparency of border administration (Pillar 3) since these pillars are no longer available. [#]: Data for ETI Business Environment Sub-index for GETR 2014 is taken from Operating environment (Pillar 7) since this sub-index is no longer available.

17. Summary of SCFAP external indicators for Russia

Indicators	2009	2011	2013	Direction of improvement	Rate of change (2009-2013)
ETI overall Index	3.40	3.40	3.50	up	2.94%
LPI Overall Index	2.61	2.58	2.69	up	3.07%
ETI Transport Infrastructure Pillar	4.50	4.50	3.90	up	-13.33%
ETI Transport Services Pillar	3.60	3.60	3.80	up	5.56%
ETI ICT Pillar	3.90	4.60	4.90	up	25.64%
LPI Quality of Infrastructure Index	2.38	2.45	2.59	up	8.82%
LPI Logistics Competence Index	2.51	2.65	2.74	up	9.16%
LPI % Shipments Meeting Quality Criteria	55.00	88.00	77.00	up	40.00%
LPI Lead Time to Import	2.88	3.00	4.00	down	38.89%
LPI Lead Time to Export	3.98	2.00	2.00	down	-49.75%
LPI Documents to Import	8.40	8.00	5.00	down	-40.48%
LPI Documents to Export	9.00	8.00	4.00	down	-55.56%
DB Lead Time to Import	36.00	36.00	21.00	down	-41.67%
DB Lead Time to Export	36.00	36.00	22.00	down	-38.89%
DB Documents to Import	13.00	10.00	10.00	down	-23.08%
DB Documents to Export	8.00	8.00	9.00	down	12.50%
LPI Cost to Import (nominal)	1145.00	3162.00	1732.00	down	51.27%
LPI Cost to Import (domestic GDP deflator)	726.27	1524.58	723.53	down	-0.38%
LPI Cost to Import (US CPI)	1042.02	2744.98	1451.76	down	39.32%
LPI Cost to Export (nominal)	1310.00	2000.00	1225.00	down	-6.49%
LPI Cost to Export (domestic GDP deflator)	830.93	964.32	511.74	down	-38.41%
LPI Cost to Export (US CPI)	1192.18	1736.23	1026.79	down	-13.87%
DB Cost to Import (nominal)	1850.00	1800.00	2810.00	down	51.89%
DB Cost to Import (domestic GDP deflator)	1173.45	867.88	1173.86	down	0.03%
DB Cost to Import (US CPI)	1683.61	1562.61	2355.34	down	39.90%
DB Cost to Export (nominal)	1850.00	1850.00	2615.00	down	41.35%
DB Cost to Export (domestic GDP deflator)	1173.45	891.99	1092.40	down	-6.91%
DB Cost to Export (US CPI)	1683.61	1606.01	2191.89	down	30.19%
ETI Customs Administration Pillar [^]	3.60	3.70	3.60	up	0.00%
ETI Import-Export Procedures Pillar [^]	2.90	2.90	3.60	up	24.14%
LPI Customs & Border Index	2.15	2.04	2.20	up	2.33%
LPI % Physical Inspection	44.20	61.24	16.52	down	-62.62%
ETI Transparency of Border Administration Pillar [^]	2.50	2.50	3.60	up	44.00%
ETI Business Environment Sub-Index [#]	3.80	3.50	3.50	up	-7.89%

Source: Doing Business 2010, 2012 and 2014; GETR 2010, 2012 and 2014; LPI 2010, 2012 and 2014. [^]: Data for ETI Customs Administration, Import-Export Procedures and Transparency of Border Administration pillars are taken from a single pillar for GETR 2014, i.e. Efficiency & Transparency of border administration (Pillar 3) since these pillars are no longer available. [#]: Data for ETI Business Environment Sub-index for GETR 2014 is taken from Operating environment (Pillar 7) since this sub-index is no longer available.

18. Summary of SCFAP external indicators for Singapore

Indicators	2009	2011	2013	Direction of improvement	Rate of change (2009-2013)
ETI overall Index	6.10	6.10	5.90	up	-3.28%
LPI Overall Index	4.09	4.13	4.00	up	-2.20%
ETI Transport Infrastructure Pillar	6.00	6.20	6.50	up	8.33%
ETI Transport Services Pillar	5.80	6.10	5.70	up	-1.72%
ETI ICT Pillar	5.40	6.00	6.20	up	14.81%
LPI Quality of Infrastructure Index	4.22	4.15	4.28	up	1.42%
LPI Logistics Competence Index	4.12	4.07	3.97	up	-3.64%
LPI % Shipments Meeting Quality Criteria	82.00	95.00	92.00	up	12.20%
LPI Lead Time to Import	1.78	2.00	2.00	down	12.36%
LPI Lead Time to Export	2.17	2.00	2.00	down	-7.83%
LPI Documents to Import	2.29	1.00	1.00	down	-56.33%
LPI Documents to Export	1.86	1.00	1.00	down	-46.24%
DB Lead Time to Import	3.00	4.00	4.00	down	33.33%
DB Lead Time to Export	5.00	5.00	6.00	down	20.00%
DB Documents to Import	4.00	4.00	3.00	down	-25.00%
DB Documents to Export	4.00	4.00	3.00	down	-25.00%
LPI Cost to Import (nominal)	335.00	266.00	266.00	down	-20.60%
LPI Cost to Import (domestic GDP deflator)	303.94	237.70	233.31	down	-23.24%
LPI Cost to Import (US CPI)	304.87	230.92	222.96	down	-26.87%
LPI Cost to Export (nominal)	422.00	178.00	323.00	down	-23.46%
LPI Cost to Export (domestic GDP deflator)	382.88	159.06	283.31	down	-26.00%
LPI Cost to Export (US CPI)	384.05	154.52	270.74	down	-29.50%
DB Cost to Import (nominal)	439.00	439.00	440.00	down	0.23%
DB Cost to Import (domestic GDP deflator)	398.30	392.29	385.93	down	-3.10%
DB Cost to Import (US CPI)	399.52	381.10	368.81	down	-7.69%
DB Cost to Export (nominal)	456.00	456.00	460.00	down	0.88%
DB Cost to Export (domestic GDP deflator)	413.73	407.48	403.48	down	-2.48%
DB Cost to Export (US CPI)	414.99	395.86	385.57	down	-7.09%
ETI Customs Administration Pillar [^]	6.70	6.60	6.30	up	-5.97%
ETI Import-Export Procedures Pillar [^]	6.50	6.40	6.30	up	-3.08%
LPI Customs & Border Index	4.02	4.10	4.01	up	-0.25%
LPI % Physical Inspection	1.96	1.00	4.82	down	145.92%
ETI Transparency of Border Administration Pillar [^]	6.50	6.50	6.30	up	-3.08%
ETI Business Environment Sub-Index [#]	6.00	5.80	5.80	up	-3.33%

Source: Doing Business 2010, 2012 and 2014; GETR 2010, 2012 and 2014; LPI 2010, 2012 and 2014. [^]: Data for ETI Customs Administration, Import-Export Procedures and Transparency of Border Administration pillars are taken from a single pillar for GETR 2014, i.e. Efficiency & Transparency of border administration (Pillar 3) since these pillars are no longer available. [#]: Data for ETI Business Environment Sub-index for GETR 2014 is taken from Operating environment (Pillar 7) since this sub-index is no longer available.

19. Summary of SCFAP external indicators for Chinese Taipei

Indicators	2009	2011	2013	Direction of improvement	Rate of change (2009-2013)
ETI overall Index	4.70	4.80	4.90	up	4.26%
LPI Overall Index	3.71	3.71	3.72	up	0.27%
ETI Transport Infrastructure Pillar	5.80	5.60	5.40	up	-6.90%
ETI Transport Services Pillar	4.80	4.80	5.50	up	14.58%
ETI ICT Pillar	5.50	5.40	5.70	up	3.64%
LPI Quality of Infrastructure Index	3.62	3.77	3.64	up	0.55%
LPI Logistics Competence Index	3.65	3.68	3.60	up	-1.37%
LPI % Shipments Meeting Quality Criteria	91.00	82.00	61.00	up	-32.97%
LPI Lead Time to Import	2.06	2.00	1.00	down	-51.46%
LPI Lead Time to Export	1.32	1.00	1.00	down	-24.24%
LPI Documents to Import	3.20	2.00	4.00	down	25.00%
LPI Documents to Export	2.40	2.00	4.00	down	66.67%
DB Lead Time to Import	12.00	12.00	10.00	down	-16.67%
DB Lead Time to Export	13.00	12.00	10.00	down	-23.08%
DB Documents to Import	7.00	6.00	6.00	down	-14.29%
DB Documents to Export	7.00	6.00	5.00	down	-28.57%
LPI Cost to Import (nominal)	500.00	258.00	354.00	down	-29.20%
LPI Cost to Import (domestic GDP deflator)	519.81	281.81	377.13	down	-27.45%
LPI Cost to Import (US CPI)	455.03	223.97	296.72	down	-34.79%
LPI Cost to Export (nominal)	393.00	324.00	500.00	down	27.23%
LPI Cost to Export (domestic GDP deflator)	408.57	353.90	532.66	down	30.37%
LPI Cost to Export (US CPI)	357.65	281.27	419.10	down	17.18%
DB Cost to Import (nominal)	732.00	720.00	720.00	down	-1.64%
DB Cost to Import (domestic GDP deflator)	761.01	786.44	767.04	down	0.79%
DB Cost to Import (US CPI)	666.16	625.04	603.50	down	-9.41%
DB Cost to Export (nominal)	720.00	655.00	655.00	down	-9.03%
DB Cost to Export (domestic GDP deflator)	748.53	715.45	697.79	down	-6.78%
DB Cost to Export (US CPI)	655.24	568.62	549.02	down	-16.21%
ETI Customs Administration Pillar [^]	4.30	4.50	5.70	up	32.56%
ETI Import-Export Procedures Pillar [^]	5.30	5.50	5.70	up	7.55%
LPI Customs & Border Index	3.35	3.42	3.55	up	5.97%
LPI % Physical Inspection	5.35	2.05	1.58	down	-70.47%
ETI Transparency of Border Administration Pillar [^]	4.80	4.90	5.70	up	18.75%
ETI Business Environment Sub-Index [#]	5.00	5.30	5.20	up	4.00%

Source: Doing Business 2010, 2012 and 2014; GETR 2010, 2012 and 2014; LPI 2010, 2012 and 2014. [^]: Data for ETI Customs Administration, Import-Export Procedures and Transparency of Border Administration pillars are taken from a single pillar for GETR 2014, i.e. Efficiency & Transparency of border administration (Pillar 3) since these pillars are no longer available. [#]: Data for ETI Business Environment Sub-index for GETR 2014 is taken from Operating environment (Pillar 7) since this sub-index is no longer available.

20. Summary of SCFAP external indicators for Thailand

Indicators	2009	2011	2013	Direction of improvement	Rate of change (2009-2013)
ETI overall Index	4.10	4.20	4.20	up	2.44%
LPI Overall Index	3.29	3.18	3.43	up	4.26%
ETI Transport Infrastructure Pillar	5.00	5.00	4.40	up	-12.00%
ETI Transport Services Pillar	4.60	4.30	4.70	up	2.17%
ETI ICT Pillar	3.00	3.60	3.90	up	30.00%
LPI Quality of Infrastructure Index	3.16	3.08	3.40	up	7.59%
LPI Logistics Competence Index	3.16	2.98	3.29	up	4.11%
LPI % Shipments Meeting Quality Criteria	91.00	97.00	83.00	up	-8.79%
LPI Lead Time to Import	2.62	1.00	1.00	down	-61.83%
LPI Lead Time to Export	1.59	2.00	1.00	down	-37.11%
LPI Documents to Import	3.33	5.00	2.00	down	-39.94%
LPI Documents to Export	2.67	4.00	2.00	down	-25.09%
DB Lead Time to Import	13.00	13.00	13.00	down	0.00%
DB Lead Time to Export	14.00	14.00	14.00	down	0.00%
DB Documents to Import	3.00	5.00	5.00	down	66.67%
DB Documents to Export	4.00	5.00	5.00	down	25.00%
LPI Cost to Import (nominal)	354.00	1000.00	500.00	down	41.24%
LPI Cost to Import (domestic GDP deflator)	306.87	802.30	389.32	down	26.87%
LPI Cost to Import (US CPI)	322.16	868.12	419.10	down	30.09%
LPI Cost to Export (nominal)	250.00	707.00	250.00	down	0.00%
LPI Cost to Export (domestic GDP deflator)	216.71	567.23	194.66	down	-10.18%
LPI Cost to Export (US CPI)	227.51	613.76	209.55	down	-7.90%
DB Cost to Import (nominal)	795.00	750.00	760.00	down	-4.40%
DB Cost to Import (domestic GDP deflator)	689.15	601.73	591.76	down	-14.13%
DB Cost to Import (US CPI)	723.50	651.09	637.03	down	-11.95%
DB Cost to Export (nominal)	625.00	625.00	595.00	down	-4.80%
DB Cost to Export (domestic GDP deflator)	541.78	501.44	463.29	down	-14.49%
DB Cost to Export (US CPI)	568.79	542.57	498.73	down	-12.32%
ETI Customs Administration Pillar [^]	4.70	4.70	4.70	up	0.00%
ETI Import-Export Procedures Pillar [^]	5.80	5.50	4.70	up	-18.97%
LPI Customs & Border Index	3.02	2.96	3.21	up	6.29%
LPI % Physical Inspection	8.66	4.83	2.50	down	-71.13%
ETI Transparency of Border Administration Pillar [^]	3.30	3.00	4.70	up	42.42%
ETI Business Environment Sub-Index [#]	4.20	4.10	4.10	up	-2.38%

Source: Doing Business 2010, 2012 and 2014; GETR 2010, 2012 and 2014; LPI 2010, 2012 and 2014. [^]: Data for ETI Customs Administration, Import-Export Procedures and Transparency of Border Administration pillars are taken from a single pillar for GETR 2014, i.e. Efficiency & Transparency of border administration (Pillar 3) since these pillars are no longer available. [#]: Data for ETI Business Environment Sub-index for GETR 2014 is taken from Operating environment (Pillar 7) since this sub-index is no longer available.

21. Summary of SCFAP external indicators for USA

Indicators	2009	2011	2013	Direction of improvement	Rate of change (2009-2013)
ETI overall Index	5.00	4.90	5.00	up	0.00%
LPI Overall Index	3.86	3.93	3.92	up	1.55%
ETI Transport Infrastructure Pillar	5.90	5.70	6.00	up	1.69%
ETI Transport Services Pillar	5.00	5.00	5.50	up	10.00%
ETI ICT Pillar	5.60	5.60	5.90	up	5.36%
LPI Quality of Infrastructure Index	4.15	4.14	4.18	up	0.72%
LPI Logistics Competence Index	3.92	3.96	3.97	up	1.28%
LPI % Shipments Meeting Quality Criteria	81.00	93.00	87.00	up	7.41%
LPI Lead Time to Import	4.04	2.00	2.00	down	-50.50%
LPI Lead Time to Export	2.82	2.00	2.00	down	-29.08%
LPI Documents to Import	3.53	4.00	3.00	down	-15.01%
LPI Documents to Export	2.81	2.00	3.00	down	6.76%
DB Lead Time to Import	5.00	5.00	5.00	down	0.00%
DB Lead Time to Export	6.00	6.00	6.00	down	0.00%
DB Documents to Import	5.00	5.00	5.00	down	0.00%
DB Documents to Export	4.00	4.00	3.00	down	-25.00%
LPI Cost to Import (nominal)	1482.00	603.00	769.00	down	-48.11%
LPI Cost to Import (domestic GDP deflator)	1363.31	537.52	663.69	down	-51.32%
LPI Cost to Import (US CPI)	1348.71	523.47	644.58	down	-52.21%
LPI Cost to Export (nominal)	1145.00	680.00	921.00	down	-19.56%
LPI Cost to Export (domestic GDP deflator)	1053.30	606.15	794.87	down	-24.53%
LPI Cost to Export (US CPI)	1042.02	590.32	771.98	down	-25.91%
DB Cost to Import (nominal)	1315.00	1315.00	1315.00	down	0.00%
DB Cost to Import (domestic GDP deflator)	1209.68	1172.19	1134.91	down	-6.18%
DB Cost to Import (US CPI)	1196.73	1141.57	1102.23	down	-7.90%
DB Cost to Export (nominal)	1050.00	1050.00	1090.00	down	3.81%
DB Cost to Export (domestic GDP deflator)	965.91	935.97	940.73	down	-2.61%
DB Cost to Export (US CPI)	955.56	911.52	913.64	down	-4.39%
ETI Customs Administration Pillar [^]	5.70	5.60	5.70	up	0.00%
ETI Import-Export Procedures Pillar [^]	5.70	5.60	5.70	up	0.00%
LPI Customs & Border Index	3.68	3.67	3.73	up	1.36%
LPI % Physical Inspection	3.00	6.84	3.63	down	-21.00%
ETI Transparency of Border Administration Pillar [^]	5.40	5.00	5.70	up	5.56%
ETI Business Environment Sub-Index [#]	4.90	4.70	5.00	up	2.04%

Source: Doing Business 2010, 2012 and 2014; GETR 2010, 2012 and 2014; LPI 2010, 2012 and 2014. [^]: Data for ETI Customs Administration, Import-Export Procedures and Transparency of Border Administration pillars are taken from a single pillar for GETR 2014, i.e. Efficiency & Transparency of border administration (Pillar 3) since these pillars are no longer available. [#]: Data for ETI Business Environment Sub-index for GETR 2014 is taken from Operating environment (Pillar 7) since this sub-index is no longer available.

22. Summary of SCFAP external indicators for Viet Nam

Indicators	2009	2011	2013	Direction of improvement	Rate of change (2009-2013)
ETI overall Index	4.00	4.00	4.00	up	0.00%
LPI Overall Index	2.96	3.00	3.15	up	6.42%
ETI Transport Infrastructure Pillar	3.20	3.70	3.30	up	3.12%
ETI Transport Services Pillar	4.40	4.40	4.40	up	0.00%
ETI ICT Pillar	3.30	4.00	4.10	up	24.24%
LPI Quality of Infrastructure Index	2.56	2.68	3.11	up	21.48%
LPI Logistics Competence Index	2.89	2.68	3.09	up	6.92%
LPI % Shipments Meeting Quality Criteria	89.00	78.00	76.00	up	-14.61%
LPI Lead Time to Import	1.73	2.00	1.00	down	-42.20%
LPI Lead Time to Export	1.41	2.00	1.00	down	-29.08%
LPI Documents to Import	6.50	5.00	5.00	down	-23.08%
LPI Documents to Export	5.50	4.00	3.00	down	-45.45%
DB Lead Time to Import	21.00	21.00	21.00	down	0.00%
DB Lead Time to Export	22.00	22.00	21.00	down	-4.55%
DB Documents to Import	8.00	8.00	8.00	down	0.00%
DB Documents to Export	6.00	6.00	5.00	down	-16.67%
LPI Cost to Import (nominal)	500.00	361.00	281.00	down	-43.80%
LPI Cost to Import (domestic GDP deflator)	322.40	171.28	114.73	down	-64.41%
LPI Cost to Import (US CPI)	455.03	313.39	235.53	down	-48.24%
LPI Cost to Export (nominal)	500.00	310.00	237.00	down	-52.60%
LPI Cost to Export (domestic GDP deflator)	322.40	147.08	96.76	down	-69.99%
LPI Cost to Export (US CPI)	455.03	269.12	198.65	down	-56.34%
DB Cost to Import (nominal)	940.00	670.00	600.00	down	-36.17%
DB Cost to Import (domestic GDP deflator)	606.11	317.89	244.97	down	-59.58%
DB Cost to Import (US CPI)	855.46	581.64	502.92	down	-41.21%
DB Cost to Export (nominal)	756.00	580.00	610.00	down	-19.31%
DB Cost to Export (domestic GDP deflator)	487.46	275.18	249.05	down	-48.91%
DB Cost to Export (US CPI)	688.01	503.51	511.30	down	-25.68%
ETI Customs Administration Pillar [^]	2.90	2.80	4.00	up	37.93%
ETI Import-Export Procedures Pillar [^]	4.80	4.90	4.00	up	-16.67%
LPI Customs & Border Index	2.68	2.65	2.81	up	4.85%
LPI % Physical Inspection	41.83	7.61	53.50	down	27.90%
ETI Transparency of Border Administration Pillar [^]	2.70	2.60	4.00	up	48.15%
ETI Business Environment Sub-Index [#]	4.30	4.20	4.00	up	-6.98%

Source: Doing Business 2010, 2012 and 2014; GETR 2010, 2012 and 2014; LPI 2010, 2012 and 2014. [^]: Data for ETI Customs Administration, Import-Export Procedures and Transparency of Border Administration pillars are taken from a single pillar for GETR 2014, i.e. Efficiency & Transparency of border administration (Pillar 3) since these pillars are no longer available. [#]: Data for ETI Business Environment Sub-index for GETR 2014 is taken from Operating environment (Pillar 7) since this sub-index is no longer available.