



## ROCB EUROPE ANALYTICS INFORMATION NOTE

ROCB Europe has developed and designed ROCB Europe Analytics, a database which includes substantial information about customs, trade and economy as well as indices encompassing all the Members in the WCO Europe Region. The platform includes data compiled from publicly available resources from the WCO, the World Bank and World Economic Forum.

ROCB Europe Analytics presents two tabs, namely 'Dashboard' and 'Figures & Indicators' which then breaks down to sub-tabs including data on 'Customs', 'Trade & Economy' and 'Indexes'.

ROCB Europe Analytics platform includes data compiled from publicly available resources. The mentioned sources are as follows:

### THE LOGISTICS PERFORMANCE INDEX (LPI)

The Logistics Performance Index (LPI) is an interactive benchmarking on trade logistics to provide a general picture of customs procedures, logistics costs and the quality of the infrastructure necessary for overland and maritime transport.

**It is the weighted average of the country scores on six key dimensions:**

- efficiency of the clearance process (i.e., speed, simplicity and predictability of formalities) by border control agencies, including Customs;
- quality of trade and transport related infrastructure (e.g., ports, railroads, roads, information technology);
- ease of arranging competitively priced shipments;
- competence and quality of logistics services (e.g., transport operators, customs brokers);
- ability to track and trace consignments;
- timeliness of shipments in reaching destination within the scheduled or expected delivery time.

The Logistics Performance Index is reported by the World Bank in every two years. The LPI is based on a worldwide survey of stakeholders on the ground providing feedback on the logistics "friendliness" of the countries in which they operate and those with which they trade.

**For further information, visit the website at: <https://lpi.worldbank.org/>**

### THE ENABLING TRADE INDEX (ETI)

The Enabling Trade Index (ETI) is a benchmark for governments looking to boost growth and development through trade which is produced every two years. The report captures the

efficiency, transparency and expense associated with importing and exporting goods. In doing so, the report looks at the quality of key customs services, such as the cost and number of documents to import and export goods as well as the time predictability and transparency of procedures.

The ETI measures the extent to which individual economies have developed institutions, policies, and services facilitating the free flow of goods over borders and to destination. The structure of the Index reflects the main enablers of trade, breaking them into four overall issue areas, captured in the subindexes:

1) The market access subindex measures the extent to which the policy framework of the country welcomes foreign goods into the economy and enables access to foreign markets for its exporters.

2) The border administration subindex assesses the extent to which the administration at the border facilitates the entry and exit of goods.

3) Infrastructure subindex takes into account whether the country has in place the transport and communications infrastructure necessary to facilitate the movement of goods within the country and across the border.

4) The business environment subindex looks at the quality of governance as well as at the overarching regulatory and security environment impacting the business of importers and exporters active in the country.

The Global Enabling Trade Report goes beyond metrics related to border-crossing efficiency, and provides insight into other essential related components: transportation, communications and IT infrastructure, for example. It provides a 360 degree view of the trading environment in 136 countries around the world.

**For further information, visit the website at:**

<https://reports.weforum.org/global-enabling-trade-report-2016/enabling-trade-rankings/>

## TRADING ACROSS BORDERS

Doing Business records the time and cost associated with the logistical process of exporting and importing goods. Doing Business measures the time and cost (excluding tariffs) associated with three sets of procedures—documentary compliance, border compliance and domestic transport—within the overall process of exporting or importing a shipment of goods.

Border compliance captures the time and cost 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.

Documentary compliance captures the time and cost associated with compliance with the documentary requirements of all government agencies of the origin economy, the destination economy and any transit economies (table 1). The aim is to measure the total burden of preparing the bundle of documents that will enable completion of the international trade for the product and partner pair assumed in the case study.



Domestic transport captures the time and cost associated with transporting the shipment from a warehouse in the largest business city of the economy to the most widely used seaport or land border of the economy.

**For further information, visit the website at:**

[www.doingbusiness.org/en/reports/global-reports](http://www.doingbusiness.org/en/reports/global-reports)

**Data Sources Table:**

Source	Link	Data Used
<p><b>World Customs Organization</b></p>	<p><a href="http://www.wcoomd.org/en/about-us/what-is-the-wco/annual-reports.aspx">http://www.wcoomd.org/en/about-us/what-is-the-wco/annual-reports.aspx</a></p>	<ul style="list-style-type: none"> <li>- Number of Customs Staff</li> <li>- WCO Membership</li> <li>- Website</li> <li>- Head of Customs Administration</li> <li>- Number of Declarations (import / export)</li> <li>- Number of Electronic Declarations (import / export)</li> <li>- Electronic Declarations Rate (import / export)</li> <li>- Customs duties in tax revenue (%)</li> <li>- Revenue collected by Customs in Tax Revenue (%)</li> </ul>
<p><b>The World Bank</b></p>	<p><a href="https://wits.worldbank.org/CountryProfile/en/ALB">https://wits.worldbank.org/CountryProfile/en/ALB</a></p> <p><a href="http://www.doingbusiness.org/en/reports/global-reports">www.doingbusiness.org/en/reports/global-reports</a></p> <p><a href="https://lpi.worldbank.org/">https://lpi.worldbank.org/</a></p>	<ul style="list-style-type: none"> <li>- Export</li> <li>- Import</li> <li>- Trade Balance</li> <li>- Trade Growth</li> <li>- GDP</li> <li>- Exports of goods and services as % of GDP</li> <li>- Imports of goods and services as % of GDP</li> <li>- The effectively Applied Tariff Weighted Average (customs duty %)</li> <li>- Most Favored Nation (MFN) Weighted Average Tariff %</li> <li>- Logistics Performance Index</li> <li>- Trading Across Borders</li> </ul>
<p><b>World Economic Forum</b></p>	<p><a href="https://reports.weforum.org/global-enabling-trade-report-2016/enabling-trade-rankings/">https://reports.weforum.org/global-enabling-trade-report-2016/enabling-trade-rankings/</a></p>	<ul style="list-style-type: none"> <li>- Enabling Trade Index</li> <li>- Domestic Market Access</li> <li>- Foreign Market Access</li> <li>- Time to export (hours)</li> <li>- Cost to export (US\$)</li> <li>- Time to import (hours)</li> <li>- Cost to import (US\$)</li> </ul>