



**Asian Exporters' Chamber *Of* Commerce and Industry**

(Recognized by Ministry of Commerce, Govt. of India)

# AECCI VIEWPOINT

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NEWS**

**AECCI  
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**UPDATES OF THE DAY**

**VOL . 5.10**

**BY: VINUTH KUMAR( DIGITAL EFFORTS)**



# Asian Exporters' Chamber *Of* Commerce and Industry

(Recognized by Ministry of Commerce, Govt. of India)

## AECCI PRESENTS WORKSHOP ON

The event promises to be an engaging and enlightening experience as we explore the opportunities and challenges in the agro-export sector

# AGRO EXPORT INDUSTRIES

## AUGUST 2023

### WHO SHOULD ATTEND?



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Importers



Business  
Owners



Entrepreneurs



Int. Business  
Development Manager



Logistics &  
Supplychain  
Professionals



Legal  
Professional

### DATE & VENUE

10th June 2023 📍 Navi Mumbai

11th June 2023 📍 Rajkot - TAC

12th June 2023 📍 Gandhidham- TAC

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Gandhidham-TAC: Mr.Rajesh kumar  
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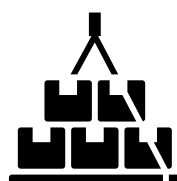
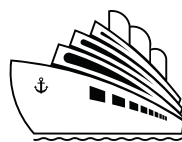
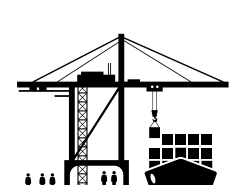


# TECH IMPORT CURB REGRESSIVE, DOESN'T AUGUR WELL FOR FUTURE

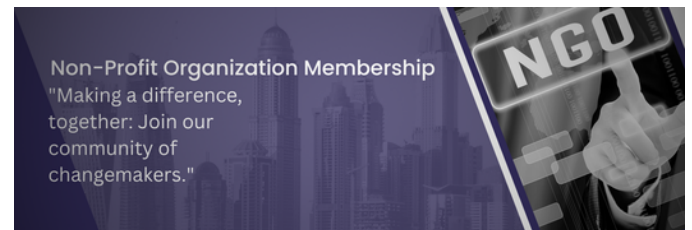
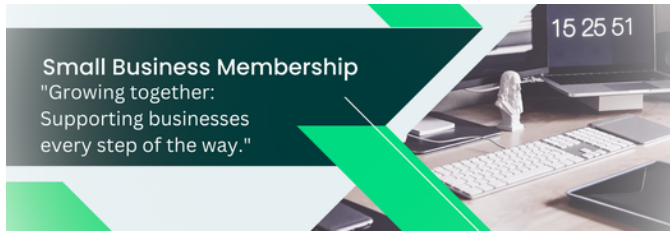
Rakesh Mohan, a part-time member of the Prime Minister's economic advisory council, has criticised the licencing requirement that the central government recently imposed on imports of computer hardware, calling the move "disturbing" and "regressive." In an interview, the former RBI deputy governor said India has to remain connected to the Asian supply chain. It is ten years since the world economy discovered the dangers of hyperglobalization. The sudden stop in interbank lending in August 2007, along with heightened counterparty risk, caused serious jitters in financial markets, plunged several financial institutions into an insolvency spiral and lit the fuse on a Great Recession.

Most of these countries are yet to return to a sustainable growth trajectory. Although the United States acted quickly to stem the financial collapse that came one year later, the subsequent recovery has been sluggish by historical standards, and unbalanced between the middle class and the wealthy, between Wall Street and Main Street, and between urban metropolises and smaller towns and rural communities. The crisis in Europe was more pronounced and has proved more obdurate, particularly in some peripheral economies where the resulting economic turmoil has had devastating social consequences. The rise in unemployment, in particular, has proved difficult to contain or reverse. A principal reason is that most developed countries, to varying degrees, retreated prematurely from the initial expansionary fiscal response to the crisis, relying instead on monetary policy. This helped banks and financial firms to stabilize and return to profit-making, but it was less successful in boosting consumer spending and investment. In response, policymakers have been nudging interest rates into negative territory in an unprecedented attempt to push banks to lend. Even so, a strong recovery has remained elusive. Despite buoyant financial markets and signs of a cyclical bounce-back in Western Europe and Japan towards the end of the year, global economic growth in 2016 was well below the levels recorded in the run-up to the crisis. In the United States, signs of a slowdown towards the end of 2016 continued into 2020

**Source :Live mint**



## AECCI MEMBERSHIP PLANS



Get your business to meet its objectives by joining your hands with us and being an influential member of our community.

Asian Exporters Chamber of commerce and industry (AECCI) provides various membership plans, which improves your business to achieve your goal . Here, membership plans includes the following;

### Why AECCI Membership?

- Certificate of Membership.
- Certificate of Origin (Non-Preferential).
- Digital Platform access for e-CO service
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- Company Listing on Chamber's digital Membership Directory.
- Members' discounted rates for all Chamber event
- Regular updates for the important notifications from GOI.
- Assistance in Handling International Payment Disputes
- HR Solutions for members
- Use of Chamber Logo.
- Legal assistance



**Grab and utilize the opportunities by enrolling in our membership plans for your growth.**

Kindly, [Click here..!](#) to watch the full video about our membership benefits



# PRIORITY TO LOGISTICS, MSMES NEEDED TO BOOST INDIA'S EXPORTS



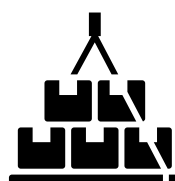
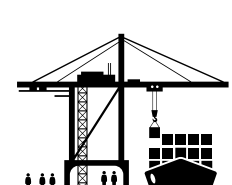
Continued priority on developing logistics infrastructure, offering incentives for participation of the private sector, especially micro, small and medium enterprises (MSMEs), and making new trade agreements as comprehensive as feasible require policy attention to strengthen the domestic industry and bolster export competitiveness, according to a recent knowledge paper by CareEdge Ratings.

Though India's export basket has high complementarity with the import baskets of the United Kingdom, France, Germany, Italy, Belgium and Indonesia, these countries account for a low share of India's total exports now, reflecting untapped potential markets, an analysis of the trade complementarity index in the paper noted.

The paper, titled 'Trade: The Fulcrum of India's Growth', emphasises the critical role played by trade in enhancing the welfare of any economy. Focus on logistic infrastructure is needed to reduce costs and boost domestic competitiveness. Continued and targeted policy action remains the key to eliminating the domestic structural challenges and leveraging the full potential of investments, the paper noted. Incentivising private sector participation could hold the key to promoting domestic research and development and move up the value chain, it said.

Correcting duty anomalies is crucial to attracting investments in the manufacturing sector and improving India's export competitiveness. Sectors that are high export-intensive or have a high export potential must be prioritised while correcting the inverted duty structure anomaly, it suggested. Sectors that are high export-intensive or have a high export potential must be prioritised while correcting the inverted duty structure anomaly, it suggested.

**Source :Live mint**





# HEADLINES

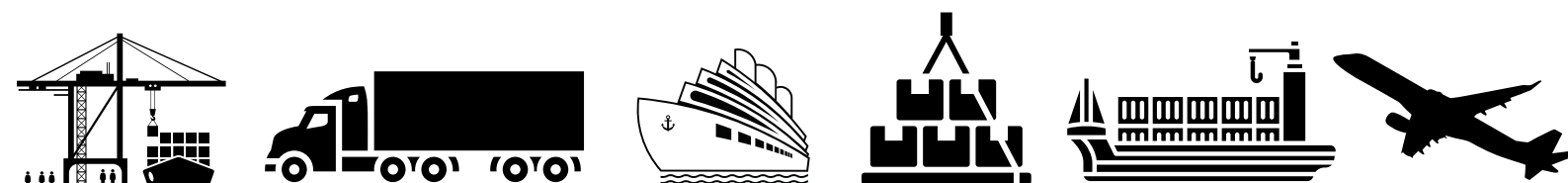
- The broader declining trend, he stressed, is driven by slower demand for Indian goods from large markets like the U.S. and Europe, where growth is slowing down and interest rate hikes to curb inflation are further denting business levels.
- Several European nations account for a low share of India's total exports now, reflecting untapped potential markets.

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- A CareEdge Ratings paper has suggested developing logistics infrastructure, offering sops for private sector participation and making new trade agreements comprehensive to strengthen the domestic industry and bolster export competitiveness.



# CAN INDIA CHECKMATE CHINA IN THE POWER PLAY BATTLE FUELED BY IMPORT

The three largest air forces in the world, US Air Force (USAF), PLA Air Force (PLAAF), and the Russian Air Force (VVS), already have their home-grown fifth-generation fighters. Many other modern air forces have inducted the Lockheed F-35 and are working on sixth-generation aircraft, individually or in joint ventures.

India, the fourth-largest force and fifth-largest economy, is still at the Light Combat Aircraft (LCA) Mk1 stage. India's fifth-generation fighter, the Advanced Medium Combat Aircraft (AMCA), could take nearly 7-8 years to fly and almost 15 years to induct, or even more. In India's neighborhood, an immediate threat is China, and it already has 150 Chengdu J-20 "Mighty Dragon." Their second fifth-generation fighter Shenyang FC-31 "Gyr Falcon," is being accelerated.



China no more needs to import fighter aircraft. India is the only major country that could still be a possible buyer of a fifth-generation aircraft. Even though India walked out of the joint Fifth Generation Fighter Aircraft (FGFA), Russia continues to hope and woo India into buying its fifth-generation fighters. The US has not formally offered the F-35 aircraft to India, but because

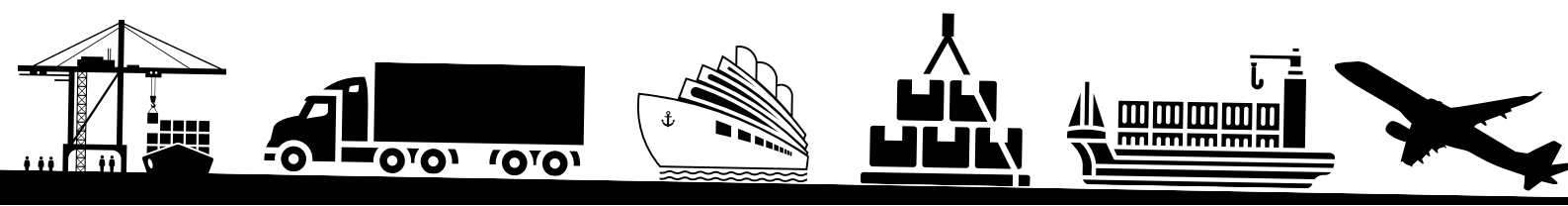
they brought two of them to the 'Aero India 2023' at Bengaluru earlier this year, some thought they were throwing a hint.

There is, thus, a need to look at the Russian aircraft in the correct context. The Sukhoi/HAL FGFA concept was based on the Russian PAK-FA Sukhoi T-50 aircraft. The FGFA was being developed jointly by Sukhoi and HAL for the Indian Air Force (IAF). The plane was to include 43 India-led improvements, including advanced sensors, networking, and combat avionics. Also, India wanted a two-seater with a pilot and co-pilot or weapon systems operator (WSO).

Russia and India agreed in early 2007 to jointly study and develop the FGFA. By 2010, it was reported that the two sides had agreed on a preliminary design. In December 2010, a memorandum of understanding for the preliminary design of the Indo-Russian fighter was reportedly signed between Hindustan Aeronautics Ltd (HAL) and Russia's Rosoboronexport and Sukhoi.

Around 500 aircraft were initially contemplated, with 200 single-seat and 50 twin-seat for Russia and 166 single-seat and 48 twin-seat for IAF. Single-seat fighters were to be assembled in Russia, and two-seaters by HAL.

**Source : The Asian**







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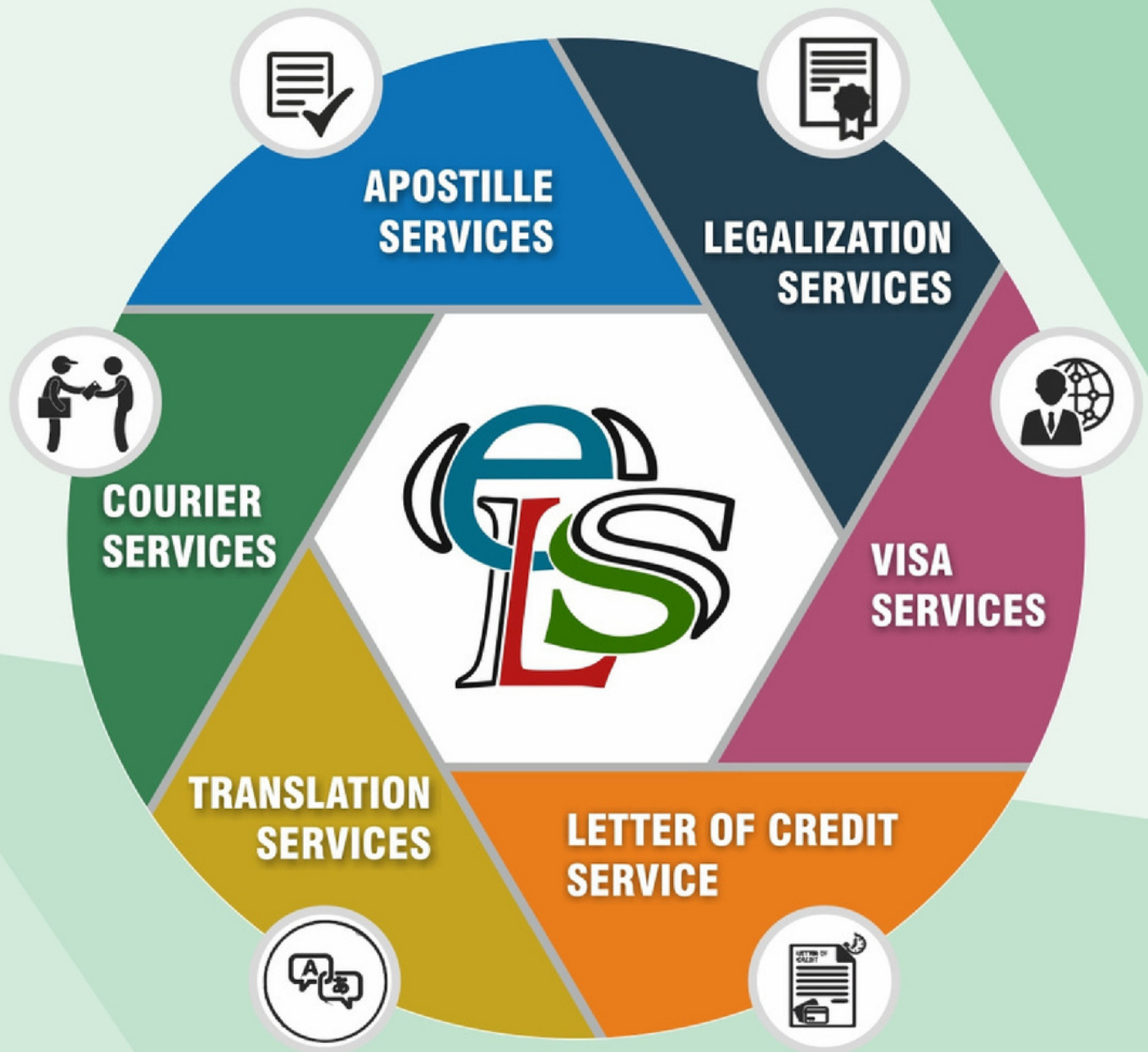
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