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### VIEWPOINT

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Viewpoint is published every day, providing up-to-date news on bilateral relations, industry developments, opinions from industry leaders, and other relevant information.

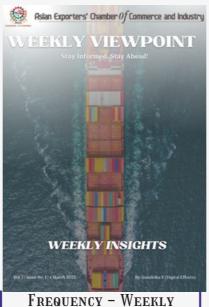
Weekly Viewpoint is published every week and covers the latest news and developments in the industry,

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## BANGLADESH'S APPAREL EXPORT TO EU INCREASES BY 3.9%, REMAINS SECOND LARGEST SOURCE

Bangladesh's apparel export to European Union has shown valuewise growth by 3.9% during the January-March period of 2023 to \$5.6 billion from \$5.4 billion in January-March 2022.

Also, with 24.07% share of the EU's total RMG import (in terms of dollar value), Bangladesh remains the second largest apparel import source for the EU after China (China's share 24.55%) during January-March 2023.

However, according to the quantity-wise import statistics (measured in kilogram), Bangladesh became number "one" sourcing country for EU during the mentioned months of 2023. In fact, Bangladesh secured the top position in EU's apparel sourcing list in terms of quantity in 2022 as well.

In quantity term, import from Bangladesh saw a decline by 3.67%, or 11.84 million KGs, says a statistic recently published by Eurostat.

The quantity decline was caused by inflated unit price (due to raw materials, transportation and other production cost hike) which was increased by 7.86% in January-March of 2023.

The Eurostat has published the data on EU's apparel import for the period of January-March 2023 and we have compiled and analyzed it based on year-on-year progress," said Bangladesh Garment



Manufacturers and Exporters Association President Faruque Hassan.

The Eurostat statistic says, apparel import from the world in the mentioned period has declined by 4.94% compared to the corresponding period of 2022, about 1.22 billion dollars decline. In terms of quantity, EU's clothing import had a stiff downturn by 12.64%, which is 136.88 million KGs less than Jan-Mar 2022.

EU's import from China the 2nd largest apparel import source has declined by 17.80% in value terms to \$5.7 billion during the mentioned period fromU\$6.99 dollars. In terms of quantity, the decline is recorded 22.46% or 65 million KGs.

Source: The Busines standard











### HEADLINES



- EU trade chief Valdis Dombrovskis said the European Commission had designed CBAM carefully so that it was compatible with WTO rules, applying the same carbon price on imported goods as on domestic EU producers.
- > Currently, around 60 percent of India's exports are similar to that of the G7, and there exists further scope for convergence.



- > India has been one of the pioneers of the Local Goes Global movement. The country is focusing on developing its share in the global value chain, establishing export hubs in different states, constructing a high-quality and seamless supply chain
- ➢ Bangladesh's apparel export to European Union has shown value-wise growth by 3.9% during the January-March period of 2023 to \$5.6 billion from \$5.4 billion.

# INDIA'S FOCUSES ON MULTI MODAL TRANSPORT WILL HAVE DEFINITIVE IMPACT ON LOGISTICS SECTOR



As India focusses more on multimodal transportation, logistics players are having to reinvent themselves, especially the large oldtimers. Against this backdrop, Vineet Agarwal, Managing Director of Transport Corporation of India sat down with DH's. General Dwight Eisenhower's famous observation. made decades back, is palpably resonant in today's times where the logistics sector has the critical task of ensuring the unhindered flow of goods and essential items across the globe amidst the pandemic, geopolitical tensions and supply chain disruptions. The Indian logistics sector, however, is beset with concerns, such as clogged

transport networks, a skewed mix of transport modes, insufficient storage and handling facilities for in-transit Part of the Gati Shakti National Master Plan, MMLPs form a key policy initiative of the Government of India, which are aimed at improving the freight logistics sector by lowering overall freight costs and time, cutting warehousing costs, reducing vehicular pollution and congestion, and improving the tracking and traceability of consignments through infrastructural, procedural and technological interventions. These parks, to be set up under the Logistics Efficiency Enhancement Programme, will serve as intermodal freight-handling facilities with mechanised material handling provisions and will contain warehouses, specialised cold chain facilities, freight/container terminals and bulk/break-bulk cargo terminals. The facility of intermodal connectivity—such as dedicated railway lines, access from prominent highways and expressways—will allow the movement of commercial vehicles and connectivity to an airport or a seaport. MMLPs will also include various value-added services, including labelling, packaging, tagging and crating, thereby offering a variety of services at a single location.

Source: Money control















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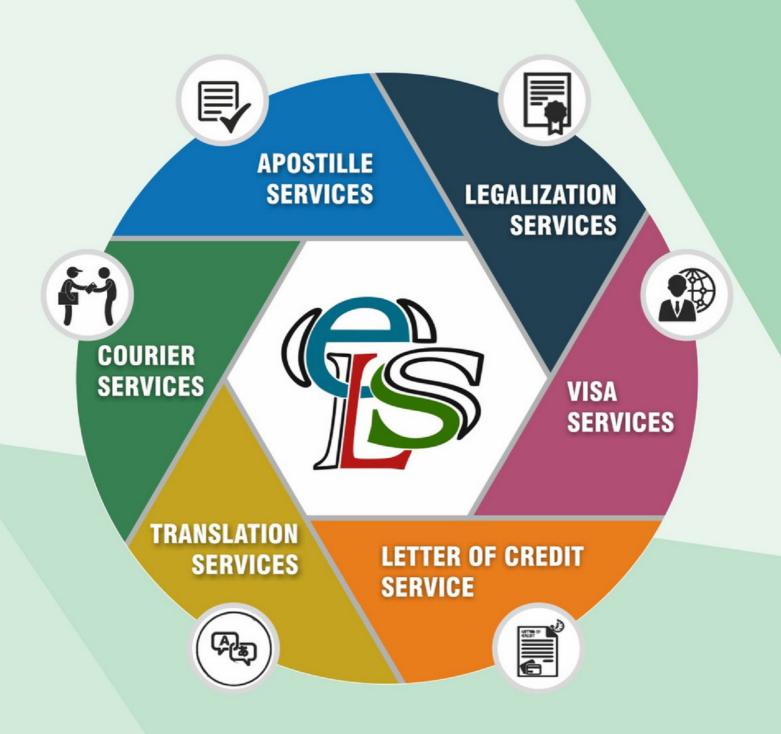
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