

Bangladesh Freight And Logistics - Market Share Analysis, Industry Trends & Statistics, Growth Forecasts (2026 - 2031)

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Report description:

Bangladesh Freight And Logistics Market Analysis

The Bangladesh freight and logistics market size in 2026 is estimated at USD 32.92 billion, growing from 2025 value of USD 31.97 billion with 2031 projections showing USD 38.13 billion, growing at 2.98% CAGR over 2026-2031. Expansion rests on resilient export momentum, led by ready-made garments, rising e-commerce volumes, and incremental progress on road, bridge, and port projects. Demand for value-added services is broadening as shippers seek reliability, visibility, and compliance across supply chains. Digital customs reforms are trimming clearance times, while public-private investment in deep-sea capacity signals a gradual modal shift toward larger vessels. Nonetheless, chronic road congestion, shallow port drafts, and limited rail capacity keep average logistics costs high and temper the growth trajectory of the Bangladesh freight and logistics market.

Bangladesh Freight And Logistics Market Trends and Insights

Explosive Growth of RMG and Emerging Non-RMG Exports Fueling Time-Sensitive Logistics

Ready-made garment exports reached USD 38.48 billion in 2024 and continue climbing, while non-traditional destinations added USD 6.33 billion in 2024. Knitwear and woven apparel shipments are rising in double digits, creating heavier demand for predictable transit times and compliant documentation. Buyers in Japan, Australia, and Latin America require stricter labelling and shorter replenishment cycles, spurring investments in bonded trucking, value-added warehousing, and parcel-level tracking. As order sizes shrink and frequency rises, the Bangladesh freight and logistics market is shifting from bulk movement toward agile,

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time-definite services that protect margin and reputation.

Government Megaprojects (Padma Bridge, Matarbari Port) Unlocking Multimodal Corridors

Padma Bridge has halved travel times between Dhaka and the southwest, opening routes once bypassed by exporters. Policy makers expect up to 4 million new jobs over the next decade, intensifying intra-country freight flows. Matarbari deep-sea port, scheduled for 2027, will receive 100,000-plus DWT vessels, removing feeder legs that currently add extra expense to shipping costs. The link between Padma Bridge, Mongla Port, and Matarbari will gradually forge a triangle of road, rail, and maritime options, encouraging carriers to redesign networks and helping the Bangladesh freight and logistics market capture transit traffic from northeast India and Bhutan.

Chronic Congestion on Dhaka-Chattogram Highway Increasing Transit Times

The 240 km long Dhaka-Chattogram Highway corridor handles more than 90% of external trade yet offers average speeds of 19-22 km/h. Frequent lane closures, dense mixed traffic, and limited bypasses undermine schedule reliability. As 61.65% of the load picked (tons) travels by road, long queues translate into stock-outs, overtime costs, and missed vessel connections. Expressway upgrades are planned, but land acquisition and funding gaps delay completion, constricting the medium-term growth of the Bangladesh freight and logistics market.

Other drivers and restraints analyzed in the detailed report include:

Bilateral and Regional Transit Pacts (BBIN, BIMSTEC) Enabling Cross-Border Through-Flows
Digitization Push, National Single Window and Port Community Systems
Slashing Dwell Times
Shallow Draft at Chattogram Port Creating Feeder Dependence and Higher Trans-shipment Cost

For complete list of drivers and restraints, kindly check the Table Of Contents.

Segment Analysis

Manufacturing accounted for 35.20% of the revenue share of the Bangladesh freight and logistics market. RMG requirements dominate but are becoming more sophisticated, ranging from vendor-managed inventory to carton-level barcoding. The sector's logistics bill is set to grow with integrated warehouse-transport bundles replacing spot trucking.

Wholesale and retail trade is poised for rapid growth. Digital marketplaces doubled order counts in two years, driving parcel density and reverse-logistics needs. This vertical will outpace others at 3.27% CAGR (2026-2031) as omnichannel chains open fulfillment centers near Dhaka and Chattogram. Construction and agriculture, though smaller, still require bulk inland movement of cement, steel, seeds, and perishables, demanding improved multimodal transfers and cold chain nodes.

The freight transport segment contributed 53.10% of the Bangladesh freight and logistics market share. Moderate expansion reflects incremental highway upgrades and steady export flows. Road haulage represents 68.75% of the freight transport segment value because shippers continue to rely on trucking between cluster factories and ports. Manufacturing alone generates a significant share of road freight spending, underscoring how garments anchor domestic line-haul demand.

The Courier, Express, and Parcel segment is projected to grow at a CAGR of 3.47% from 2026 to 2031. Domestic parcels dominate as of 2025, but a faster 3.59% CAGR (2026-2031) in international traffic is reshaping service design. E-commerce accounted for 41.73% of CEP turnover in 2024, compelling operators to improve last-mile address accuracy, real-time status alerts, and pick-up lockers. As digital buyers expect two-day delivery to Tokyo or Toronto, the Bangladesh freight and logistics market is pushing CEP

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providers to integrate customs data feeds, bonded warehouses, and airside trucking for seamless export fulfilment.

The Bangladesh Freight and Logistics Market Report is Segmented by End User Industry (Agriculture, Fishing, and Forestry, Construction, Manufacturing, Oil and Gas, Mining and Quarrying, Wholesale and Retail Trade, and More) and by Logistics Function (Courier, Express, and Parcel (CEP), Freight Forwarding, Freight Transport, Warehousing and Storage, and Other Services). The Market Forecasts are Provided in Terms of Value (USD).

List of Companies Covered in this Report:

3i Logistics Pvt., Ltd. A H Khan and Co., Ltd. A.P. Moller - Maersk Akij Shipping Line, Ltd. Asia Pacific Conglomerate Bangladesh Shipping Corporation (BSC) Blue Ocean Freight System, Ltd. CMA CGM Group (Including CEVA Logistics) DHL Group DSV A/S (Including DB Schenker) FedEx International Cargo, Ltd. Japan Post Holdings Co., Ltd. (Including Toll Holdings, Ltd.) Kuehne+Nagel Meghna Group of Industries (MGI - Shipping) Nippon Express Holdings (Including Nippon Express Bangladesh, Ltd.) NYK (Nippon Yusen Kaisha) Line S.R.Shipping Agency Shams Group of Companies Tower Freight Logistics, Ltd. United Parcel Service of America, Inc. (UPS)

Additional Benefits:

The market estimate (ME) sheet in Excel format
3 months of analyst support

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