

Intelligent Investment

India Infrastructure Series: Seaports – Anchoring Maritime & Economic Growth

INDIA

REAL ESTATE

CBRE RESEARCH
November 2025



Executive Summary

For centuries, India's coasts have long served as gateways of exchange, carrying spices, textiles, and ideas across continents. Today, this maritime legacy navigates a modern network of seaports that handle nearly **95% of India's merchandise trade by volume**¹. Backed by major policy reforms and **investment commitments exceeding INR 5.8 trillion**², the sector is undergoing rapid modernisation to strengthen efficiency, sustainability, and global competitiveness.

This second edition of the **India Infrastructure Series** follows the [Airports report](#) released in July 2025, which explored how the country's aviation ecosystem is driving economic growth.

As India's resilient growth continues, initiatives such as *Sagarmala* and the *Maritime India Vision 2030* are reinforcing its maritime ambitions, powering port-led industrialisation, multimodal connectivity, and coastal development that are together unlocking long-term real estate and economic potential.

Sources:

CBRE Research, Q4 2025

1. Annual Report 2024-25, the Ministry of Ports, Shipping and Waterways (MoPSW);

2. Press Information Bureau Release ID: 2179597, October 2025

Scale, Reach, and Economic Relevance of India’s Seaports

India’s seaports form the backbone of the country’s trade and logistics ecosystem, enabling efficient movement of goods between industrial hubs and global markets. As cargo volumes expand and multimodal connectivity widens, these nodes are propelling industrialisation, creating jobs, and driving regional development across the country’s coastline.

Figure 1.1. Snapshot of India’s current seaports ecosystem

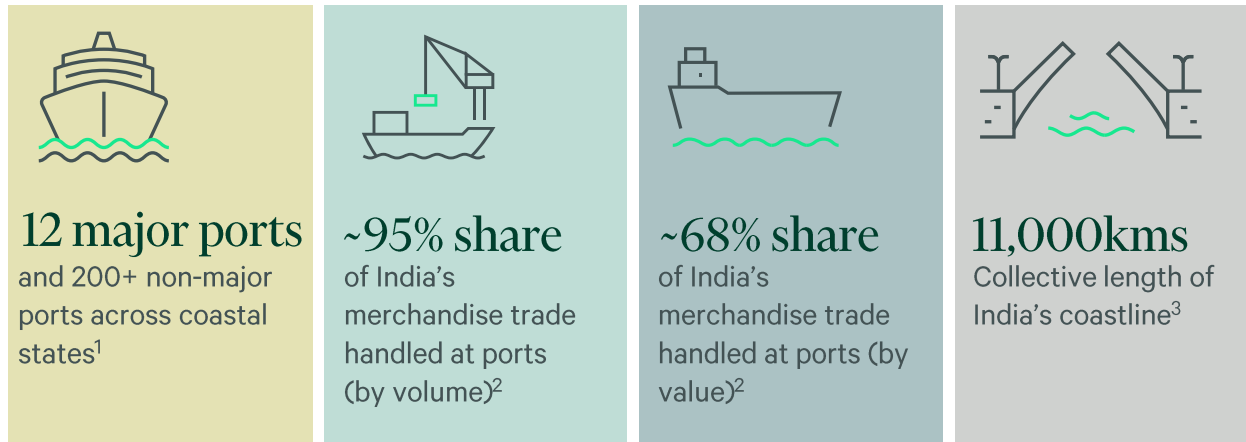
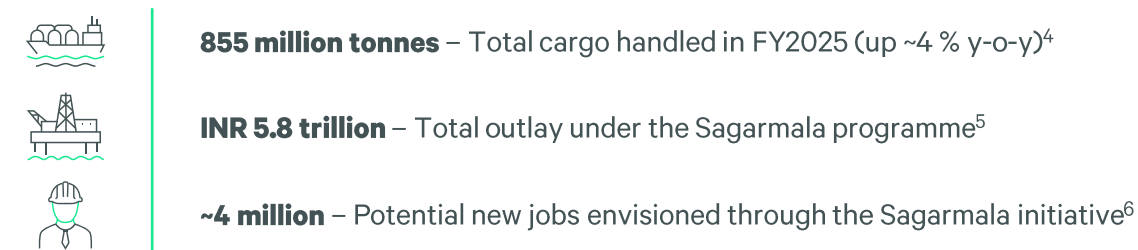
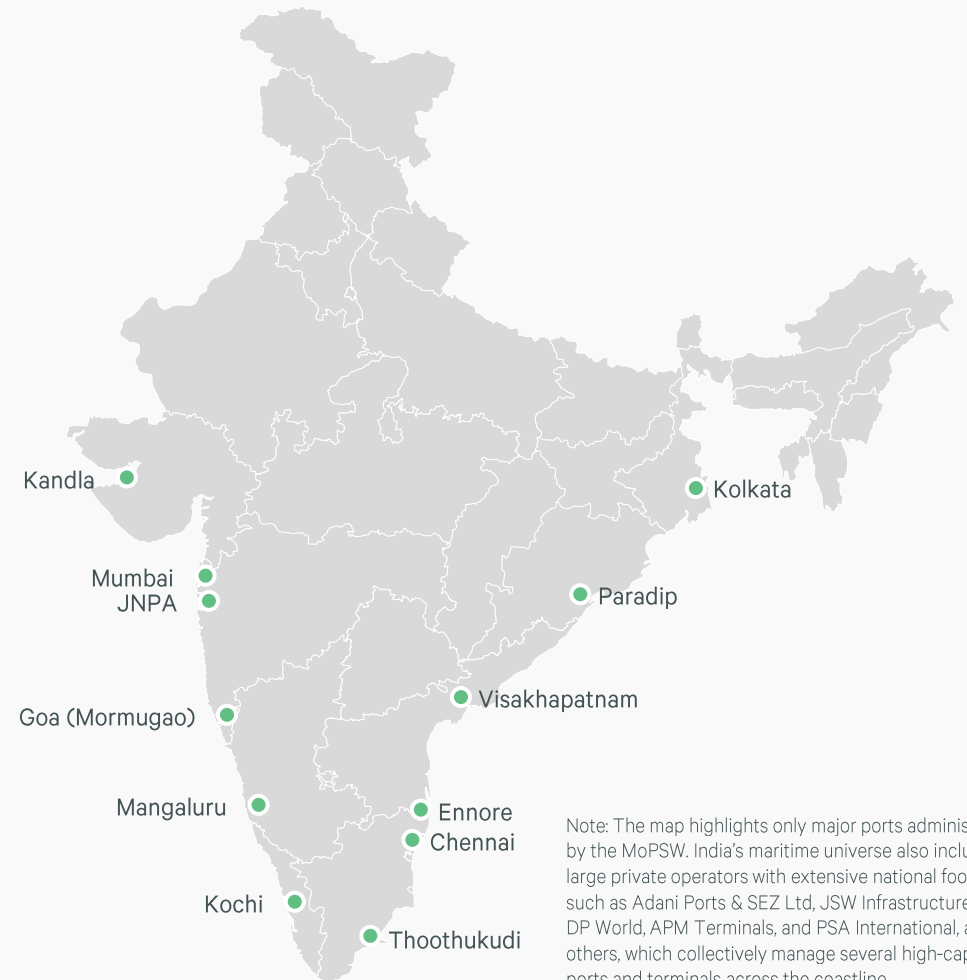


Figure 1.2. Charting growth path of India’s seaports



Sources: 1. Ministry of Ports, Shipping and Waterways (MoPSW); 2. Annual Report 2024–25, MoPSW; 3. Transport Research Wing, MoPSW, April 2025; 4. Press Information Bureau Release ID: 2128329, May 2025; 5. Press Information Bureau Release ID: 2179597, October 2025; 6. National Perspective Plan Executive Summary, Sagarmala
CBRE Research, Q4 2025

Figure 1.3. Map representing locations of existing major ports in India

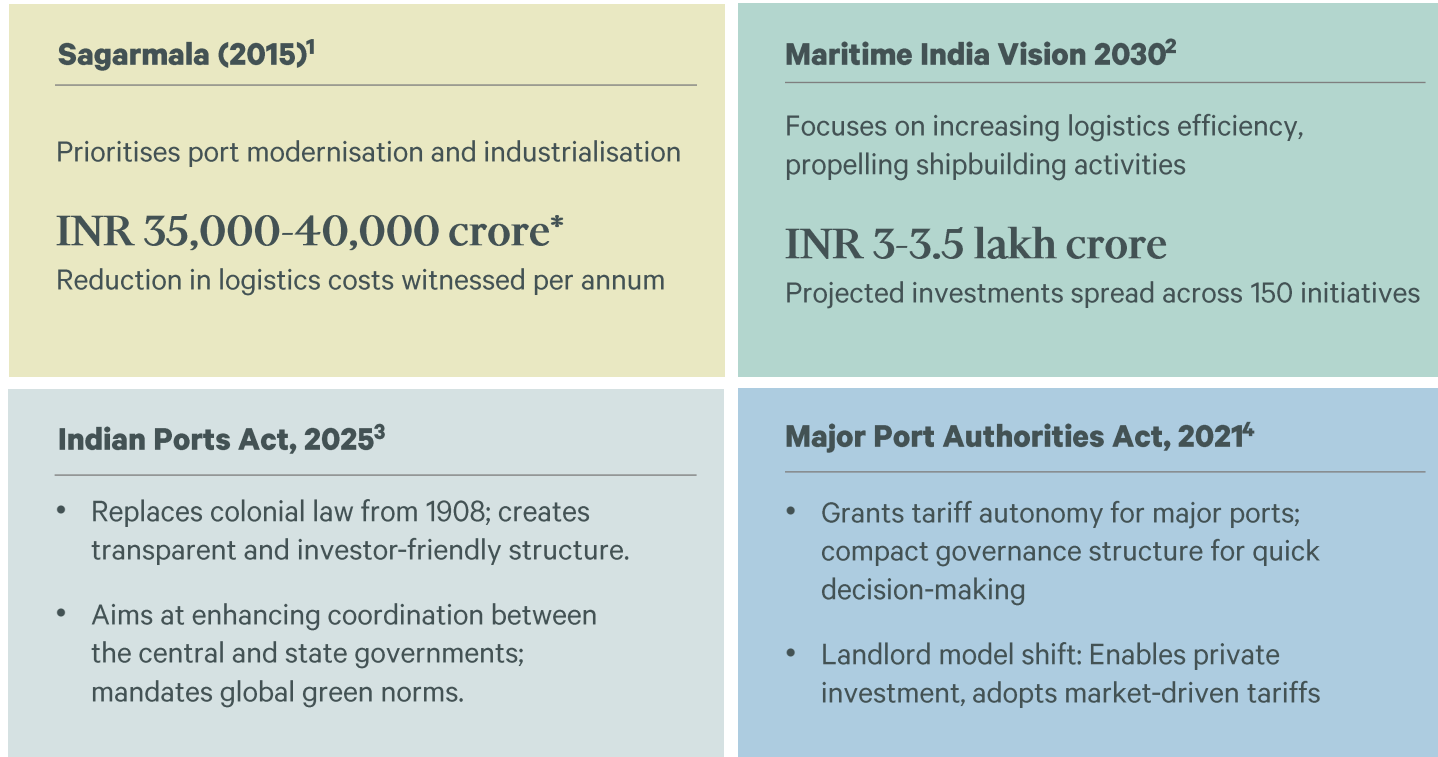


Note: The map highlights only major ports administered by the MoPSW. India’s maritime universe also includes large private operators with extensive national footprints, such as Adani Ports & SEZ Ltd, JSW Infrastructure Ltd, DP World, APM Terminals, and PSA International, among others, which collectively manage several high-capacity ports and terminals across the coastline.

Building the Blueprint for Coastal Prosperity

A modern policy framework, focusing on efficiency, competitiveness, and sustainability, as well as a robust investment climate are powering India's maritime transformation. Supported by private participation and foreign capital, this policy thrust is resetting the sector's operational and investment landscape.

Figure 1.4. Key policies propelling India's maritime sector



Sources: 1. Sagarmala National Perspective Plan Summary; 2. Press Information Bureau Release ID 2182563; 3. Indian Ports Act, 2025; 4. Major Port Authorities Act, 2021; 5. Quarterly FDI Factsheet, the Department for Promotion of Industry and Internal Trade (DPIIT), March 2025; 6. Press Information Bureau Release ID: 2128329; 7. MoPSW, July 2025
 CBRE Research, Q4 2025

Note: 1. *India's logistics costs are estimated at ~8% of GDP in 2023-24 and were around ~13% in 2016 | Source: Assessment of Logistics Cost in India, DPIIT, September 2025
 2. Additional policy measures and growth enabling initiatives have been detailed in the Annexure section



Investment landscape:



USD 1.6 bn:
 Total FDI inflows in India's ports, as of June 2025⁵



INR 3,986 crore:
 Investments in PPP projects at major ports in FY2025⁶



~INR 98,800 crore: Estimated cumulative cost of future investment-ready PPP projects' pipeline (FY2026-2031)⁷



“Policy intent is now translating into measurable efficiency and capacity gains across India’s ports.”

Operational Efficiency and Throughput

India's port modernisation initiatives have begun yielding measurable improvements in efficiency, productivity, and service delivery. The focus on digital integration, faster turnaround, and connectivity is strengthening India's position as a key maritime hub in Asia.

Figure 1.5. India's seaports: Key recent performance highlights

Strong Cargo Volumes



1.65 bn metric tonnes

Total cargo moved by Indian ports in FY24
(7.8% Y-o-Y growth)¹

Faster Turnaround Times



49.5 hours

Average turnaround time at major ports
in FY2025, sharply lower from 96 hours
in FY2015²

Enhanced Multimodal Connectivity



140

Completed or under implementation port
connectivity projects as part of the
Sagarmala initiative to improve last-mile
road and rail access

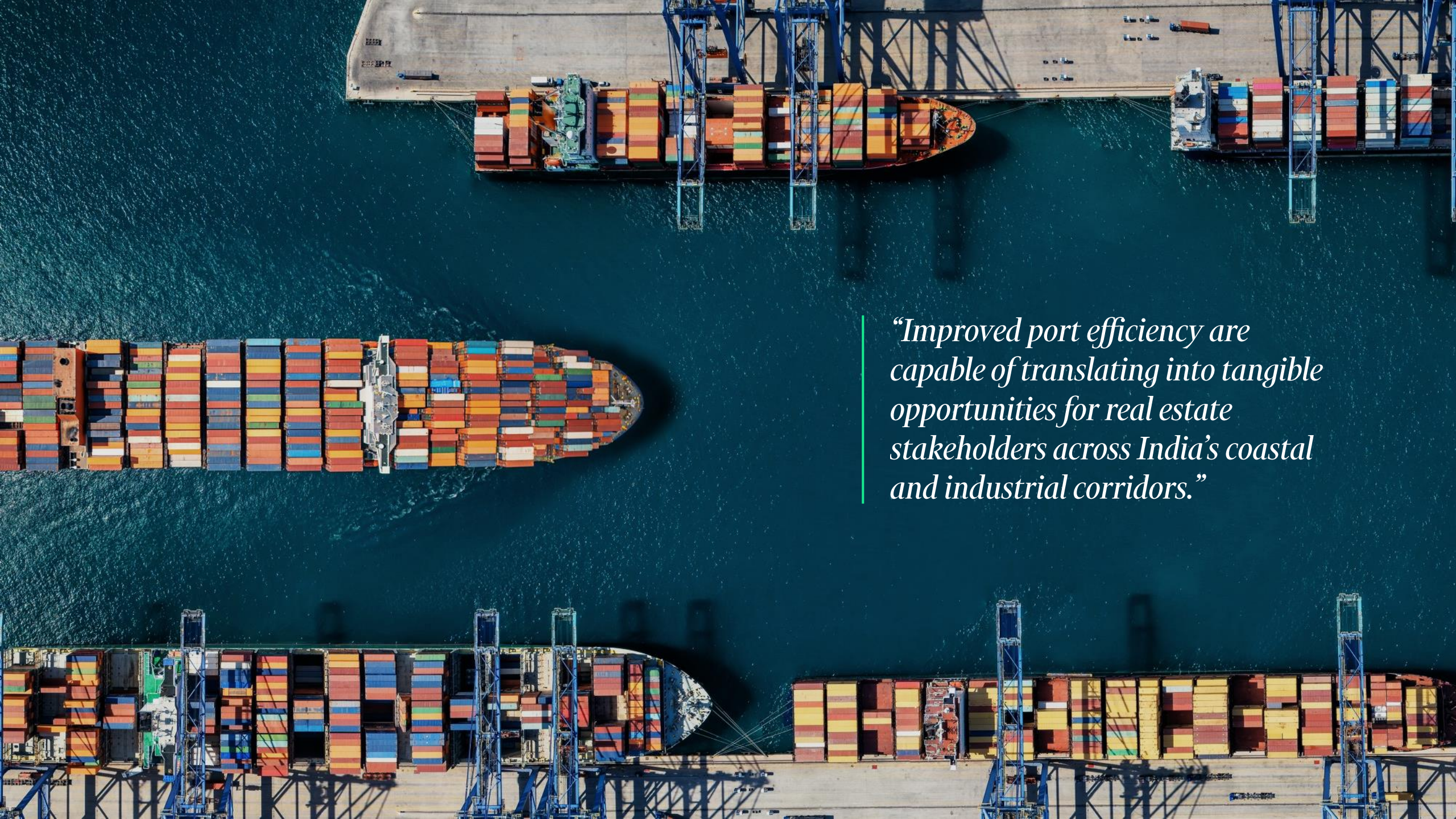
Growing Share of Coastal Shipping



118%

Growth in coastal shipping over the last
decade⁴

Sources: 1. India's Ports: New Engines of Global Trade, Aranca Research, July 2025; 2. Press Information Bureau Release ID: 2128329, May 2025; 3. Sagarmala, MoPSW; 4. Sagarmala Programme: Powering India's Maritime Revolution, March 2025
CBRE Research, Q4 2025



“Improved port efficiency are capable of translating into tangible opportunities for real estate stakeholders across India’s coastal and industrial corridors.”

Translating Port-led Growth into Real Estate Opportunity

962 acres

Land allocated by Indian ports for industrial use in FY2025¹

Projected to generate

INR 7,665 crore in income in FY2025

and attract **INR 68,780 crore** in investments¹

Industrialisation and Cluster Formation

- The port-led revamp is enabling manufacturing units to align along multimodal corridors. The establishment of *Special Economic Zones (SEZs)* around ports has further strengthened this trend, offering ready industrial land with streamlined trade procedures.
- These SEZs also provide reliable power and water supply, single-window clearances, and operational incentives, making them conducive to manufacturing-led investment while lowering transport and processing costs through shorter supply chains.²
- Clusters around **JNPA, Taloja, Uran, and the TTC Industrial Area near Navi Mumbai**, along with industrial hubs like **Sriperumbudur and Oragadam in the wider Chennai region**, illustrate how expanding connectivity, including the under-construction Chennai Peripheral Ring Road, is strengthening port linkages.
- Proposed industrial parks near **Ennore and Krishnapatnam ports** may further deepen manufacturing integration as connectivity upgrades progress.

Warehousing and Logistics

- Rising cargo throughput and enhanced connectivity are also driving the expansion of Grade-A logistics parks and Free Trade Warehousing Zones (FTWZs) within ports' influence zones. *FTWZs offer incentives such as duty deferments, tax exemptions, stamp-duty waivers, and flexible inventory management*, positioning them as key enablers for global supply-chain operators.
- The **warehousing landscape is also diversifying**, with **growing demand for cold-storage, temperature-controlled, and specialised facilities** serving pharmaceuticals, perishables, and precision-engineering sectors.
- In the JNPA SEZ, **Welspun One Logistics Parks is developing a 3.6 mn sq. ft. campus³**, exhibiting confidence in port-linked warehousing assets. Developers are also prioritising plug-and-play, high-specification assets with assured utilities, rail-road connectivity, and proximity to freight corridors.

“Port-led expansion is emerging as a linchpin for housing, retail, hospitality, education, and healthcare demand within a 10-25 km radius. For instance, locations such as North Chennai-Ennore and Kochi are witnessing parallel growth in residential and civic infrastructure alongside logistics and industrial assets, evolving into integrated, self-sustaining coastal ecosystems.”

Sources: 1. Press Information Bureau Release ID: 2128329, May 2025 2. Development Control and Promotion Regulations, JNPA SEZ (2020); 3. Welspun One Press Release, April 2025
CBRE Research Q4 2025



Case Study: Jawaharlal Nehru Port Authority

*Showcasing how India's largest
container terminal is driving
export-led growth*

At a Glance | JNPA Port

Ranked **26th** among the top 100 container ports in the world.

7.05 mn TEU² Highest-ever container volume handled by this port, in 2024

58.13 MT Cargo handled during April-October 2025, a 10.9% Y-o-Y growth

Five container terminals:

- *Nhava Sheva Free Port Terminals*
- *Nhava Sheva International Container Terminal (NSICT – DP World)*
- *APM Terminals (GTI-APM)*
- *Bharat Mumbai Container Terminal (BMCT)*
- *Nhava Sheva India Gateway Terminal (NSIGT – DP World)*

Note: TEU stands for Twenty-foot Equivalent Unit. It is a standard unit of measurement used to quantify the capacity of container ships and terminals, based on the dimensions of a standard 20-foot-long shipping container.

JNPA SEZ | Anchoring Port-Led Industrialisation

Infrastructure & Connectivity

- Fully developed infrastructure: Roads, power, water, piped gas, storm-water drainage and sewage.
- Serves as a strategic hub for both Mumbai and Pune markets, providing raw-material access and logistics efficiency.

Connectivity Type	Nearest Link/Corridor	Distance from JNPA SEZ (in kms)
Road	Mumbai Trans-Harbour Link (Atal Setu)	10
Rail	Nhava Sheva/Uran Railway Station	3
Air	Navi Mumbai International Airport	10

Scale & Progress

- Located adjacent to JNPA, the **277.38-hectare (685 acres)¹** zone is a multi-product SEZ and is India's first operational port-based SEZ.
- Of its **163-hectare leasable land, 124 hectares¹** have already been allotted to 54 units, with 10 operational units and one FTWZ currently functional.
- Operational sectors include warehousing, food processing, manufacturing and trading.

Governance & Investment

- Land leased for 60 years, attracting leading names such as Welspun One, DP World, and Fine Organics.
- **INR 623 crore²** - Existing investments by operational plots.
- **INR 1,700 crore²** – Proposed investments by plot-holders.

Sources: 1. Jawaharlal Nehru Port Authority; 2. Press Information Bureau Release ID: 2094901, January 2025
CBRE Research Q4 2025



Mapping Opportunities | JNPA SEZ Driving Coastal Economic Growth

Distance from industrial clusters

30 kms

Taloja MIDC and Panvel

- Multi-product cluster with presence of fish, fish processing, pharmaceutical, iron and steel, paints and dyes, and chemical industries

30 kms

TTC MIDC

- Presence of electronic hardware and software, fish, fish processing, pharmaceutical, iron and steel, paints and dyes, IT/ITeS and chemical industries

40 kms

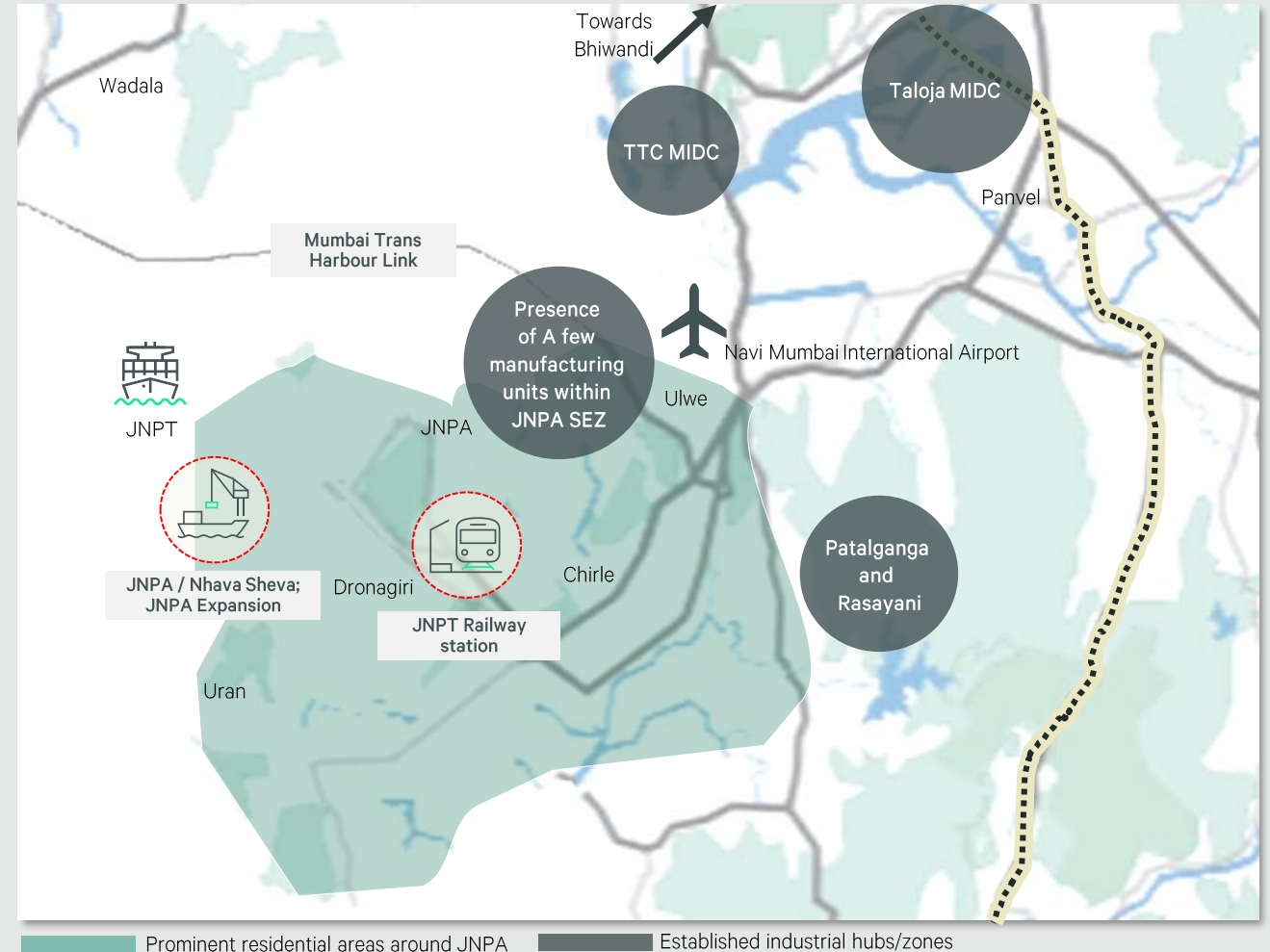
Patalganga and Rasayani

- Industry mix: Largely organic chemicals and pharmaceutical entities

50 kms

Bhiwandi

- A prominent warehousing and logistics hub in the West; presence of textile and garment industries



Source: CBRE Research Q4 2025

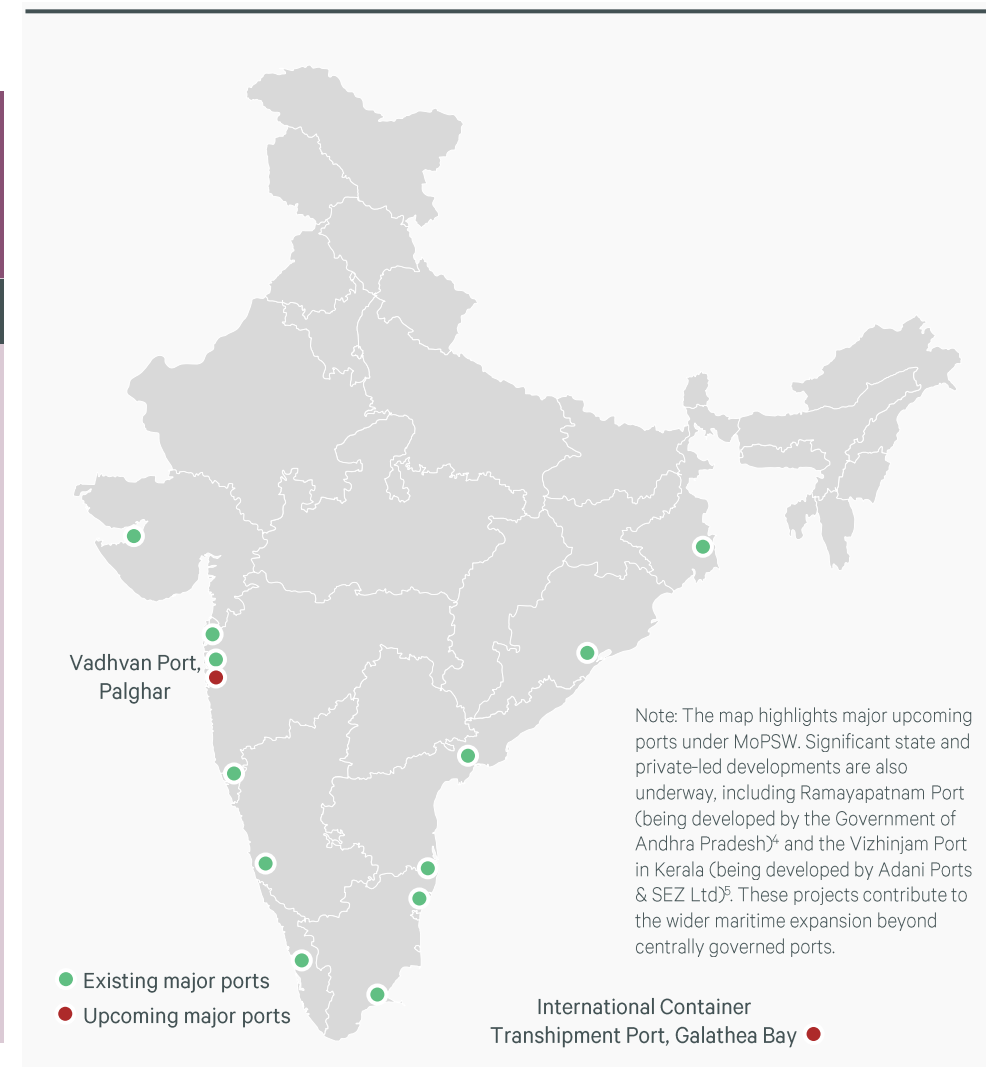
Note: Map is representative and not to scale

Upcoming Port Projects and Their Impact

Major new port projects are set to expand capacity, ease congestion, and propel industrial and logistics growth across emerging coastal corridors.

<p>Project: Vadhvan Port Location: Dahanu, Palghar District (Maharashtra) Cost: INR 76,220 crore¹ Status: Phase-I to be completed by 2030</p>	<p>Project: International Container Transshipment Port Location: Galathea Bay, Great Nicobar Islands Cost: INR 43,796 crore¹ Status: Notified as major port; commissioning by 2028</p>
IMPACT	IMPACT
<ul style="list-style-type: none"> • Industrial unlocking: New industrial micro-markets in Boisar, Dahanu, and Palghar are expected to receive a boost, leveraging proximity to the Delhi-Mumbai Freight Corridor (12 kms) and strong highway-rail (10-20 kms) connectivity². • Sectoral potential: Could serve textiles, electronics, and auto-component clusters from Maharashtra and southern Gujarat, thereby reducing logistics costs. • Real estate growth: Demand could be anticipated for Grade A warehousing, FTWZs, and plug-and-play industrial parks. • Investments: Large contiguous land parcels and multimodal access could position Vadhvan as a strategic investment node complementing JNPA’s capacity and easing congestion around Mumbai. 	<ul style="list-style-type: none"> • Strategic positioning: Great Nicobar’s proximity to Singapore, Port Klang, and Colombo positions India as a gateway to Southeast Asia. • Maritime ecosystem: Planned as a major transshipment hub rivalling Singapore, this is expected to draw cargo from India’s East coast, Bangladesh, and Myanmar, creating potential for FTWZs and re-export markets. • Infrastructure backbone: A proposed international airport and dedicated power plant³ will anchor urban, tourism and port operations, ensuring reliable connectivity and uninterrupted utilities. • Tourism and urban linkages: Port-led expansion, supported by new aviation and energy infrastructure, will likely catalyse eco-tourism, hospitality, and mixed-use urban development around Campbell Bay.

Figure 1.7. Map representing locations of upcoming and existing major ports in India



Sources: 1. Unstarred Question 1912, Rajya Sabha, August 2025; 2. Vadhvan Port Project Limited; 3. Holistic Development of Great Nicobar Island at Andaman & Nicobar Islands, NITI Aayog, March 2021; 4. Press Information Bureau Release ID: 1776427, November 2021; 5. Adani Ports and SEZ Ltd
 CBRE Research, Q4 2025

Emerging Opportunities

As India's maritime expansion gathers pace, new value is emerging across the real estate spectrum. For *developers, investors, and occupiers*, port-linked corridors and SEZs have the potential to become major growth engines, offering scale, connectivity, and long-term stability. A more balanced global trade environment, particularly *if upcoming tariff discussions with major partners lead to greater reciprocity*, could further strengthen export competitiveness and magnify demand for quality I&L and allied real estate assets around key ports.

Developers

- Port-linked SEZ corridors offer large, infrastructure-ready land banks suited for multi-phase industrial and warehousing projects.
- Early entrants can differentiate through **ESG-aligned, multimodal-connected, plug-and-play assets** that balance occupier efficiency and policy compliance.
- **Collaboration with port authorities** for utilities, clearances, and last-mile connectivity will likely accelerate project delivery and viability.
- A friendlier reciprocal global trade environment could unlock additional occupier interest in export-oriented clusters, creating scope for higher absorption and asset value growth.

1

Investors

- Institutional capital can eye yield-stable I&L assets near major ports, supported by long-term tenant visibility.
- **SEZ and FTWZ policies offer tax and cost benefits**, which can enhance portfolio returns and operational resilience.
- Strategic partnerships with developers in corridors such as JNPA, Ennore, and Mundra, among others, can deliver scale and diversification.

2

Occupiers

- Export-oriented and 3PL firms can reduce turnaround time and transport costs by locating themselves within port-adjacent SEZs and logistics hubs.
- FTWZs and multimodal facilities foster streamlined customs, storage, and distribution, enhancing supply-chain ecosystems.
- Automotive, electronics, and pharma sectors, among others, can stand to benefit from direct access to global trade routes.
- **A steady trade environment, marked by mutually aligned tariffs**, may enhance manufacturing competitiveness and occupier expansion around coastal corridors.

3

Annexure | Supporting Policies and Initiatives

The following annexure provides supplementary details on key government policies, programmes, and investment initiatives that underpin India’s maritime and port-led development. Collectively, these references support the analysis presented in the report.

Sagarmala (2015 – Ongoing)¹

- **Complements flagship programmes such as** *Bharatmala, the Dedicated Freight Corridors (DFCs), and the PM Gati Shakti National Master Plan*
- Anchored on five pillars:
 - (a) Port modernisation, new development**
 - (b) Port connectivity enhancement**
 - (c) Port-led industrialisation**
 - (d) Coastal Community Development**
 - (e) Coastal Shipping, Inland Waterways Transport**
- **Sagarmala 2.0:** Supported by **INR 40,000 crore** in budgetary allocation, expected to leverage **INR 12 lakh crore** of investments over the next decade.

Maritime Capacity and Liner Competitiveness Initiatives

- A **INR 69,725-crore package²** was announced to revitalise shipbuilding ecosystem.
- The package includes **INR 25,000 crore²** Maritime Development Fund (MDF) to provide long-term financing for greenfield and brownfield shipyards.
- Shipbuilding Development Scheme (SbDS), **with a INR 19,989-crore outlay**, aims to **develop mega shipbuilding clusters** and create the India Ship Technology Centre.²
- **Deepening of channel drafts** and **expansion of berth capacity** to attract larger global liners.⁶
- For instance, Ennore and Krishnapatnam ports are focusing on adding new berths and **expanding storage yards** to support higher liner traffic.
- Digital customs and advanced Vessel Traffic Management Systems (VTMS) are being scaled across major ports to improve liner scheduling and reduce turnaround time.⁶

Indian Ports Bill, 2025³

- Sets up the Maritime State Development Council for port-planning and preparing the National Perspective Plan
- Grants statutory status to state maritime boards to regulate non-major ports.
- Mandates Dispute Resolution Committee for faster, sector-specific adjudication

Major Port Authorities Act, 2021⁴

- Replaces Port Trusts with Boards of Authority, granting greater autonomy in tariff setting and PPP participation
- Encourages PPPs for cargo terminals, industrial parks, and logistics hubs, etc.
- Introduces a Maritime Single Window System

Harit Sagar Guidelines 2023⁵

- Promotes renewable energy use for on-site energy needs
- Minimises carbon and pollutant emissions through the Eliminate, Reduce, Control (ERC) approach, protecting local communities and ecosystems
- Aims to reduce carbon intensity by 30% per ton of cargo handled by 2030⁴ (from FY 2022-23 baseline) and 70% by 2047
- Optimises water usage, solid-waste management, and air-quality monitoring across port operations

Source: 1. Sagarmala, MoPSW; 2. Press Information Bureau Release ID: 2170575, September 2025; 3. Indian Ports Act, 2025; 4. The Major Port Authorities Act, 2021; 5. Harit Sagar ‘Green Port’ Guidelines, MoPSW, May 2023; 6. Maritime India Vision 2030
CBRE Research Q4 2025

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