Government of the Peoples Republic of Bangladesh

Bangladesh Tariff Commission

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[www.btc.gov.bd](http://www.btc.gov.bd)

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**Questionnaire for the Study on “Assembling & Progressive Manufacturer of Motor Cycle Industries in Bangladesh”**

(Data/information collected by these questionnaires would be kept confidential and used only for the purpose of research. Besides, this collected data/information can be adopted to fit research specific purposes.)

|  |  |  |
| --- | --- | --- |
| **Name of the Industry** | |  |
| Address: | Factory |  |
| Head Office |  |
| Name and the Data collector | |  |
| Name of Supervisor and Designation | |  |

# Introduction: Motor Cycle is an important and affordable mode of transport to the people of middle income groups. Besides, it plays a great role in the economic development of Bangladesh. Motor Cycle Demand is increasing day by day due to the lesser quantity of fuel required, traffic jam in the road and development of road in the rural areas. Motor Cycle is supplied into the market of Bangladesh by CBU importer, CKD importer and manufacturing industries. Import of CBU Motorcycle began since the inception of Bangladesh. But later on imported Completely CKD Motor Cycle industries play an important role in the economic development of Bangladesh. CKD motor cycle was being used to make CBU motor cycle. This helped to reduce the spending of foreign exchange on the one hand and generate employment on the other. These are basically assembling industry. This industry import parts of motorcycle and assemble locally. To strengthen countries industrial base and to establish an auto manufacturing industry, Bangladesh Government in 1984 separated the import duty on imported CBU and CKD by imposing more duty on CBU than CKD on the condition that assembler will produce 30% progressive manufacturing of parts at the rate of 10% each year from the date of going into commercial production. But after 21 years of taking initiative by the Government any parts in the country was not produced. Consequently duty on CBU and CKD were made same continued up to 2010-11. Since some of the industrial entrepreneurs have come to establish the manufacturing industry with latest technology, Government is now emphasizing on manufacturing of Motor Cycle rather than assembling. It may be noted here that no automobile industry in the world is able to produce all parts alone. Therefore, in order to assist manufacturers by the Government it is needed to fix the definition of manufacturing motorcycle. In 1994 Ministry of Industry defined assembling industry which was accepted by National Board of Revenue (NBR) and made order in the year 1997. Since there are a lot of components required for making parts of a Motor Cycle, it is not possible to define manufacturing in respect of Motor Cycle Industry easily. From this discussion it can be understood that the importance of motorcycle industry on the economic development of Bangladesh is too great.

The objective to have the study on Assembling & Progressive Manufacturer of Motor Cycle Industries in Bangladesh:

1. To gather the information on importer, assemblers and progressive manufacturer;
2. To know the import quantity of CBU motor cycle with cc for last three years;
3. To know the production information on producing motorcycle by assemblers & progressive manufacturer;
4. To know the name of parts which are made by Bangladesh (Manufacturer/Vendors);
5. To identify the causes of reducing the market size of motorcycle ;
6. To analyze the assistance provided by the government to assemblers & progressive manufacturer;
7. To make recommendations.

**Questionnaire**

1) List of CBU motor cycle importers with address and brand name.

2) List of progressive manufacturer and assemblers with address and brand name.

a)

b)

c)

d)

3) Import of CBU motor cycle for the last three years with country of origin and cc according to the following table:

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Importer | Year | Imported Unit | Country of origin | CC |
|  | 2015/16 |  |  |  |
| 2014/15 |  |  |  |
| 2013/14 |  |  |  |

4) Production of motor cycle by assemblers with brand name and cc according to the following table

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Name of the assemblers | year | Total production | Brand name | cc |
|  | 2015/16 |  |  |  |
| 2014/15 |  |  |  |
| 2013/14 |  |  |  |

5) Production of motor cycle by progressive manufacturer with brand name and **cc** according to the following table

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Name of the assemblers | Year | Total production | Brand name | **cc** |
|  | 2015/16 |  |  |  |
| 2014/15 |  |  |  |
| 2013/14 |  |  |  |

6) CIF price of recently imported CBU motor cycle with cc and brand name

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Imported Motor Cycle with brand name | Importer | CC | CIF Price | Name of the exporting country |
|  |  |  |  |  |
|  |  |  |  |  |

7) List of parts imported by the assemblers and progressive manufacturer along with H.S.Code and country of Origin.

8) List of parts produced by progressive manufacturer along with H.S. Code

9) List of parts collected by progressive manufacturer from vendors

10) List of venders with produced product and address

11) Please mention the product detail with cc which are marketed ?

12) Individual production capacity of the assemblers

13) Qty. of Production for the last three years by assemblers

|  |  |  |  |
| --- | --- | --- | --- |
| Name of the manufacturer | Qty. of production | | |
| 2013-14 | 2014-15 | 2015-16 |
|  |  |  |  |
|  |  |  |  |

14) Individual Production capacity of the Progressive manufacturer for the last three years

|  |  |  |  |
| --- | --- | --- | --- |
| Name of the manufacturer | Qty. of production | | |
| 2013-14 | 2014-15 | 2015-16 |
|  |  |  |  |
|  |  |  |  |

15) Cost of production according to cc separately for progressive manufacturers following attached cost sheet

16) Cost of production according to cc separately for assemblers manufacturers following attached cost sheet

17) Please mention the demand of Motor cycle in our country (Present and after five years)

18) Please mention the country to export (if any), if ‘No’ specify the reason

19) What are the problems you are facing to reach at one million (which country expects)

20) How to overcome the problem to reached one million

21) Cost of production as per enclosed Annex-1

Signature

Data Collector

Date……………………………

Thank you very much for taking time to complete this form. Your feedback is much appreciated.

Annex-1

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Cost for producing 1 Unit of Motorcycle (CC………) | | | | | | | |  |  |
|  |  |  |  |  |  |  |  |  |  |
| I. Direct Material |  |  |  |  |  |  |  |  |  |
| a) Imported Parts | Qty required | CIF | CD | RD | SD | VAT | AIT | TC | % of TC |
| i) |  |  |  |  |  |  |  |  |  |
| ii) |  |  |  |  |  |  |  |  |  |
| iii) |  |  |  |  |  |  |  |  |  |
| iv) |  |  |  |  |  |  |  |  |  |
| v) |  |  |  |  |  |  |  |  |  |
| vi) |  |  |  |  |  |  |  |  |  |
| vii) |  |  |  |  |  |  |  |  |  |
| b) Local Parts |  |  |  |  |  |  |  |  |  |
| i) |  |  |  |  |  |  |  |  |  |
| ii) |  |  |  |  |  |  |  |  |  |
| iii) |  |  |  |  |  |  |  |  |  |
| iv) |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |
| II. Direct Labor |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |
| III. Manufacturing Overhead |  |  |  |  |  |  |  |  |  |
| a) Electricity |  |  |  |  |  |  |  |  |  |
| b) Gas |  |  |  |  |  |  |  |  |  |
| c) Repair and Maintenance |  |  |  |  |  |  |  |  |  |
| d) Depreciation |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |
| IV. Factory Cost |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |
| V. Administrative Expenses |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |
| VI. Financial Expenses |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |
| VII. Selling and Distribution Expenses |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |
| VIII. Total Cost |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |
| IX. Profit |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |
| X. Ex-Factory selling Price excl. VAT |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |
| XI. VAT |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |
| XII. SD |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |