DBH Finance profit falls on higher loan provisions

STAR BUSINESS REPORT

DBH Finance PLC reported a modest decline in quarterly profit as higher loan provisions offset earnings, though stronger deposits and lending boosted cash flow.

Its net profit for the July-September quarter fell 2 percent year-on-year to Tk 32.35 crore, according to its financial statements.

The company's earnings per share stood at Tk 1.60, compared with Tk 1.64 (restated) in the same quarter of 2024.

The company's net interest income dropped 21 percent year-on-year to Tk 29.17 crore, while provisions for loans and advances surged 145 percent to Tk 59.37 crore. For January-September 2025, its net operating cash flow per share (NOCFPS) improved sharply to Tk 17.36 from negative Tk 7.31 a year earlier.

The company attributed the turnaround in NOCFPS to strong growth in deposits, loans, and overall business performance, which generated a net cash inflow of about Tk 244 crore.

DBH, formerly Delta Brac Housing Finance Corporation Ltd, has been in the real estate finance sector since 1996.

As of September 30, sponsors and directors held 51.32 percent of DBH shares, institutional investors 28.93 percent, foreign investors 3.73 percent, and the general public 16.02 percent, according to Dhaka Stock Exchange data.

Linde's profit plunges 98% in Jul-Sept

STAR BUSINESS REPORT

Linde Bangladesh posted a sharp fall in quarterly profit as the industrial gas supplier's earnings were hit by the absence of the one-time income booked a year earlier.

Its net profit for the July-September period dropped 98 percent year-on-year to Tk 9.85 crore, according to its financial statements.

Basic and diluted earnings per share stood at Tk 6.48, compared with Tk 400.01 in the same quarter of 2024.

Linde said last year's unusually high earnings reflected a one-off gain from the sale of the welding electrodes unit, operated by its subsidiary, Linde Industries Pvt Ltd, to the US-based ESAB Group in May 2024.

Despite the earnings slump, its revenue rose 9 percent year-on-year to Tk 58.80 crore in the July-September quarter.

For the first nine months of 2025, Linde's net operating cash flow per share fell to Tk 8.25 from Tk 12.97 a year earlier, mainly due to the settlement of liabilities.

Its net asset value per share also declined, as higher dividend payouts offset the profit earned during the period.

As of June 30, sponsor-directors held 60 percent of the company's shares, while institutional investors owned 22.2 percent. Public shareholders accounted for 17.3 percent, and foreign investors held 0.5 percent, according to Dhaka Stock Exchange data.

Linde Bangladesh, a subsidiary of Ireland-based Linde PLC, has operated in the country for more than seven decades. Its products serve a wide range of industries, from healthcare to manufacturing, and the company remains a key player in the domestic industrial gas market.

Crown Cement's profit dropped 33% in FY25

STAR BUSINESS REPORT

Crown Cement PLC reported a fall in annual profit, while its stronger cash flow reflected improved working capital management.

The company's net profit for the year ended June 30, 2025, fell 33 percent year-on-year to Tk 67.12 crore.

Crown Cement's earnings per share stood at Tk 4.52, compared with Tk 6.74 in the previous fiscal year, according to a disclosure on the Dhaka Stock Exchange (DSE) website yesterday.

Its net operating cash flow per share (NOCFPS) jumped 198 percent to Tk 25.99 from Tk 8.71 a year earlier.

The company attributed the increase in NOCFPS to additional depreciation charges from its new sixth unit—a non-cash expense—as well as tighter working capital management achieved through higher supplier credit and shorter credit periods for customers.

The board of directors recommended a 21 percent cash dividend for FY2024-25, unchanged from the previous year.

As of September 30, sponsor-directors jointly held 52.22 percent of Crown Cement shares, while institutional investors owned 18.53 percent. Public shareholders accounted for 29.20 percent of the company's shares, and foreign investors held 0.05 percent, according to DSE data.

Crown Cement PLC, formerly known as MI Cement Factory Limited, is the parent company of Crown Cement Group.

Airport fire may delay

FROM PAGE B1

(HSIA) offers refrigerated and temperature-controlled storage, which drugmakers rely on for sensitive ingredients.

SM Noor Hossain, executive director (marketing and commercial) at Labaid Pharmaceuticals Ltd, said his company's active pharmaceutical ingredients, worth Tk 1.5 crore, were imported from India and had been waiting at the cargo complex for one week when those were destroyed.

"Now, we will have to import the same materials again. The financial losses are very high as we will need to borrow from banks at high interest rates. The market value of the finished products would have been Tk 10 crore if they had been manufactured," he said.

Mizanur Rahman, managing director of Fabrica Knit Composite Ltd, said he lost accessories and trims worth more than $2.5 lakh, or around Tk 3 crore, in the airport fire. "These goods will need to be reproduced, which will take at least four weeks to import. We may have to use air shipments or get work orders cancelled," he said.

Faisal Samad, managing director of Surma Garments Ltd, said his garment accessories worth $60,000, or Tk 73 lakh, were also lost.

Samad, who is a BGMEA director, led a meeting with senior customs officials at the airport yesterday. They directed all BGMEA members to collect imported goods on the same day or within 48 hours due to current space constraints at the cargo complex.

Of the imported goods lost in the fire, 59 percent were from China, 9.4 percent from Hong Kong, 5.4 percent from India, 2 percent from South Korea, and the rest from other countries.

BGMEA Senior Vice-President Inamul Haq Khan said 901 garment companies had so far reported losses through the trade body's portal, with preliminary estimates reaching nearly $10 million, or Tk 122 crore.

He said both the number of affected factories and the total losses are likely to rise as more companies register their damage.

Khan himself lost goods worth $36,000, or nearly Tk 44 lakh.

He said although the value of the destroyed raw materials is relatively low, the wider implications are too high as international clothing retailers and brands are now concerned about timely deliveries.

He said exports and imports have resumed at the airport following swift government intervention.

Md Zakir Hossain, secretary general of the Bangladesh Association of Pharmaceutical Industries, said 32 pharmaceutical companies have reported losses of around Tk 200 crore. Total losses of the sector are likely to rise once assessments are complete.

At a press conference in Dhaka yesterday, Mohammad Hatem, president of the Exporters Association of Bangladesh, suggested that losses could reach $1 billion as assessments continue.

From the programme, exporters called for stricter safety measures at Dhaka airport, blaming inadequate safety standards for the fire.

"International clothing retailers and brands have expressed concern," said Showkat Aziz Russell, president of the Bangladesh Textile Mills Association.

"Our textile and garment sectors are being targeted. Setting fires at the airport undermines Bangladesh's reputation abroad and threatens our commitments to international partners," he said.

Md Shahriar, president of the Bangladesh Garment Accessories and Packaging Manufacturers and Exporters Association, said losses in the accessories sector have already crossed Tk 23 crore as companies continue to file reports. He called for timely insurance payments.

BBS faces interference

FROM PAGE B1

According to the taskforce, these cases exemplify a persistent pattern: political sensitivities, obstructive bureaucratic approval structures, and over-reliance on externally funded projects have fostered a culture of delayed dissemination.

The perception persists that the BBS remains vulnerable to government interference, particularly when data could reflect poorly on official performance.

The report also flagged a serious human resource crisis, with skilled officials concentrated at the head office while field offices remain understaffed.

There are 48 deputy directors posted at the BBS headquarters in Dhaka, while the number of approved posts is only 27. In stark contrast, district offices have only 21 deputy directors, while the approved posts are 64.

The taskforce noted that a growing "institutional dynamic" has emerged in which positions such as deputy director or project director have become highly coveted career objectives.

This "project-centric" culture, the taskforce report warned, has weakened the BBS's core functions, diverting attention from household, labour, and agricultural surveys toward short-term donor-funded projects. "This culture has led to data silos, professional rivalries, and institutional memory loss."

To address these challenges, the taskforce recommended reforming the BBS's structure, introducing rotational postings, and setting up a training academy to strengthen field capacity.

It also urged the BBS to implement an open data and release policy under which all reports would follow a publicly announced calendar, free from political or bureaucratic influence, giving all users equal access. Each release would include metadata and methodological notes, and a user-friendly online portal would provide searchable and downloadable datasets.

Indian firm halts bandwidth imports

FROM PAGE B1

This import commenced after the Bangladesh Telecommunication Regulatory Commission (BTRC) issued International Terrestrial Cable (ITC) licences to private operators in 2012.

Currently, Bangladesh's total bandwidth consumption stands at around 8,500 Gbps, of which nearly half comes from India through ITC operators.

In February this year, the BTRC capped bandwidth imports from India at 50 percent to reduce dependence on a single source and to encourage diversified international connectivity.

At that time, about 60 percent of Bangladesh's total bandwidth consumption was being imported from India through ITC companies.

Over the past few months, the BSCPLC has significantly expanded its bandwidth supply.

As of August 1, 2025, it reached a real-time internet traffic threshold of 4,000 Gbps.

In a press release, the company stated that it had achieved the 3,000 Gbps mark on April 28 and boosted capacity by an additional 1,000 Gbps within just three months.

Since the beginning of the current interim government's tenure, the BSCPLC's total supply has increased by more than 2,200 Gbps, marking a growth of over 105 percent within a single year as of last August.

The company currently operates two submarine cable systems—SEA-ME-WE-4 and SEA-ME-WE-5—which together offer a combined capacity of around 7,200 Gbps. Of this, approximately 4,200 Gbps is supplied domestically.

The BSCPLC also maintains an operational reserve capacity of 3,000 Gbps, which can be expanded further through technological upgrades as needed.

Its third submarine cable, SEA-ME-WE-6, is expected to be operational by the end of 2026 with a total capacity of around 30,000 Gbps, connecting Bangladesh through the Cox's Bazar-Singapore and Cox's Bazar-Mumbai-France routes.

Meanwhile, a private submarine cable consortium comprising three companies was also scheduled to become operational in 2026.

However, its timely launch has become uncertain, as company officials said they are facing delays in obtaining government approvals at various stages.

Strike fallout: Backlog at Ctg port

FROM PAGE B1

Normally, containers not collected within a day attract charges of $32.5 for 20-foot units and $63 for 40-foot units, but the port waived fees for containers delayed during the strike.

The waiver prompted an additional surge as transport operators raced to take delivery.

By 8:00am yesterday, the port had cleared only 800-900 containers of the accumulated 3,000.

Delays were further compounded by technical and procedural bottlenecks.

Shamsuzzaman Suman, social welfare affairs secretary of the Truck Owners' Association, said the backlog worsened because the CPA had not yet updated its digital payment system after reinstating the previous Tk 57.50 entry fee for heavy vehicles.

Drivers without smartphones also faced delays, as technical support staff were absent on Sunday despite earlier assurances by the CPA chairman that booths of software-making companies would be set up at the entry gates, he added.

The strike, called to protest the increase of entry fees from Tk 57.50 to Tk 230 for heavy vehicles and Tk 23 to Tk 115 for light vehicles, ended after the CPA temporarily halted the hike.

Dous Mohammad, CEO of ICD Portlink Logistics, said vehicles dispatched from their depot at

PHOTO: RAJIB RAIHAN

Truck owners said the backlog worsened as digital payment system was not updated after reinstating the previous entry fee for heavy vehicles.

7:00pm Sunday still had not reached the port by yesterday morning, causing shipments to be missed as vessels departed.

The backlog highlights how tightly coupled import and export operations are at Chattogram port. While the import surge was unavoidable due to accumulated containers, it directly blocked the movement of export containers, forcing ships to leave behind cargo and delaying departures.

Factories waiting for raw materials face delays, exporters risk missing transshipment schedules, and the congestion demonstrates how quickly operational bottlenecks can cascade into wider supply chain disruptions.

While the CPA secretary assured that the situation would improve soon, port stakeholders cautioned that clearing the accumulated cargo will require coordinated effort over several days.