



Offer duty-free access for garments made of US cotton

BTMA writes in letters to US

STAR BUSINESS REPORT

Local textile millers yesterday sought duty-free export facilities to the USA for garment items produced in Bangladesh using American cotton.

The Bangladesh Textile Mills Association (BTMA), a platform for the primary textile sector, made the call through two letters – one sent to Gary Adams, president and CEO of the National Cotton Council of America, and another to Eric Geelan, counsellor for political/economic affairs at the US embassy in Bangladesh.

In the letters, BTMA President Showkat Aziz Russell also urged the US government to permanently remove Bangladesh from the list of countries subject to the additional duty.

Earlier, on April 2, US President Donald Trump imposed reciprocal tariffs on various countries; for Bangladesh, the rate was set at 37 percent. However, Trump issued a 90-day pause on imposing new tariffs, while maintaining a 10 percent baseline tariff rate.

“We are confident that these measures will significantly boost bilateral trade and further embed US cotton into global supply chains via Bangladesh’s growing ready-made garment (RMG) industry,” said the BTMA president.

“BTMA is committed to prioritising US cotton in a substantial portion of our production, much of which is exported to the US and other global markets.”

To support this vision, BTMA highlighted several government initiatives currently underway, including the establishment of a central warehouse in Bangladesh dedicated exclusively to US cotton, aimed at quadrupling import volume.

The Bangladesh government has expressed a strong commitment to strengthening trade ties with the United States, particularly in cotton and textiles, the BTMA president said in the letters.

He also referenced comprehensive proposals made by Chief Adviser Professor Muhammad Yunus directly to US President Donald J. Trump, outlining a strategic roadmap for mutual economic growth.

Customs flags hurdles at 3rd terminal of Dhaka airport

KEY FACTS ABOUT THIRD TERMINAL

- ➔ Construction cost Tk 21,300cr plus
- ➔ Floor space: 230,000 square metres
- ➔ Check-in counters: 115
- ➔ Departure immigration desks: 66
- ➔ Arrival immigration desks: 59
- ➔ VIP immigration desks: 3
- ➔ IMPACT OF THIRD TERMINAL
- ➔ Annual passenger handling capacity likely to be 2.4 crore at the HSA
- ➔ Cargo handling capacity to be double



PROBLEMS AT THE THIRD TERMINAL

PASSENGER RELATED



Narrow and small customs hall space with low ceiling

Lack of valuable & transit goods warehouse

No identified place for scanner

Lack of diversion belt for risky baggage

May create long queues and passenger congestion

It poses security risks for seized items

May lead to inefficiencies, operational delays & risks

It may lead to revenue evasion, smuggling

ISSUES RELATED TO IMPORT AND EXPORT TERMINALS



Lacks an examination yard for physical checks of consignments

Insufficient scanning infrastructure

No space for seized cargo

SOHEL PARVEZ and RASHIDUL HASAN

The customs authorities have identified a number of operational bottlenecks at the much-anticipated third terminal of Hazrat Shahjalal International Airport (HSA), widely known as Dhaka airport.

In a letter sent to the Civil Aviation Authority of Bangladesh (CAAB), the Customs House Dhaka said it has found more than a dozen issues related to infrastructure, security, and operational readiness of the new terminal, which is expected to open in early 2026.

The assessment comes as authorities move to efficiently manage the rise in

passenger traffic and cargo volumes at the country’s largest airport.

In March this year, the customs authorities, operating under the National Board of Revenue (NBR), conducted inspections of the third terminal, as well as the new Import Cargo Terminal (ICT) and Export Cargo Terminal (ECT).

The NBR’s field office, in its letter sent to CAAB in the third week of March, said it had held several meetings with various agencies, including CAAB, to ensure smooth operation at the third terminal.

Built at a cost of more than Tk 21,300 crore, the majority of which was funded by loans from the Japan International

Cooperation Agency (JICA), the iconic terminal is seen as a milestone for Bangladesh’s aviation sector.

However, customs officials, after the inspection, say unresolved issues could undermine its efficiency.

“The third terminal is a significant development in Bangladesh’s aviation sector, but certain key challenges must be addressed to ensure smooth customs operations,” said the Customs House Dhaka.

One of the major challenges is the size and design of the customs hall, which officials say is too narrow, with a low

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Deal signed for constructing Matarbari deep-sea port

DWAIPAYAN BARUA, Ctg

After a long wait, the Chittagong Port Authority (CPA) finally signed a deal yesterday with a Japanese joint venture to construct a terminal for a deep-sea port at Cox’s Bazar’s Matarbari, some 350 kilometres southeast of capital Dhaka.

This will pave the way towards handling mother container vessels.

It will also lessen to a good extent the country’s years-long dependency on transshipment ports for transporting import and export cargo.

The Japanese joint venture comprises Penta-Ocean Construction Co Ltd and TOA Corporation.

It will develop a 760-metre terminal comprising a container jetty and a multipurpose jetty under a “Matarbari Port Development Project (CPA Part) Phase-1 Package I: Procurement of Civil Works for Port Construction”.

CPA Chairman Rear Admiral SM Moniruzzaman and Tomokazu Hasegawa, general manager of the Penta-Ocean, signed the contract at a hotel in Dhaka.

The total estimated cost of the phase-1 project is Tk 6,196.67 crore while the deadline is 2029.

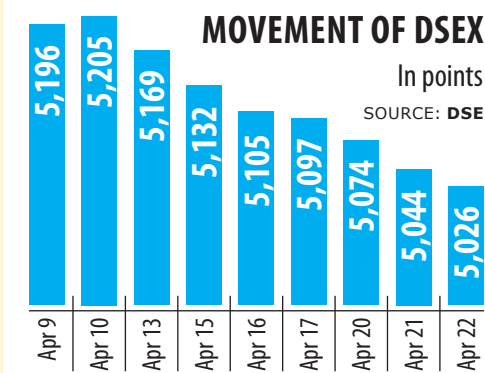
Of the cost, Japan International Cooperation Agency (Jica) will provide Tk 5,426.67 crore as a loan while the remaining Tk 770 crore will come from the CPA.

The cost of the project to develop the whole Matarbari port is estimated at Tk 24,381.40 crore.

The CPA and Roads and Highways Department will implement the project in two phases by 2041.

Addressing yesterday’s signing ceremony as chief guest, Shipping Adviser Brig Gen (ret’d) Sakhawat Hussain said the Matarbari deep-sea port would show the way to new horizons in the country’s international trade.

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Stocks fall for seventh straight day. Here’s why

STAR BUSINESS REPORT

Stocks fell for the seventh straight trading day at Dhaka Stock Exchange (DSE) yesterday as cautious investor sentiment continues to drive the market downwards amidst a confidence crisis.

The benchmark DSEX index opened the day on a positive note, gaining 4.17 points, or 0.08 percent, till 10:30am.

However, the momentum did not sustain, and the index eventually dropped 18.27 points, or 0.36 percent, from that on the day before to close at 5,026.

The Shariah-based DSES index declined 0.41 percent to end at 1,121, while the DS30, which comprises blue-chip stocks, fell 0.18 percent to 1,859.

At Chittagong Stock Exchange, the CSE All Share Price Index declined 0.49 percent to 14,065.36.

Turnover at the DSE, meaning the total value of shares changing hands, a key indicator of market activity, declined 3 percent to Tk 340 crore yesterday.

Of the 395 issues that were traded, prices of 119 advanced, 214 declined, and 68 remained unchanged.

MBL 1st Mutual Fund was the top gainer of the day, surging 9 percent, while shares of Beach Hatchery lost 9 percent – the highest fall.

Abdul Mannan, an investor, said the stock market has remained downbeat as investors are not seeing any hope of getting good news from the listed firms amidst the prevalence of a challenging environment for businesses.

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Employees and machines work in harmony at an assembly line at the Rancon Auto Industries facility, located within its industrial park in the Kashimpur Union of Gazipur. In addition to assembly and inspection, the factory is now capable of painting certain models, including those of brands such as Mitsubishi and Proton.

PHOTO: COLLECTED

Rancon Auto enhances factory with painting facility

STAR BUSINESS REPORT

In a major stride for the local automotive industry, Rancon Auto Industries Limited has established a facility to paint cars ahead of assembly.

Previously, this factory brought already painted parts, assembled them and conducted various inspections before release into the market. But now, car bodies and components are painted before the other steps, said SM Shahjahan Selim, deputy general manager of factory operations.

Some models of Japanese brand Mitsubishi and Malaysian brand Proton cars are now undergoing this process at Rancon’s facility, located within its industrial park in Bhabanipur village, Kashimpur Union, Gazipur.

Over the past year, the facility has undergone modernisation and expansion works to implement this initiative, he added.

This not only enhances the country’s technological capabilities but also helps make

cars more affordable for local customers, he said.

A group of journalists from Dhaka were taken to the Rancon Industrial Park yesterday to visit the factory.

Shihab Ahmed, chief operating officer at Rancon Auto Industries Ltd, said the company began its journey in 2017 with the assembly of the Mitsubishi Outlander model. Since then, the factory has been further modernised.

Rancon Auto Industries Limited has so far invested Tk 350 crore and employs over 300 people at the factory.

Currently, the sprawling 98,000 square-foot facility assembles four types of vehicles. Among them, vehicles of Japan’s Mitsubishi and Malaysia’s Proton brands are both painted and assembled onsite, Ahmed said.

Additionally, JAC pick-up trucks from China and Mercedes-Benz buses built with German technology are assembled at the facility, he added.

The main body structures of Mitsubishi and Proton vehicles are imported in welded

form, after which all other processes, including painting, assembly, and finishing, are carried out at the factory.

Md Badiuzzaman, executive director at Rancon Auto Industries Ltd, said the facility houses the only international standard test track in the country, where new vehicles undergo thorough testing for speed, braking, handling, stability, suspension, and overall performance, ensuring that durable and reliable vehicles reach customers.

Currently, this factory has the capacity to produce 2,000 units of Mitsubishi Xpander vehicles, 300 to 400 units of Proton X70 vehicles, 600 units of commercial JAC vehicles (trucks) and 360 units of commercial Mercedes vehicles (buses) annually, he added.

Mohammad Fahim Hossain, divisional head of marketing of the “Automotive Division 1” at Rancon Auto Industries Ltd, said trial production of the Mitsubishi Xpander and Proton X70 passenger car models are currently underway at their factory.

BB eases foreign study fee payments

STAR BUSINESS REPORT

The Bangladesh Bank (BB) has approved the payment of admission and examination-related fees in foreign currencies for studies in foreign academic institutions, the examinations for which are held in local centres.

In a circular issued yesterday, the BB said banks may allow authorised examination centres or operators to collect fees and examination-related expenses in the local currency, taka, for the Test of English as a Foreign Language (TOEFL), Scholastic Assessment Test (SAT), and secondary and higher secondary equivalent studies for outward remittances.

However, it directed banks to ensure that examination centres are duly authorised by relevant authorities abroad. Banks must also conduct due diligence, the central bank said.

The BB said the remittance requests must include detailed invoices, tax documentation, and declarations confirming the accuracy of information and the exclusion of foreign candidates.

In the event of misreporting or miscalculation, remitters will be held accountable and must repatriate funds if necessary, it added.

Such remittances must be processed through a designated bank branch with intimation to the central bank and may also be executed using international remittance cards.

The BB asked banks to maintain detailed electronic records and submit regular reports to the BB.