



Bangladesh is the world's 8th most populous nation with approximately 165 million people. It is also one of the world's most dense populations, with a land mass about the size of the U.S. State of Georgia. This puts an exceptionally high premium on land, necessitating imports to meet local needs for food security. Bangladesh is the world's #3 soybean oil importer. Bangladesh has the world's #5 largest aquaculture industry, producing ~2.5MMT annually. Soybean meal is predominately used in the poultry sector.

U.S. Soy has collaborated with Bangladesh since 1996.

COUNTRY STATS

POPULATION (2021):

165 million (Urbanization 38%)

GDP (2021):

\$324.2 billion

AVG. ECONOMIC GROWTH

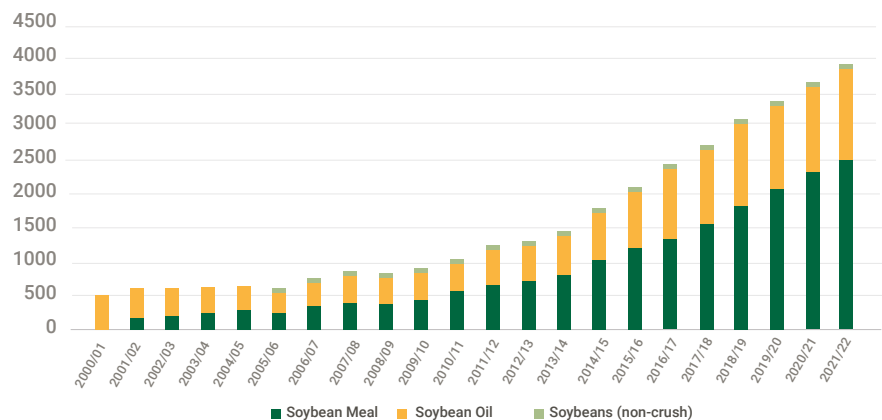
(2021): 4.5%

PER CAPITA INCOME (2021):

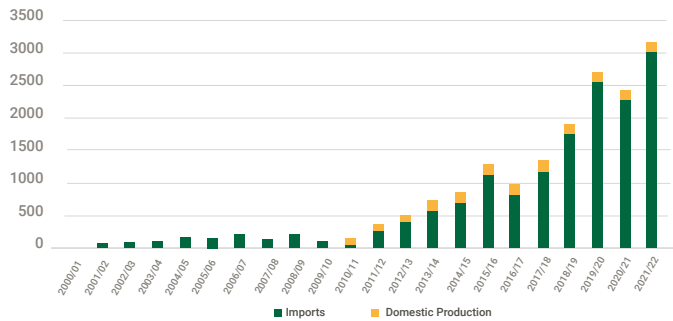
USD 1,961

MARKET STATS

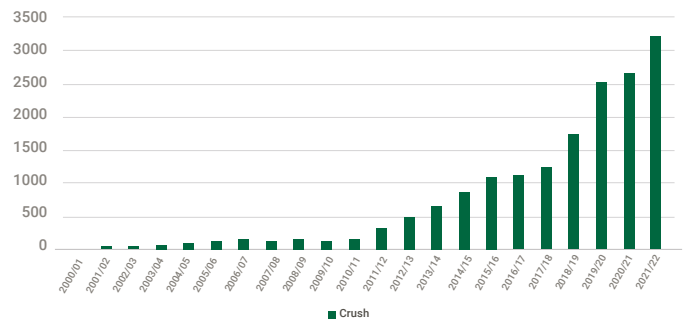
**BANGLADESH CONSUMPTION
SOY COMPLEX (1,000 MT)**



BANGLADESH
WHOLE SOYBEAN SUPPLIES (1,000 MT)



BANGLADESH
DOMESTIC CRUSH (1,000 MT)



STRENGTHS

- High preference for U.S. soybeans due to color, processing characteristics, moisture, low heat damage and other intrinsic qualities.
- Large aquaculture industry.
- 0% tariff on soybean meal and soybeans.

OPPORTUNITIES

- As a low-lying country, Bangladesh is especially vulnerable to rising oceans and sits on the UN's V20, a collection of the 20 most vulnerable nations to climate change.
- Having recently imported its first Sustainable. U.S. Assurance Protocol (SSAP) verified shipment of soybeans, the role of sustainability, particularly carbon and its effect on climate change, is an increasingly important factor in national development.
- Modern, efficient, and large-scale crush industry with room to grow in meeting Bangladesh's soybean crushing needs.

CHALLENGES

- Human rights issues continue to be a key diplomatic topic between the U.S. and Bangladesh.
- Onerous purchasing agreements amongst several buying factions cause frustration.
- Poor infrastructure and lack of deep-water ports require lighter vessels and offloading into barges to transit the river for end destinations. This adds cost and inhibits scale.
- 39-day sail from NOLA, versus 27 days from Paranaguá, means a freight disadvantage the U.S. must overcome in free on-board price.

