**GENERAL INFORMATION FOR 2022**

- **Population**: 171.186 Millions
- **Land area**: 130 170 Km²
- **GDP**: 432 764 Millions current US$
- **GDP growth**: 7.07 %
- **Merchandise trade**¹: 142 930 Millions current US$
- **Transport services trade**³: 20 425 Millions current US$

**MARITIME KEY FIGURES FOR 2022**

- **Coast/area ratio**: 25.4 m/km²
- **Fleet - National flag**²: 4 336 Thousands DWT
- **Container port throughput**²: 3 200 236 TEU
- **Ship building**⁴: 41 995 GT
- **Ship recycling**⁴: 2 871 342 GT
- **Fleet - National flag**⁵: 523 ships
- **Fleet - Ownership**⁶: 4 364 Thousands DWT
- **Number of seafarers***: 5 147
- **Ship building**⁴: 41 995 GT

**WORLD SHARES FOR 2022**

- **Population**: 2.15 %
- **Coastline (km) (2)**: 0.20 %
- **Gross Domestic Product (current US$)**: 0.43 %
  - Merchandise exports (US$): 0.22 %
  - Merchandise imports (US$): 0.34 %
- **National flagged fleet (DWT) (5)**: 0.20 %
  - National flagged fleet (US$) (5): 0.14 %
  - Fleet ownership (DWT) (6): 0.20 %
  - Fleet ownership (US$) (6): 0.14 %
  - Ship building (GT) (4): 0.08 %
  - Ship recycling (GT) (4): Not publishable
  - Seafarer supply: Officers (8): 0.44 %
  - Seafarer supply: Ratings (8): 0.14 %
- **Container port throughput (TEU)** (7): 0.38 %
  - Port calls: Container ships (9): Not publishable
  - Port calls: Liquid bulk carriers (9): Not publishable
  - Port calls: Dry breakbulk carriers (9): Not publishable
  - Port calls: Dry bulk carriers (9): Not publishable
  - Port calls: LPG carriers (9): Not publishable
  - Port calls: LNG carriers (9): Not available or not separately reported

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¹ Merchandise trade includes container trade
³ Transport services trade includes container transport
² Not publishable
⁴ Ship building includes container ships
⁵ Fleet - National flag includes container ships
⁶ Fleet - Ownership includes container ships
⁷ Container port throughput includes container ships
⁸ Number of seafarers includes officers and ratings
⁹ Not available or not separately reported
**Total merchandise trade**

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Merchandise exports</td>
<td>9 297</td>
<td>19 194</td>
<td>32 379</td>
<td>54 695</td>
</tr>
<tr>
<td>Merchandise imports</td>
<td>13 889</td>
<td>27 821</td>
<td>42 047</td>
<td>88 234</td>
</tr>
<tr>
<td>Merchandise trade balance</td>
<td>-4 592</td>
<td>-8 627</td>
<td>-9 669</td>
<td>-33 539</td>
</tr>
</tbody>
</table>

**Export structure by product group in 2022**

- Manufactured goods: 95%
- Other: 5%

**Top 5 partners in 2022**

1. United States of America: 10 203
2. Germany: 7 135
3. United Kingdom: 4 529
4. Spain: 3 492
5. France: 2 864

**International merchandise trade**

**Carrying capacity by type of ship**

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total fleet</td>
<td>627.0</td>
<td>975.3</td>
<td>2 013.5</td>
<td>4 335.8</td>
</tr>
<tr>
<td>Oil tankers</td>
<td>117.0</td>
<td>111.2</td>
<td>262.8</td>
<td>587.6</td>
</tr>
<tr>
<td>Bulk carriers</td>
<td>44.0</td>
<td>462.3</td>
<td>1 441.4</td>
<td>2 982.3</td>
</tr>
<tr>
<td>General cargo</td>
<td>387.0</td>
<td>328.9</td>
<td>229.7</td>
<td>374.8</td>
</tr>
<tr>
<td>Container ships</td>
<td>61.0</td>
<td>48.4</td>
<td>28.6</td>
<td>160.5</td>
</tr>
<tr>
<td>Other types of ships</td>
<td>18.0</td>
<td>24.6</td>
<td>50.9</td>
<td>230.6</td>
</tr>
</tbody>
</table>

**Fleet by type of ship**

<table>
<thead>
<tr>
<th>Year</th>
<th>Oil tankers</th>
<th>Bulk carriers</th>
<th>General cargo</th>
<th>Container ships</th>
<th>Other types of ships</th>
</tr>
</thead>
<tbody>
<tr>
<td>2022</td>
<td>117.0</td>
<td>117.0</td>
<td>117.0</td>
<td>117.0</td>
<td>117.0</td>
</tr>
<tr>
<td>2021</td>
<td>117.0</td>
<td>117.0</td>
<td>117.0</td>
<td>117.0</td>
<td>117.0</td>
</tr>
<tr>
<td>2020</td>
<td>117.0</td>
<td>117.0</td>
<td>117.0</td>
<td>117.0</td>
<td>117.0</td>
</tr>
<tr>
<td>2019</td>
<td>117.0</td>
<td>117.0</td>
<td>117.0</td>
<td>117.0</td>
<td>117.0</td>
</tr>
<tr>
<td>2018</td>
<td>117.0</td>
<td>117.0</td>
<td>117.0</td>
<td>117.0</td>
<td>117.0</td>
</tr>
</tbody>
</table>

**International trade in transport services**

**Transport services exports by main category**

<table>
<thead>
<tr>
<th>Category</th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport</td>
<td>7.9</td>
<td>7.2</td>
<td>12.4</td>
<td>17.5</td>
</tr>
<tr>
<td>Travel</td>
<td>4.7</td>
<td>3.3</td>
<td>4.6</td>
<td>5.1</td>
</tr>
<tr>
<td>Other services</td>
<td>70.9</td>
<td>88.0</td>
<td>80.8</td>
<td>69.6</td>
</tr>
</tbody>
</table>

**Total trade in transport services**

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport services exports</td>
<td>118</td>
<td>176</td>
<td>401</td>
<td>1 444</td>
</tr>
<tr>
<td>Transport services imports</td>
<td>1 547</td>
<td>3 442</td>
<td>5 774</td>
<td>8 292</td>
</tr>
<tr>
<td>Transport services trade balance</td>
<td>-1 429</td>
<td>-3 266</td>
<td>-5 373</td>
<td>-6 848</td>
</tr>
</tbody>
</table>

**NATIONAL FLEET**

**Services exports by main category**

<table>
<thead>
<tr>
<th>Category</th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport</td>
<td>7.9</td>
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<tr>
<td>Other services</td>
<td>70.9</td>
<td>88.0</td>
<td>80.8</td>
<td>69.6</td>
</tr>
</tbody>
</table>

**Transport services exports growth rate in 2022**: +8.1%

**Fleet growth rate in 2022**: +18.7%
**BANGLADESH**

**LINER SHIPPING CONNECTIVITY**

**Bilateral connectivity index - Top 10 partners in Q1 2022**

*Can only take values between 0 (minimum) and 1 (maximum)*

No data available

**Liner shipping connectivity index**

*Maximum 2006=100 for China*

---

**PORT CALLS AND PERFORMANCE**

**Port calls, time spent in ports, vessel age and size in 2022**

<table>
<thead>
<tr>
<th></th>
<th>Number of arrivals</th>
<th>Median time in port (days)</th>
<th>Avg age of vessels</th>
<th>Avg size (GT) of vessels</th>
<th>Avg cargo carrying capacity (DWT) per vessel</th>
<th>Avg container carrying capacity (TEU) per container ship</th>
<th>Maximum size (GT) of vessels</th>
</tr>
</thead>
<tbody>
<tr>
<td>All ships</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Liquid bulk carriers</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Liquefied petroleum gas carriers</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Liquefied natural gas carriers</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
<tr>
<td>Dry bulk carriers</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Dry breakbulk carriers</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Roll-on/ roll-off ships</td>
<td>-</td>
<td>..</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Container ships</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Passenger ships</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
<td>..</td>
</tr>
</tbody>
</table>

**Port liner shipping connectivity index - Top 5 ports in 2022**

*Maximum 2006=100 for China, Hong Kong SAR*
BANGLADESH

Source: Detailed data sources are available in the documentation of the corresponding tables in the Data Center (https://unctadstat.unctad.org/datacentre/). A link to these tables is provided in each section of the profile.

Notes:

1. Sum of exports and imports.
2. Land area refers to the total area of a country excluding area under inland water bodies. It differs from the country area, that includes area under inland water bodies, but excludes offshore territorial waters. Coastline length based on data calculated in 2000 from the World Vector Shoreline database at 1:250,000 scale.
4. Propelled seagoing merchant vessels of 100 GT and above. Source: Clarksons Research (https://www.clarksons.com/services/research/).
5. Propelled seagoing merchant vessels of 100 GT and above, on 1 January. Source: Clarksons Research (https://www.clarksons.com/services/research/).
6. Propelled seagoing merchant vessels of 1000 GT and above, on 1 January. Source: Clarksons Research.
7. UNCTAD Secretariat, derived from various sources including Dynamar B.V. Publications, terminal operators and port authorities.
11. UNCTAD Secretariat, generated from data provided by MDS Transmodal (https://www.mdst.co.uk).
12. Estimated by BIMCO/ICS to be the same figure as in 2015.

Symbols for missing values:

0: Zero means that the amount is nil or negligible
..: Not available or not separately reported
_: Not applicable
...: Not available, including no quotation
#: Non-relevant calculation
-: Not publishable
***: Negative accumulation of flows; Value included in regional and global totals

Abbreviations & acronyms:

DWT: Dead weight tons
LNG: Liquefied natural gas
LPG: Liquefied petroleum gas
GDP: Gross domestic product
GT: Gross tons
TEU: Twenty foot equivalent unit

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