

STOCKS	
DSEX ▲ 0.63% 4,934.86	CSCX ▲ 0.47% 8,527.50

COMMODITIES	
Gold ▲ \$1,825.90 (per ounce)	Oil ▼ \$47.18 (per barrel)

ASIAN MARKETS			
MUMBAI ▼ 0.08% 44,618.04	TOKYO ▲ 0.05% 26,800.98	SINGAPORE ▼ 0.11% 2,810.95	SHANGHAI ▼ 0.07% 3,449.38

CURRENCIES				
	\$ USD	€ EUR	£ GBP	¥ CNY
BUY TK	83.95	100.38	111.79	12.63
SELL TK	84.95	104.18	115.59	13.28



BUSINESS

DHAKA THURSDAY DECEMBER 3, 2020, AGRAHAYAN 18, 1427 BS ● starbusiness@thedadlystar.net

Imports for manufacturing slump

AKM ZAMIR UDDIN

Imports for the manufacturing sector in Bangladesh plunged in the first four months of the current fiscal year, signalling to a weak economic recovery from the coronavirus pandemic.

In July-October, imports of capital machinery and industrial raw materials for major industries such as textiles plummeted along with some other intermediate goods.

As a result, overall import payments decreased 13 per cent year-on-year to \$17.06 billion, the CIF import data from the central bank showed.

The cost, insurance, and freight (CIF) is an expense paid by a seller to cover the costs, insurance, and freight of a buyer's order while it is in transit.

Import of raw cotton, one of the major raw materials for the readymade garment industry, which accounts for about 85 per cent of the national exports, stood

IMPORT OF CAPITAL MACHINERY, INDUSTRIAL RAW MATERIALS

Year-on-year growth in %

In Jul-Oct of FY2021; SOURCE: BB

Capital machinery	-30.74
Staple fibre	-32
Textile and articles thereof	-17.91
Raw cotton	-24.24
Plastics and rubber articles	-13.31
Dyeing and tanning materials	-1.61
Clinker	-10.28

at \$814 million in the first four months, down 24.24 per cent year-on-year.

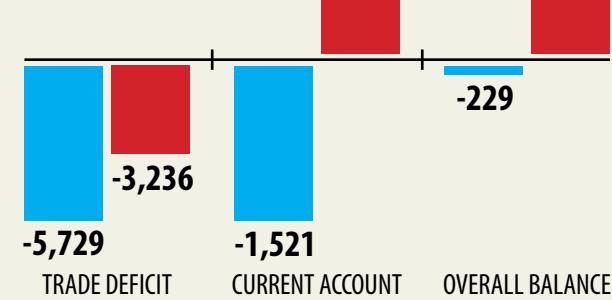
Staple fibre import fell to \$267 million in contrast to \$393 million a year ago, while the import of capital machinery slumped 31 per cent to \$1.08 billion.

BALANCE OF PAYMENTS (July-October)

In millions of \$; SOURCE: BB

FY20

FY21



The dwindling import payment against relatively stable export earnings helped the country narrow down the trade gap. Exports rose to \$ 12.55 billion during the four-month period in contrast to \$12.41 billion a year ago.

The central bank, however,

means charges for the insurance and freight are not calculated while preparing the FoB data.

Import payments stood at \$15.78 billion from July to October, down 12.99 per cent if the FoB data of the central bank was considered.

The reduced trade gap is apparently good for an economy during normal times. But the existing trade gap is not a good sign for the economy of Bangladesh at all," said Mustafizur Rahman, a distinguished fellow of the Centre for Policy Dialogue.

The decline in imports means a lower output from the export-oriented sector as a huge volume of the imported items is used for making products for international markets, he said.

Exports will decline in the days to come if imports maintain the existing trend. "The GDP growth will be hit hard by the ongoing declining trend of the imports," Prof Rahman said.

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prepares the statement of the balance of payments based on the free-on-board (FoB) data of exports and imports.

The FoB indicates whether the seller or the buyer is liable for goods that are damaged or destroyed during shipping. This

Bangladesh's real wage suffers steepest plunge in Asia: ILO

Md FAZLUR RAHMAN and
REFAYET ULLAH MIRDHA

Workers in Bangladesh witnessed the sharpest fall in their real wages among their peers in Asia and the Pacific in the last decade despite higher productivity gains, according to a new report from the International Labour Organisation (ILO).

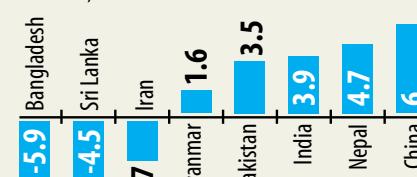
In Asia and the Pacific, real minimum wages increased in 22 countries and decreased in eight countries between 2010 and 2019.

"The largest decreases in real minimum wages were observed in Bangladesh and Sri Lanka," said ILO's Global Wage Report 2020/21, which was released yesterday.

The decline was 5.9 per cent in Bangladesh and 4.5 per cent in Sri Lanka.

AVERAGE ANNUAL GROWTH OF REAL MINIMUM WAGES

2010-19: In %



However, Bangladesh had the third-highest annualised labour productivity growth of 5.8 per cent during the decade, trailing only China (6.8 per cent) and Myanmar (5.9 per cent).

The only country in Asia and the Pacific whose minimum wage does not reach even the lowest international poverty line is Bangladesh, the ILO said. That higher rates apply in the garment sector in Bangladesh.

According to the report, in Asia and the Pacific, the median value of the

monthly minimum wage is \$381 in purchasing power parity, with values ranging from \$48 in Bangladesh to \$2,166 in Australia. The wage for Bangladesh is below than the international poverty line in PPP of \$1.9.

Results show that minimum wages are set, on average, at around 55 per cent of

the median wage in developed countries and at 67 per cent of the median wage in developing and emerging economies.

In developing and emerging economies, minimum-to-median wage ratios range from 16 per cent in Bangladesh to 147 per cent in Honduras.

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SK ENAMUL HAQ

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EU GSP not a 'blank cheque'

Envoy reiterates the need to improve Bangladesh's labour rights

DIPLOMATIC CORRESPONDENT

The European Union's GSP facility that Bangladesh enjoys for its export to the bloc is not a 'blank cheque', said EU Ambassador to Bangladesh Rensje Teerink, highlighting the importance of improving labour rights here.

"We are discussing with the government on labour rights. EBA is not a blank cheque. It comes with strong conditions that Bangladesh needs to observe," she said, adding that Bangladesh has made good progress in terms of labour rights.

Teerink was addressing a talk organised by the Diplomatic Correspondents' Association of Bangladesh (DCAB) at Lakeshore Hotel in the capital yesterday.

The EU's Everything But Arms (EBA) agreement allows duty-free access for 64 per cent of Bangladesh's annual garment shipments to the region, which is worth about \$34 billion. The EU provides this facility considering the country's LDC status but it is set to end in 2024, when the country graduates to a developing country. However, the EU later provided a three-year grace period.

After that, the country will be eligible for GSP Plus in 2027 but will face even more stringent conditions under that agreement, Teerink said.

"We need to see if Bangladesh at that point can apply for GSP Plus, which is also quite a generous scheme that has more stringent conditions than the EBA.

"I think more conventions and also environmental, human rights etcetera pre conditions need to be fulfilled. We are working with the government on the labour rights roadmap and while approaching graduation, we will have to take it forward," he added.

Spanish Ambassador to Bangladesh Francisco Asis Benitez Salas, Italian Ambassador Enrico Nunziata, Dutch Ambassador Harry Verweij, Swedish Ambassador Alexandra Berg Von Linde and Danish Ambassador Winnie Estrup Petersen also spoke at the DCAB Talk.

DCAB President Angur Nahar Monty and General Secretary Touhidur Rahman were also present.

The ambassadors spoke of trade, investment, climate change, migration and Rohingya issues.

They said Bangladesh has been doing quite well in terms of growth despite the ongoing coronavirus pandemic which has disrupted the global supply chain.

The EU also provided assistance to Bangladesh to help addressing the pandemic and expedite its economic recovery. Teerink said the EU has been working with Bangladesh to improve the country's business climate as well.

"I would say there are still a lot of challenges. The Bangladesh Business Climate Forum will have a meeting early next year," she said.

Besides, the EU is supporting Bangladesh in tackling the Rohingya crisis and will continue to provide support for both Rohingya repatriation and accountability.

Asked if the EU was doing enough to put pressure on Myanmar, Teerink said the EU has been working at the UN level and was recently successful in getting a resolution adopted on the Rohingya crisis. Besides, the EU has implemented some targeted sanctions against high military officials of Myanmar.

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Atlas sinking deeper into losses

Company secretary says search on for new business opportunities for recovery

AHSAN HABIB

Atlas Bangladesh, a motorcycle assembler and distributor, has been sinking deeper into losses ever since fiscal 2015-16 when its agreement with Hero Honda came to an end.

This fall of what was once a blue-chip stock has now raised questions among investors about the firm's sustainability.

After the deal expired, Atlas tried to retail Zongshen bikes but the Chinese brand failed to make a mark in the country's burgeoning two-wheeler market.

As a result, the state-run company's accumulated losses stood at Tk 21.88 crore in 2019-20. This even prompted the company's auditor to raise concerns of "material uncertainty on its going concern due to five consecutive years of loss".

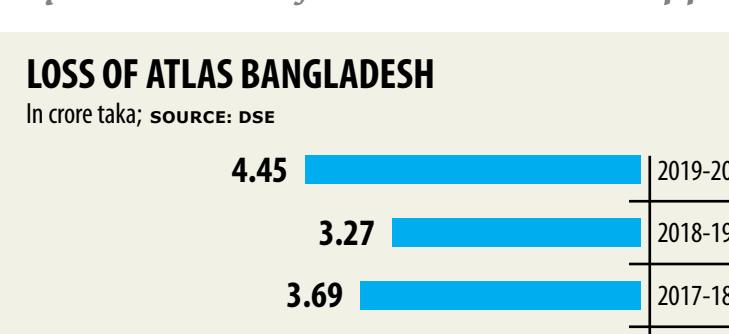
Going concern is an accounting term that relates to whether a business entity has the resources to continue operations in the future.

The issue of material uncertainty in this regard for Atlas Bangladesh was posted on the Dhaka Stock Exchange (DSE) website on Tuesday.

"Our company's profits started to fall when our agreement with Hero Honda ended, which was just after Hero and Honda split up,"

LOSS OF ATLAS BANGLADESH

In crore taka; SOURCE: DSE



said Sanjay Kumar Datta, company secretary to Atlas Bangladesh.

In 2013, The Honda Motor Company of Japan announced that it ended its joint venture with India's Hero Group.

It was then that Hero joined hands with a local automobile company, Nitol-Niloy, while Honda started directly marketing its products in Bangladesh.

Listed with the DSE in 1988, Atlas has a paid-up capital of Tk 33 crore.

In fiscal 2019-20, the company reported losses of Tk 4.45 crore, which was 36 per cent higher than that the year before, when it was Tk

3.27 crore.

Atlas' per share net operating cash-flow stood at Tk 1.44 in the negative at the end of last year.

After its deal with Hero Honda expired, Atlas inked a two-year agreement with the Chongqing Zongshen Group in 2016 to import, assemble and market their motorcycles, Datta said. The Chinese company was one of the leading two-wheeler companies in India.

"In the first two-three years, we sold around 6,000 bikes of the brand. However, this brand failed to attract consumers further because of piling up of complaints from

consumers," Datta said.