India Warehousing Market Report

Knight Frank

2026	Warehousing market demand breaches new high in 2025	knightfrank.co.in/research

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Foreword

Shishir Baijal
Chairman and Managing Director

India's industrial and warehousing sector has delivered a strong performance in 2025, underscoring the country's resilience amid a volatile global environment. Despite geopolitical tensions, shifting trade regimes and supply chain realignments, India has remained one of the fastest-growing major economies, supported by strong domestic demand, sustained public capital expenditure and improving private investment. This stability has translated into tangible momentum across the logistics real estate landscape.

Transaction volumes across the eight primary markets reached 6.74 mn sq m (72.5 mn sq ft), marking a new post-pandemic high. Importantly, this expansion is structural. Manufacturing has emerged as the principal demand driver, reflecting the impact of supply chain diversification, the China plus one strategy and targeted policy support such as the Production Linked Incentive schemes. 3PL operators continue to anchor activity, while e-commerce has recorded a strong resurgence, with leasing volumes rising sharply as excess capacities are absorbed and players increasingly favouring flexible, leased facilities over owned assets.

A defining feature of this cycle is the accelerated shift towards Grade A, institutional-quality warehousing. Occupiers are prioritising efficiency, compliance, automation readiness and ESG-aligned infrastructure, deepening the formalisation of the market. Regional dynamics are evolving in tandem, with manufacturing-led hubs strengthening their leadership and secondary markets expanding as consumption broadens across India's hinterland.

Sustained public investment in multimodal infrastructure, freight corridors and integrated logistics parks is further enhancing supply chain efficiency and reducing logistics friction. While land constraints and rising development costs require careful navigation, fundamentals remain robust. We are confident that India's industrial and warehousing market is entering a phase defined by scale, quality and global integration, positioning it for sustained long-term growth.

This report presents an in-depth analysis of the key trends, opportunities and challenges shaping India's industrial and warehousing landscape, while offering clear insights into its strong and sustainable outlook in the years ahead.

Warehousing

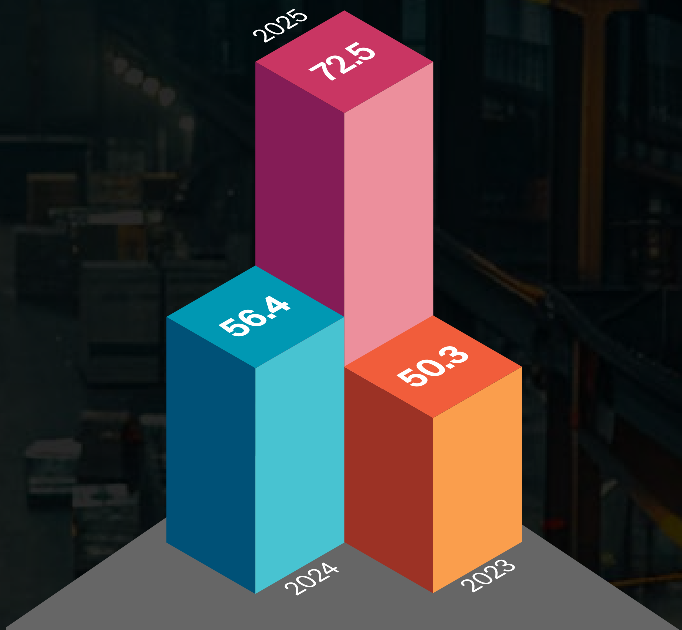
Summary for the period

2025 unfolded against a backdrop of heightened global geopolitical and trade volatility, marked by ongoing conflicts, fragmented supply chains and an increasingly protectionist trade environment. Shifting tariff regimes across major economies introduced uncertainty into global manufacturing and export flows, with frequent recalibrations complicating cost structures and long-term planning for corporates. Despite these external headwinds, India stood out as a relative bright spot among major economies, supported by strong domestic demand, sustained public capital expenditure and improving private investment sentiment. The Reserve Bank of India reaffirmed this resilience by projecting robust GDP growth of around 7.4% for FY 2026, while inflation remained largely within the central bank's comfort range, enabling a stable monetary policy stance and supportive financial conditions.

Concurrently, India navigated an uncertain and fluid tariff environment, particularly in relation to key export markets. This weighed on select labour intensive sectors but also accelerated strategic realignment toward higher value manufacturing and supply chain localization. Policy initiatives such as the Production Linked Incentive (PLI) scheme continued to underpin this transition. Against this macroeconomic backdrop, India's industrial and warehousing markets delivered a strong performance in 2025, driven by sustained demand from manufacturing, third party logistics (3PL), e-commerce and allied sectors. The sector's performance reinforced India's growing role as a resilient, scalable and strategically positioned hub within global and regional supply chain networks.

Occupier demand surged by 29% YoY to conclude the year at a total transacted volume of 6.74 mn sq m (72.5 mn sq ft) for the eight primary markets (Mumbai, NCR, Bengaluru, Chennai, Hyderabad, Pune, Kolkata, and Ahmedabad) during the year. While annual transaction volumes have remained largely stable in the post-pandemic period, 2025 marked the first year of growth of this scale. Occupier activity also closed the year on a strong footing, with Q4 2025 emerging as the strongest quarter, recording transactions of 2.2 mn sq m (23.4 mn sq ft).

Warehousing market transaction volume



Transaction Share by Grade

Note: 1. 1 square metre (sq m) = 10.764 square feet (sq ft)
Source: Knight Frank Research

An increasing demand for high quality spaces, to streamline the supply chain and improve throughput, has been a prominent trend in the Indian market and this has only continued to intensify. 63% of the area transacted in 2025 occurred in Grade A spaces compared to 62% in the base period.

72.5
mn sq ft

Total Transacted volume of eight primary markets (Mumbai, NCR, Bengaluru, Chennai, Hyderabad, Pune, Kolkata, and Ahmedabad) during the year.

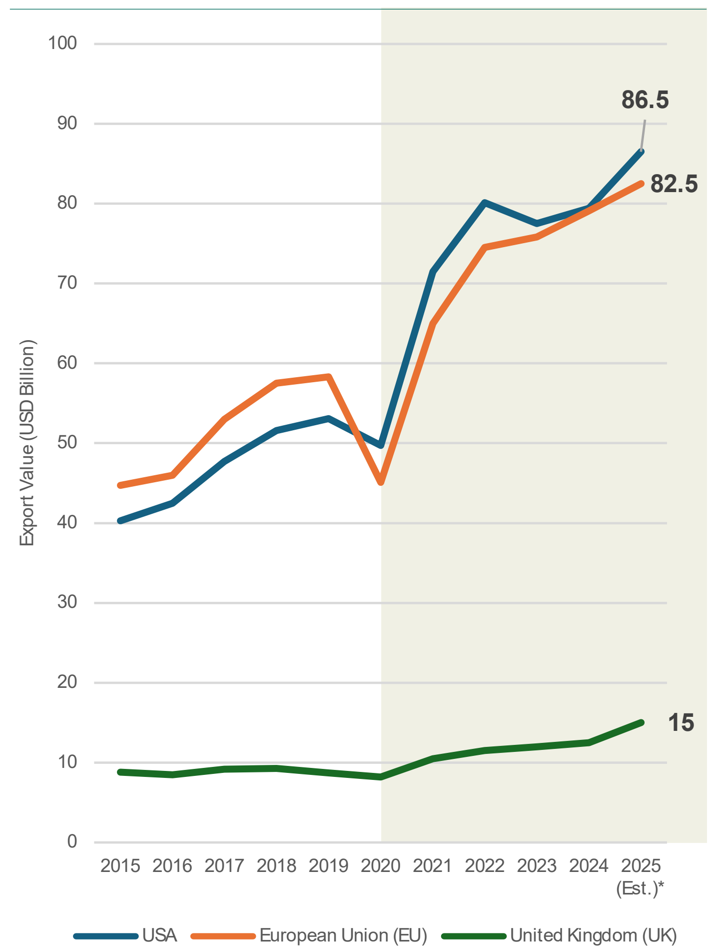
Industry split of transaction volumes

While the overall volumes have remained stable and scaled a new high in 2025, the demand profile of the warehousing market has changed significantly over the past few years. The most prominent shift has been the emergence of the manufacturing sector (excluding FMCG and FMCD) which has taken the mantle from 3PL and e-commerce players since the pandemic. The fact that the market has continued to grow despite the churn in its underlying constituents signifies its resilience and increasingly diversified occupier base.

The demand profile of the market in 2025 remained similar to that seen in the base period of 2024 with the manufacturing sector continuing to gain momentum and driving the bulk of the growth during the year. It accounted for a massive 47% of the total volumes with the 3.18 mn sq m (34 mn sq ft) transacted in 2025 translating to a 55% YoY growth in the area leased by it during the period. 51% of the manufacturing sector's transactions were concentrated in Pune and Chennai. Companies in the automotive, energy, and chemicals industries, were instrumental in the vastly increased transaction volumes taken up by the manufacturing sector during the period.

India's manufacturing sector is expanding on the back of a confluence of global realignments and domestic strengths. Supply chain diversification and the China+1 strategy have redirected a growing share of global manufacturing mandates toward India and other Asian economies . This phenomenon is apparent in India's annual merchandise exports to the US, UK and the EU which have vaulted to a steeper trajectory since the pandemic. This external momentum is reinforced by strong domestic demand, which provides a stable consumption base, alongside targeted policy support through PLI schemes that has improved cost competitiveness and accelerated capacity creation. Large-scale public investment in infrastructure has further reduced logistics friction and enhanced operational efficiency. Together with a stable macroeconomic environment, cost-competitive labour and a deep technical talent pool, these factors have strengthened investor confidence and supported long-term manufacturing growth.

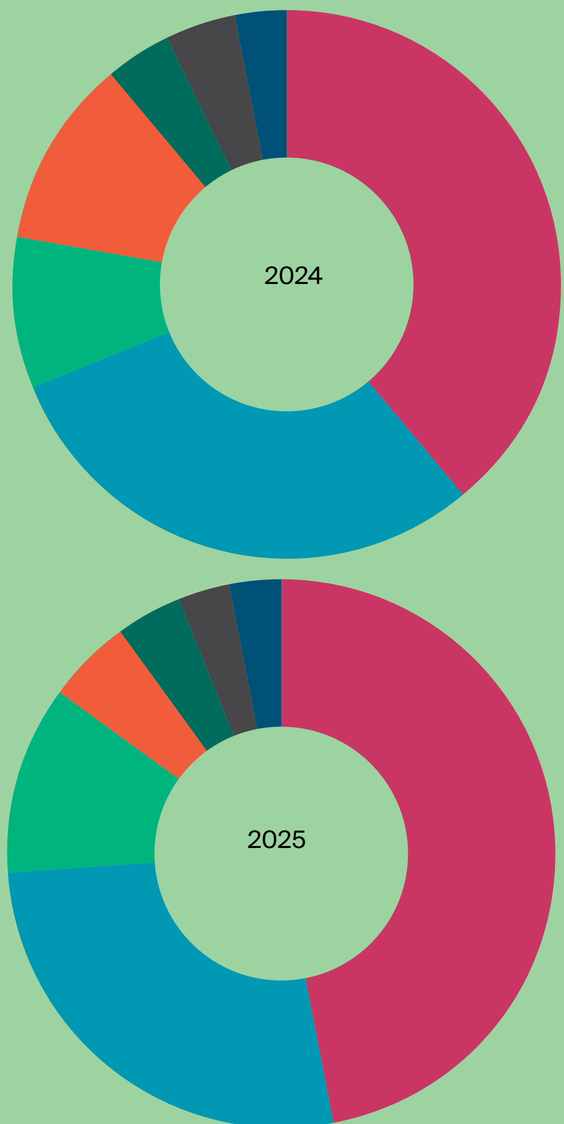
India's Annual Merchandise Exports (USD Billion)



Source: Ministry of Commerce & Industry (GoI), Directorate General of Commercial Intelligence and Statistics (DGCI&S), Knight Frank Research

Note: Figures for 2025 are based on preliminary data for the first three quarters (April–December 2025) extrapolated by the Ministry of Commerce.

Industry-split of transaction volume



		2024	2025
■	Other Manufacturing	39%	47%
■	3PL	30%	27%
■	Retail	9%	11%
■	E-commerce	11%	5%
■	FMCG	4%	4%
■	Miscellaneous	4%	3%
■	FMGD	3%	3%

Source: Knight Frank Research

Notes:

Other Manufacturing - These include all manufacturing sectors (automobile, electronics, pharmaceuticals, etc.) except FMCG and FMCD.

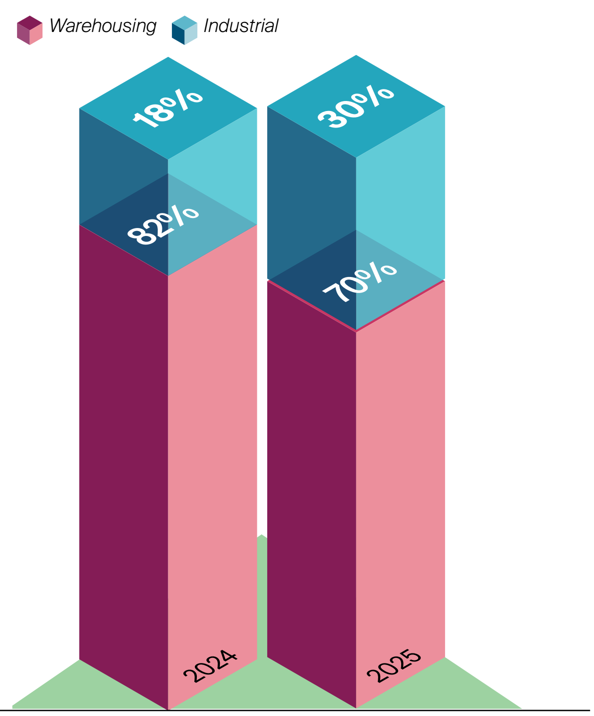
Miscellaneous - These include services such as telecom, real estate, document management, agricultural warehousing and publishing.

3PL companies took up 27% of the transacted area in 2025 and 30% in the previous year. While there was a drop in the market share of the 3PL sector, the 1.82 mn sq m (19.6 mn sq ft) taken up by 3PL occupiers increased by 17% during the year. 3PL players are the specialists of the logistics world and continue to play the anchor role on the industrial and warehousing landscape of the country.

Since early 2022, transaction volumes from the e-commerce sector have remained subdued, largely due to surplus capacities created during the aggressive expansion undertaken in the pandemic period. In parallel, several large e-commerce players had secured captive, owner-occupied, large-format facilities for their regional hubs. As these assets are not part of the leasable market, they were not reflected in reported market demand.

Over the past two years, the sector has seen a gradual improvement in leasing activity as excess capacities have been progressively absorbed and consumer demand has stabilised. At the same time, rising land prices and development costs have reduced the attractiveness of owner-led development, encouraging occupiers to re-evaluate leasing as a more flexible option that allows real estate costs to flow through the P&L without capital being locked into non-core assets. Space take-up by e-commerce players rose sharply by 56% YoY in 2025, with 0.72 mn sq m (7.8 mn sq ft) transacted during the year, marking the highest annual volume since 2021. While the sector's share remains below pandemic-era peaks, e-commerce accounted for 11% of the total market activity in 2025, pointing to a clear recovery in demand and a more meaningful contribution to overall market absorption.

Transaction share by end-use of space



Source: Knight Frank Research

Notes:

- Industrial space relates to the area taken up for core manufacturing/engineering activities.
- Warehousing space relates to space taken up for storage and includes light manufacturing/assembling activities.

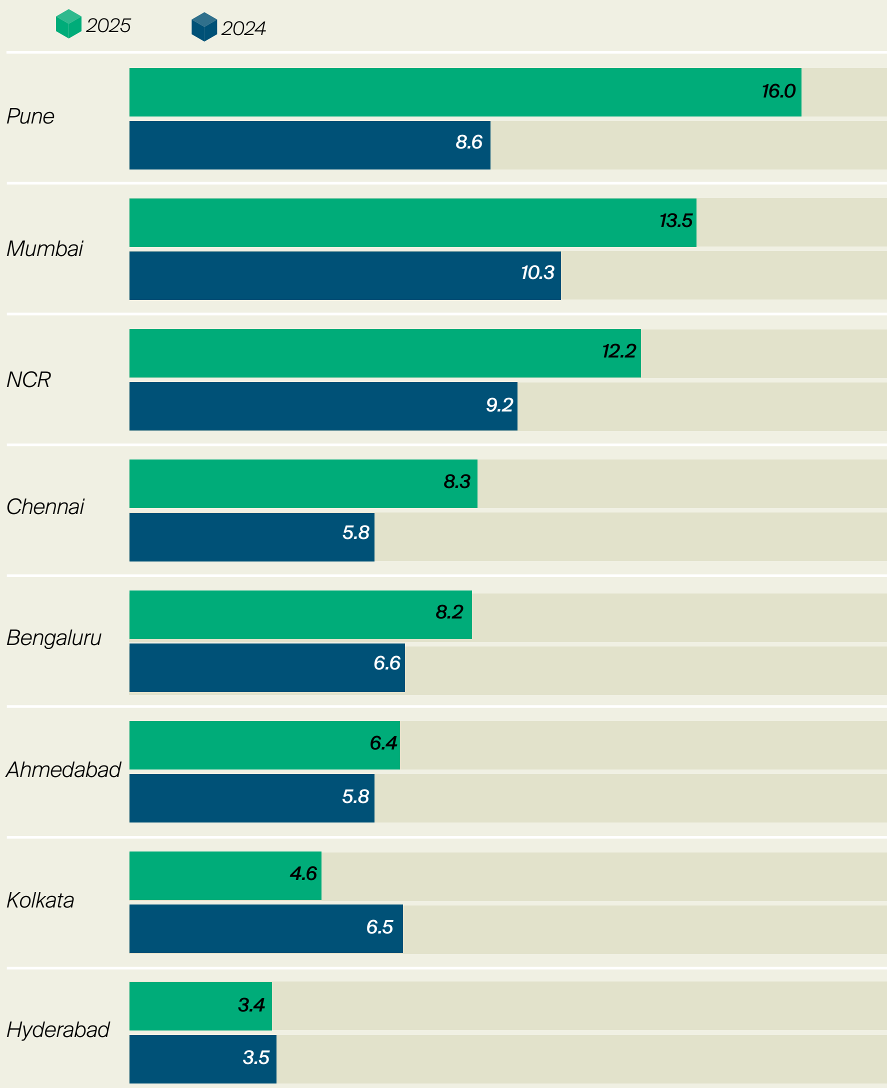
Market performance (city-level transaction volumes)

While the cumulative performance across the eight primary markets reached 6.74 mn sq m (72.5 mn sq ft), the 2025 landscape was defined by sharp regional variations and a shift in market leadership. Pune emerged as the primary growth engine, recording a remarkable 1.49 mn sq m (16.0 mn sq ft) in transactions. This represented a steep 86% YoY growth, allowing the city to capture a dominant 22% share of the national total.

Mumbai and NCR remained critical heavyweights, sustaining the sector's momentum throughout the year. Mumbai transacted 1.25 mn sq m (13.5 mn sq ft), growing by 31% and maintaining a 19% market share. NCR followed closely, contributing 1.13 mn sq m (12.2 mn sq ft), which reflected a 32% YoY increase. The southern markets also displayed significant strength, particularly Chennai, which witnessed a 42% surge to 0.77 mn sq m (8.3 mn sq ft), and Bengaluru, which grew by 24% to 0.76 mn sq m (8.2 mn sq ft).

However, performance was not universally positive and Kolkata and Hyderabad experienced contractions, in contrast to growth in other markets. Kolkata's volumes fell by 30% YoY to 0.42 mn sq m (4.6 mn sq ft), while Hyderabad saw a 3% decline to 0.32 mn sq m (3.4 mn sq ft). Ultimately, the 2025 period highlighted a maturing market where manufacturing-heavy hubs like Pune drove the national industrial and warehousing activity.

Market-split of transaction volumes (mn sq ft)



Source: Knight Frank Research

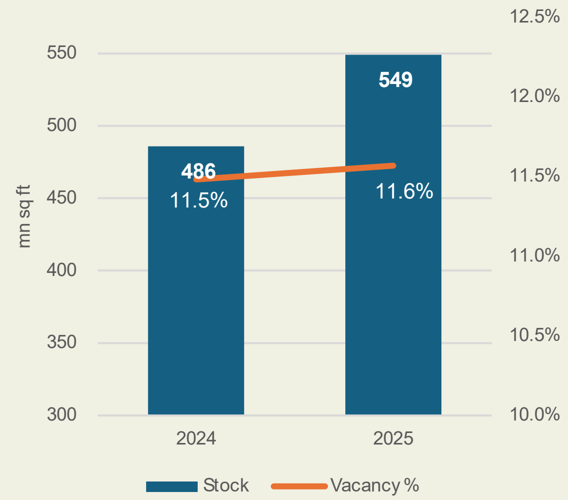
Stock and Vacancy

The top eight industrial and warehousing markets in India together account for a total stock of 51.0 mn sq m (549 mn sq ft). Mumbai dominates the landscape, comprising 31% of the overall stock, while the NCR ranks a distant second with a 21% share. Strong transaction volumes, coupled with relatively measured supply additions, kept vacancy levels contained at 11.6% in 2025. While vacancy reflects the availability of ready inventory across the warehousing market, the eight primary markets also offer significant headroom for future development. These markets collectively hold 23.80 mn sq m (256.2 mn sq ft) of potential industrial and warehousing space within established warehousing parks, over three times the annual transaction volumes recorded in 2025 which provides adequate capacity to accommodate near-term demand growth.

The share of Grade A warehousing facilities has continued to rise across the eight primary markets, accounting for 45% of the total stock currently, up from 41% a year ago. In contrast, the larger and more mature markets of Mumbai and the NCR exhibit a relatively lower proportion of Grade A stock, as a significant portion of their existing inventory was developed prior to the acceleration in demand for compliant, modern warehousing. Chennai and Pune stand out, with Grade A stock comprising 78% and 69% of their respective inventories, driven largely by sustained demand from auto and auto ancillary occupiers.

Beyond the emphasis on sustainable development, developers are increasingly prioritizing improved aesthetics and enhanced working environments within warehousing parks to align with evolving occupier expectations.

Warehousing market stock and vacancy



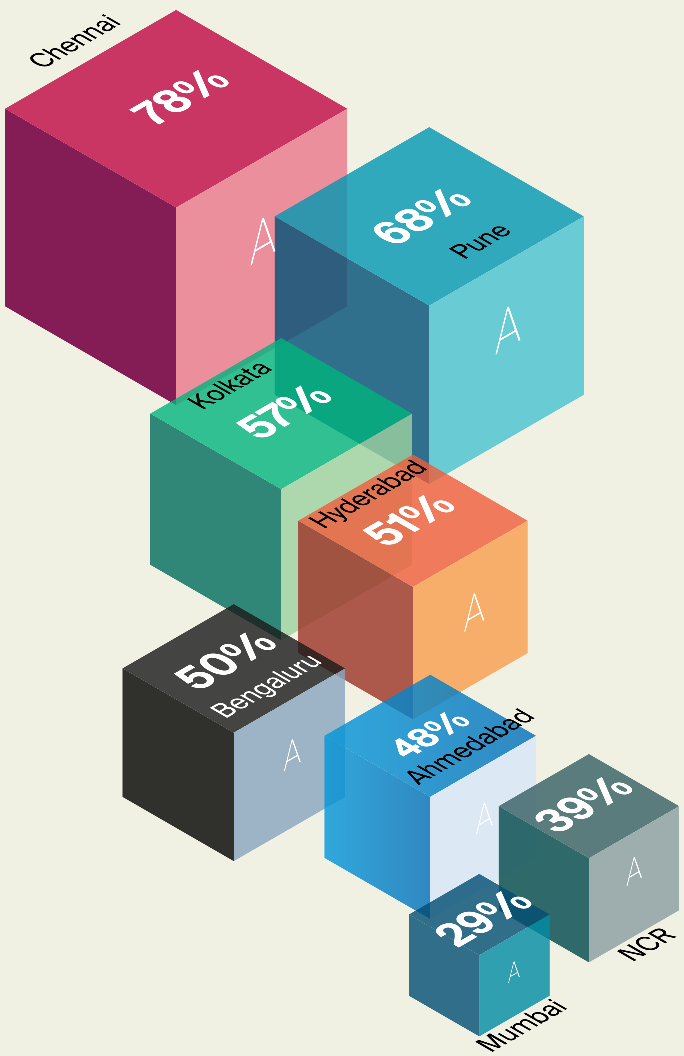
Source: Knight Frank Research

Market-split of warehousing stock and vacancy in 2025

Market	***Existing Stock mn sq m (mn sq ft)***	***Vacancy***
Mumbai	*15.8 (169.7)*	*14.3%*
NCR	10.7 (115.4)	15.8%
Bengaluru	5.6 (59.9)	19.1%
Chennai	4.3 (46.5)	9.6%
Ahmedabad	4.2 (44.8)	11.4%
Pune	4.1 (44.1)	9.7%
Kolkata	3.9 (41.8)	8.4%
Hyderabad	2.5 (26.8)	18.0%
Total	***51 (549)***	***11.6%***

Source: Knight Frank Research

Share of Grade A stock in 2025



Source: Knight Frank Research

Rent

Rent growth in the warehousing market remained muted for much of the past decade and only began gaining traction from 2021, supported by rising construction costs driven by inflation in steel and cement prices, alongside a recovery in occupier demand. At current levels, rents have limited downside, as Grade A developments are increasingly being built to higher industrial specifications while continuing to cater to warehousing users. Despite a healthy pickup in occupier activity since 2024, rental appreciation has remained measured during the current analysis period. This is largely due to the growing preference among both occupiers and developers for longer lease tenures, which are typically priced more competitively as they lower vacancy and cash flow risks, thereby tempering near-term rent growth.

Weighted Average Transacted Rent (in INR/sq ft/month)

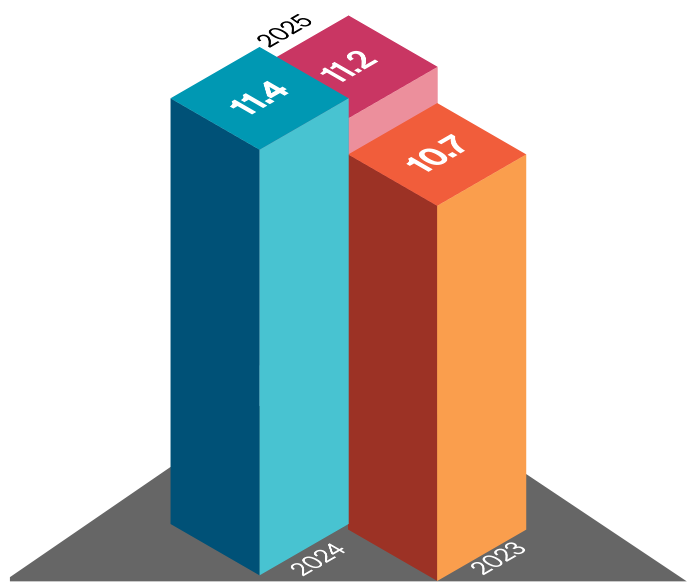
Market	2024	2025	% Change
Pune	26.6	28.0	5%
Chennai	23.9	25.0	5%
Hyderabad	20.7	21.5	4%
Bangalore	22.5	23.2	3%
Mumbai	24.5	25.2	3%
NCR	21.3	21.9	3%
Ahmedabad	18.2	18.6	2%
Kolkata	24.8	25.0	1%

Secondary Markets in 2025

The Indian warehousing market has expanded well beyond the primary markets, as occupiers increasingly seek to access the large and growing consumption centres across the country's hinterland. These locations remain at a relatively nascent stage of development, with a limited but gradually expanding stock of warehousing facilities. Given the sporadic and often volatile nature of transaction activity in these smaller markets, a basket of 13 cities has been identified to represent India's secondary warehousing landscape. In 2025, the secondary markets comprise Lucknow, Ambala, Surat, Jaipur, Guwahati, Patna, Nagpur, Indore, Ranchi, Vadodara, Vapi, Ludhiana and Bhubaneshwar.

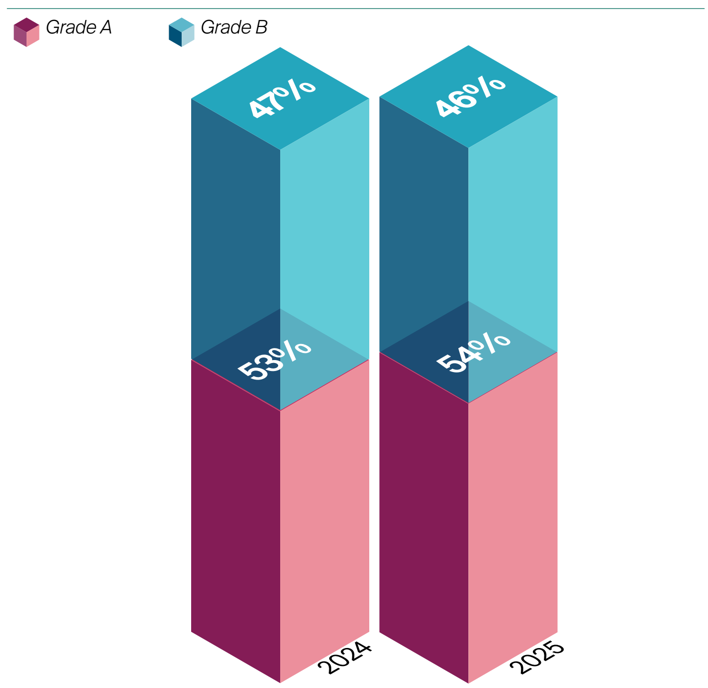
Mirroring the momentum observed in the primary markets, secondary markets also recorded healthy leasing activity, with 1.04 mn sq m (11.2 mn sq ft) transacted in 2025, marginally lower by 1% YoY. Lucknow remained the largest contributor among the secondary markets, accounting for 0.18 mn sq m (1.9 mn sq ft) of absorption during the year. Nagpur registered the strongest growth, registering a sharp 204% YoY increase, with occupiers leasing 0.08 mn sq m (0.9 mn sq ft) in 2025. Occupier preference for Grade A warehousing continued to strengthen in secondary markets as well, with such assets comprising 54% of total transaction volumes during the year, up from 53% in 2024.

Transaction Volumes (mn sq ft)



Note: 1. 1 square metre (sq m) = 10.764 square feet (sq ft)
Source: Knight Frank Research

Transaction share by end-use of space



Source: Knight Frank Research

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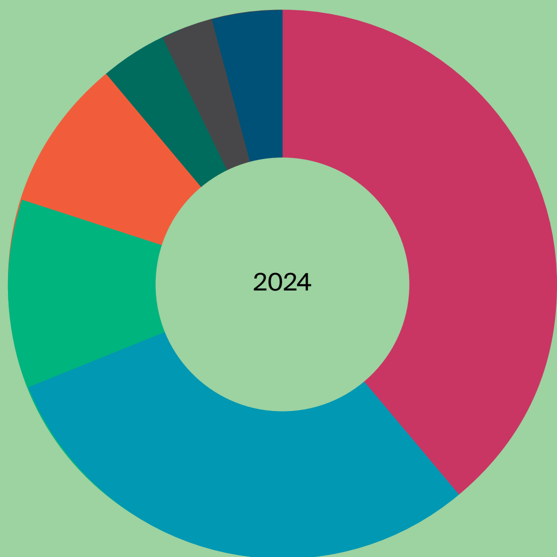
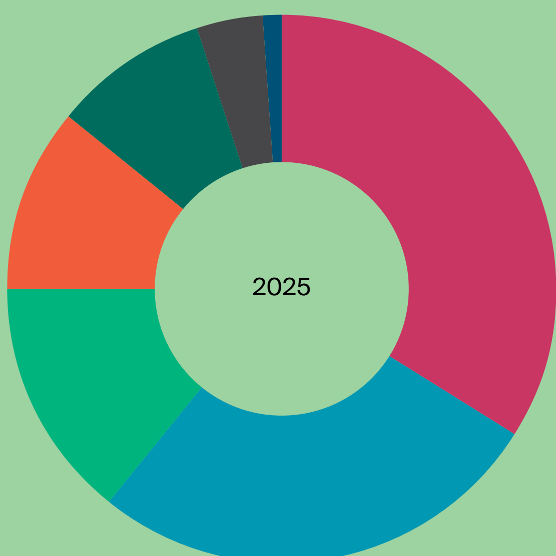
Industry-split of transaction volume





		2024	2025
■	Other Manufacturing	35%	34%
■	3PL	23%	27%
■	FMCG	18%	14%
■	E-commerce	14%	11%
■	FMCD	5%	9%
■	Retail	6%	4%
■	Miscellaneous	0%	1%

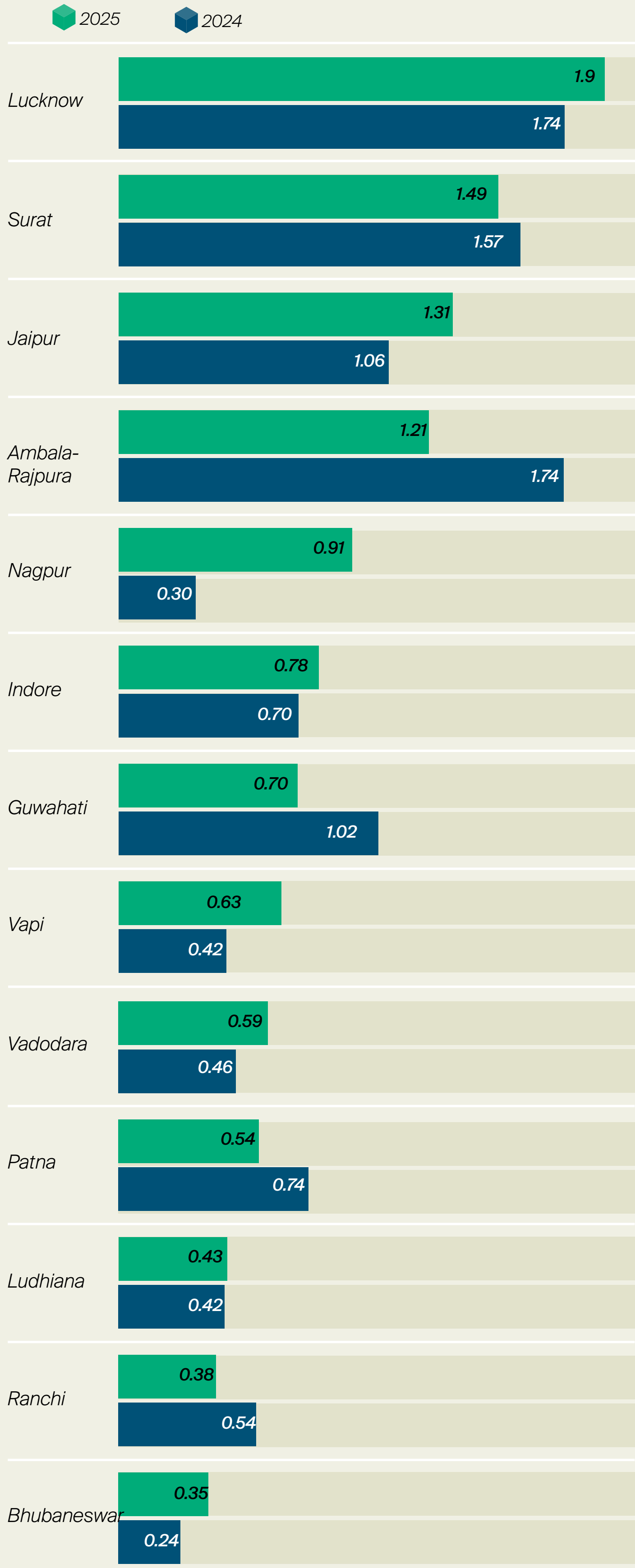
Source: Knight Frank Research

Notes:

Other Manufacturing – These include all manufacturing sectors (automobile, electronics, pharmaceuticals, etc.) except FMCG and FMCD.

Miscellaneous – These include services such as telecom, real estate, document management, agricultural warehousing and publishing.

Market-split of transaction volumes (Mn sq ft)



Source: Knight Frank Research

Outlook

Despite heightened volatility in the global economic and geopolitical environment, India continues to demonstrate strong macroeconomic resilience and remains among the fastest-growing large economies globally. The performance of the industrial and warehousing market in 2025 reflects this strength, with transaction volumes scaling a new annual high during the year. Ongoing shifts in the global trade landscape, including evolving tariff regimes and progress on the India EU trade agreement, are expected to further enhance India's competitiveness as a manufacturing and distribution hub. In parallel, the government's sustained focus on strengthening the logistics ecosystem through investments in multimodal infrastructure, freight corridors, logistics parks and regulatory simplification is improving supply chain efficiency and reinforcing long-term demand for organised, institutional-grade warehousing.

Looking ahead, the outlook for India's warehousing sector remains positive, underpinned by continued supply chain diversification under the China plus one strategy, policy support for domestic manufacturing, improving trade access and rising export-oriented activity. Demand for modern, Grade A warehousing is expected to be further supported by the expanding role of 3PL players, a gradual recovery in e-commerce and increasing formalisation across supply chains, driving deeper penetration across both primary and select secondary markets. At the same time, the pace of future development may be influenced by structural challenges, including the limited availability of viable, clear-title land in established clusters, increasing competition from expanding residential markets and evolving policy and regulatory considerations, which will require careful navigation by market participants.

Warehousing Markets

1

Ahmedabad

The Ahmedabad warehousing market continued its strong expansion in 2025, with leasing volumes reaching 0.60 mn sq m (6.4 mn sq ft), an 11% YoY increase from 0.54 mn sq m (5.8 mn sq ft) in 2024. This growth was primarily driven by the manufacturing sector which accounted for 46% of the total demand, registering a 4% YoY increase in transactions. The manufacturing retained its dominance, 3PL, e-commerce, retail, and other miscellaneous sectors too recorded robust growth, though the FMCG and FMCD sectors witnessed moderation in leasing volumes.

Despite challenges such as high land prices and the limited presence of institutional developers, demand for Grade A warehousing facilities continued to strengthen, accounting for 64% of total transactions in 2025, reflecting a clear shift towards modern, compliant assets.

Ahmedabad's warehousing landscape is largely concentrated in the western and southern parts of the city, providing strategic connectivity to key Gujarat markets such as Rajkot, Vadodara, and Surat. The city hosts four major warehousing clusters: Aslali-Kheda, Changodar-Bagodara, Sanand-Viramgam, and Chhatral-Kadi-Vithalapur-Becharaji. Among these, Aslali-Kheda and Changodar-Bagodara, located in southern Ahmedabad along the Golden Quadrilateral, are the more established clusters with strong connectivity to Mumbai. In comparison, Sanand-Viramgam and Chhatral-Kadi-Vithalapur-Becharaji, located in the western part of the city, are relatively newer clusters that are steadily gaining traction.

The Aslali-Kheda belt, one of Ahmedabad's oldest and most established warehousing clusters, continues to play a pivotal role in the city's logistics ecosystem. Strategically located along the Mumbai-Ahmedabad Highway, the cluster accounted for 43% of the total warehousing transactions in 2025, maintaining its position as the city's leading logistics hub. Demand in this belt was primarily driven by manufacturing, 3PL, and e-commerce occupiers, with Grade A facilities accounting for 47% of transactions within the cluster.

Located along the Rajkot-Ahmedabad Highway, the Changodar-Bagodara belt has emerged as a key warehousing and industrial destination, witnessing strong demand from the manufacturing sector, particularly pharmaceuticals and allied industries. Supported by robust infrastructure and the availability of modern, technology-enabled logistics parks, the belt has seen rising occupier activity. In 2025, Changodar-Bagodara accounted for 41% of the total warehousing transactions, up from 35% in 2024, with Grade A warehouses comprising 71% of leasing activity.

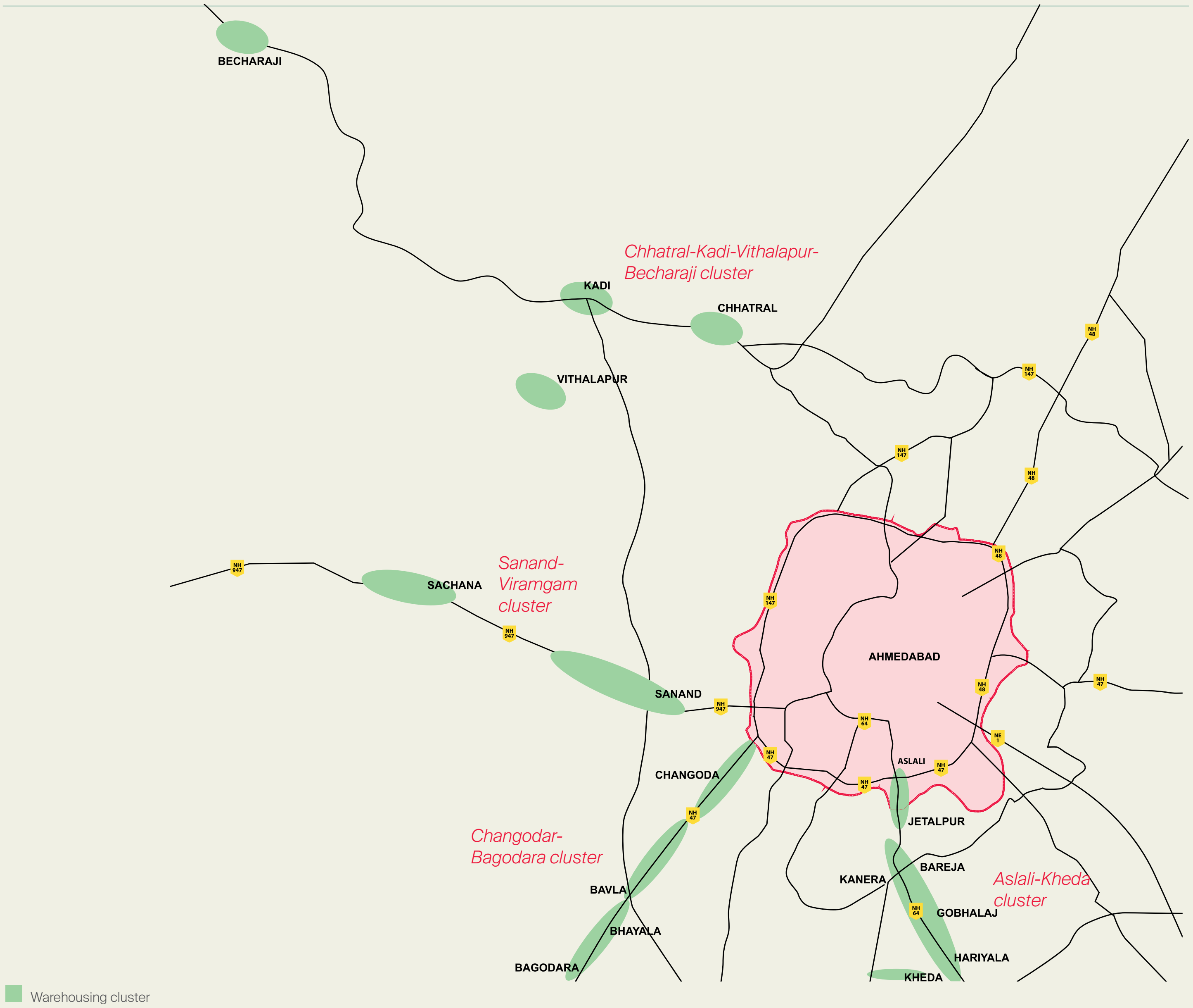
The Sanand-Viramgam and Chhatral-Kadi-Vithalapur-Becharaji clusters are primarily driven by the automobile sector, supported by the presence of large auto manufacturers and their ancillary units. In 2025, the Chhatral-Kadi-Vithalapur-Becharaji cluster accounted for 12% of total transactions, while Sanand-Viramgam contributed a relatively modest 3% share. Notably, Grade A facilities dominated leasing activity, accounting for 99% of transactions in Chhatral-Kadi-Vithalapur-Becharaji and 80% in Sanand-Viramgam, underscoring the strong preference for high-quality warehousing in these clusters.

In 2025, space take-up in Ahmedabad was predominantly driven by warehousing demand which accounted for 71% of the total transactions, lower than the 80% share recorded in 2024. The industrial segment, encompassing light to heavy manufacturing activities within warehousing parks, increased its share to 29%, indicating a gradual diversification in occupier demand.

Grade A rental values varied across clusters. Aslali-Kheda recorded rentals in the range of INR 183-269/sq m/month (INR 17-25/sq ft/month), while Changodar-Bagodara witnessed relatively competitive rates of INR 161-269/sq m/month (INR 15-25/sq ft/month). Rentals in the Vithalapur-Becharaji belt ranged between INR 172-226/sq m/month (INR 16-21/sq ft/month). Meanwhile, Sanand-Viramgam saw an upward movement in rentals, touching INR 194-291/sq m/month (INR 18-27/sq ft/month). Land prices across all clusters appreciated during the year, reflecting sustained occupier interest.

Supported by the Government of India's manufacturing push and enabling policy initiatives, Ahmedabad's warehousing market is poised for sustained growth. As a well-established industrial base for chemicals, textiles, pharmaceuticals, and food processing, the city is well-positioned to benefit from rising manufacturing activity, supply chain formalization, and logistics expansion.

Major warehousing locations in Ahmedabad



Map is for representation and not to scale

Source: Knight Frank Research

Classification of warehousing locations into major clusters

Warehousing cluster	Major warehousing locations
Aslali-Kheda Cluster	Aslali, Jetalpur, Bareja, Kanera, Gobhalaj, Hariyala, Kheda
Changodar-Bagodara Cluster	Changodar, Bavla, Bhayala, Bagodara
Sanand-Viramgam Cluster	Sanand, Sachna, Viramgam
Chhatral-Kadi-Vithalapur-Becharaji Cluster	Chhatral, Kadi, Vithalapur, Becharaji

Source: Knight Frank Research

Major infrastructure in Ahmedabad

Name	Type
Delhi-Mumbai Industrial Corridor (DMIC)	Manufacturing corridor
Western Dedicated Freight Corridor (DFC)	Railway
National Expressway-1	Road infrastructure
Ahmedabad-Rajkot National Highway (NH-8A)	Road infrastructure
Ahmedabad-Sanand-Viramgam State Highway (SH 17)	Road infrastructure
SP Ring Road	Road infrastructure
Mandal Bechraji Special Investment Region (SIR)	Industrial hub
GIFT City	Mega township
Dholera Special Investment Region (SIR)	Industrial hub
Virochannagar Multi-Modal Logistics Park	Industrial hub
Sanand Logistics Hub	Industrial hub
Bhimnath-Dholera Freight Rail Network	Railway

Note: NH stands for National Highway
Source: Knight Frank Research

Select warehouse projects

Warehouse project	Warehouse cluster
Prime Indraprasth Industrial and Logistics Hub	Aslali-Kheda
Temenos Logistic Park by Ashwika	Aslali-Kheda
Amarnath Industrial and Logistics Park	Aslali-Kheda
Indospace	Changodar-Bagodara
Gallops Industrial Park	Changodar-Bagodara
Crystal Indus Industrial and Logistics Park	Changodar-Bagodara
Highland Industrial Park	Changodar-Bagodara
ESR Jalisana Industrial and Logistics Park ESR Sanand	Chhatral-Kadi-Vitthlapur-Becharaji Sanand-Viramgam
Mascot Industrial & Logistics Park	Chhatral-Kadi-Vitthlapur-Becharaji
SOKO by Godwitt	Sanand-Viramgam

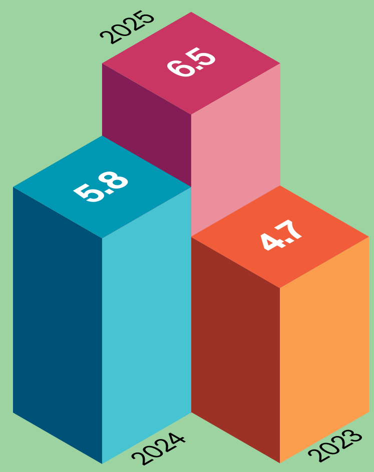
Source: Knight Frank Research

Top transactions during 2025

Occupier	Occupier industry	Warehouse cluster
Toyotsu Bharat Integrated Service	Other Manufacturing	Chhatral-Kadi-Vitthlapur-Becharaji
Inox Solar	Other Manufacturing	Changodar-Bagodara
TCI Express	3PL	Chhatral-Kadi-Vitthlapur-Becharaji
Envision Energy	Other Manufacturing	Changodar-Bagodara
Voltas	FMCD	Changodar-Bagodara

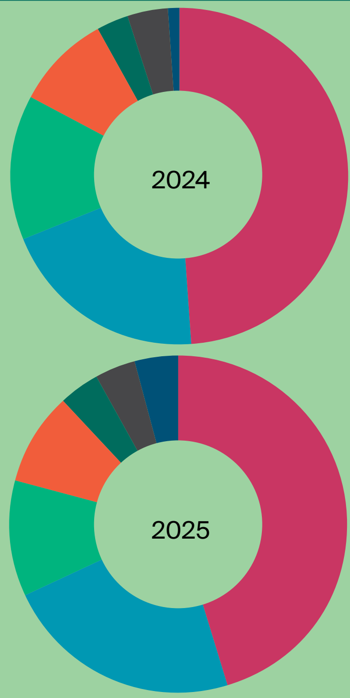
Source: Knight Frank Research

Warehousing market transaction volume



Source: Knight Frank Research

Industry-split of transaction volume



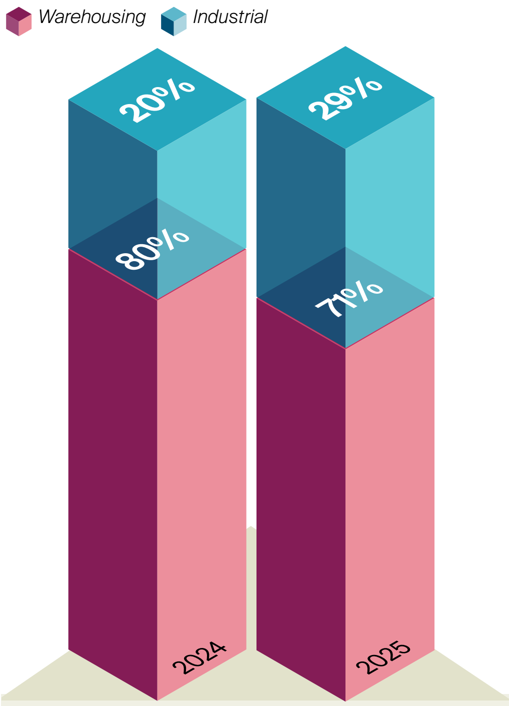
	2024	2025
Other Manufacturing	49%	46%
3PL	20%	23%
FMCG	14%	11%
E-commerce	9%	9%
Miscellaneous	3%	4%
FMCD	4%	4%
Retail	1%	4%

Source: Knight Frank Research

Notes: **Other Manufacturing** – These include all manufacturing sectors (automobile, electronics, pharmaceutical, etc.) except FMCG and FMCD.

Miscellaneous – These include services such as telecom, real estate, document management, agricultural warehousing and publishing.

Transaction share by end-use of space

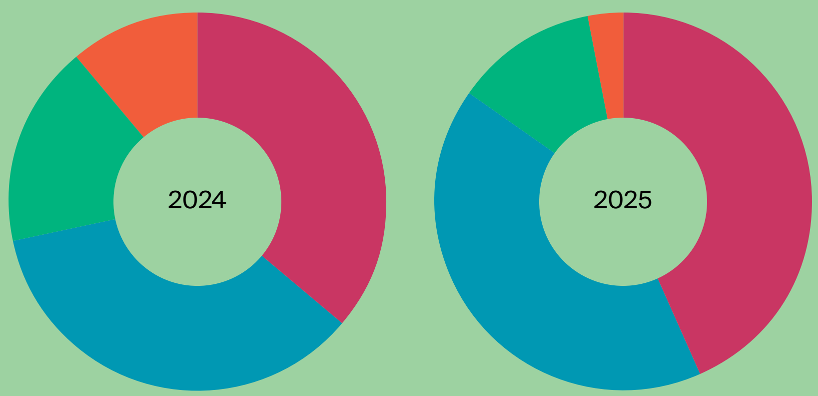


Source: Knight Frank Research

Notes:

- Industrial space relates to the area taken up for core manufacturing/engineering activities
- Warehousing space relates to space taken up for storage, and includes light manufacturing/assembling activities.

Cluster-split of transaction



	2024	2025
Aslali - Kheda	36%	43%
Changodar-Bagodara	35%	41%
Chhatral-Kadi-Becharaji	17%	12%
Sanand - Viramgam	11%	3%

Source: Knight Frank Research

Land rate and rents

Warehouse cluster	Location	Land rate (INR Mn/acre)	Grade A Rent in INR/sq m/month (INR/sq ft/month)	Grade B Rent in INR/sq m/month (INR/sq ft/month)
Aslali-Kheda	Aslali	50-90	237-269 (22-25)	194-226 (18-21)
	Bareja	40-80	205-237 (19-22)	161-194 (15-18)
	Kanera	35-55	194-237 (18-22)	161-183 (15-17)
	Gobhlaj	25-40	183-215 (17-20)	151-172 (15-18)
	Kheda	23-45	183-215 (17-20)	161-183 (15-17)
Changodar-Bagodara	Changodar	50-90	237-269 (22-25)	194-226 (18-21)
	Bavla	27-40	205-237 (19-22)	161-194 (15-18)
	Bhayala	20-30	172-215 (16-20)	151-172 (15-18)
	Bagodara	15-25	161-194 (15-18)	140-161 (13-15)
Sanand-Viramgam	Sanand	50-90	248-291 (23-27)	215-237 (20-22)
	Sachana	20-35	194-237 (18-22)	172-205 (16-19)
Vithalapur- Becharaji	Kadi	20-30	183-226 (17-21)	151-183 (14-17)
	Vithalapur	12-25	183-215 (17-20)	151-172 (14-16)
	Becharaji	12-25	172-215 (16-20)	151-172 (14-16)

Source: Knight Frank Research

2

Ambala-Rajpura

The Ambala-Rajpura warehousing market occupies a strategically important position along the Punjab-Haryana border, centred around the Shambhu Barrier and key arterial routes including the Grand Trunk (GT) Road, Banur-Tepla Road, and the Zirakpur corridor. Located within Patiala district, the Shambhu Barrier has long functioned as a critical break-bulk and de-consolidation hub for part truckload (PTL) freight movement across North India.

The warehousing landscape in Ambala-Rajpura remains largely unorganised, with facilities dispersed across multiple locations in both Punjab and Haryana, collectively forming a triangular warehousing cluster. This market supports distribution to several Tier II cities in northern India. Recognising its strategic advantage, select regional developers have also established Grade A warehousing facilities in the area, leveraging the location's strong potential to serve Punjab and northern markets such as Himachal Pradesh and Jammu & Kashmir in partnership with the Ludhiana warehousing market.

The Ambala-Rajpura warehousing market benefits from the availability of relatively larger land parcels compared to adjoining states, enhancing its appeal for developers looking to establish or expand warehousing assets. Supported by its strategic location and rising regional relevance, the market has attracted participation from several marquee occupiers and developers, resulting in healthy leasing activity across the corridor. However, on a YoY basis, transaction volumes in the Ambala-Rajpura warehousing market have fallen by 30% between 2024 and 2025 as only a handful transactions were recorded this year.

Leasing demand in the Ambala-Rajpura market was led by manufacturing (besides FMCG and FMCD), 3PL, and FMCG occupiers, including Apollo Tyres, Preet Batteries, Cipla, VIP, Kuehne+Nagel (K+N), Nestlé, and Parle G. While the FMCG sector's share of annual transactions declined sharply from 52% in 2024 to 19% in 2025, the 3PL segment recorded a significant increase, with its share rising from 10% to 27% over the same period.

Rajpura's strategic importance stems from its location at the intersection of two major national highways i.e. NH-44, linking New Delhi with Attari, and NH-7, which connects Chandigarh to Dabwali. Commonly described as the Gateway to Punjab, the city, together with Ambala, enjoys strong road and rail connectivity across North India. Key urban centres including Ludhiana, Jalandhar, Chandigarh, Shimla, and Delhi are accessible within 1-4 hours, while Jammu & Kashmir can be reached in approximately 6-7 hours by road. This level of regional accessibility positions Rajpura as an effective logistics and distribution node serving multiple Tier-II markets in northern India.

Rajpura has a well-established industrial base, dominated by small-scale manufacturing units. Its proximity to the Chandigarh-Mohali-Panchkula tri-city region has made it increasingly attractive to logistics park developers, who are actively expanding their warehousing footprints along the NH-44 and NH-7 corridors. These highway linkages also provide seamless connectivity to major industrial hubs in Tier-I markets, including Manesar, Dharuhera, and Bhiwadi, further reinforcing Rajpura's appeal as a logistics location.

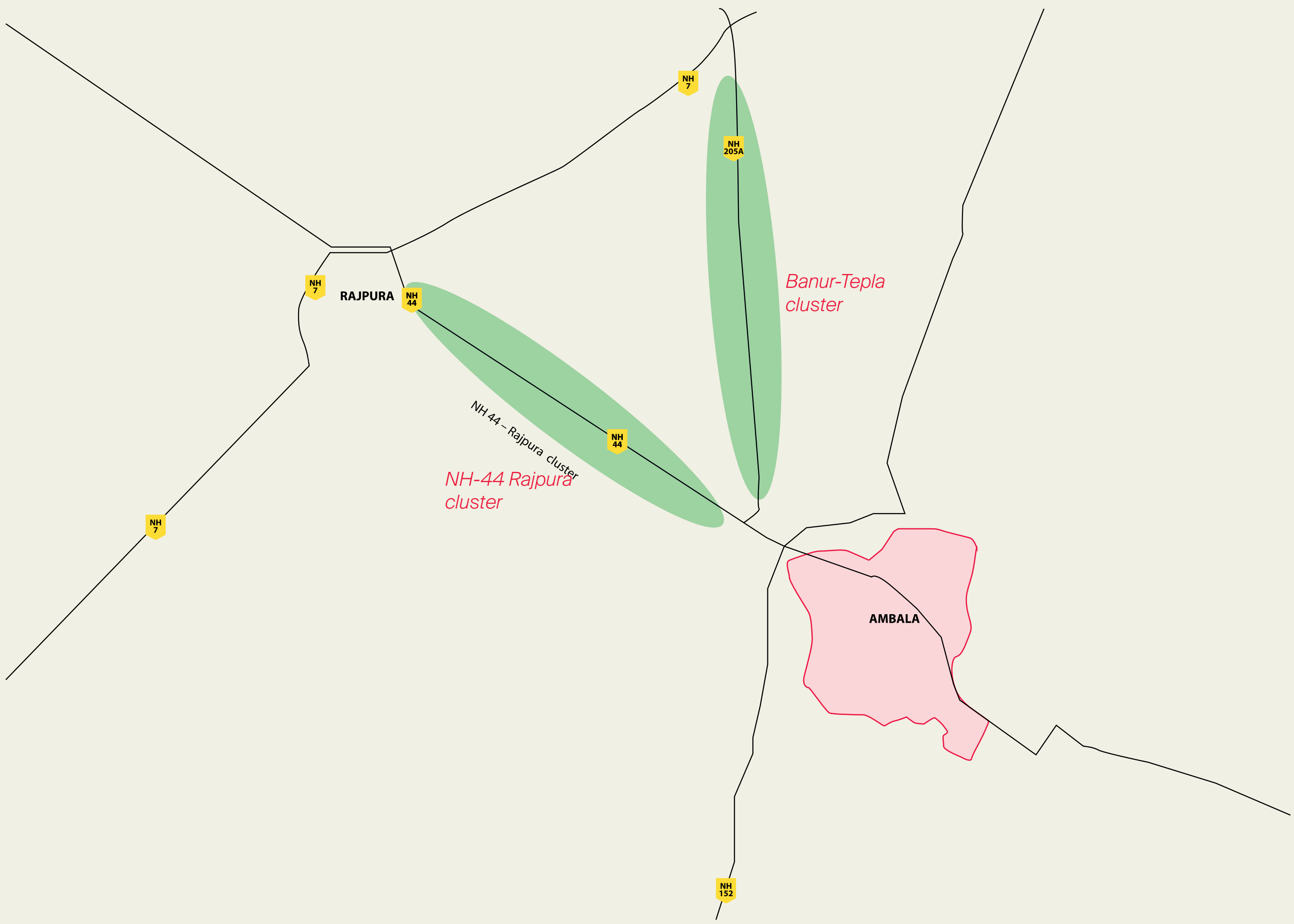
Warehousing development in the Ambala–Rajpura market is largely concentrated across two key peripheral clusters of Banur-Tepla and the NH-44 Rajpura corridor. While the market offers considerable scope for the development of Grade A facilities and remains attractive to large, institutional occupiers, demand continues to be skewed toward Grade B assets. The share of transactions in Grade B warehouses increased from 53% in 2024 to 67% in 2025, reflecting growing occupier preference for cost-efficient solutions led by local players.

In 2025, the NH-44 Rajpura cluster accounted for 60% of the total annual warehousing transactions, broadly in line with its 69% share in 2024. Although leasing activity in this cluster was limited in terms of the number of deals during the year, the transactions were relatively large in size averaging at 9,300 sq m (0.1 mn sq ft). Prominent occupiers that leased space in this corridor in 2025 included Kuehne+Nagel (K+N), Godrej, and Nestlé.

Given the dominance of Grade B warehouses in overall leasing activity, the market witnessed a modest upward movement in Grade B rental values, which increased by 15% YoY. In contrast, rentals for Grade A facilities, along with land prices, remained largely unchanged over the same period.

Overall, the Ambala-Rajpura logistics and warehousing market is expected to maintain steady performance, supported by occupiers increasingly decentralizing operations from Tier I markets such as NCR. This shift is driven by the need to broaden regional reach, improve operational efficiencies, and benefit from relative cost advantages offered by the market.

Major warehousing locations in Ambala-Rajpura



Warehousing cluster

Map is for representation and not to scale

Source: Knight Frank Research

Classification of warehousing locations into major clusters

Warehousing cluster	Major warehousing locations
Banur-Tepla	Banur, Banur-Tepla Road, Shambhu Barrier and all locations along Ambala-Bypass Road
NH-44 Rajpura	Locations along the Grand Trunk Road (GT Road) from Mohra to Rajpura and Zirakpur

Source: Knight Frank Research

Major infrastructure in Ambala-Rajpura

Name	*Type*
NH-44 (Old NH-1)	Road - NH
NH-7 (Old NH-64)	Road - NH
Trans-Haryana Expressway (Ambala–Narnaul Expressway)	Road - NH
Ambala–Chandigarh Expressway (NH-152)	Road - NH

Note: NH stands for National Highway
Source: Knight Frank Research

Select warehouse projects

Warehouse project	*Warehouse cluster*
IndoSpace Logistics Park Rajpura	NH-44 Rajpura
ESR Rajpura Industrial & Logistics Park	NH-44 Rajpura
Indoswift	NH-44 Rajpura
Erisha Warehousing	NH-44 Rajpura
Attar Logistics	Banur-Tepla

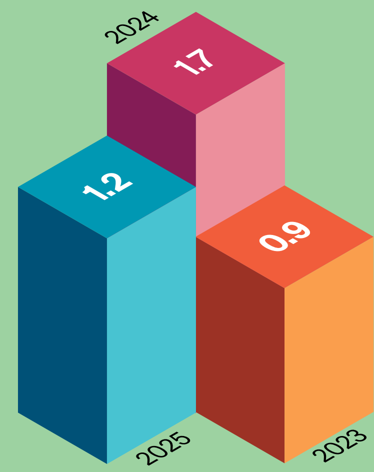
Source: Knight Frank Research

Top transactions during 2025

Occupier	*Occupier industry*	*Warehouse cluster*
K+N (Kuehne+Nagel)	3PL	NH-44 Rajpura
Godrej	FMCD	NH-44 Rajpura
Nestle	FMCG	NH-44 Rajpura
Preet Batteries	Other Manufacturing	Banur-Tepla
Apollo Tyres	Other Manufacturing	Banur-Tepla

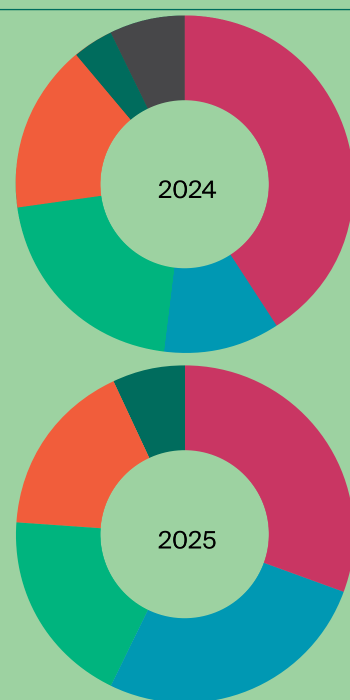
Source: Knight Frank Research

Warehousing market transaction volume



Source: Knight Frank Research

Industry-split of transaction volume



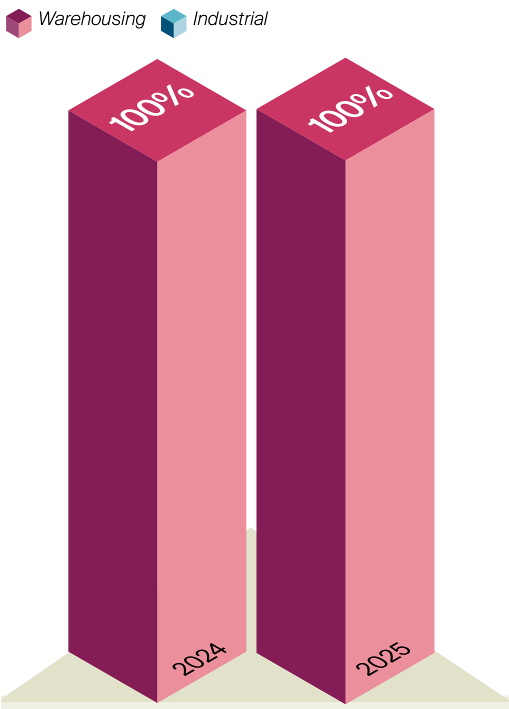
	2024	*2025*
Other Manufacturing	21%	31%
3PL	10%	27%
FMCG	52%	19%
FMCD	9%	17%
E-commerce	7%	7%

Source: Knight Frank Research

Notes: Other Manufacturing – These include all manufacturing sectors (automobile, electronics, pharmaceutical, etc.) except FMCG and FMCD.

Miscellaneous – These include services such as telecom, real estate, document management, agricultural warehousing and publishing.

Transaction share by end-use of space

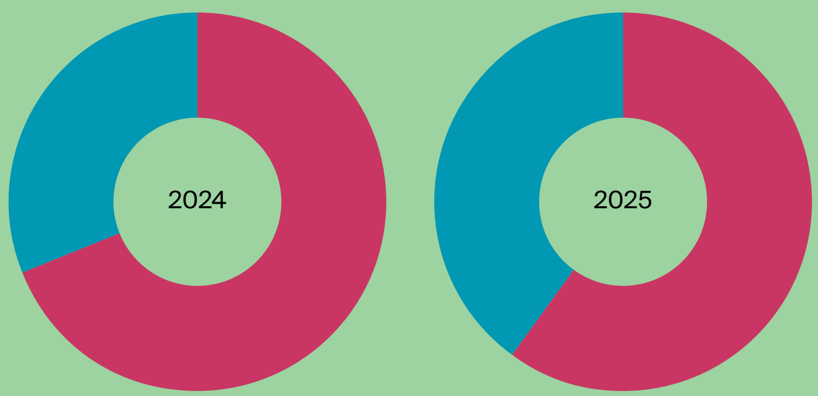


Source: Knight Frank Research

Notes:

- Industrial space relates to the area taken up for core manufacturing/engineering activities
- Warehousing space relates to space taken up for storage, and includes light manufacturing/assembling activities.

Cluster-split of transaction



	2024	2025
NH-44-Rajpura	69%	60%
Banur-Tepla	31%	40%

Source: Knight Frank Research

Land rate and rents

Warehouse cluster	Location	Land rate (INR Mn/acre)	Grade A Rent in INR/sq m/month (INR/sq ft/month)	Grade B Rent in INR/sq m/month (INR/sq ft/month)
Banur-Tepla	Banur-Tepla	15-20	161-205 (15-19)	139-161 (13-15)
NH-44-Rajpura	NH-44-Rajpura	20-25	161-205 (15-19)	139-161 (13-15)

Source: Knight Frank Research

Bengaluru

Bengaluru's warehousing market sustained strong momentum in 2025, underpinned by healthy occupier demand and a deep diversification of the industry base. Leasing activity remained robust with the market continuing its structural shift toward peripheral logistics corridors supported by improving regional connectivity. Demand was primarily driven by large-format requirements from manufacturing, e-commerce, and retail occupiers, reinforcing Bengaluru's role as a critical consumption and production led logistics hub in Southern India.

Manufacturing continued to anchor leasing activity in 2025, accounting for 39% of the total transactions, marginally lower than 41% in 2024 but still maintaining its dominance. The continued presence of automotive, electronics, engineering, and industrial manufacturing occupiers reflects Bengaluru's expanding industrial ecosystem and its growing preference for dedicated, Grade A warehousing facilities. Several large-ticket manufacturing transactions across Hoskote-Narsapura, Nelamangala-Dabaspete, and emerging northern clusters, underline this trend.

E-commerce emerged as the fastest-growing demand driver in 2025, with its leasing activity rising sharply by 186% YoY in 2025. This growth was led by large fulfilment needs and last-mile distribution requirements from major e-commerce and quick-commerce players, particularly across the Nelamangala-Dabaspete and Hoskote-Narsapura clusters.

The surge reflects Bengaluru's strong consumer base, high digital adoption, and the increasing need for proximity-led logistics infrastructure to support rapid delivery timelines.

Retail occupiers maintained a steady presence, accounting for 16% of leasing in 2025 and witnessing a growth of 22% in 2025 as compared to 2024. Large-format retailers continued to prefer well-established logistics corridors with scalable infrastructure, supporting regional distribution networks. In contrast, the share of 3PL activity moderated, declining from 21% in 2024 to 18% in 2025, reinforcing the ongoing shift toward direct leasing by end-users rather than outsourced logistics providers.

A pronounced spatial rebalancing was observed in 2025, with the Hoskote-Narsapura cluster emerging as the most dominant warehousing destination, accounting for 54% of the total leasing with 0.4 mn sq m (4.4 mn sq ft). This sharp rise was driven by multiple large, Grade A transactions across manufacturing, e-commerce, retail, and 3PL segments. The cluster's appeal continues to stem from its strong industrial ecosystem, proximity to consumption centres, and improving highway connectivity.

Nelamangala-Dabaspete, while still a key warehousing hub, witnessed a moderation in share, with overall transaction declining by 16% in 2025, compared to 2024. Although the share of the overall cluster has declined, a strong demand pull from the Dabaspete Micromarket is expected in the near future. The cluster continued to attract marquee occupiers across e-commerce, retail, manufacturing, and logistics, supported by its strategic location along National Highway 48 and its ability to cater to both regional and inter-state distribution requirements.

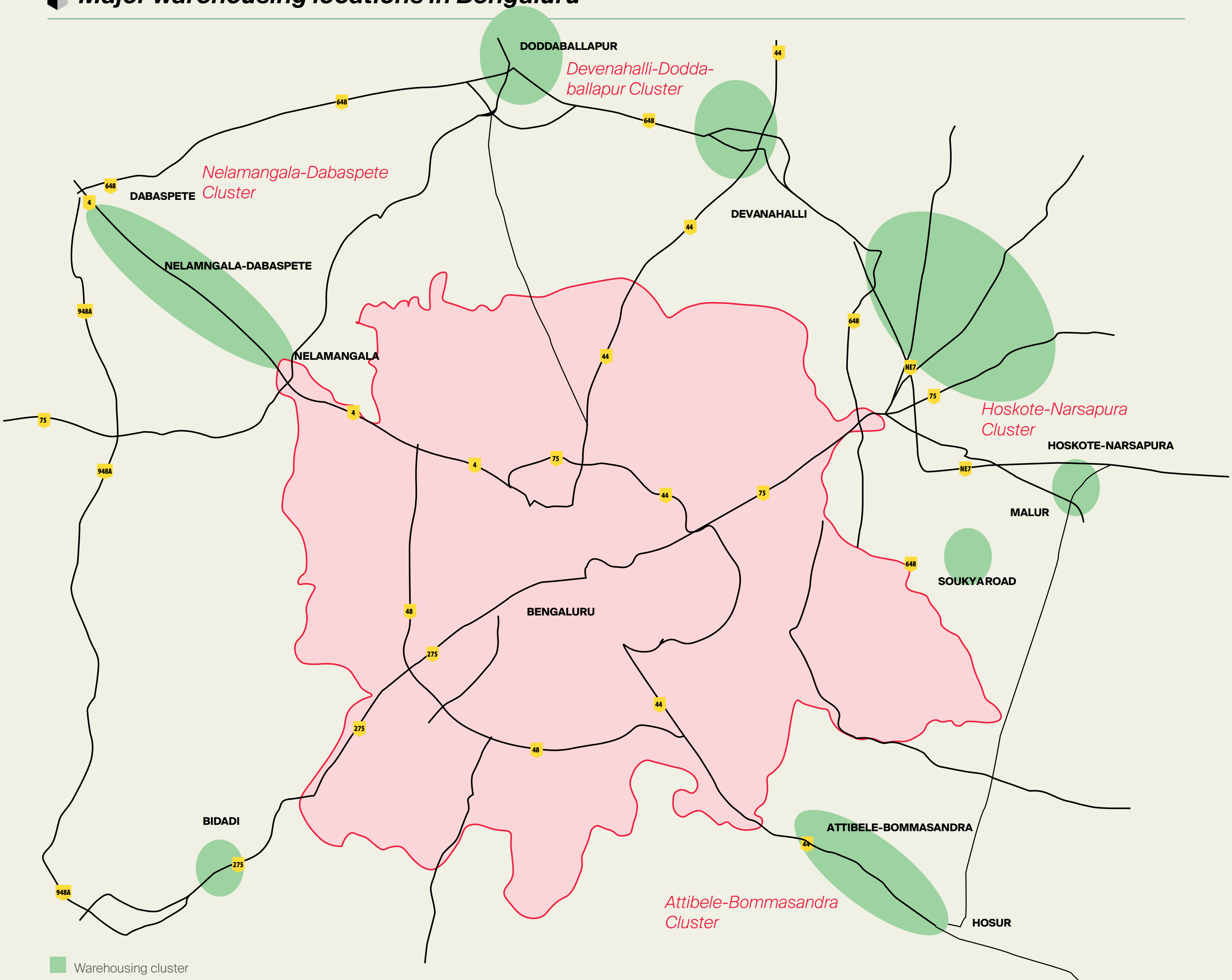
Attibele-Bommasandra saw a decline in leasing activity with its share reducing from 17% in 2024 to 6% in 2025. This reflects a gradual shift of large-format warehousing demand toward clusters offering larger land parcels, superior highway access, and lower congestion. Meanwhile, Devanahalli-Dodaballapur recorded measurable traction, accounting for 4% of the total leasing in 2025. Early activity in this corridor signals growing occupier interest, supported by improving infrastructure and proximity to North Bengaluru's industrial and aerospace ecosystem.

Quality continued to be a defining theme in 2025, with Grade A warehouses accounting for 82% of the total transactions, up sharply from 56% in 2024. This shift reflects occupiers' increasing preference for compliant, future-ready assets offering superior specifications, scalability, and operational efficiency. Grade B facilities accounted for just 18% of the leasing, largely driven by smaller and cost-sensitive occupiers. Across industries, manufacturing and e-commerce were the primary drivers of Grade A absorption.

End-use composition also evolved meaningfully, with industrial usage increasing from 10% of transacted area in 2024 to 23% in 2025. This shift highlights the growing demand for industrial-linked warehousing facilities, particularly from manufacturing occupiers. Warehousing-only usage continued to dominate at 77%, underscoring Bengaluru's sustained role as a logistics distribution hub.

Bengaluru's warehousing market remains structurally well-positioned for long-term growth, supported by expanding industrial activity, rising e-commerce penetration, and the steady upgradation of logistics infrastructure. With occupiers increasingly prioritizing Grade A assets, peripheral clusters with strong highway connectivity are expected to capture a larger share of future demand. As infrastructure projects around the city mature and occupier requirements evolve, Bengaluru is poised to further consolidate its position as one of Southern India's most important warehousing and logistics markets.

Major warehousing locations in Bengaluru



Warehousing cluster

Map is for representation and not to scale

Source: Knight Frank Research

Classification of warehousing locations into major clusters

Warehousing cluster	*Major warehousing locations*
Nelamangala-Dabaspete Cluster	Nelamangala, T Begur, Govenahalli, Dabaspete
Hoskote-Narsapura Cluster	Hoskote, Nidagatta, Thavarekere, Narsapura, Malur, Sulibele
Attibele-Bommasandra Cluster	Attibele, Bommasandra, Attibele-Anekal Road, Jigani, Hosur
Devanahalli-Doddaballapur	Devanahalli, Doddaballapur
In City	Across Bengaluru
Others	Soukya Road, Bidadi

Source: Knight Frank Research

Major infrastructure in Bengaluru

Name	Type
Satellite Town Ring Road	Road
NH 48/Mumbai-Bengaluru Highway	Road-NH
NH 75/Bengaluru-Tirupati Highway	Road-NH
NH 648/Nelamangala-Hosur Road	Road-NH
NH 44/Bengaluru-Hosur Road	Road-NH
Electronic City Elevated Expressway	Tolled Expressway
Nandi Infrastructure Corridor Enterprises Road (NICE Road) or Bengaluru-Mysuru Infrastructure Corridor (BMIC)	Tolled Expressway
Bengaluru-Mysuru Expressway	Tolled Expressway
Chennai-Bengaluru Industrial Corridor	Industrial Corridor
Bengaluru-Mumbai Industrial Corridor	Industrial Corridor
Kochi-Bengaluru Industrial Corridor	Industrial Corridor

Note: NH stands for National Highway
Source: Knight Frank Research

Select warehouse projects

Warehouse project	Warehouse cluster
Horizon Industrial Park	Nelamangala-Dabaspete
IndoSpace Industrial and Logistics Park	Nelamangala-Dabaspete, Attibele-Bommasandra, Hoskote-Narsapura
Ascendas Firstspace Industrial and Logistics Park	Hoskote-Narsapura
Mapletree Logistics Park	Hoskote-Narsapura
Sumadhura Industrial Park	Hoskote-Narsapura
AGP Industrial Park	Nelamangala-Dabaspete
Prologis X RMZ NXT Industrial Park	Hoskote-Narsapura

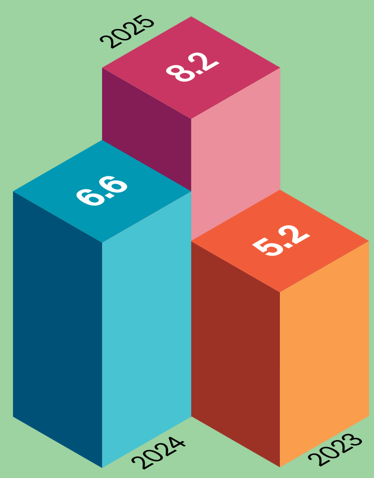
Source: Knight Frank Research

Top transactions during 2025

Occupier	Occupier industry	Warehouse cluster
Amazon	E-commerce	Nelamangala-Dabaspete
Honda	Manufacturing	Hoskote-Narsapura
Emmvee Energy Private Limited	Manufacturing	Hoskote-Narsapura
Blinkit	E-commerce	Hoskote-Narsapura
D Mart	Retail	Nelamangala-Dabaspete

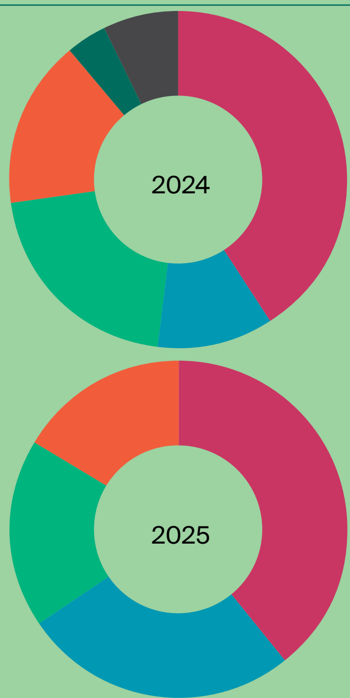
Source: Knight Frank Research

Warehousing market transaction volume



Source: Knight Frank Research

Industry-split of transaction volume



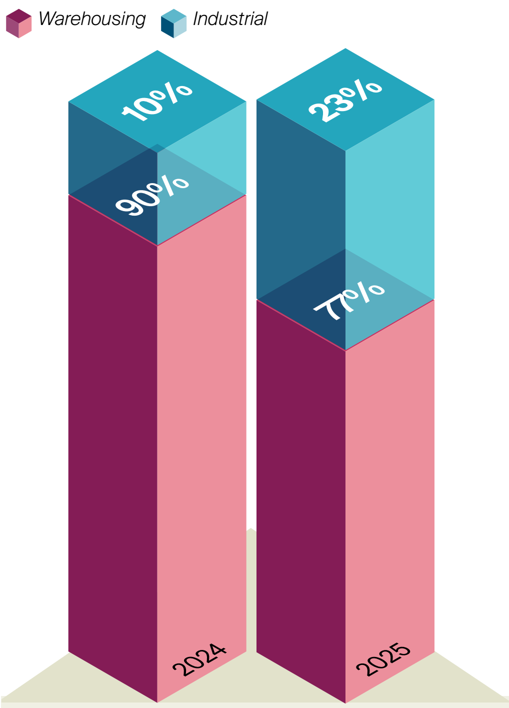
	2024	2025
Other Manufacturing	41%	39%
E-commerce	11%	26%
3PL	21%	18%
Retail	16%	16%
Miscellaneous	4%	0%
FMCG	7%	0%

Source: Knight Frank Research

Notes: **Other Manufacturing** – These include all manufacturing sectors (automobile, electronics, pharmaceutical, etc.) except FMCG and FMCD.

Miscellaneous – These include services such as telecom, real estate, document management, agricultural warehousing and publishing.

Transaction share by end-use of space

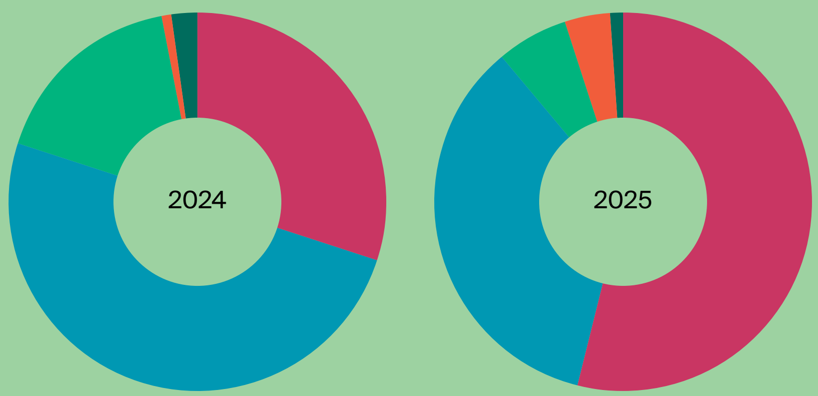


Source: Knight Frank Research

Notes:

- Industrial space relates to the area taken up for core manufacturing/engineering activities
- Warehousing space relates to space taken up for storage, and includes light manufacturing/assembling activities.

Cluster-split of transaction



	2024	2025
Hoskote-Narsapura	30%	54%
Nelamangala-Dabaspete	50%	35%
Attibele-Bommasandra	17%	6%
Devanahalli-Dodaballapur	1%	4%
Others	2%	1%
In City	0%	0%

Source: Knight Frank Research

Land rate and rents

Warehouse cluster	Location	Land rate (INR Mn/acre)	Grade A Rent in INR/sq m/month (INR/sq ft/month)	Grade B Rent in INR/sq m/month (INR/sq ft/month)
Attibele-Bommasandra Cluster	Bommasandra-Jigani	150-200	280 – 452 (26–42)	237 – 301 (22–28)
	Attibele-Anekal	40-70	258 – 301 (24–28)	237 – 280 (22–26)
	Hosur	18-45	237 – 280 (22–26)	226 – 248 (21–23)
Devanahalli-Doddabalapur	Doddaballapur	30-55	248 – 269 (23–25)	237 – 258 (22–24)
	Devanahalli	70-100	323 – 484 (30–45)	280 – 323 (26–30)
Hoskote-Narsapura	Hoskote	30-70	269 – 291 (25–27)	237 – 269 (22–25)
	Narsapura	30-55	269 – 301 (25–28)	258 – 269 (24–25)
	Soukya Road	45-80	269 – 301 (25–28)	258 – 280 (24–26)
Nelamangala-Dobbaspet	Nelamangala	35-65	269 – 291 (25–27)	205 – 258 (19–24)
In City	Across Bengaluru	30-240	NA	NA
Others	Bidadi	35-65	248 – 301 (23–28)	226 – 258 (21–24)

Source: Knight Frank Research

Bhubaneshwar

Bhubaneswar continued to consolidate its position as an important Tier II warehousing market in eastern India during 2025, supported by improving infrastructure, port-led trade linkages and a steadily expanding consumption base. The city benefits from its strategic proximity to key industrial and logistics nodes in Odisha, along with access to Paradip and Dhamra ports, which has strengthened its role as a regional distribution hub for both intra-state and neighbouring markets.

Warehousing transaction volumes in 2025 witnessed a 45% increase, with total leasing of 0.03 mn sq m (0.4 mn sq ft), reflecting sustained occupier interest due to the availability of quality warehousing stock in emerging clusters. Leasing activity was primarily driven by 3PL operators, which contributed 44% to the overall leasing, supported by increased outsourcing of logistics functions by FMCG, FMCD and retail companies.

Manufacturing occupiers also maintained a steady presence with 28% share in leasing volumes, driven by requirements from food processing, metals and allied industries operating within and around the city. E-commerce activity contributed 11%, with occupiers focusing on network optimisation and last-mile efficiency rather than aggressive capacity expansion.

From a spatial perspective, the Chandaka cluster emerged as the most active warehousing hub in 2025, accounting for 41% share of overall transactions. The cluster benefitted from improving road connectivity, availability of larger land parcels and growing traction among organised developers.

The Bhubaneswar-Cuttack Road (NH-16) corridor retained its strategic importance as a premium logistics belt with 34% share, supported by its location along a major economic corridor connecting multiple industrial clusters. Secondary locations such as Pitapalli and Tangi continued to attract regional players catering to city-level and nearby district demand.

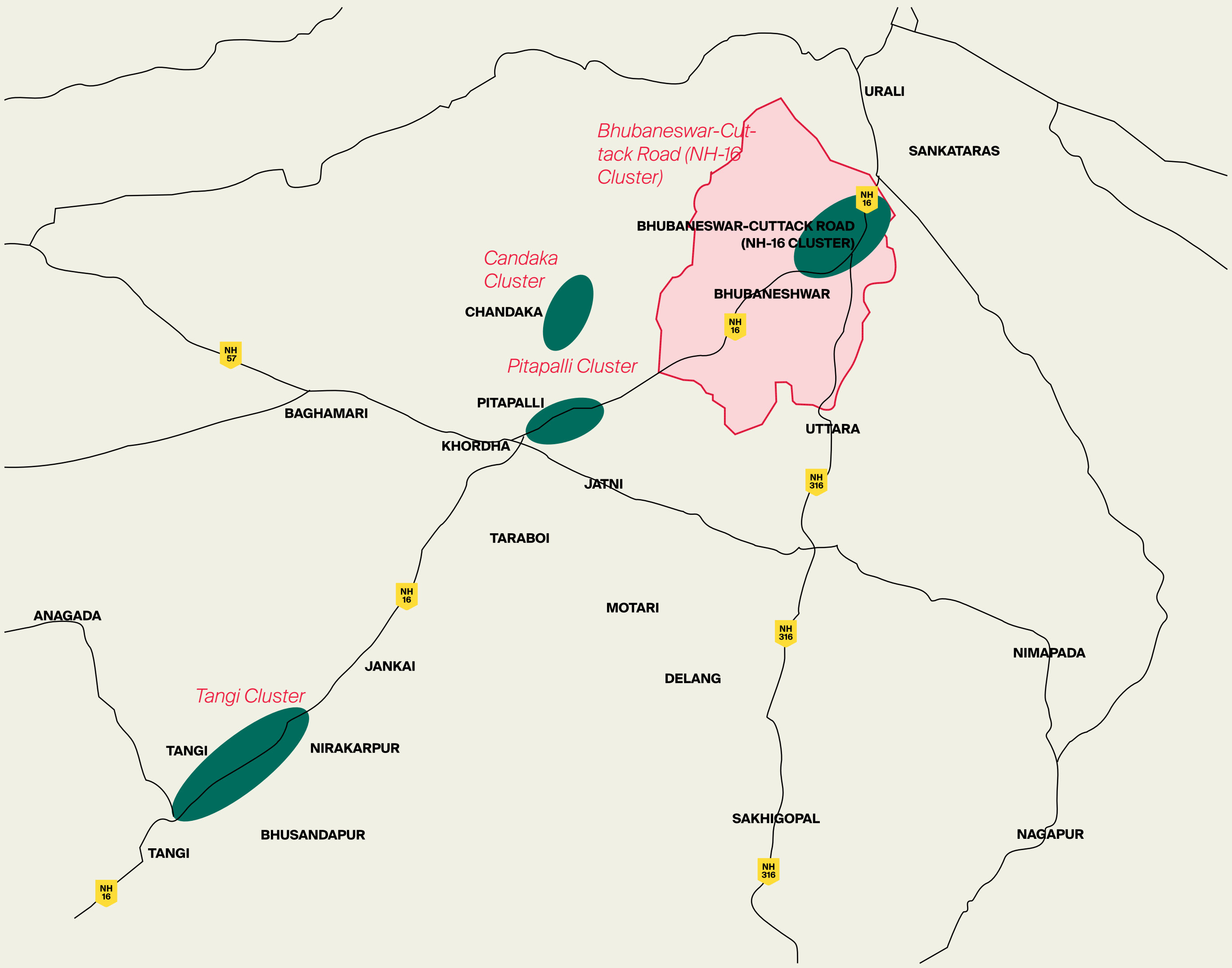
Warehousing remained the sole end-use driving space take-up during the year, underscoring Bhubaneswar's evolution as a logistics-focused market rather than an industrial manufacturing destination.

Notably, Grade A warehouses accounted for 100% of the total leasing activity in 2025, underscoring a decisive shift toward compliant, high-specification facilities. This transition has been driven by improving infrastructure, the entry of organised developers, and occupiers' preference for strategically located assets capable of supporting efficient regional distribution.

Rental rates for warehousing facilities in Bhubaneswar range from INR 226-258/sq m/month (INR 21-24/sq ft/month) across key logistics clusters. The Bhubaneswar-Cuttack Road (NH-16) corridor commands the highest rentals, reflecting superior connectivity and established logistics infrastructure.

Supported by the Odisha Logistics Policy, ongoing infrastructure upgrades and rising consumption-led demand, Bhubaneswar's warehousing market is expected to remain structurally resilient. As supply chains become more organised and occupier requirements increasingly specification-driven, the city is likely to witness a gradual shift toward larger, institutional-grade warehousing developments, reinforcing its role as a key regional logistics hub in eastern India.

Major warehousing locations in Bhubaneshwar



Warehousing cluster

Map is for representation and not to scale

Source: Knight Frank Research

Classification of warehousing locations into major clusters

Warehousing cluster	Major warehousing locations
Bhubaneswar-Cuttack Road (NH-16 Cluster)	Rudrapur, Mancheswar, Nakhara, Pahala, Phulnakhara, Patia, Chaudwar
Tangi	Tangi, Mongoli, Kesura
Pitapalli	Khordha, Off Khandagari
Chandaka	Kantabada, Barang area, Haridamada, Giringaput

Source: Knight Frank Research

Major infrastructure in Bhubaneshwar

Name	*Type*
NH 16/Bhubaneswar-Cuttack Highway	Road-NH
NH 316/Bhubaneswar-Puri	Road-NH
Capital Region Ring Road (Bhubaneswar Bypass)	Road

Note: NH stands for National Highway
Source: Knight Frank Research

Select warehouse projects

Warehouse project	*Warehouse cluster*
Kingston Logistics Park	Bhubaneswar-Cuttack Road (NH-16 Cluster)
TVS Industrial & Logistics Park	Chandaka

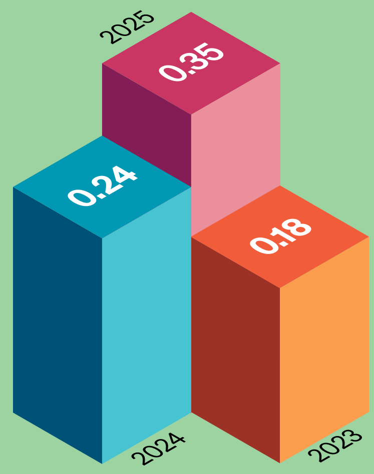
Source: Knight Frank Research

Top transactions during 2025

Occupier	*Occupier industry*	*Warehouse cluster*
CRPL Infra Pvt Ltd	3PL	Chandaka
Airtel	Others	Pitapalli
Shanker Logistics	3PL	Chandaka

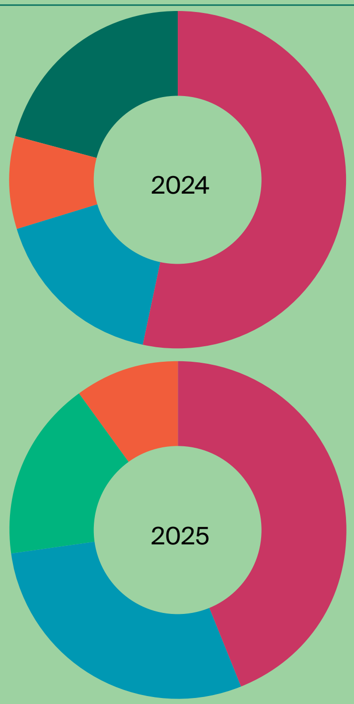
Source: Knight Frank Research

Warehousing market transaction volume



Source: Knight Frank Research

Industry-split of transaction volume



	2024	*2025*
3PL	54%	44%
Other Manufacturing	17%	29%
Miscellaneous	0%	17%
E-commerce	9%	10%
FMCD	21%	0%

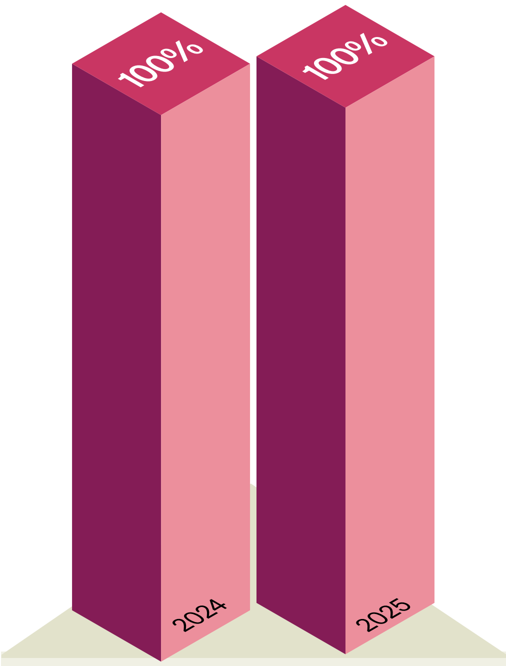
Source: Knight Frank Research

Notes: **Other Manufacturing** – These include all manufacturing sectors (automobile, electronics, pharmaceutical, etc.) except FMCG and FMCD.

Miscellaneous – These include services such as telecom, real estate, document management, agricultural warehousing and publishing.

Transaction share by end-use of space

Warehousing Industrial

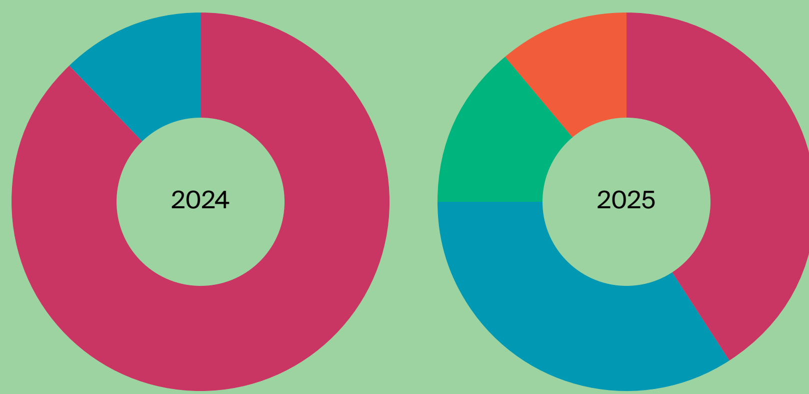


Source: Knight Frank Research

Notes:

- Industrial space relates to the area taken up for core manufacturing/engineering activities
- Warehousing space relates to space taken up for storage, and includes light manufacturing/assembling activities.

Cluster-split of transaction



	2024	2025
Chandaka	88%	41%
Bhubaneswar-Cuttack Road (NH-16 Cluster)	12%	34%
Tangi	0%	14%
Pitapalli	0%	11%

Source: Knight Frank Research

Land rate and rents

Warehouse cluster	Location	Land rate (INR Mn/acre)	Grade A Rent in INR/sq m/month (INR/sq ft/month)	Grade B Rent in INR/sq m/month (INR/sq ft/month)
Bhubaneswar-Cuttack Road (NH-16 Cluster)	Pahala	-	323-377 (30-35)	291-312 (27-29)
	Phulnakhara	-	269-323 (25-30)	237-258 (22-24)
Tangi	Tangi	-	226-248 (21-23)	194-215 (18-20)
	Kesur	-	226-248 (21-23)	194-215 (18-20)
Pitapalli	Khordha	-	226-248 (21-23)	194-215 (18-20)
	Off Khandagari	-	226-248 (21-23)	194-215 (18-20)
Chandaka	Kantabada	-	226-248 (21-23)	194-215 (18-20)
	Barang area	-	226-248 (21-23)	194-215 (18-20)

Source: Knight Frank Research

5

Chennai

Chennai's warehousing transaction volumes surged 42% YoY in 2025, reaching 0.77 mn sq m (8.3 mn sq ft). Leasing activity was primarily driven by the manufacturing sector (besides FMCG and FMCD), which accounted for 59% of the total demand, recording a 57% YoY increase in transacted volumes, and cementing Chennai's prominence as a manufacturing and industrial hub. The retail and FMCD sectors also witnessed healthy expansion. Preference for Grade A warehouses remained strong, accounting for 98% of the total transactions, while Grade B facilities constituted just 2%.

Chennai's strategic coastal location has established it as a key trade and industrial hub, supported by major ports such as Chennai Port, Ennore Port, and Kattupalli Port. Proximity to maritime infrastructure has historically driven growth in automobile manufacturing, textiles, and heavy engineering, which continue to be the primary demand drivers for warehousing and industrial space. In recent years, E-commerce and retail occupiers have also contributed meaningfully to demand. Warehousing activity in the city is concentrated across three major clusters: the south-west and western periphery, the northern belt, and the southern region.

The Sriperumbudur-Oragadam cluster, bound by GST Road (Chennai-Trichy Highway) to the south and Poonamallee High Road (Mumbai Highway) to the west, remains Chennai's most dominant warehousing and industrial hub. The Mannur-Thiruvallur belt, including Mevalurkuppam, Mappedu, Mannur, Pollivakkam, and Thiruvallur, also forms part of this cluster. Known for its strong manufacturing ecosystem, it serves as the city's primary hub for automobile manufacturing and ancillary industries. In 2025, this cluster accounted for 77% of Chennai's total warehousing transactions, with the manufacturing sector emerging as the key occupier.

The NH 16/GNT Road-Periyapalayam cluster comprises northern locations along the Grand Northern Trunk Road (Chennai-Srikakulam Highway). Traditionally an industrial belt, the cluster has increasingly attracted e-commerce, FMCG, and large 3PL players, particularly along the Red Hills stretch. In 2025, the cluster accounted for 21% of Chennai's total warehousing transactions, with manufacturing and 3PL occupiers dominating activity.

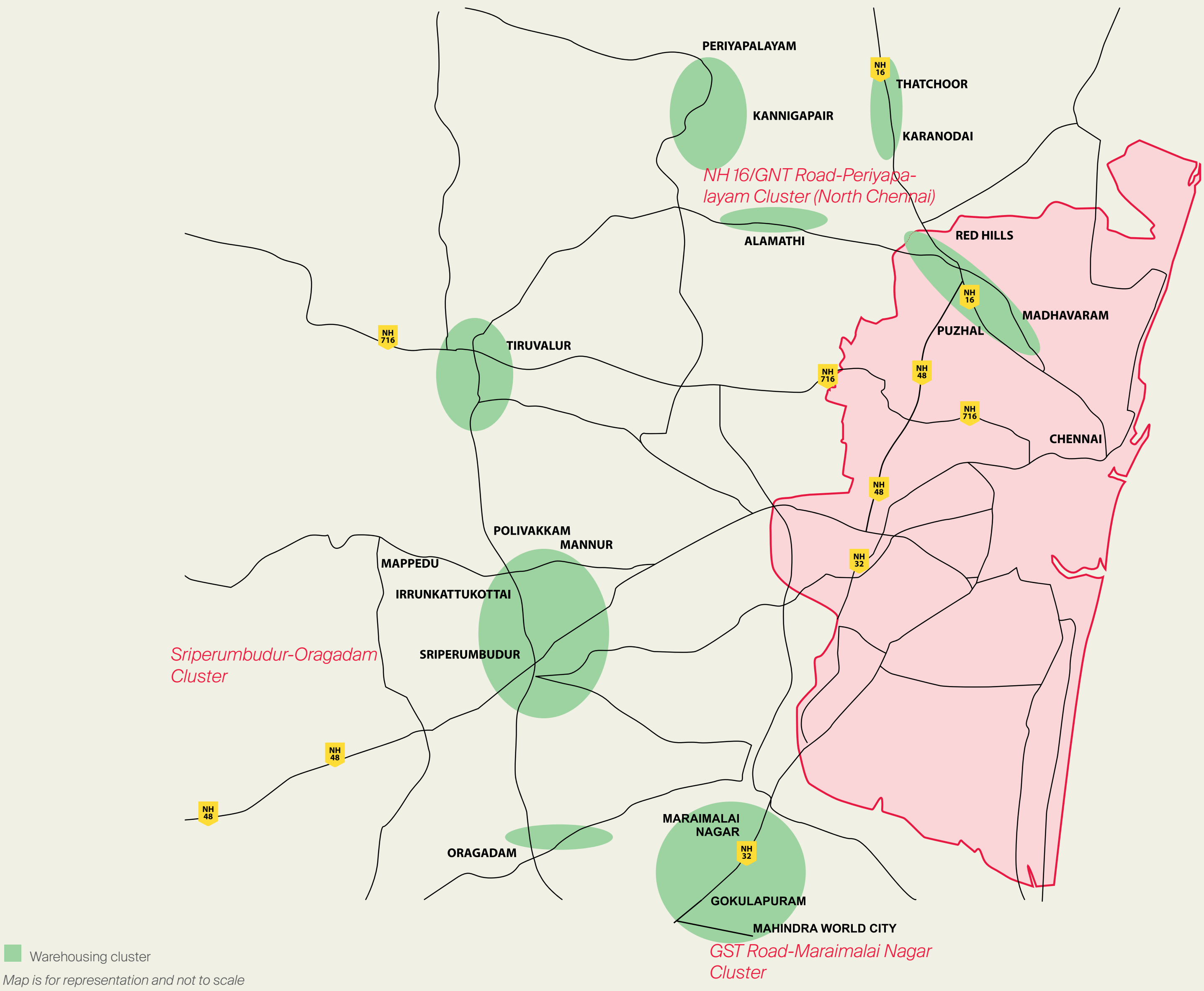
The GST Road-Maraimalai Nagar cluster, located in Chennai's south-eastern corridor and covering Chengalpattu, Sengundram Industrial Area, and Maraimalai Nagar, caters to emerging industrial demand as well as spillover demand from the Sriperumbudur-Oragadam cluster. This cluster accounted for 2% of the total warehousing transactions in 2025.

Space take-up dynamics shifted in 2025, with the industrial segment, encompassing light to heavy manufacturing activities within warehousing parks, increasing its share to 54%, up from 46% in the previous year. Storage-led warehousing demand accounted for the remaining 46%.

Land values and rents firmed up across key micromarkets in 2025, reflecting strong occupier demand and limited availability of large land parcels. Land prices increased in the Sriperumbudur-Oragadam micromarkets (Mappedu, Mannur, and Pollivakkam) and the NH 16/GNT Road-Periyapalayam belt (Cholavaram, Madhavaram, Puzhal, and Periyapalayam). Grade A rents in the Sriperumbudur-Oragadam cluster ranged between INR 237-301/sq m/month (INR 22-28/sq ft/month), while rents were marginally lower in the NH 16/GNT Road-Periyapalayam cluster at INR 205-248/sq m/month (INR 19-23/sq ft/month). Rentals in the GST Road-Maraimalai Nagar cluster were relatively higher, ranging from INR 280-312/sq m/month (INR 26-29/sq ft/month).

As a major manufacturing hub, Chennai plays a critical role in India's economy, particularly across the automotive, electronics, and engineering sectors. Beyond automobiles, the city's manufacturing base spans electrical and electronic components, fabrication, plastic injection moulding, and diversified engineering products. This sustained industrial expansion continues to strengthen Chennai's position as a key driver of India's manufacturing ecosystem, translating into robust demand for warehousing and logistics infrastructure. Supported by infrastructure upgrades and government initiatives, the outlook for Chennai's warehousing market remains firmly positive.

Major warehousing locations in Chennai



Map is for representation and not to scale

Source: Knight Frank Research

Classification of warehousing locations into major clusters

Warehousing cluster	Major warehousing locations
Sriperumbudur-Oragadam Cluster	Irrungattukottai, Sriperumbudur, Oragadam and other locations on the in-roads branching from Sriperumbudur. Mevalurkuppam, Mappedu, Mannur, Pollivakkam and Thiruvallur
NH 16/GNT Road-Periyapalayam Cluster (North Chennai)	Periyapalayam Road, Thatchoor, Gummudipoondi. NH 16/GNT Road-Redhills Belt: Includes Madhavaram, Manali, Red Hills, Puzhal, Karanodai, Alamathi and Poochettipedu
GST Road-Maraimalai Nagar Cluster	Maraimalai Nagar, in and around Mahindra World City, Sengundram Industrial area, Chengalpattu

Source: Knight Frank Research

Major infrastructure in Chennai

Name	Type
Chennai Port	Port
Ennore Port	Port
NH 16/Grand Northern Trunk Road	Road-NH
NH 32/East Coast Road	Road-NH
NH 45/Grand Southern Trunk Road	Road-NH
NH 48/Poonamallee High Road	Road-NH
NH 716/Chennai-Thiruvallur High Road	Road-NH
Chennai-Bengaluru Industrial Corridor	Industrial Corridor
Visakhapatnam Chennai Industrial Corridor	Industrial Corridor
Tamil Nadu Defence Industrial Corridor	Industrial Corridor
Chennai MMLP	MMLP
Chennai International Airport	Airport

Note: NH stands for National Highway
Source: Knight Frank Research

Select warehouse projects

Warehouse project	Warehouse cluster
Logos Park	Sriperumbudur-Oragadam Cluster
Indospace	Sriperumbudur-Oragadam Cluster
CCI Logistic	Sriperumbudur-Oragadam Cluster
Sammera Group	NH 16/GNT Road-Periyapalayam Cluster
House of Hiranandani	NH 16/GNT Road-Periyapalayam Cluster
Welspun	NH 16/GNT Road-Periyapalayam Cluster

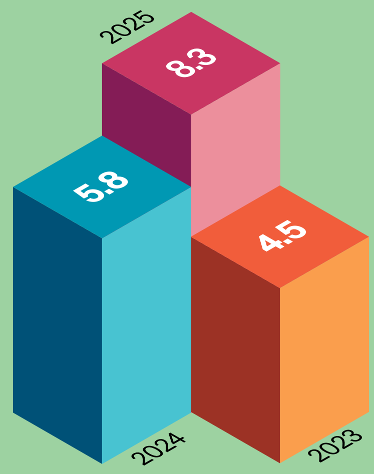
Source: Knight Frank Research

Top transactions during 2025

Occupier	Occupier industry	Warehouse cluster
Dixon IT	Other Manufacturing	Sriperumbudur-Oragadam
Vikram Solar	Other Manufacturing	Sriperumbudur-Oragadam
DHL	3PL	NH 16-Periyapalayam
DHL	3PL	Sriperumbudur-Oragadam
Yazaki India	Other Manufacturing	Sriperumbudur-Oragadam

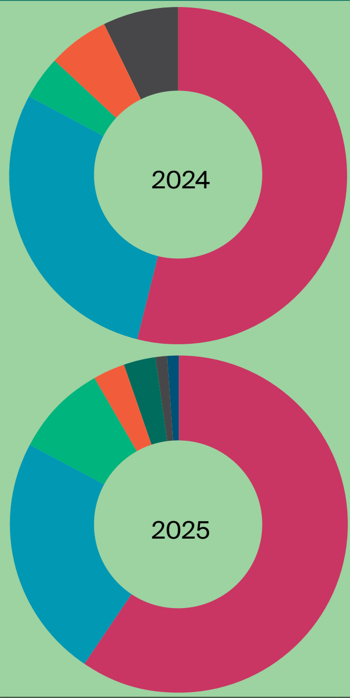
Source: Knight Frank Research

Warehousing market transaction volume



Source: Knight Frank Research

Industry-split of transaction volume



	2024	2025
Other Manufacturing	54%	59%
3PL	29%	23%
FMCD	4%	9%
Retail	6%	3%
Miscellaneous	0%	3%
E-commerce	7%	1%
FMCG	0%	1%

Source: Knight Frank Research

Notes: Other Manufacturing – These include all manufacturing sectors (automobile, electronics, pharmaceutical, etc.) except FMCG and FMCD.

Miscellaneous – These include services such as telecom, real estate, document management, agricultural warehousing and publishing.

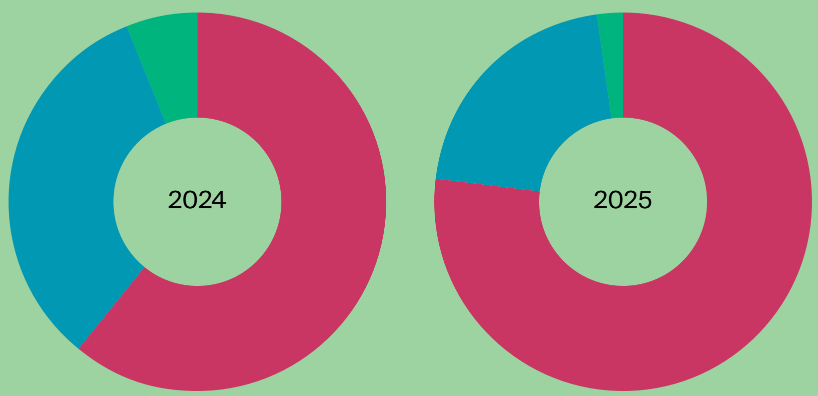
Transaction share by end-use of space

Source: Knight Frank Research

Notes:

- Industrial space relates to the area taken up for core manufacturing/engineering activities
- Warehousing space relates to space taken up for storage, and includes light manufacturing/assembling activities.

Cluster-split of transaction



	2024	2025
Sriperumbudur – Oragadam	61%	77%
NH 16 – Periyapalayam	33%	21%
Maraimalai Nagar	6%	2%

Source: Knight Frank Research

Land rate and rents

Warehouse cluster	Location	Land rate (INR Mn/acre)	Grade A Rent in INR/sq m/month (INR/sq ft/month)	Grade B Rent in INR/sq m/month (INR/sq ft/month)
Sriperumbudur-Oragadam Cluster	Sriperumbudur	22-27	280-301 (26-28)	237-269 (22-25)
	Oragadam	24-30	280-301 (26-28)	237-269 (22-25)
	Mappedu	17-23	237-258 (22-24)	215-248 (20-23)
	Mannur	20-25	237-269 (22-25)	215-248 (20-23)
	Irungattukottai	50-60	280-323 (26-30)	237-269 (22-25)
	Pollivakkam	20-25	226-258 (21-24)	215-248 (20-23)
NH 16/GNT Road -Periyapa-layam Cluster (North Chennai)	Cholavaram	18-23	215-248 (20-23)	205-248 (19-23)
	Red Hills	20-25	215-248 (20-23)	215-237 (20-22)
	Karanodai	22-25	215-248 (20-23)	205-237 (19-22)
	Madhavaram	120-150	237-269 (22-25)	215-258 (20-24)
	Puzhal	90-110	226-258 (21-24)	215-248 (20-23)
	Periyapalayam	18-23	205-237 (19-22)	194-226 (18-21)
GST Road-Maraimalai Nagar Cluster	In and around Mahindra World City	35-40	280-301 (26-28)	258-280 (24-26)
	Maraimalai Nagar	80-100	291-312 (27-29)	269-291 (25-27)

Source: Knight Frank Research

6

Coimbatore

Strategically located in the heart of the southern peninsula, Coimbatore offers seamless connectivity to Bengaluru, north Kerala, south Karnataka, and western and southern Tamil Nadu. This locational advantage has encouraged several 3PL and e-commerce players to establish warehousing facilities in the city, enabling them to service a wide regional market from a single distribution point.

Leasing activity in 2025 declined by 29% YoY to 0.05 mn sq m (0.5 mn sq ft), primarily due to the limited availability of Grade A warehousing stock rather than any real decline in occupier interest. This dip in market activity follows two consecutive years of growth, and the occupier enquiries floating in the market necessitate fresh development in this supply starved market. The city's strong industrial base, anchored by textiles, engineering, and auto components, combined with its strategic location and improving logistics infrastructure, continues to reinforce its attractiveness as a key warehousing hub in South India. Absorption remains skewed toward Grade A warehouses, as occupiers increasingly prioritize modern infrastructure, regulatory compliance, and operational efficiency to support expanding supply chains.

Avinashi Road and Pollachi & Palladam-Cochin Frontier Road constitute the two primary warehousing clusters in Coimbatore.

The Avinashi Road cluster, comprising Neelambur, IOC-L&T Bypass Road, and Avinashi, has emerged as a homogeneous industrial and warehousing belt hosting a diverse mix of industries. This cluster accounted for 33% of the total warehousing transactions in 2025.

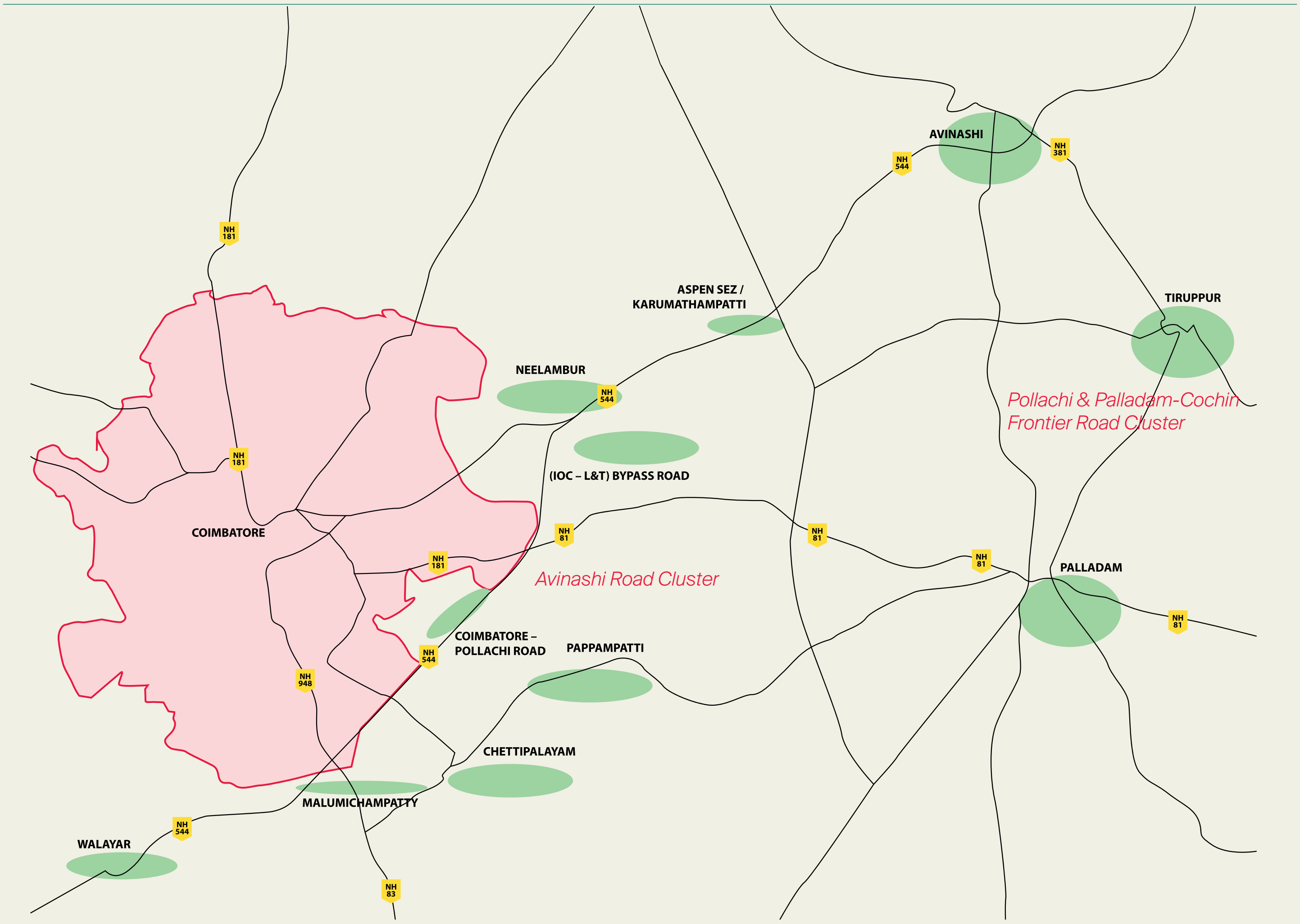
The Pollachi & Palladam-Cochin Frontier Road cluster, covering Pollachi, Chettipalayam, Malumichampatty, Palladam, and Walayar, caters largely to 3PL, E-commerce, and FMCG/FMCD occupiers. Its proximity to Kerala provides efficient access to the consumption markets of Coimbatore city and Kochi, making it a preferred location for regional distribution. The cluster dominated market activity, accounting for 67% of the total warehousing transactions in 2025.

Space take-up dynamics shifted notably in 2025, with storage-led warehousing demand accounting for 52% of the total transacted space. At the same time, the rise in light manufacturing and assembly activities led to a sharp increase in the industrial segment's share to 48%, up from 14% in 2024, indicating a growing integration of manufacturing functions within warehousing parks.

Land prices appreciated during 2025, with increases observed across IOC-L&T Bypass, Aspen SEZ/Karumathampatti, and Avinashi micromarkets within the Avinashi Road cluster, as well as Coimbatore-Pollachi Road and Malumichampatty in the Pollachi & Palladam-Cochin Frontier Road cluster. Warehousing rents, however, remained largely stable, with no significant change recorded during the year.

Coimbatore's warehousing market is poised for steady growth, supported by ongoing industrial expansion, infrastructure upgrades, and government initiatives. The Coimbatore Master Plan 2041 is expected to play a critical role by outlining key development priorities to further strengthen the city's position as an industrial and logistics hub. Government-backed projects including a jewellery industrial complex, an IT park, and major road infrastructure upgrades are set to enhance connectivity and stimulate demand for modern warehousing. Additionally, a new industrial park scheduled for completion by 2026 will further strengthen supply chain capabilities. With rising absorption of Grade A warehouses and sustained demand from 3PL, manufacturing, and E-commerce occupiers, the sector's growth trajectory remains intact. Continued support for SMEs and MSMEs, led by industry bodies such as CODISSIA, will further underpin long-term warehousing demand.

Major warehousing locations in Coimbatore



Warehousing cluster

Map is for representation and not to scale

Source: Knight Frank Research

Classification of warehousing locations into major clusters

Warehousing cluster	Major warehousing locations
Avinashi Road Cluster	Neelambur, Aspen SEZ/Karumathampatti, Avinashi, Tiruppur, other locations on Coimbatore-Avinashi Road (NH 544), and Indian Oil Corporation-Larsen & Toubro (IOC-L&T) Bypass Road
Pollachi & Palladam-Cochin Frontier Road Cluster	Coimbatore-Pollachi Road, Malumichampatty, Chettipalayam, Pappampatti, Palladam, Walayar

Source: Knight Frank Research

Major infrastructure in Coimbatore

Name	Type
NH 544/Salem-Kochi Highway/Avinashi Road	Road-NH
NH 948/Bengaluru Road	Road-NH
NH 181/Mettupalayam Road	Road-NH
NH 81/Trichy Road	Road-NH
NH 83/Pollachi Road	Road-NH
Tamil Nadu Defence Industrial Corridor	Industrial Corridor
Coimbatore MMLP	MMLP

Note: NH stands for National Highway
Source: Knight Frank Research

Select warehouse projects

Warehouse project	Warehouse cluster
TVS Industrial Park-Appanaickenpatti	Pollachi & Palladam-Cochin Frontier Road Cluster
NDR Warehousing-Chettipalayam	Pollachi & Palladam-Cochin Frontier Road Cluster
Indospace	Pollachi & Palladam-Cochin Frontier Road Cluster
NDR Warehousing-Othakalmandapam	Pollachi & Palladam-Cochin Frontier Road Cluster
NDR Warehousing-Ettimadai	Pollachi & Palladam-Cochin Frontier Road Cluster

Source: Knight Frank Research

Top transactions during 2025

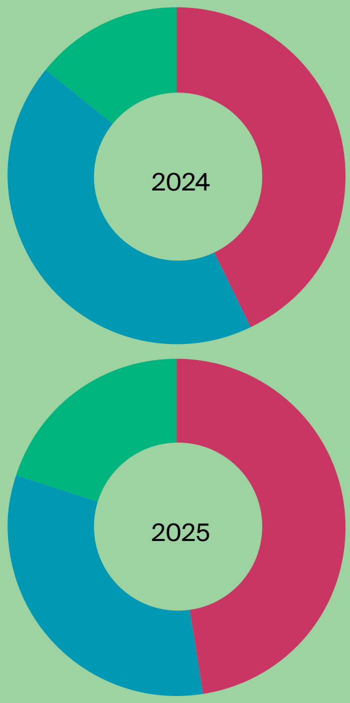
Occupier	Occupier industry	Warehouse cluster
Swiggy	Ecommerce	Avinashi Road
TCI Supply Chain Solutions	3PL	Pollachi & Palladam-Cochin Frontier Road Cluster

Source: Knight Frank Research

Warehousing market transaction volume

Source: Knight Frank Research

Industry-split of transaction volume



	2024	2025
Other Manufacturing	43%	48%
E-commerce	43%	33%
3PL	14%	20%

Source: Knight Frank Research
Notes: **Other Manufacturing** – These include all manufacturing sectors (automobile, electronics, pharmaceutical, etc.) except FMCG and FMCD.
Miscellaneous – These include services such as telecom, real estate, document management, agricultural warehousing and publishing.

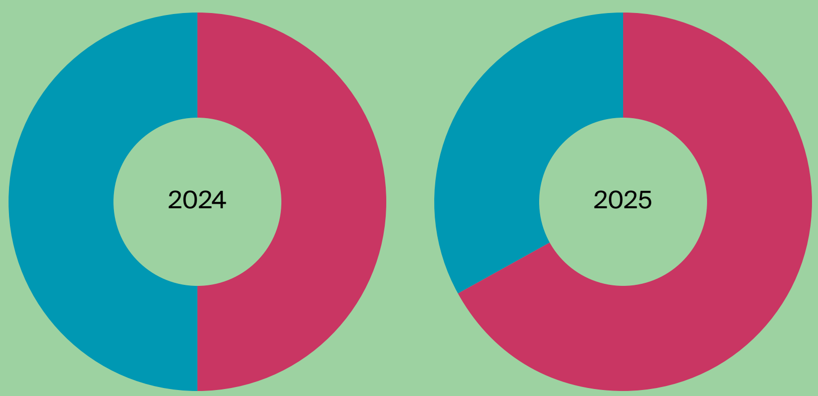
Transaction share by end-use of space

Source: Knight Frank Research

Notes:

- Industrial space relates to the area taken up for core manufacturing/engineering activities
- Warehousing space relates to space taken up for storage, and includes light manufacturing/assembling activities.

Cluster-split of transaction



	2024	2025
Pollachi & Palladam-Cochin Frontier Road cluster	50%	67%
Avinashi Road cluster	50%	33%

Source: Knight Frank Research

Land rate and rents

Warehouse cluster	Location	Land rate (INR Mn/acre)	Grade A Rent in INR/sq m/month (INR/sq ft/month)	Grade B Rent in INR/sq m/month (INR/sq ft/month)
Avinashi Road cluster	Neelambur	60 – 80	No Grade A	194 – 237 (18 – 22)
	IOC-L&T Bypass	30 - 40	No Grade A	172 – 194 (16 – 18)
	Aspen SEZ/ Karumathampatti	20 – 24	No Grade A	161 – 194 (15 – 18)
	Avinashi	35 – 45	No Grade A	161 – 194 (15 – 18)
	Tiruppur	15 – 20	No Grade A	151 – 172 (14 – 16)
Pollachi & Palladam-Cochin Frontier Road cluster	Coimbatore-Pollachi Road	20 – 22	205 – 237 (19 – 22)	194 – 226 (18 – 21)
	Malumichampatty	25 – 30	215 – 248 (20 – 23)	183 – 205 (17 – 19)
	Palladam	12 – 17	183 – 215 (17 – 20)	172 – 194 (16 – 18)
	Walayar	13 – 18	161 – 194 (15 – 18)	151 – 172 (14 – 16)

Source: Knight Frank Research

Guwahati

Guwahati continued to reinforce its position as the primary warehousing and logistics gateway to Northeast India in 2025, supported by its strategic location, improving infrastructure and growing consumption-led demand across the region. As Assam's largest urban centre, the city plays a pivotal role in servicing the northeastern states, acting as a consolidation and redistribution hub for goods moving from eastern India into the Northeast.

The city benefits from strong multi-modal connectivity, including national highways linking it to Kolkata, Siliguri and upper Assam, rail connectivity across the Northeast, an international airport, and inland waterway access via the Brahmaputra. This integrated connectivity framework has sustained occupier interest in organised warehousing, even as broader eastern India markets witnessed selective consolidation during the year.

Warehousing transaction volumes declined by 31% in 2025, with total leasing of 0.07 mn sq m (0.7 mn sq ft), reflecting a phase of consolidation across occupiers rather than a weakening of demand fundamentals. Many occupiers focused on network optimisation, renewals and utilisation of existing facilities following earlier expansion cycles, resulting in fewer large-format transactions.

At an industry level, leasing activity was dominated by FMCG and E-commerce occupiers, which together accounted for 71% of the total transactions. FMCG players led with a 49% share, driven by companies such as Dabur, Reliance (Campa Cola) and AWL, which continued to strengthen regional distribution networks to service the Northeast. E-commerce occupiers contributed 22%, with players such as Swiggy and Udaan remaining active, though expansion during the year was largely consolidation-led, focused on improving last-mile reach and hub-and-spoke efficiencies rather than aggressive capacity addition.

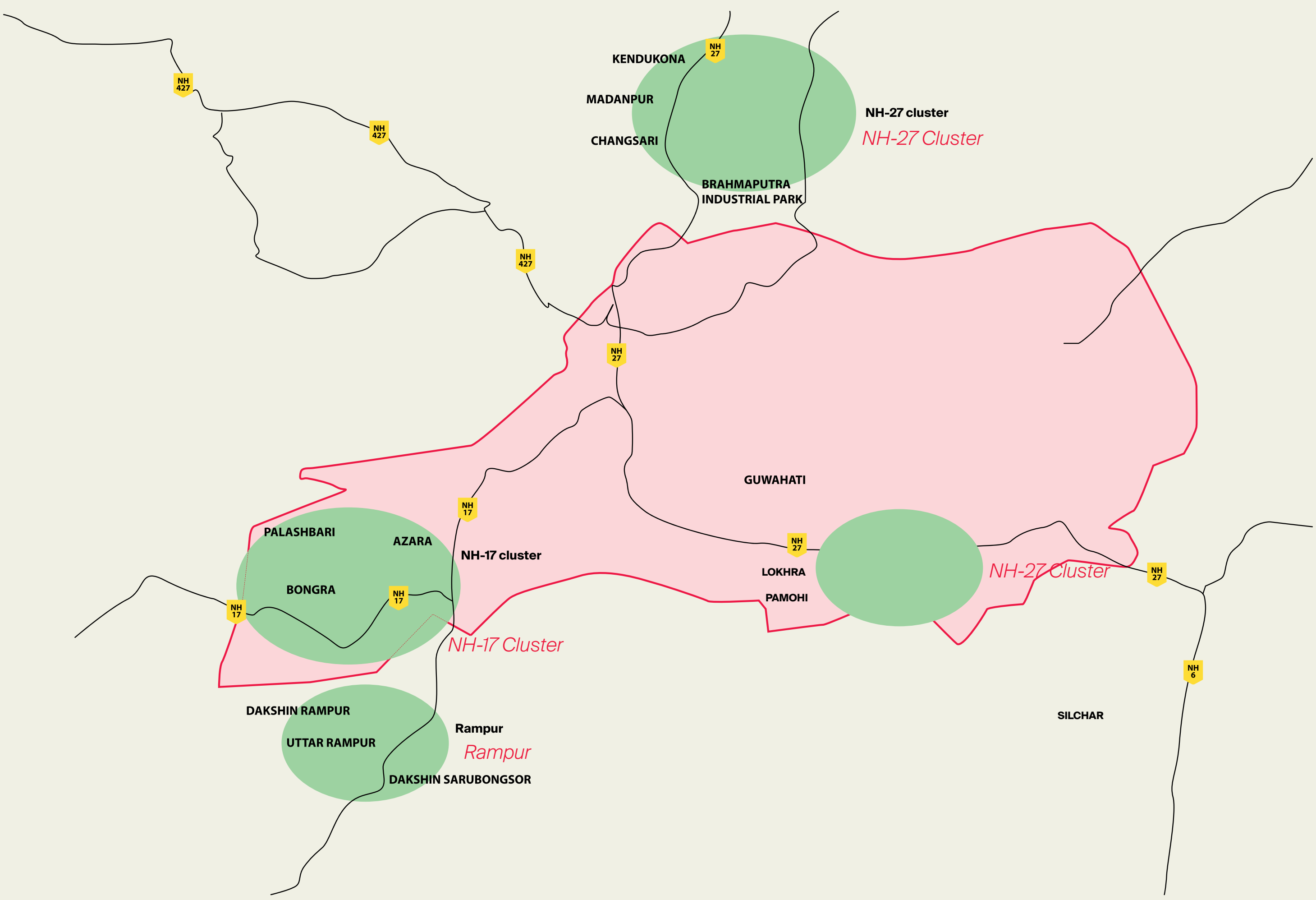
From a cluster perspective, leasing activity continued to concentrate along the NH-17 and NH-27 corridors, which contributed 61% and 39% respectively to the overall space take-up in 2025. The NH-27 cluster remained attractive for large-format logistics and distribution facilities due to land availability and connectivity to northern and western Assam. Meanwhile, the NH-17 corridor benefitted from its proximity to the airport and a strong presence of FMCG and pharmaceutical occupiers, reinforcing its role as a preferred warehousing belt for time-sensitive and consumption-oriented logistics.

In terms of asset quality, Grade A warehouses accounted for 100% of transactions, reflecting occupiers' strong preference for newer, compliant facilities. During 2025, demand increasingly tilted toward better-specified assets, particularly for long-term leases and build-to-suit requirements, driven by higher operational standards, regulatory compliance needs and the growing presence of national occupiers.

Warehousing remained the sole end-use of space in 2025, underscoring Guwahati's role as a logistics and distribution market rather than a manufacturing-led industrial hub. Premium-grade warehouses, occupied by companies like Dabur, Swiggy, Reliance (Campa Cola), and Whirlpool, commanded higher rentals, while Grade B facilities were available at lower rates.

With rising consumption across the Northeast, improving infrastructure and increasing formalisation of supply chains, Guwahati's warehousing market is expected to continue evolving toward more organised, quality-led developments, reinforcing its position as the logistics backbone of Northeast India.

Major warehousing locations in Guwahati



Warehousing cluster

Map is for representation and not to scale

Source: Knight Frank Research

Classification of warehousing locations into major clusters

Warehousing cluster	Major warehousing locations
NH-27 Cluster	Brahmaputra Industrial Park, Changsari, Madanpur, Kendukona (North), Pamohi, Lokhra, Garchuk (South), Gauripur
NH-17 Cluster	Bongra-Airport, Palashbari, Azara, Sontola
Rampur	Dakshin Rampur, Uttar Rampur, Dakshin Sarubongsor
Others	Silchar

Source: Knight Frank Research

Major infrastructure in Guwahati

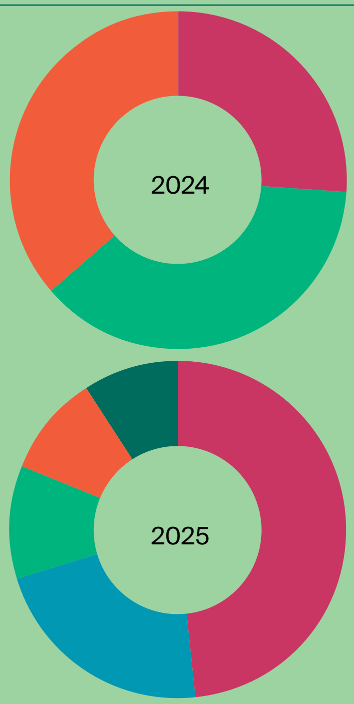
Name	*Type*
NH-27 Guwahati stretch	Road-NH
NH-17 Guwahati stretch	Road-NH
Lokpriya Gopinath Bordoloi International Airport	Airport
East West Corridor	Road
Guwahati Ring Road	Road

Note: NH stands for National Highway
Source: Knight Frank Research

Warehousing market transaction volume

Source: Knight Frank Research

Industry-split of transaction volume



	2024	*2025*
FMCG	26%	49%
E-commerce	0%	22%
3PL	37%	11%
Other Manufacturing	36%	10%
FMCD	0%	9%

Source: Knight Frank Research

Notes: Other Manufacturing – These include all manufacturing sectors (automobile, electronics, pharmaceutical, etc.) except FMCG and FMCD.

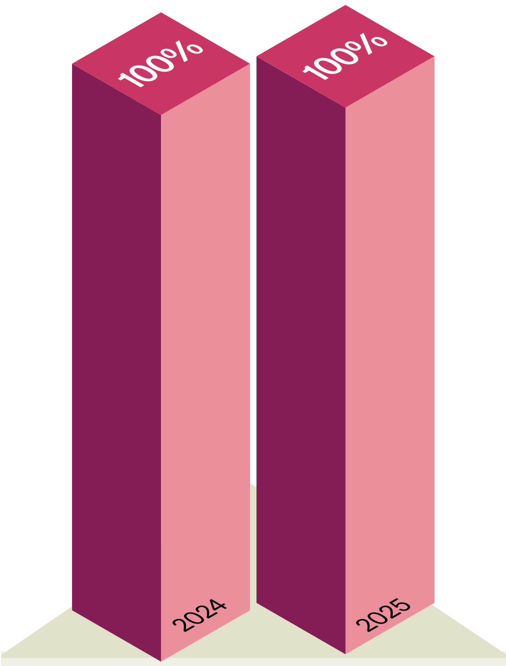
Miscellaneous – These include services such as telecom, real estate, document management, agricultural warehousing and publishing.

Top transactions during 2025

Occupier	*Occupier industry*	*Warehouse cluster*
Dabur	FMCG	NH-17
Swiggy	E-commerce	NH-17
AWL	FMCG	NH-17
Reliance (Campa Cola)	FMCG	NH-27
Whirlpool	FMCD	NH-17

Source: Knight Frank Research

Transaction share by end-use of space



Source: Knight Frank Research

Notes:

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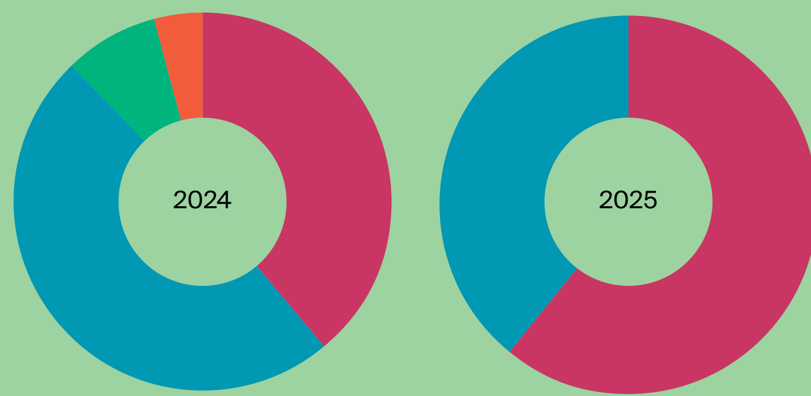
- Warehousing space relates to space taken up for storage, and includes light manufacturing/assembling activities.

Cluster-split of transaction



	2024	2025
NH-17 Cluster	39%	61%
NH-27 Cluster	49%	39%
Others	8%	0%
Rampur	4%	0%

Source: Knight Frank Research

Land rate and rents

Warehouse cluster	Location	Land rate (INR Mn/acre)	Grade A Rent in INR/sq m/month (INR/sq ft/month)	Grade B Rent in INR/sq m/month (INR/sq ft/month)
NH-27 Cluster	Brahmaputra Industrial Park	35-50	No Grade A	183-205 (17-19)
	Changsari	28-34	205-237 (19-22)	183-205 (17-19)
	Madanpur	24-30	205-237 (19-22)	183-205 (17-19)
	Kendukona	18-26	194-226 (18-21)	172-194 (16-18)
NH-17 Cluster	Bongra-Airport	40-55	226-248 (21-23)	205-226 (19-21)
	Palashbari	28-36	237-258 (22-24)	194-215 (18-20)
	Azara	32-45	237-258 (22-24)	194-215 (18-20)
Rampur	Dakshin Rampur	22-28	194-226 (18-21)	161-183 (15-17)
	Uttar Rampur	22-28	194-226 (18-21)	161-183 (15-17)
	Dakshin Sarubongsor	19-24	194-215 (18-20)	161-183 (15-17)

Source: Knight Frank Research

Hyderabad

The Hyderabad warehousing market declined by 5% YoY and recorded space absorption of 0.32 mn sq m (3.4 mn sq ft) in 2025. The 3PL and manufacturing sectors emerged as the largest contributors, accounting for 66% of the total transactions, followed by the E-commerce sector at 21%. Grade A warehouses accounted for 55% of the transactions during the year. Despite the marginal decline, the market remains stable, supported by a steady pipeline of active RFPs (Request for Proposals) across key occupier segments, indicating continued near-term demand.

Warehousing activity in Hyderabad is largely concentrated across three major clusters: the Medchal cluster in the north along the Hyderabad-Nagpur Highway, the Patancheru cluster in the west along the Mumbai-Hyderabad Highway, and the Shamshabad cluster in the south along the Bengaluru-Hyderabad Highway.

Strategically located along the Hyderabad-Nagpur Highway (NH-44), the Medchal cluster has emerged as a prime warehousing and industrial hub in North Hyderabad. Major areas within this cluster include Medchal, Devaryamjal-Gundlapochampally, Kandlakoya, Yellampet, Shamirpet, and Ravakol, extending beyond the Outer Ring Road (ORR) to Toopran and Manoharabad. The region is a manufacturing and chemical industry hotspot, attracting MNCs and leading firms from the pharma, FMCG, and storage sectors. Prominent companies such as ITC, VST, D-Mart, Flipkart, Asian Paints, Reliance, Bharat Biotech, and RCC Laboratories have established warehouses in this cluster, leveraging its strategic connectivity. Proximity to NH-44 and NH-76 enhances pan-India distribution efficiency, making Medchal a preferred destination for large-scale logistics and industrial operations. During 2025, the Medchal cluster accounted for 60% of overall transactions, with Grade A assets contributing 55% of the cluster's activity.

The Shamshabad cluster has emerged as a key warehousing and industrial hub in South Hyderabad, strategically located along the Bengaluru-Hyderabad Highway. Major areas within this cluster include Shamshabad, the Aerotropolis, Srisailam Highway, Bongloor, Kothur, and Shadnagar. The region hosts a diverse industrial base, with a strong presence of seed processing units, 3PL companies, and electronics manufacturing. During 2025, the Shamshabad cluster accounted for 30% of overall transactions, with Grade A warehouses comprising 61% of the activity.

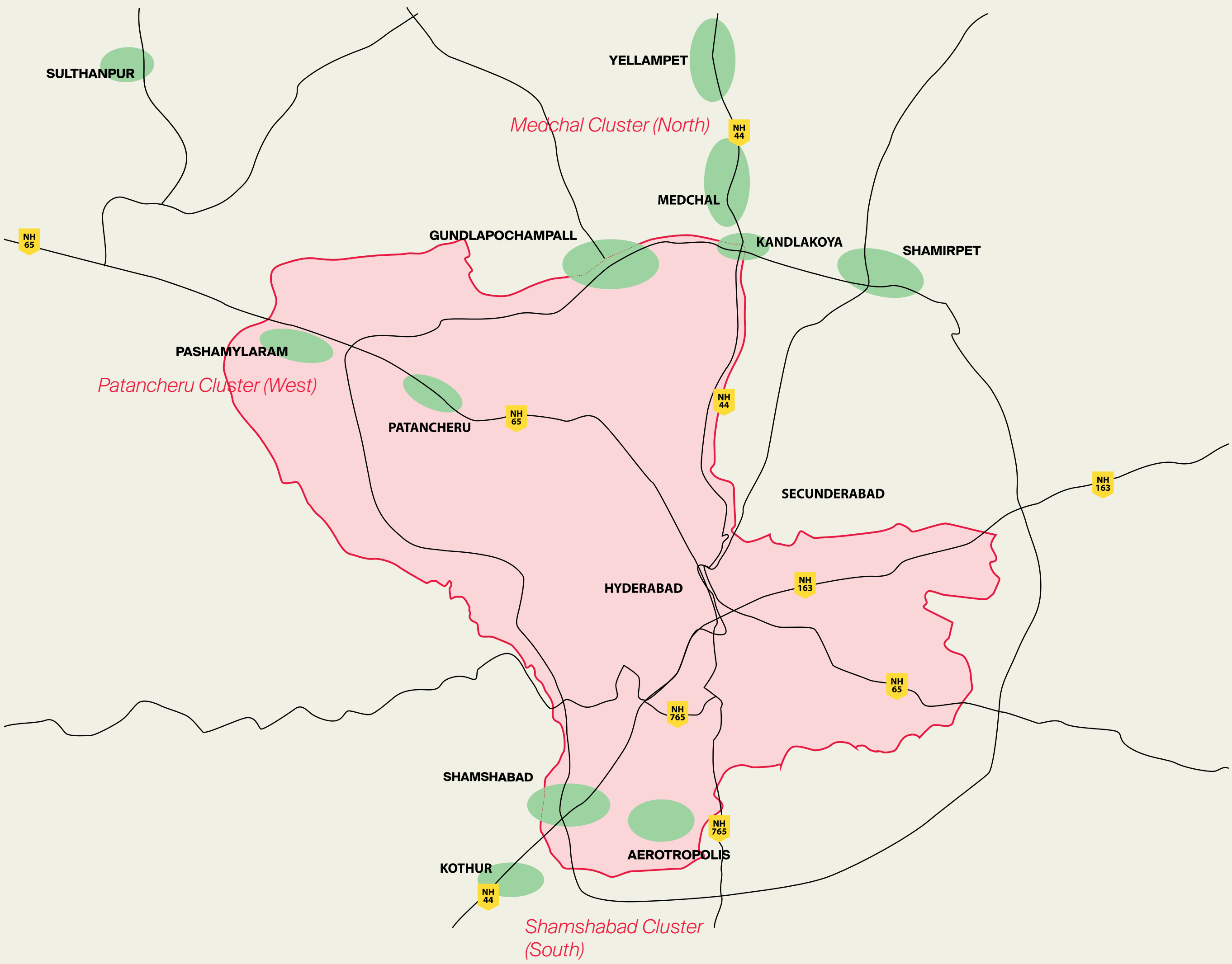
The Patancheru-Sangareddy cluster, located in western Hyderabad along the Mumbai-Hyderabad Highway, is another key industrial and warehousing hub. Major locations within this cluster include the Patancheru Industrial Area, Rudraram, Edulanagulapally, Pashamylaram, Sulthanpur, and Sangareddy. The region is home to leading manufacturing and pharmaceutical companies, along with E-commerce players. Notable occupants include Asian Paints, Bharat Heavy Electricals Limited, Parker Hannifin, Aurobindo Pharma, Suven Life Sciences, and Supra Sciences in the manufacturing and pharma segments, while Milkbasket, Amazon, and D-Mart drive demand in the warehousing and logistics space. During 2025, the Patancheru cluster accounted for the remaining 10% of overall transactions, with Grade A warehouses contributing 44% of the cluster's activity.

Space absorption during the year was primarily driven by warehousing demand, which accounted for 92% of total transactions in 2025. Industrial activity, including light manufacturing and assembly operations within warehousing parks, constituted the remaining 8%.

Land rates and rentals remained largely stable across locations, except for select pockets within the Shamshabad cluster. Warehouse rentals across Hyderabad largely fall within a similar price range. Grade A rentals in the Medchal cluster ranged between INR 237-269/sq m/month (INR 22-25/sq ft/month), while rentals in the Shamshabad and Patancheru clusters ranged between INR 237-280/sq m/month (INR 22-26/sq ft/month) and INR 248-301/sq m/month (INR 23-28/sq ft/month), respectively.

Hyderabad's strategic location, strong connectivity, and expanding industrial base, position it as a key warehousing and logistics hub. The city's well-developed road and rail networks, along with proximity to major highways and ports, facilitate seamless regional distribution. Rising demand from pharmaceuticals, electronics, textiles, and renewable energy industries continues to support warehousing growth. In addition, the Telangana government's industrial policies and infrastructure investments are strengthening the market by fostering a business-friendly ecosystem for warehousing and manufacturing. With continued policy support, sustained occupier demand, and robust infrastructure development, Hyderabad's warehousing sector is well-positioned for steady expansion and increased investment activity.

Major warehousing locations in Hyderabad



Warehousing cluster

Map is for representation and not to scale

Source: Knight Frank Research

Classification of warehousing locations into major clusters

Warehousing cluster	Major warehousing locations
Medchal Cluster (North)	Medchal, Devaryamjal, Gundlapochampally, Kandlakoya, Yellampet, Shamirpet, Outer Ring Road onwards, Bandmailaram, Pudur, Toopran, Manoharabad
Patancheru Cluster (West)	Patancheru Industrial Area, Rudraram, Edulanagulapally, Pashamylaram, Sulthanpur, Sangareddy
Shamshabad Cluster (South)	Shamshabad, Aerotropolis, Srisailam Highway, Bongloor, Kothur, Shadnagar

Source: Knight Frank Research

Major infrastructure in Hyderabad

Name	Type
Outer Ring Road	Road
Inner Ring Road	Road
Bengaluru-Hyderabad Highway/NH 44	Road
Mumbai-Hyderabad Highway/NH 65	Road
Nagpur-Hyderabad Expressway	Road
Rajiv Gandhi International Airport (Aerotropolis)	Airport

Note: NH stands for National Highway
Source: Knight Frank Research

Select warehouse projects

Warehouse project	Warehouse cluster
ESR GMR Industrial & Logistics Park	Shamshabad
Zero Mile Warehousing	Patancheru, Medchal
Allcargo Logistics & Industrial Parks	Patancheru
Horizon Industrial Parks	Patancheru, Shamshabad
Musaddilal Projects	Medchal
Aruna Warehousing	Medchal

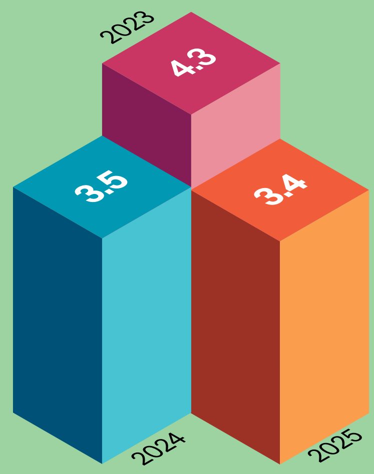
Source: Knight Frank Research

Top transactions during 2025

Occupier	Occupier industry	Warehouse cluster
Mahindra Logistics	3PL	Medchal
Yusen Logistics	3PL	Shamshabad cluster
Yusen Logistics	3PL	Medchal
Blinkit	E-commerce	Medchal
JEH Aerospace	Other Manufacturing	Shamshabad cluster

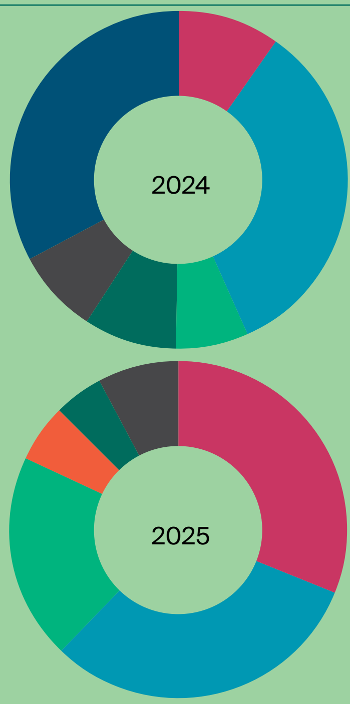
Source: Knight Frank Research

Warehousing market transaction volume



Source: Knight Frank Research

Industry-split of transaction volume



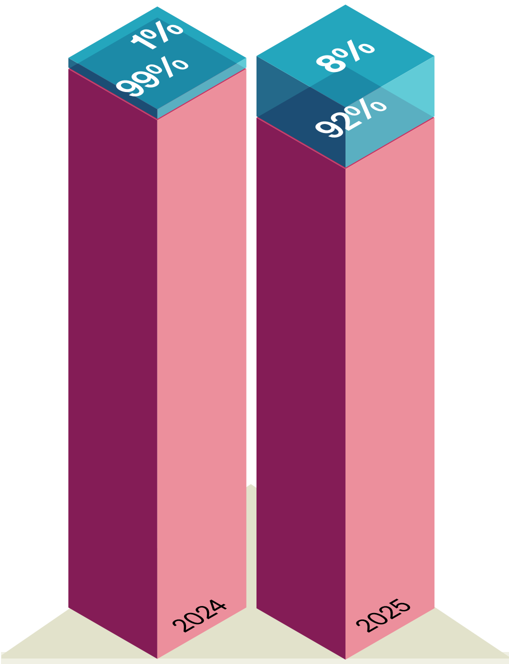
	2024	2025
3PL	10%	33%
Other Manufacturing	34%	33%
E-commerce	7%	21%
FMCG	0%	6%
FMCD	9%	5%
Miscellaneous	8%	3%
Retail	33%	0%

Source: Knight Frank Research

Notes: Other Manufacturing – These include all manufacturing sectors (automobile, electronics, pharmaceutical, etc.) except FMCG and FMCD.

Miscellaneous – These include services such as telecom, real estate, document management, agricultural warehousing and publishing.

Transaction share by end-use of space

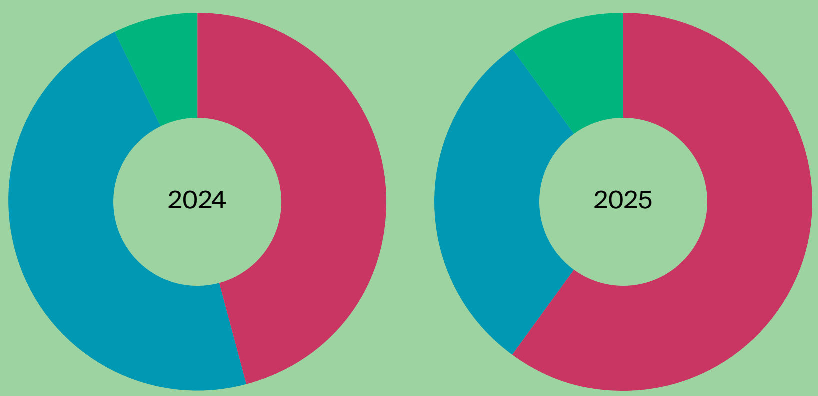


Source: Knight Frank Research

Notes:

- Industrial space relates to the area taken up for core manufacturing/engineering activities
- Warehousing space relates to space taken up for storage, and includes light manufacturing/assembling activities.

Cluster-split of transaction



	2024	***2025***
Medchal	46%	60%
Shamshabad cluster	47%	30%
Patancheru cluster	7%	10%

Source: Knight Frank Research

Land rate and rents

Warehouse cluster	*Location*	*Land rate* (INR Mn/acre)	*Grade A* Rent in INR/sq m/month (INR/sq ft/month)	*Grade B* Rent in INR/sq m/month (INR/sq ft/month)
Medchal Cluster	Medchal	30-50	237-258 (22-24)	194-226 (18-21)
	Devaryamjal – Gundlapochampally	35-60	248-269 (23-25)	183-226 (17-21)
	Kandlakoya	35-60	248-269 (23-25)	183-226 (17-21)
	Yellampet	30-50	237-258 (22-24)	183-226 (17-21)
	Shamirpet	30-50	237-258 (22-24)	183-226 (17-21)
Patancheru Cluster	Patancheru Industrial Area	40-70	258-301 (24-28)	194-237 (18-22)
	Rudraram	30-60	248-280 (23-26)	194-226 (18-21)
	Pashamylaram	35-60	248-280 (23-26)	194-226 (18-21)
	Edulanagulapally	30-60	248-280 (23-26)	194-226 (18-21)
	Sulthanpur	35-60	248-280 (23-26)	194-226 (18-21)
Shamshabad Cluster	Aerotropolis	40-60	237-280 (22-26)	194-226 (18-21)
	Srisailam Highway	40-60	237-269 (22-25)	194-215 (18-20)
Wearhouse Cluster	Bongloor	40-60	237-269 (22-25)	194-215 (18-20)
	Kothur	35-50	237-280 (22-26)	194-226 (18-21)
	Shadnagar	35-50	237-269 (22-25)	194-215 (18-20)

Source: Knight Frank Research

Indore

Indore continues to reinforce its role as a strategic warehousing and logistics node in central India with 0.07 mn sq m (0.8 mn sq ft) of transactions in 2025, supported by its advantageous location along the Mumbai-Agra corridor and its proximity to established industrial centres such as Pithampur and Dewas. Leasing activity remained measured in 2025, reflecting a market that is consolidating rather than expanding aggressively. While the overall transaction volumes remained modest, occupier interest stayed intact, driven by steady demand from manufacturing, logistics, and select consumption-linked sectors. The market continued to be highly concentrated, with leasing largely skewed toward established corridors offering operational efficiency and last-mile connectivity.

The Indore-Dewas Road corridor retained its dominance in 2025, accounting for 81% of the total leasing activity. The cluster continues to benefit from strong arterial connectivity, and access to key consumption and industrial catchments. Its sustained appeal to 3PL operators, manufacturing occupiers, and large-format retailers underscores its position as the city's primary warehousing hub. At the same time, Rau-Pithampur emerged as a meaningful secondary cluster, capturing 19% of leasing in 2025.

Occupiers from the manufacturing industry remained the single largest demand driver in 2025, accounting for 43% of the total leasing activity, up from 40% in 2024. Demand was largely led by automobile, pharmaceutical, and allied industrial users, reinforcing Indore's role as a supporting logistics base for regional manufacturing ecosystems. The continued preference for warehousing-led facilities, rather than integrated industrial production spaces, indicates that occupiers are increasingly using Indore as a storage, distribution, and supply-chain consolidation point rather than a primary manufacturing location.

The logistics and 3PL segments recorded a notable rise in activity, increasing its share from 14% in 2024 to 30% in 2025. This growth highlights a renewed emphasis on organized logistics platforms catering to regional distribution requirements across Madhya Pradesh and neighboring states. The rise in 3PL activity also reflects growing outsourcing of logistics functions by manufacturers and retailers seeking operational efficiency and flexibility.

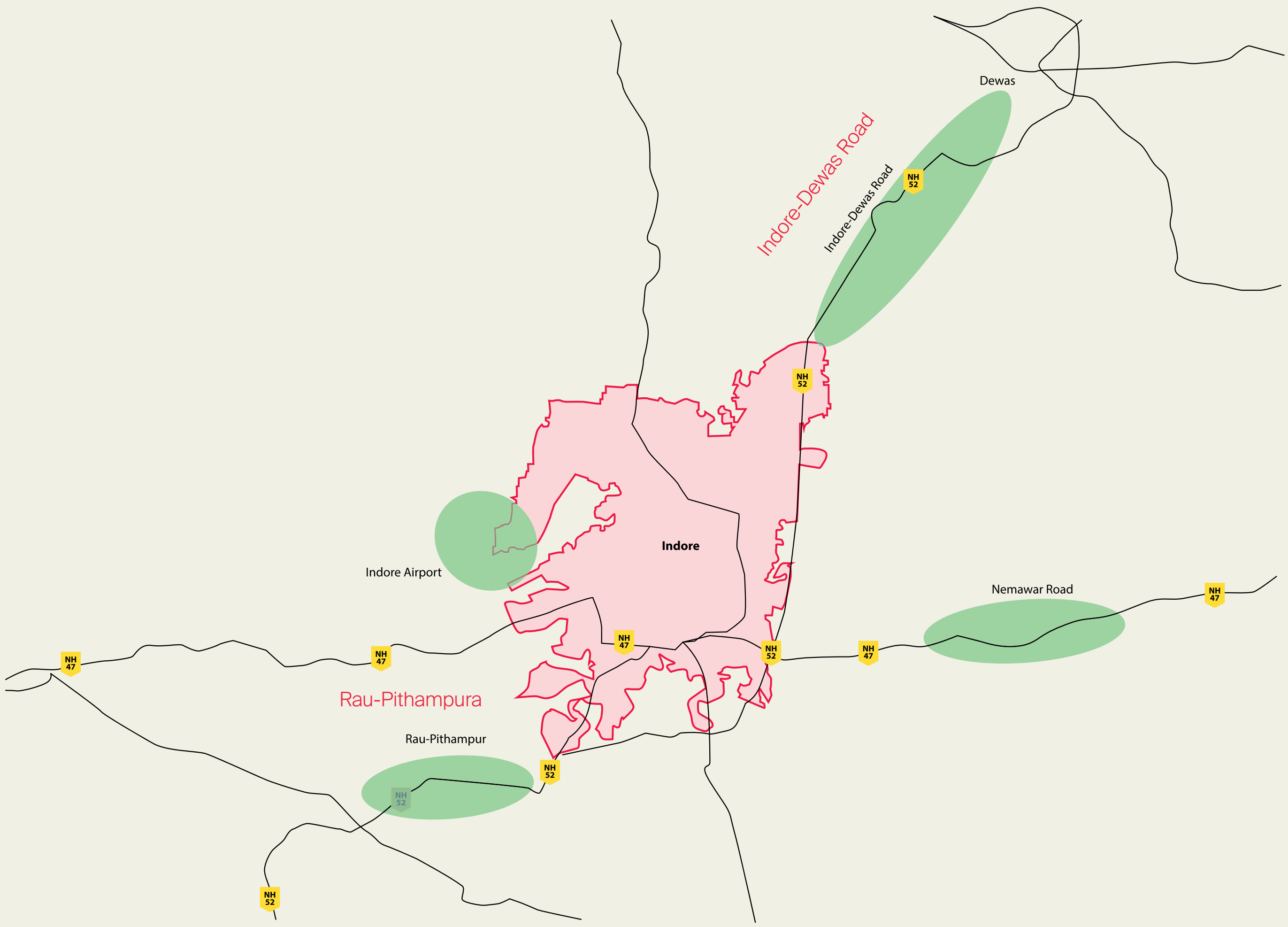
Retail and consumption-led demand moderated in 2025, with retail accounting for 7% of the total leasing, down from 21% in the previous year. E-commerce activity also softened further, declining from 13% to 4%, suggesting a phase of network optimization by online players rather than fresh capacity addition. In contrast, FMCD occupiers made a visible entry, contributing 7% of leasing, indicating growing demand for durable goods storage and distribution. The miscellaneous category, including telecom and allied uses, accounted for 9% of activity, reflecting incremental diversification of occupier profiles.

Grade B assets continued to dominate leasing activity, accounting for 76% of the total transactions in 2025, marginally higher than 74% in 2024. Grade A facilities constituted 24% of leasing, reflecting the market's continued cost sensitivity and preference for functional, value-driven warehousing solutions. While premium, institutional-grade supply remains limited, occupiers appear willing to prioritize location and affordability over higher specifications, particularly for regional distribution use.

Rau-Pithampur's emergence in the leasing landscape marks a gradual spatial diversification, supported by its proximity to large manufacturing bases and established industrial infrastructure. However, much of Pithampur's warehousing demand remains captive in nature, with third-party leasing activity still at a nascent stage. Over the medium term, improving infrastructure and planned logistics developments are expected to enhance the cluster's attractiveness for organized warehousing.

Indore's warehousing market in 2025 reflects a phase of stabilization and structural realignment, rather than rapid expansion. While overall leasing volumes remain moderate compared to the previous years, the strengthening presence of manufacturing and logistics occupiers underscores the city's strategic relevance within central India's supply-chain network. With improving regional connectivity and gradual cluster diversification, Indore is well-positioned to capture incremental warehousing demand over the longer term. Developers and investors are likely to focus on cost-efficient assets, scalable land parcels, and locations aligned with evolving logistics requirements as the market transitions to its next phase of growth.

Major warehousing locations in Indore



Warehousing cluster

Map is for representation and not to scale

Source: Knight Frank Research

Classification of warehousing locations into major clusters

Warehousing cluster	*Major warehousing locations*
Rau-Pithampur	Sonway, Dhannad, Pithampur
Indore-Dewas Road	Dewas Naka, Dhakachya, Indore Bypass Road
Others	Near Indore Airport, Nemawar Road, Maachal

Source: Knight Frank Research

Major infrastructure in Indore

Name	Type
Delhi-Mumbai Industrial Corridor (DMIC)	Industrial Corridor
Mumbai Agra Highway	Highway
Multimodal Logistics Park-Pithampur	Logistics Service Infrastructure Park

Note: NH stands for National Highway
Source: Knight Frank Research

Select warehouse projects

Warehouse project	Warehouse cluster
Adani Logistics Park	Rau-Pithampur
JRG Logistics Park	Indore-Dewas Road
Empire Logipark	Indore-Dewas Road
Lifecare Logistics Park	Indore-Dewas Road
TVS Industrial & Logistics Parks (TVS ILP)	Rau-Pithampur
SAM Industries	Indore-Dewas Road
MMLP Pithampur	Rau-Pithampur

Source: Knight Frank Research

Top transactions during 2025

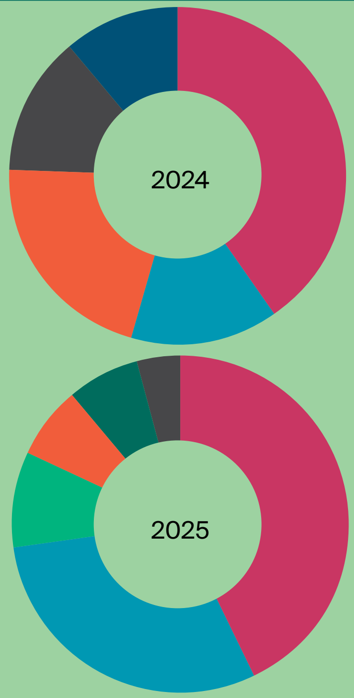
Occupier	Occupier industry	Warehouse cluster
Honda	Other Manufacturing	Rau-Pithampur
Yusen Logistics	3PL	Indore-Dewas Road
Indus Towers	Others	Indore-Dewas Road
CIPLA	Other Manufacturing	Indore-Dewas Road
Blue Dart	3PL	Indore-Dewas Road

Source: Knight Frank Research

Warehousing market transaction volume

Source: Knight Frank Research

Industry-split of transaction volume



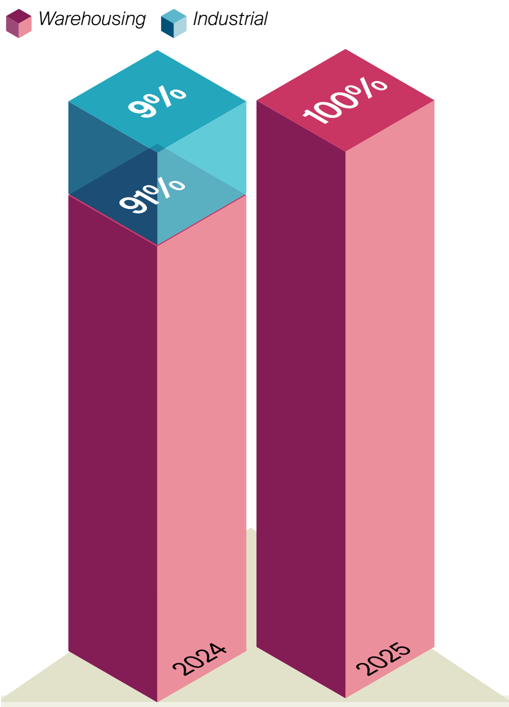
	2024	2025
Other Manufacturing	40%	43%
3PL	14%	30%
Miscellaneous	0%	9%
Retail	21%	7%
FMCD	0%	7%
E-commerce	13%	4%
FMCG	11%	0%

Source: Knight Frank Research

Notes: **Other Manufacturing** – These include all manufacturing sectors (automobile, electronics, pharmaceutical, etc.) except FMCG and FMCD.

Miscellaneous – These include services such as telecom, real estate, document management, agricultural warehousing and publishing.

Transaction share by end-use of space

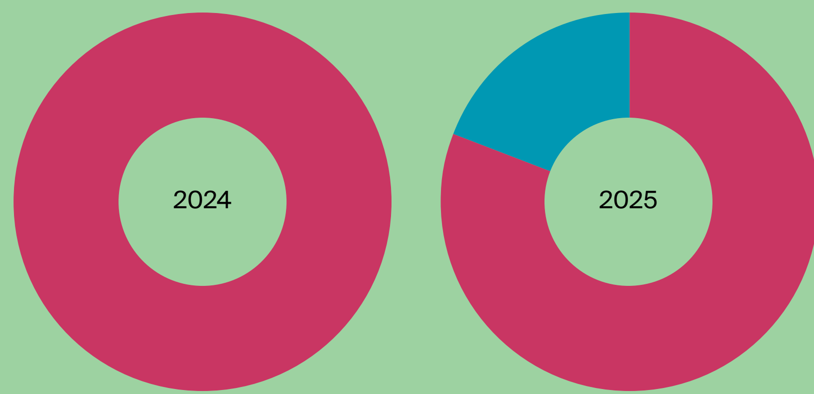


Source: Knight Frank Research

Notes:

- Industrial space relates to the area taken up for core manufacturing/engineering activities
- Warehousing space relates to space taken up for storage, and includes light manufacturing/assembling activities.

Cluster wise split of transactions



	2024	2025
Indore-Dewas Road	100%	81%
Rau-Pithampur	0%	19%

Source: Knight Frank Research

Land rate and rents

Warehouse cluster	Location	Land rate (INR Mn/acre)	Grade A Rent in INR/sq m/month (INR/sq ft/month)	Grade B Rent in INR/sq m/month (INR/sq ft/month)
Indore-Dewas Road	Indore-Dewas Road	35-70	248–291 (23–27)	194–226 (18–21)
	Bypass Road	50-100	248–291 (23–27)	194–226 (18–21)
Rau-Pithampur	Rau	45-90	215–258 (20–24)	161–205 (15–19)
	Pithampur	25-40	248–269 (23–25)	172–215 (16–20)
Others	Near Indore Airport	NA	248–280 (23–26)	172–215 (16–20)
	Nemawar Road	45-80	248–280 (23–26)	172–215 (16–20)

Source: Knight Frank Research

Jaipur

As Rajasthan's largest urban centre and among India's ten most populous cities, Jaipur occupies a strategically advantageous location within a 300-kilometre radius of the national capital, Delhi. The city is anchored by NH-48, which provides efficient road connectivity to major regional centres including Ahmedabad, Ajmer, Kishangarh, and Jodhpur. Connectivity between Jaipur and Kishangarh has been further strengthened by the Jaipur-Kishangarh Expressway, developed under India's first public private partnership (PPP) road infrastructure model. In addition, a network of national highways ensures strong linkages to other important cities such as Kota, Bikaner, and Agra, reinforcing Jaipur's role as a key regional transport, warehousing and logistics node.

Historically, warehousing demand in the city was largely underpinned by the established textile sector, supplemented by the presence of manufacturing (besides FMCG and FMCD), retail companies and other emerging industries such as 3PL and E-commerce. Jaipur's industrial activity is largely clustered across established zones, including Vishwakarma Industrial Area (VKI), Sitapura, Bais Godam, Sudarshanpura, Mansarovar, Jaitpura, and Bagru.

In 2025, Jaipur recorded annual warehousing transactions of 0.12 mn sq m (1.3 mn sq ft), reflecting a 24% year-on-year increase, signalling a strong recovery and approaching the 2023 absorption level of 0.14 mn sq m (1.5 mn sq ft). This performance positioned Jaipur as the third-highest transacting secondary market, following Lucknow and Surat. The sustained momentum is driven by manufacturing, retail, and E-commerce occupiers increasingly diversifying their distribution networks beyond primary cities to enhance regional reach and meet rising consumer expectations for faster and more efficient deliveries.

The occupier profile in 2025 remained broadly consistent with the previous year, led by manufacturing (besides FMCG and FMCD), which accounted for 35% of total annual transactions. This was followed by 3PL and retail, each contributing 19% of leasing activity. While the E-commerce sector's share declined YoY from 27% to 15%, the FMCG segment gained prominence, increasing from 4% in 2024 to 11% in 2025. Overall, Jaipur's warehousing market continues to exhibit a well-diversified occupier base, with manufacturing retaining its position as the leading demand driver. Several large-format transactions were recorded in 2025, with key occupiers leasing spaces in the 9,000-20,000 sq m (0.1-0.2 mn sq ft) range. Notable tenants included Tata Trent, DB Schenker, Acme Solar, Godrej Consumer Products, and Flipkart.

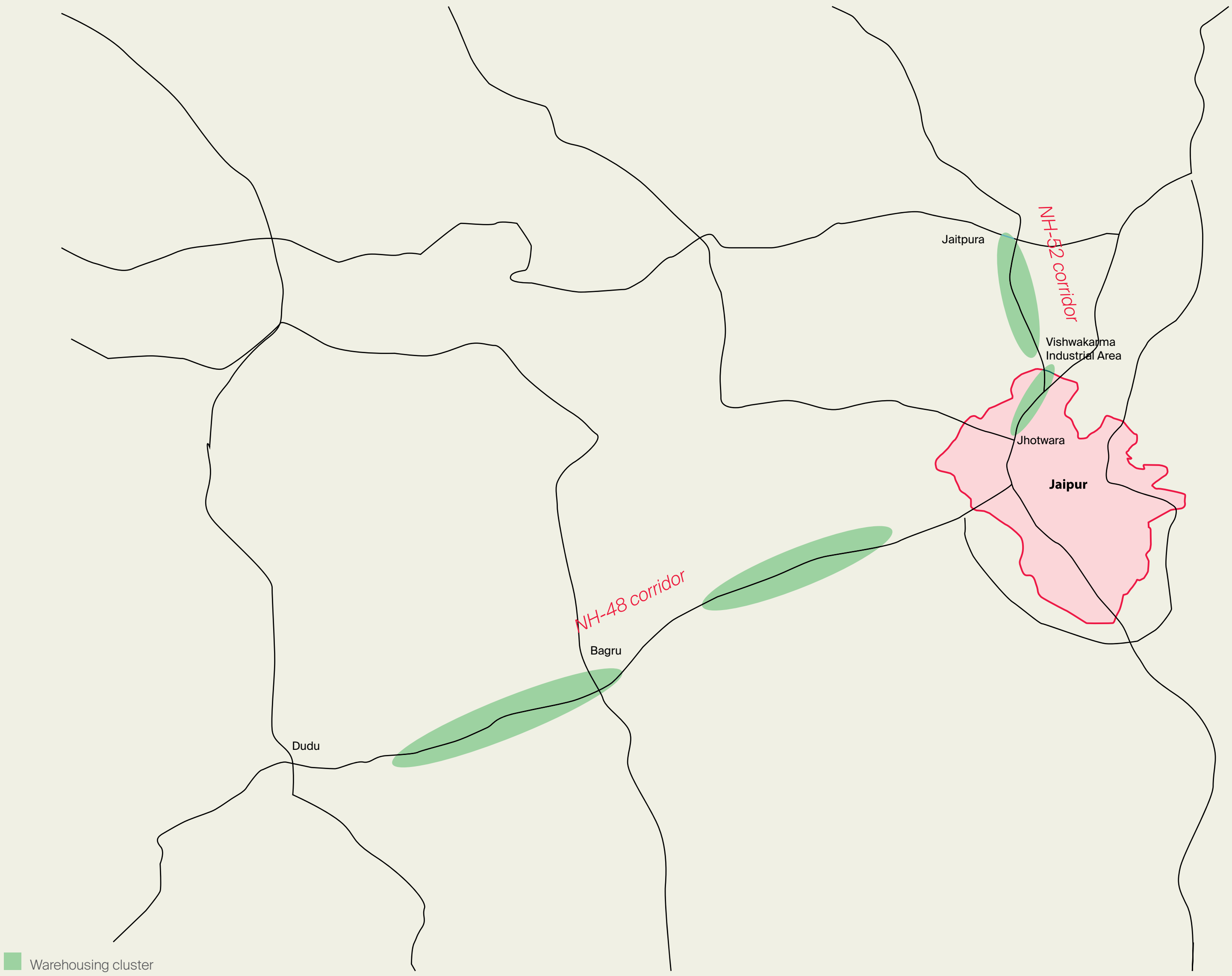
Occupier preference in Jaipur continued to favour Grade B warehousing in 2025, in line with trends observed across other Tier II markets. Grade B facilities accounted for 92% of total annual transactions, compared to 100% in 2024. This dominance is driven by two key factors: the greater availability of Grade B stock offered by local developers, relative to branded Grade A supply, and heightened cost sensitivity among occupiers as they expand distribution networks beyond Tier I metropolitan consumption centres.

The southern peripheral NH-48 corridor continued to dominate warehousing activity in Jaipur in 2025, accounting for 89% of total annual transactions, broadly in line with 2024 levels of 87%. This corridor consistently outperforms other warehousing clusters, as Jaipur primarily services consumption centres across the rest of Rajasthan from this location, while northern and eastern parts of the city face competitive pressure from the larger and more established Delhi NCR warehousing market.

Rent levels across Jaipur remained largely stable, with the exception of the NH-48 corridor, particularly Mahindra World City and Bagru, where rentals witnessed a modest YoY increase in the range of 5-15%, supported by improving demand and limited availability of quality stock.

Overall, Jaipur's warehousing market continues to demonstrate steady fundamentals, supported by its strategic location, improving connectivity, and a diversified occupier base. While the market remains largely cost-driven and dominated by Grade B supply, rising interest from other manufacturing, retail, and 3PL players, along with selective rental appreciation in key corridors, indicates a gradual transition toward more organised and scalable warehousing development in the coming years.

Major warehousing locations in Jaipur



Warehousing cluster

Map is for representation and not to scale

Source: Knight Frank Research

Classification of warehousing locations into major clusters

Warehousing cluster	Major warehousing locations
NH-48 corridor	Mahindra World City, Bagru, Ajmer Road
NH-52 corridor	Vishwakarma Industrial Area, Jhotwara, Sikar Road

Source: Knight Frank Research

Major infrastructure in Jaipur

Name	Type
Jaipur Ring Road (Phase I)	Road
Delhi-Mumbai Highway (NH-48)	Road-NH
Sangrur-Ankola Highway (Sikar Road) (NH-52)	Road-NH
Jaipur-Agra Highway (NH-21)	Road-NH

Note: NH stands for National Highway
Source: Knight Frank Research

Select warehouse projects

Warehouse project	Warehouse cluster
Jaipur Warehousing Company	NH-52 Corridor
Jaipur Warehousing Company	NH-48 Corridor
Zapp India	NH-52 Corridor
Mahima Group	NH-48 Corridor
TVS Industrial & Logistics Park	NH-48 Corridor

Source: Knight Frank Research

Top transactions during 2025

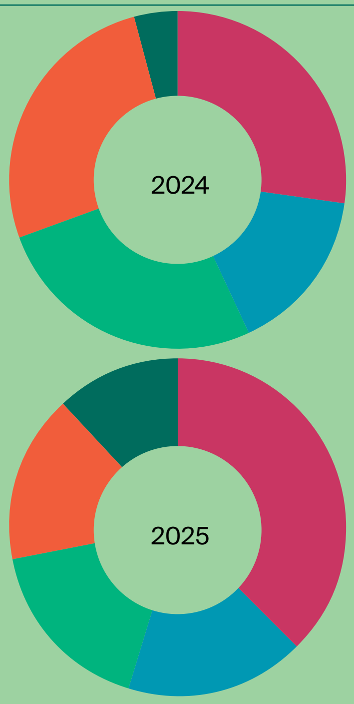
Occupier	Occupier industry	Warehouse cluster
Tata Trent	Retail	NH 48 Corridor
DB Schenker	3PL	NH 48 Corridor
Acme Solar	Other Manufacturing	NH 48 Corridor
Godrej Consumer Products	FMCG	NH 52 Corridor
Flipkart	E-commerce	NH 48 Corridor

Source: Knight Frank Research

Warehousing market transaction volume

Source: Knight Frank Research

Industry-split of transaction volume



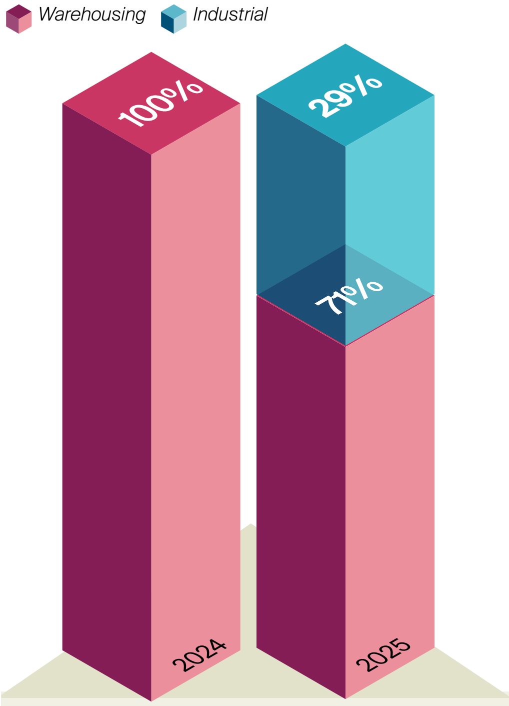
	2024	2025
Other Manufacturing	28%	35%
3PL	16%	19%
Retail	27%	19%
E-commerce	27%	15%
FMCG	4%	11%

Source: Knight Frank Research

Notes: **Other Manufacturing** – These include all manufacturing sectors (automobile, electronics, pharmaceutical, etc.) except FMCG and FMCD.

Miscellaneous – These include services such as telecom, real estate, document management, agricultural warehousing and publishing.

Transaction share by end-use of space

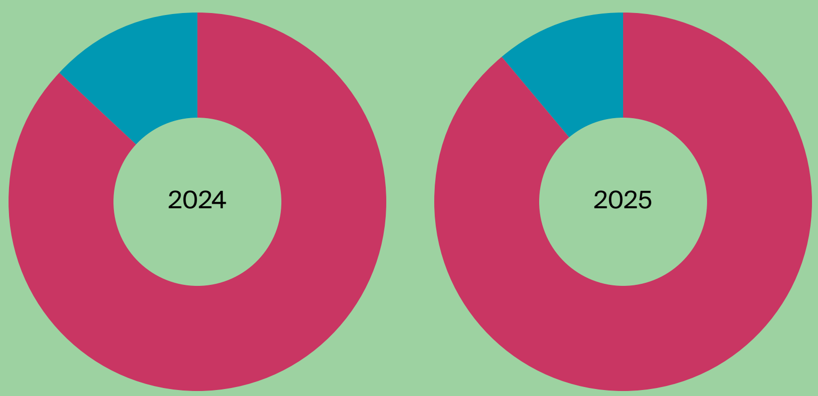


Source: Knight Frank Research

Notes:

- Industrial space relates to the area taken up for core manufacturing/engineering activities
- Warehousing space relates to space taken up for storage, and includes light manufacturing/assembling activities.

Cluster-split of transaction



	2024	2025
NH 48- Corridor	87%	89%
NH 52- Corridor	13%	11%

Source: Knight Frank Research

Land rate and rents

Warehouse cluster	Location	Land rate (INR Mn/acre)	Grade A Rent in INR/sq m/month (INR/sq ft/month)	Grade B Rent in INR/sq m/month (INR/sq ft/month)
NH-48 Corridor	Mahindra World City	60-70	226-247 (21-23)	215-236 (20-22)
	Bagru	50-60	226-247 (21-23)	215-236 (20-22)
	Dudu	20-25	NA	161-194 (15-18)
NH-52 Corridor	Vishwakarma Industrial Area	24-25	NA	269-323 (25-30)
	Jhotwara	24-25	NA	269-323 (25-30)
	Sikar Road	35-45	215-258 (20-24)	215-237 (20-22)

Source: Knight Frank Research

Kolkata

Kolkata continues to play a pivotal role as a warehousing and logistics hub, serving as a key distribution center for eastern and northeastern India. The city's well-established transportation network and proximity to major consumption centers have historically supported strong demand for warehousing space.

In 2025, the Kolkata warehousing market witnessed a slowdown, with leasing volumes declining to 0.4 mn sq m (4.6 mn sq ft), marking a 30% YoY drop from 0.6 mn sq m (6.5 mn sq ft) in 2024. This contraction can be attributed to elevated land prices, evolving occupier preferences, and the limited availability of Grade A warehousing facilities. Third-party logistics (3PL) players led transaction volumes, with companies such as Kuehne+Nagel and Jeena & Company taking up space, followed by the E-commerce segment, where occupiers including Amazon and Zomato continued to expand their warehousing footprint.

The industry composition of Kolkata's warehousing market witnessed a notable shift over the past year. The manufacturing segment recorded 7% YoY growth in leasing activity in 2025, strengthening its market presence and increasing its share of total transactions from 13% in 2024 to 21%. The E-commerce sector accounted for 22% of the total leasing, supported by sustained consumer demand and the need for efficient last-mile delivery infrastructure. In contrast, the 3PL sector's share declined from 42% in 2024 to 32% in 2025, reflecting changing occupier strategies. Leasing activity in the FMCD segment remained stable at 6%, while FMCG and retail sectors recorded marginal gains in their respective shares.

Dankuni and its suburbs remained the dominant warehousing cluster, accounting for 60% of the total leasing activity in 2025, slightly higher than the 59% share recorded in 2024. National Highway 16 (Old NH 6) also witnessed a marginal increase in leasing share, rising from 38% in 2024 to 40% in 2025, driven by the availability of Grade A facilities and strong connectivity. In contrast, the Taratala-Maheshtala and Andul Road clusters did not register any leasing activity during the year.

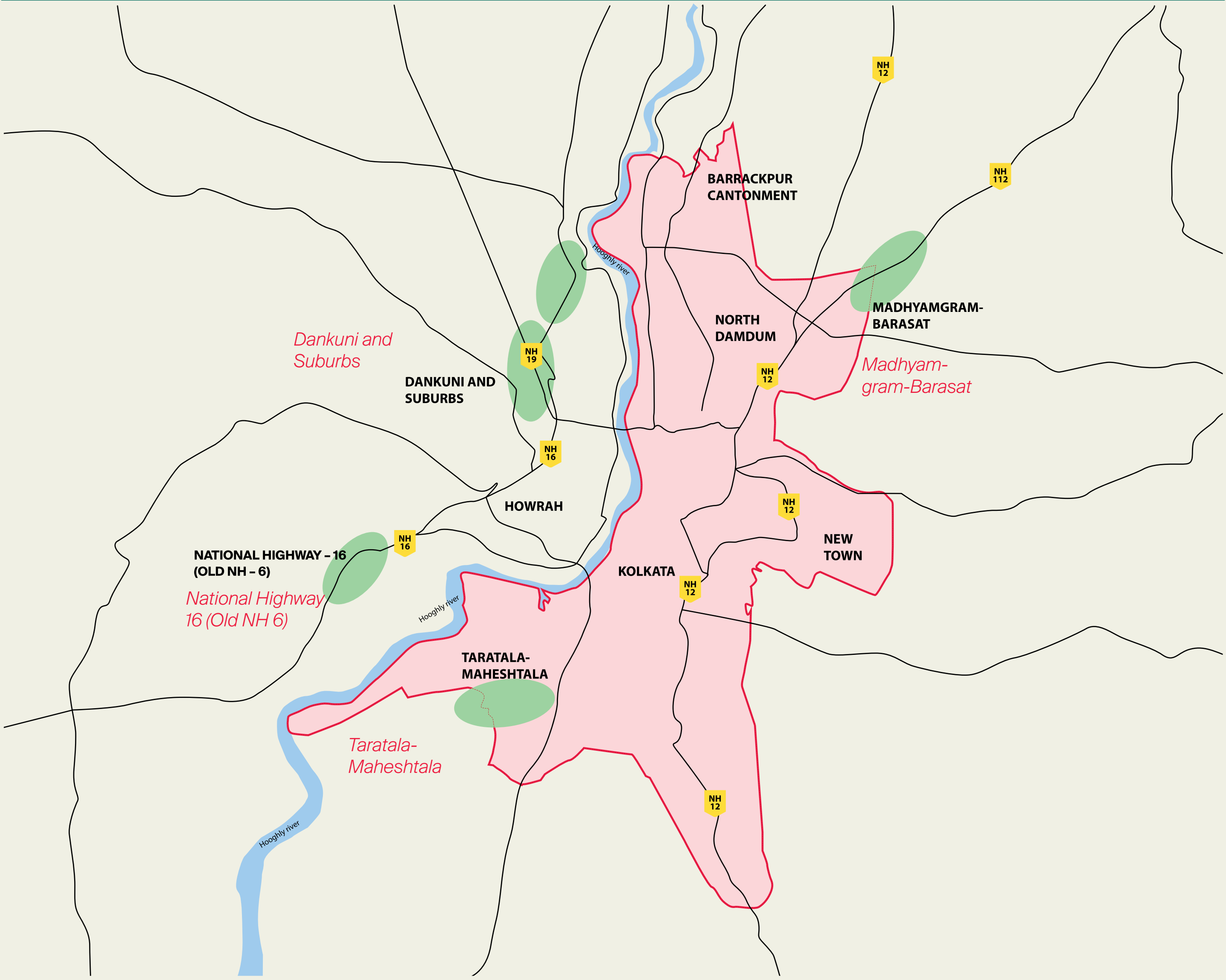
Dankuni and its suburb areas continue to be preferred warehousing locations due to their strategic positioning along the Durgapur Expressway and Old Delhi Road (NH 19). The availability of labor, access to raw materials, and strong highway connectivity have reinforced the cluster's attractiveness for transportation and logistics operators.

Warehousing remained the dominant end-use segment in 2025, accounting for 96% of the total leasing activity, while industrial end-use constituted the remaining 4%. This distribution underscores Kolkata's role as a logistics and distribution hub rather than a center for large-scale industrial production.

Sectoral demand trends mirrored shifts in occupier behavior. Manufacturing companies increased their share of leasing activity by approximately 8% in 2025, reflecting higher uptake of warehousing space. At the same time, E-commerce firms continued to expand their presence, leveraging the region's robust logistics infrastructure to support growing demand.

Overall, Kolkata's warehousing market experienced a moderation in activity during 2025, driven by changing occupier preferences, persistently limited availability of Grade A facilities, and high land costs. Nevertheless, ongoing infrastructure development and a supportive policy environment are expected to strengthen the city's long-term position as a leading warehousing hub in eastern India.

Major warehousing locations in Kolkata



Warehousing cluster

Map is for representation and not to scale

Source: Knight Frank Research

Classification of warehousing locations into major clusters

Warehousing cluster	Major warehousing locations
Dankuni and Suburbs	Dankuni, Durgapur Expressway and Old Delhi Road (NH 19 [Old NH 2])
National Highway 16 (Old NH 6)	Amta, Chamrail, Dhulagarh, Junglepur, Panchla, Sankrail, Uluberia
Taratala-Maheshtala	Hide Road, Taratala Road, Garden Reach Road
Madhyamgram-Barasat	Madhyamgram, Barasat, Agarpara, Ganganagar

Source: Knight Frank Research

Major infrastructure in Kolkata

Name	Type
Haldia Port*	Port
Kolkata Port	Port
Kulpi Port Project**	Port
Tajpur Port Project**	Port
Eastern Dedicated Freight Corridor	Freight Corridor
Amritsar-Delhi-Kolkata Industrial Corridor	Industrial Corridor
NH 19	Road - NH
NH 16	Road – NH
National Waterway-1 (Haldia–Varanasi) – Jal Marg Vikas Project	Inland Waterway
Dankuni–Siliguri Industrial Corridor (DSIC)	Industrial Corridor
Kharagpur–Morgram Expressway (NH-116A)	Road – Expressway
Kolkata–Siliguri Economic Corridor (Bharatmala Programme)	Road – Economic Corridor
Multimodal Logistics Park – Dankuni (under National Logistics Policy)	Multimodal Logistics Park
Haldia–Durgapur–Dankuni Industrial Belt – Infrastructure Strengthwening	Industrial Cluster

Note: NH stands for National Highway.
*Haldia Port is not in Kolkata but is a major dock complex that attracts a large volume of cargo movement from Kolkata due to its throughput handling capacity and infrastructure to accommodate large vessels.
** Upcoming ports in the pipeline which will impact cargo movement from Kolkata.

Select warehouse projects

Warehouse project	Warehouse cluster
Prospace Industrial Park	Dankuni and Suburbs
Srijan Industrial Logistics Park	National Highway 16 (Old NH 6)
ESR Uluberia Industrial and Logistics Park	National Highway 16 (Old NH 6)
Diamond Industrial Park	Dankuni and Suburbs
Sankrail Industrial Park	National Highway 16 (Old NH 6)
Global Logistics Parks (CCI)	Dankuni & Suburbs
NDR Warehousing	National Highway 16 (Old NH 6)

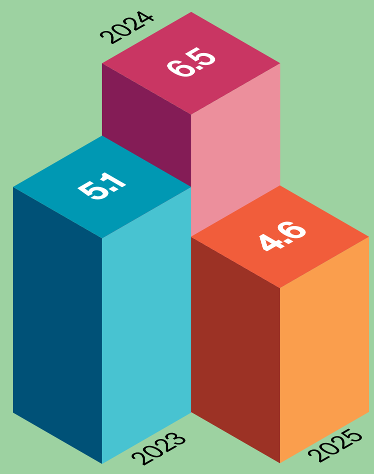
Source: Knight Frank Research

Top transactions during 2025

Occupier	Occupier industry	Warehouse cluster
Amazon	E-commerce	Dankuni and Suburbs
Zomato	E-commerce	Dankuni and Suburbs
Godrej Consumer Products Limited	FMCG	Dankuni and Suburbs
Kuehne+Nagel	3PL	Dankuni and Suburbs
Balmer Lawrie	Other Manufacturing	Dankuni and Suburbs

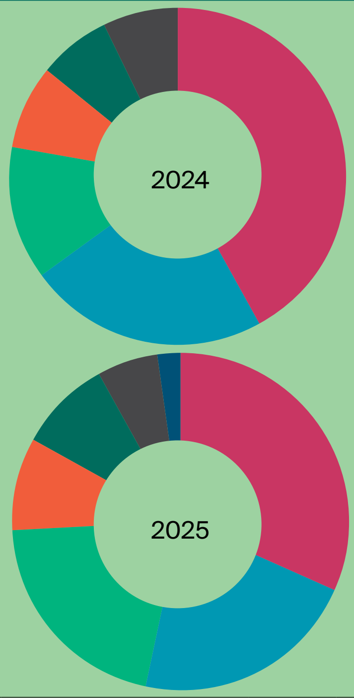
Source: Knight Frank Research

Warehousing market transaction volume



Source: Knight Frank Research

Industry-split of transaction volume



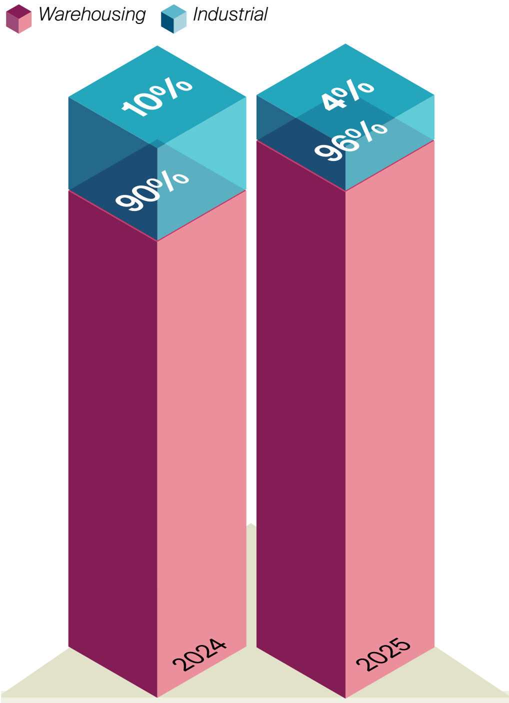
	2024	2025
3PL	42%	32%
E-commerce	23%	22%
Other Manufacturing	13%	21%
Retail	8%	9%
FMCG	7%	9%
FMCD	7%	6%
Miscellaneous	0%	2%

Source: Knight Frank Research

Notes: Other Manufacturing – These include all manufacturing sectors (automobile, electronics, pharmaceutical, etc.) except FMCG and FMCD.

Miscellaneous – These include services such as telecom, real estate, document management, agricultural warehousing and publishing.

Transaction share by end-use of space

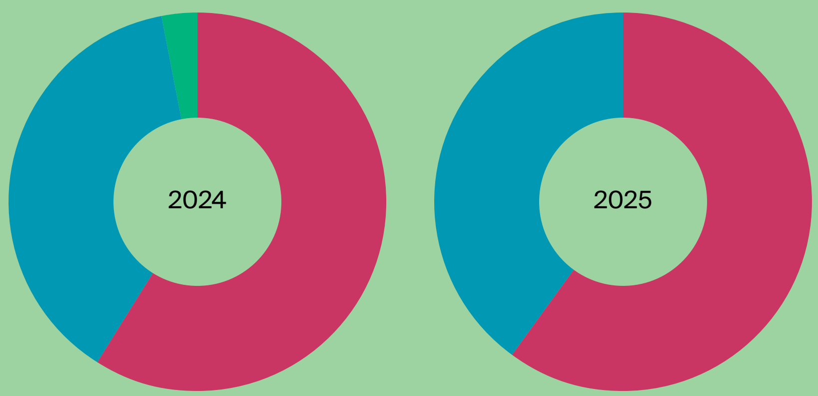


Source: Knight Frank Research

Notes:

- Industrial space relates to the area taken up for core manufacturing/engineering activities
- Warehousing space relates to space taken up for storage, and includes light manufacturing/assembling activities.

Cluster-split of transaction



	2024	2025
Dankuni and suburbs	59%	60%
National Highway 16 (Old NH 6)	38%	40%
Taratala-Maheshtala	3%	0%
Andul Road	0%	0%

Source: Knight Frank Research

Land rate and rents

Warehouse cluster	Location	Land rate (INR Mn/acre)	Grade A Rent in INR/sq m/month (INR/sq ft/month)	Grade B Rent in INR/sq m/month (INR/sq ft/month)
Dankuni and suburbs	Dankuni – before toll	36-40	237 - 269 (22 - 25)	205 - 226 (19 - 21)
	Dankuni – after toll	25-30	194 - 226 (18 - 21)	172 - 205 (16 - 19)
	Old Delhi Road – before proposed toll	36-42	237 - 269 (22 - 25)	194 - 226 (18 - 21)
	Old Delhi Road – after proposed toll	30-35	194 - 215 (18 - 20)	172 - 194 (16 - 18)
National Highway 16 (Old NH 6)	Jangalpur	55-60	237 - 269 (22 - 25)	205 - 226 (19 - 21)
	Sankrail	60-70	258 - 291 (24 - 27)	205 - 237 (19 - 22)
	Uluberia	30-35	215 - 248 (20 - 23)	172 - 194 (16 - 18)
	Bagnan	25-30	194 - 215 (18 - 20)	161 - 183 (15 - 17)
	Amta-Ranihati Road	27-30	205 - 226 (19 - 21)	172 - 194 (16 - 18)
Taratala-Maheshtala	Hide Road	No large land parcels available	No Grade A Warehouses	269 - 291 (25 - 27)
	Budge Budge Trunk Road	No large land parcels available	291 - 323 (27 - 30)	248 - 280 (23 - 26)
Madhyamgram-Barasat	Badu Road	No large land parcels available	No Grade A Warehouses	258 - 291 (24 - 27)
	Airport Area	No large land parcels available	323 - 377 (30 - 35)	291 - 323 (27 - 30)
	Kalyani Express	No large land parcels available	291 - 323 (27 - 30)	258 - 280 (24 - 26)

Source: Knight Frank Research

Lucknow

Uttar Pradesh's large and consumption-driven population base has sustained strong demand for organised warehousing, with private logistics facilities playing a critical role in meeting distribution needs. Lucknow, owing to its central location and status as the state capital, has evolved into a key warehousing and distribution node. The city's warehousing supply is predominantly located along the southern peripheral belt, with development activity extending toward Unnao along the Lucknow-Kanpur corridor. In addition to catering to local demand, Lucknow functions as a regional distribution hub, servicing multiple important cities across the state, including Kanpur, Agra, Jhansi, Faizabad, Prayagraj, Rae Bareli, Varanasi among other Tier II and III cities.

Lucknow's warehousing landscape remains largely fragmented, with a predominance of Grade B facilities forming the bulk of existing stock. The development of modern, organised warehousing infrastructure is a relatively recent trend, gaining momentum only over the last decade. Current supply is primarily clustered around the airport region and along the Lucknow-Kanpur National Highway, reflecting the importance of arterial connectivity in shaping warehouse location choices. While rental levels have remained largely stable in this entire warehousing market, land values in the Lucknow-Kanpur Highway cluster increased by approximately 11% YoY.

Lucknow recorded a 9% YoY increase in warehousing transactions between 2024 and 2025. Demand was predominantly driven by the FMCD sector (35% share of total transactions), followed by FMCG (23%) and E-commerce (19%). Leasing activity was concentrated among large, established occupiers, with HUL, Whirlpool, Safexpress, and Swiggy accounting for a substantial portion of the total area transacted during the year.

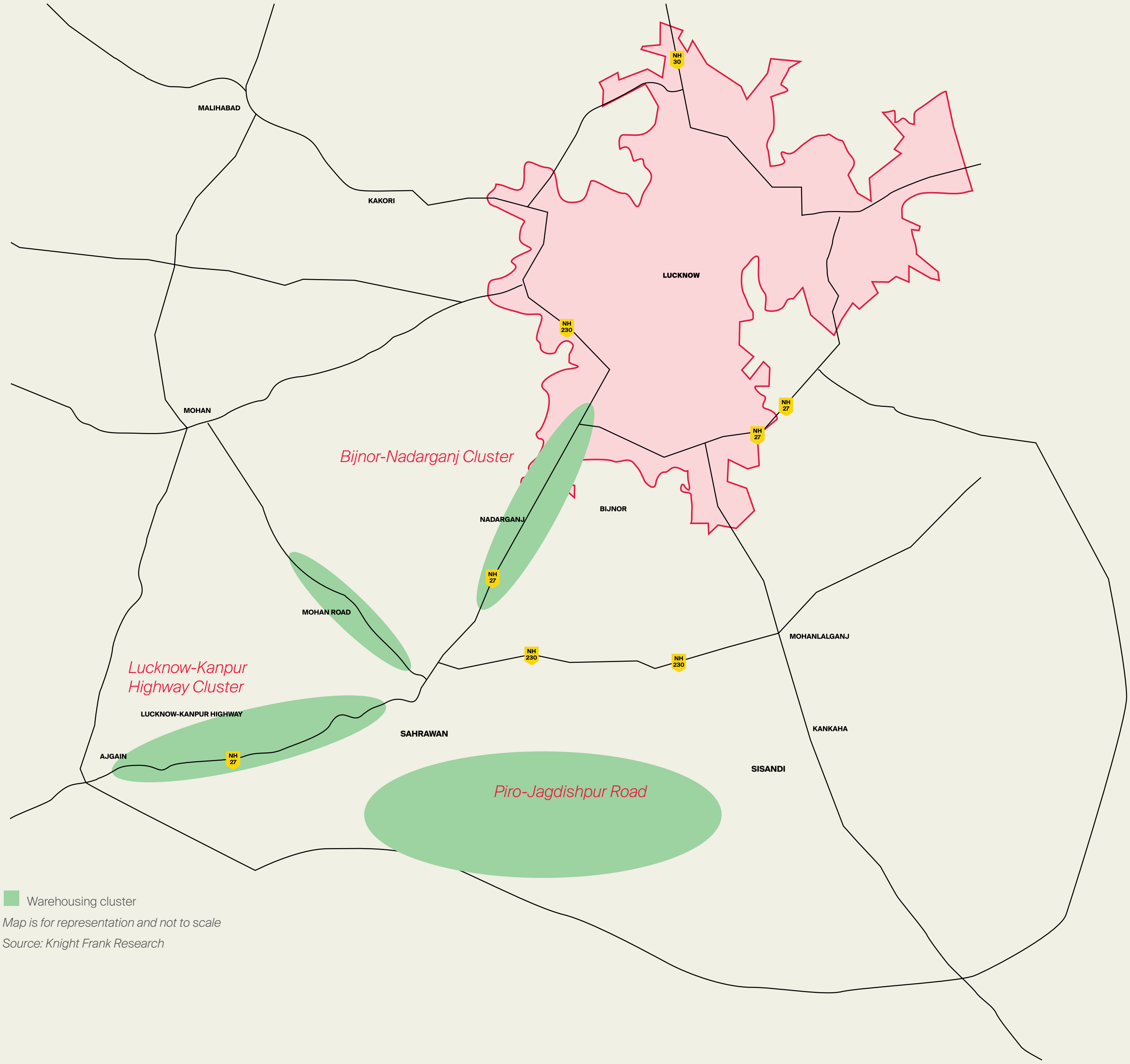
Lucknow continues to rank among India's strongest secondary warehousing markets, supported by its large consumption base and central geographic location. In 2025, the city recorded the highest warehousing space absorption among all secondary markets, with transactions totaling 0.2 mn sq m (1.9 mn sq ft), followed by Surat, which recorded 0.1 mn sq m (1.5 mn sq ft).

Rising participation from FMCD, FMCG, and E-commerce players is driving demand for high-quality, regulation-compliant warehousing in Lucknow. Leading developers such as Welspun, Reciprocal, and Hiranandani are contributing to the city's emerging Grade A warehousing stock. Despite this, leasing activity continues to be dominated by Grade B facilities. While Grade A projects accounted for 30% of total transactions in 2024, their share declined to 16% in 2025, reflecting occupiers' continued preference for cost-efficient options by local warehousing players.

The cluster-wise distribution of warehousing transactions in Lucknow witnessed a significant shift in 2025 compared to 2024. The Lucknow-Kanpur Highway cluster, which accounted for 23% of total transactions in 2024, increased its share sharply to 61% in 2025, emerging as the dominant warehousing location. This shift was primarily driven by occupiers' preference for southern micro-markets, supported by the availability of competitively priced land, larger contiguous land parcels, and strong road connectivity. Additionally, the industrial land-use classification under the Lucknow Industrial Development Authority (LIDA) is expected to continue supporting leasing momentum in this cluster.

With warehousing demand continuing to rise, development activity in Lucknow is gaining momentum. The city's expanding consumption base, coupled with its emergence as a successful Tier II logistics market, makes it strategically attractive for FMCD, FMCG, E-commerce and 3PL players seeking to expand beyond Tier I city peripheries and strengthen regional distribution networks. These factors position the Lucknow warehousing market well to absorb increasing occupier interest in the near term.

Major warehousing locations in Lucknow



Map is for representation and not to scale

Source: Knight Frank Research

Classification of warehousing locations into major clusters

Warehousing cluster	Major warehousing locations
Bijnor-Nadarganj Cluster	Bijnor, Transport Nagar, Nadarganj, Mohanlalganj Road, Memaura
Lucknow-Kanpur Highway Cluster	Asha-Kheda, Kusheri, Sohramao, Mahnora, Mohan Road
Piro-Jagdishpur Road	Sahrawan, Sarai Joga, Sisandi, Memaura

Source: Knight Frank Research

Major infrastructure in Lucknow

Name	*Type*
Outer Ring Road (Phase I)	Road
Lucknow-Kanpur Highway (NH-27)	Road-NH
Lucknow-Delhi Highway (NH-24)	Road-NH
Lucknow-Prayagraj Highway (NH-30)	Road-NH
Purvanchal Expressway	Road-NH
Agra-Lucknow Expressway	Road-NH

Note: NH stands for National Highway
Source: Knight Frank Research

Select warehouse projects

Warehouse project	*Warehouse cluster*
NDR	Lucknow-Kanpur Highway
Plus Nine One Logistics	Lucknow-Kanpur Highway
Welspun Logistics	Lucknow-Kanpur Highway
Reciprocal	Lucknow-Kanpur Highway
Hiranandani	Lucknow-Kanpur Highway

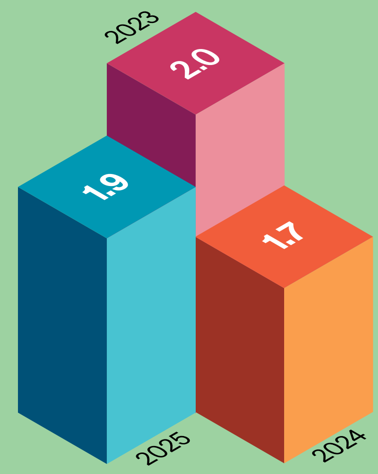
Source: Knight Frank Research

Top transactions during 2025

Occupier	*Occupier industry*	*Warehouse cluster*
HUL	FMCG	Bijnor-Nadarganj Cluster
LG	FMCD	Bijnor-Nadarganj Cluster
Whirlpool	FMCD	Lucknow-Kanpur Highway Cluster
Swiggy	E-commerce	Lucknow-Kanpur Highway Cluster
Safexpress	3PL	Lucknow-Kanpur Highway Cluster

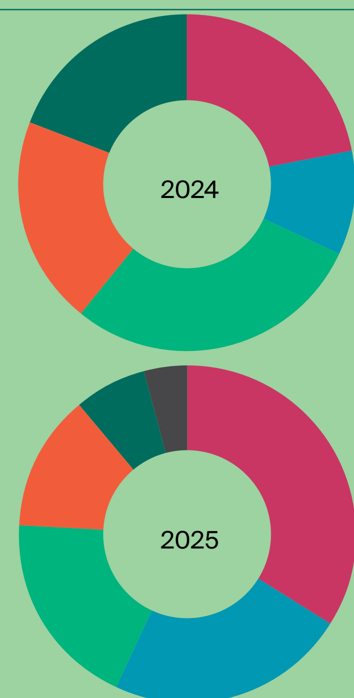
Source: Knight Frank Research

Warehousing market transaction volume



Source: Knight Frank Research

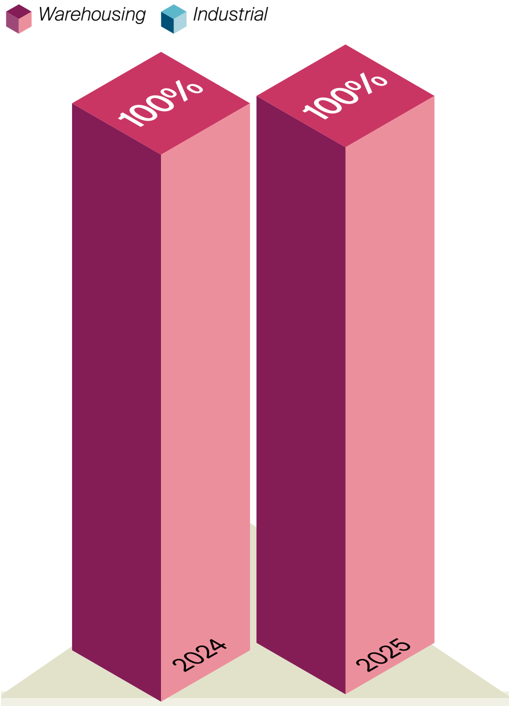
Industry-split of transaction volume



		2024	*2025*
■	FMCG	22%	34%
■	FMCD	10%	23%
■	E-commerce	29%	19%
■	3PL	20%	13%
■	Other Manufacturing	19%	7%
■	Retail	0%	4%

Source: Knight Frank Research
Notes: Other Manufacturing – These include all manufacturing sectors (automobile, electronics, pharmaceutical, etc.) except FMCG and FMCD.
Miscellaneous – These include services such as telecom, real estate, document management, agricultural warehousing and publishing.

Transaction share by end-use of space

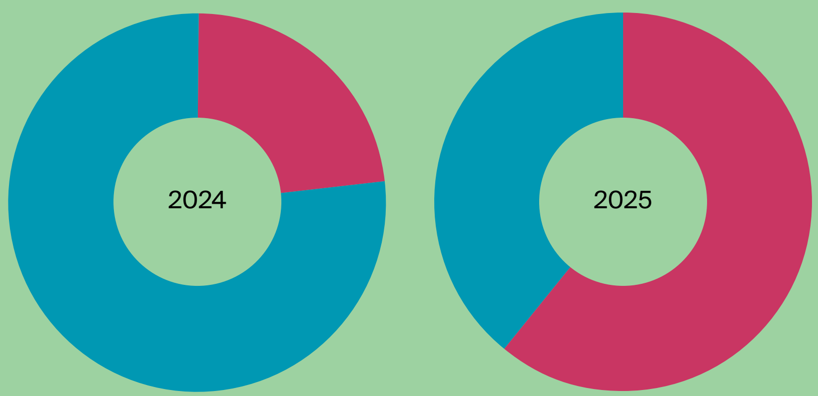


Source: Knight Frank Research

Notes:

- Industrial space relates to the area taken up for core manufacturing/engineering activities
- Warehousing space relates to space taken up for storage, and includes light manufacturing/assembling activities.

Cluster-split of transaction



	2024	2025
Lucknow-Kanpur Highway Cluster	23%	61%
Bijnor-Nadarganj Cluster	77%	39%

Source: Knight Frank Research

Land rate and rents

Warehouse cluster	Location	Land rate (INR Mn/acre)	Grade A Rent in INR/sq m/month (INR/sq ft/month)	Grade B Rent in INR/sq m/month (INR/sq ft/month)
Bijnor- Nadarganj Cluster	Bijnor	25-35	NA	194-215 (18-20)
	Nadarganj	30-50	NA	236-300 (22-28)
	Mohanlalganj Road	15-20	NA	194-215 (18-20)
	Transport Nagar	15-20	NA	236-300 (22-28)
Lucknow-Kanpur Highway	Asha-Kheda	15-20	226-237 (21-22)	194 - 215 (18-20)
	Kusheri	15-20	226-237 (21-22)	194 - 215 (18-20)
	Sohramao	15-20	226-237 (21-22)	194 - 215 (18-20)
	Mahnora	15-20	226-237 (21-22)	194 - 215 (18-20)
	Mohan Road	15-20	226-237 (21-22)	194 - 215 (18-20)
Piro-Jagdishpur Road	Sahrawan	15-20	226-237 (21-22)	NA
	Sisandi	15-20	NA	194 - 215 (18-20)

Source: Knight Frank Research

Ludhiana

Ludhiana occupies a pivotal position in Punjab's industrial and consumption landscape, supported by its alignment along the now-operational Eastern Dedicated Freight Corridor (EDFC). The corridor has materially improved freight efficiency by lowering per-unit transportation costs for occupiers across sectors. The 447-km stretch of the EDFC traverses several key industrial districts including Sahnewal, Doraha, Ludhiana, Sirhind, Rajpura, Ambala, Yamunanagar, Saharanpur, Meerut, Hapur and Muzaffarnagar, thereby strengthening Ludhiana's integration with major manufacturing and consumption centers across northern India.

Ludhiana has traditionally functioned as a hub for small-scale manufacturing and continues to exhibit a largely unorganized warehousing profile. In 2024, all recorded transactions were concluded in Grade B facilities; however, this share moderated to 76% in 2025, indicating a gradual shift in occupier preferences. The city's long-established manufacturing base, spanning auto components, consumer durables, hosiery, bicycles, hand tools, and industrial machinery, positions Ludhiana as an important sourcing and distribution node for FMCD, automotive, and other manufacturing-led occupiers.

Ludhiana benefits from a well-established road network that links it efficiently to major urban and industrial centers across Punjab and adjoining states through NH-5, NH-44, and State Highway-11. The completion of the Ludhiana-Chandigarh National Highway in 2023 has further strengthened regional connectivity, enabling faster and more seamless movement toward Mohali and Fatehgarh Sahib. Enhanced accessibility has reinforced Ludhiana's standing as an important Tier II destination for organized warehousing, encouraging continued interest from developers and investors seeking to expand logistics infrastructure in the city.

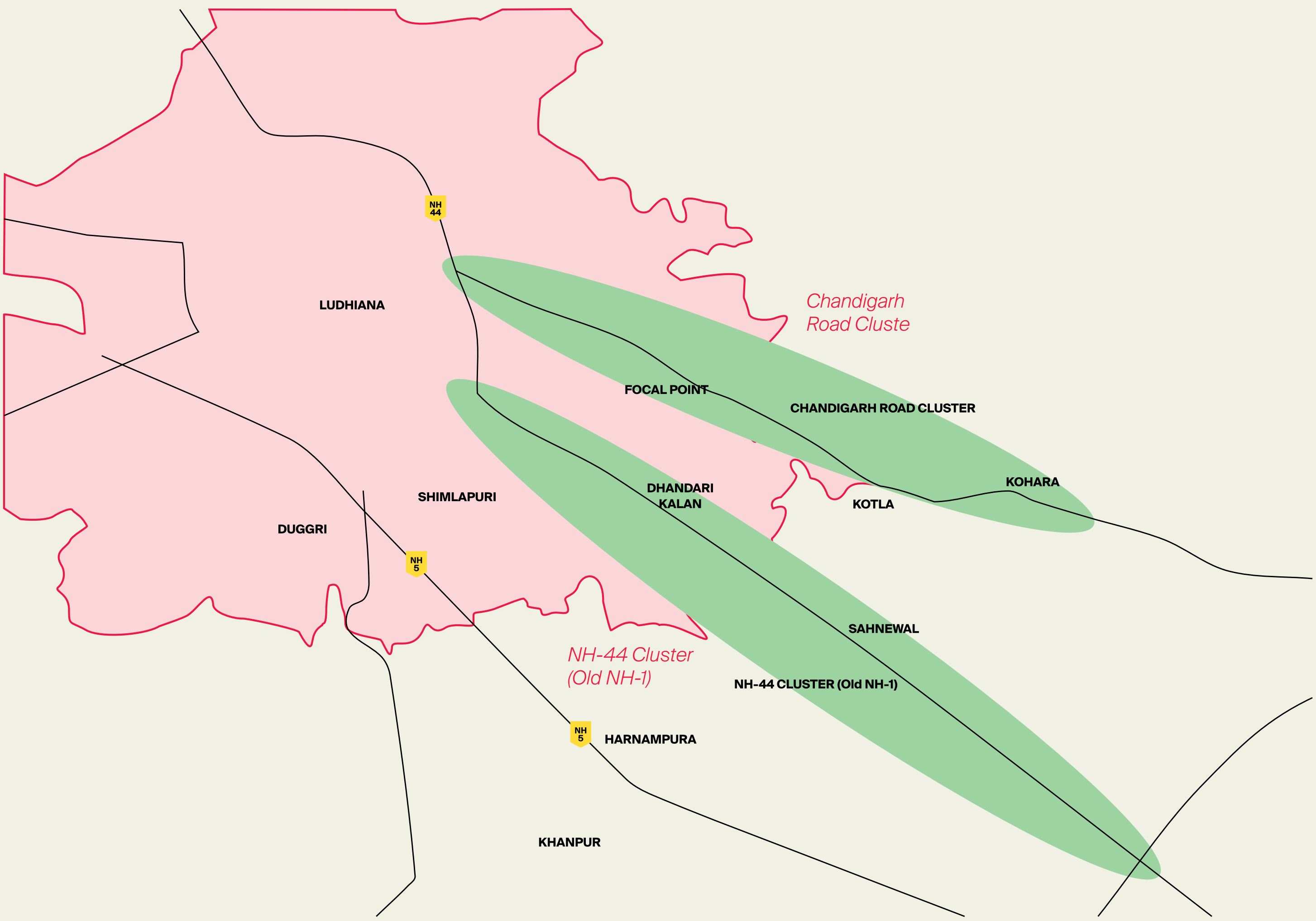
In line with trends observed across other Tier II markets, Ludhiana's key warehousing activity is largely concentrated along two peripheral corridors located to the southeast of the city. The Chandigarh Road cluster extends along the Ludhiana–Chandigarh State Highway (a section of NH-5), encompassing areas from Focal Point through Kohara. The NH-44 cluster, on the other hand, comprises established industrial pockets including Jalandhar Bypass, the Transport Nagar Industrial Area, as well as Sahnewal and Doraha.

During 2025, Ludhiana witnessed a limited level of leasing activity, two of which were within the NH-44 corridor and one which was concluded in the Chandigarh Road cluster. Overall transaction volumes increased marginally by 2% on a YoY basis. Demand during the year was primarily driven by 3PL, other manufacturing, and E-commerce occupiers, with notable tenants including RedTape, Mahindra Logistics, and Flipkart. While the manufacturing segment (besides FMCG and FMCD) dominated leasing activity in 2024 with a substantial 72% share, its contribution declined sharply to 29% in 2025. In contrast, 3PL occupiers emerged as the primary demand drivers, accounting for 47% of annual transactions, up significantly from just 22% in the previous year.

In 2025, Ludhiana witnessed a broad-based upward movement across land values as well as Grade A and Grade B warehousing rentals, reflecting a long-pending market correction. The expiry of several occupier lease tenures also led to renewals and relocations within the city, adding momentum to pricing. Land rates increased by approximately 25-33% YoY, while Grade A warehouse rentals recorded a rise of 17-20%. Grade B rentals, however, saw a sharper escalation of 45–50% YoY, indicating supply constraints in this segment amid steady demand conditions.

Overall, Ludhiana's warehousing market recorded stable absorption levels in 2025. Ongoing and planned infrastructure improvements are expected to support the development of new logistics parks, with increasing participation from private developers and state warehousing agencies. This is likely to accelerate the transition toward more organized and modern warehousing formats in the city, creating headroom for higher-grade facilities as regional warehousing markets across India continue to mature.

Major warehousing locations in Ludhiana



Warehousing cluster

Map is for representation and not to scale

Source: Knight Frank Research

Classification of warehousing locations into major clusters

Warehousing cluster	Major warehousing locations
Chandigarh Road Cluster	Locations along Ludhiana-Chandigarh State Highway (or parts of National Highway 5), Focal Point, Kohara
NH-44 Cluster (Old NH-1)	Jalandhar Bypass, Transport Nagar Industrial Area, Sahnewal, Doraha, Grand Trunk (GT) Road

Source: Knight Frank Research

Major infrastructure in Ludhiana

Name	Type
NH-44 Ludhiana Stretch	Road - NH
NH-5 / Ludhiana Stretch	Road - NH
SH 11	Road - SH
Eastern Dedicated Freight Corridor (EDFC)	Rail
Sahnewal Airport	Airport

Note: NH stands for National Highway
Source: Knight Frank Research

Select warehouse projects

Warehouse project	Warehouse cluster
Oswal Logistics	Chandigarh Road Cluster
Indoswift	NH-44 Cluster (Old NH-1)
Somal Logistics	Chandigarh Road Cluster

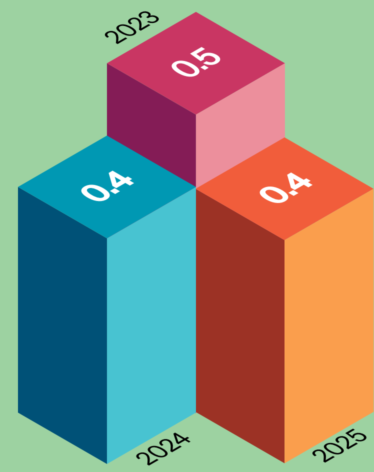
Source: Knight Frank Research

Top transactions during 2025

Occupier	Occupier industry	Warehouse cluster
Mahindra Logistics	3PL	NH 44 Cluster (Old NH 1)
RedTape	Other Manufacturing	Chandigarh Road Cluster
Flipkart	E-commerce	NH 44 Cluster (Old NH 1)

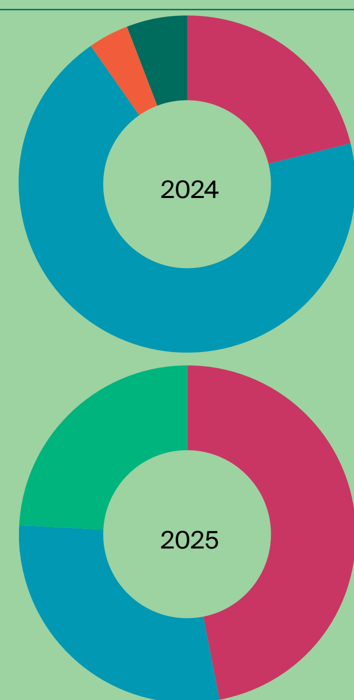
Source: Knight Frank Research

Warehousing market transaction volume



Source: Knight Frank Research

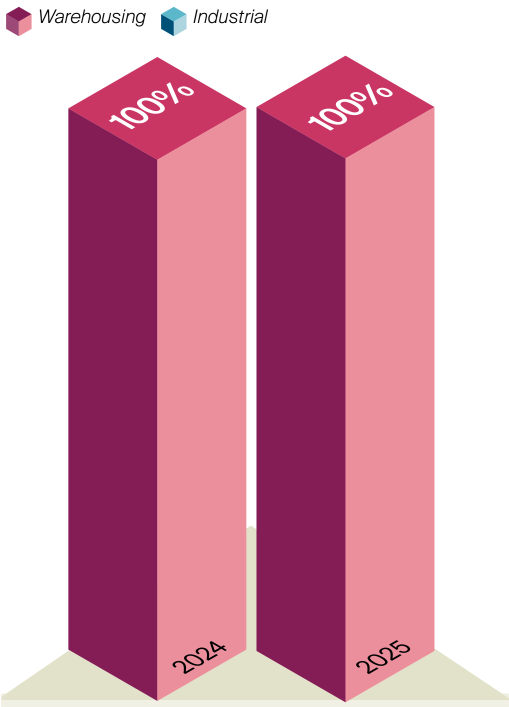
Industry-split of transaction volume



	2024	2025
3PL	22%	47%
Other Manufacturing	72%	29%
E-commerce	0%	24%
FMCG	6%	0%

Source: Knight Frank Research
Notes: Other Manufacturing – These include all manufacturing sectors (automobile, electronics, pharmaceutical, etc.) except FMCG and FMCD.
Miscellaneous – These include services such as telecom, real estate, document management, agricultural warehousing and publishing.

Transaction share by end-use of space



Source: Knight Frank Research

Notes:

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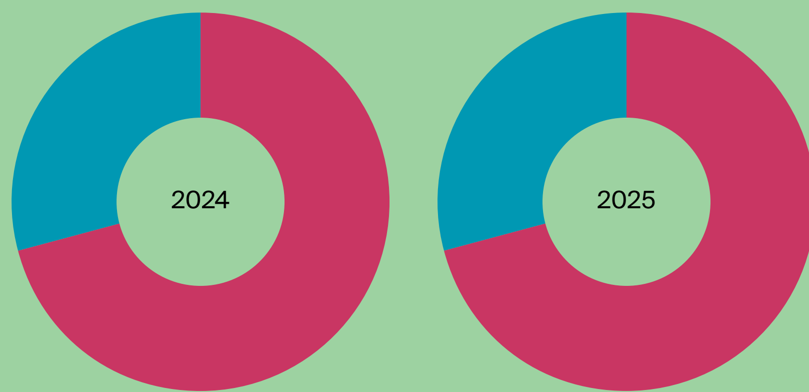
- Warehousing space relates to space taken up for storage, and includes light manufacturing/assembling activities.

Cluster-split of transaction



	2024	2025
NH-44 Cluster	71%	71%
Chandigarh Road Cluster	29%	29%

Source: Knight Frank Research

Land rate and rents

Warehouse cluster	Location	Land rate (INR Mn/acre)	Grade A Rent in INR/sq m/month (INR/sq ft/month)	Grade B Rent in INR/sq m/month (INR/sq ft/month)
Chandigarh Road Cluster	Chandigarh Road Cluster	15-20	215-226 (20-21)	193-215 (18-20)
NH-44 Cluster	NH-44 Cluster	20-25	215-226 (20-21)	193-215 (18-20)

Source: Knight Frank Research

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Mumbai

Mumbai remains one of India's most important warehousing markets, supported by its large consumption base, port-led trade activity and extensive logistics infrastructure. Demand continues to be driven by 3PL, manufacturing, FMCG and retail occupiers, with the Bhiwandi and Panvel clusters forming the backbone of the city's warehousing ecosystem.

Leasing activity accelerated over the past two years, with transaction volumes rising from 0.82 mn sq m (8.8 mn sq ft) in 2023 to 0.96 mn sq m (10.3 mn sq ft) in 2024, and further growing by 31% YoY to 1.25 mn sq m (13.5 mn sq ft) in 2025. This pickup reflects sustained demand for organised Grade A supply, supported by expanding distribution networks and occupier consolidation into larger facilities

The occupier profile highlights continued logistics-led demand. The 3PL sector remained the largest contributor, accounting for 44% in 2025, led by operators such as DHL and Toll India and Scootsy Logistics. Other Manufacturing also strengthened its presence, with its share rising from 22% in 2024 to 32% in 2025, supported by transactions from occupiers such as Renewsys India and Pidilite Industries. FMCG and E-commerce players maintained steady participation, reinforcing Mumbai's role as a key distribution gateway for western India.

Warehousing transactions dominated space absorption, with storage led transactions accounting for 96% of total leasing in 2025. Industrial space usage declined correspondingly, highlighting a clear shift toward large-format distribution centres and logistics facilities, with occupiers increasingly preferring ready-built Grade A assets over integrated manufacturing developments.

The Bhiwandi warehousing cluster reinforced its dominance, accounting for 90% of total leasing in 2025, supported by proximity to consumption centres, competitive land pricing and established logistics infrastructure. Panvel maintained a smaller but stable share of 10%, driven by improving connectivity to JNPT, the upcoming Navi Mumbai International Airport and emerging Grade A supply.

While Panvel commands higher rentals due to infrastructure advantages and land constraints, it functions as a strategic, high-rent micro-market rather than a volume-driven cluster, with Bhiwandi continuing to attract the bulk of occupier activity owing to scale availability and cost efficiency.

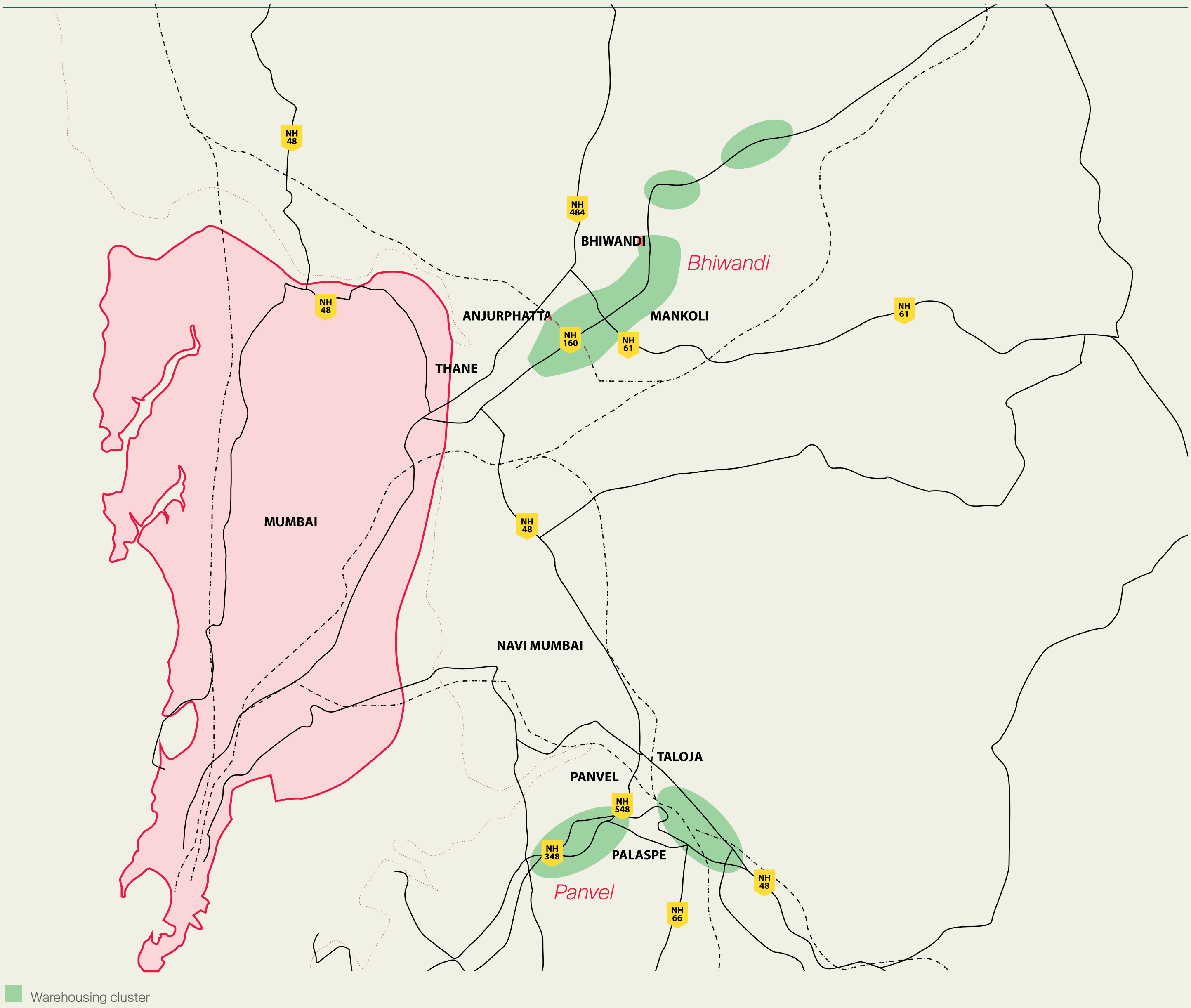
Rental growth remained moderate despite rising transaction volumes, with average rents increasing by around 4% YoY. Bhiwandi continues to offer relatively affordable Grade A options, while Panvel commands a premium driven by limited land availability and superior port connectivity. Persistent land constraints in core Bhiwandi micro-markets are gradually pushing occupiers toward alternative locations within the broader MMR, including Taloja and Patalganga.

Institutional developers such as IndoSpace, ESR, Ascendas-Firstspace and Welspun One continue to expand Grade A supply across Bhiwandi and Panvel, introducing higher construction standards, automation-ready designs and sustainability features. Leasing in 2025 was characterised by larger-format transactions concentrated in institutional parks, reflecting occupier preference for fewer, larger logistics hubs.

Infrastructure remains a structural advantage, with projects such as the Mumbai Trans-Harbour Link, and the now operational Navi Mumbai International Airport expected to further enhance regional logistics efficiency. These developments are likely to strengthen Panvel's long-term positioning while reinforcing Bhiwandi's role as Mumbai's primary warehousing node.

Looking ahead, Mumbai's warehousing market is expected to witness steady expansion, led by continued 3PL activity, rising manufacturing participation and sustained FMCG demand. While Bhiwandi will remain dominant in the near term, Panvel and adjoining micro-markets are likely to attract incremental interest as infrastructure comes online and occupiers seek higher-quality logistics environments. Limited availability of large contiguous parcels in core Bhiwandi locations is expected to gradually reshape Mumbai's warehousing geography over the medium term, alongside increased adoption of automation and technology-enabled warehousing.

Major warehousing locations in Mumbai



Map is for representation and not to scale

Source: Knight Frank Research

Classification of warehousing locations into major clusters

Warehousing cluster	*Major warehousing locations*
Bhiwandi	Mankoli, Kalher, Kashele, Dapode, Padgha, Vashere, Vadpe, Sape, Lonad, Bhavale, Sawad Naka, Dohole, Sonale, Anjurphatta
Panvel	Palaspe, Uran Road, Taloja, Patalganga

Source: Knight Frank Research

Major infrastructure in Mumbai

Name	*Type*
Delhi–Mumbai Industrial Corridor (DMIC)	Industrial Corridor
Mumbai Trans-Harbour Link (MTHL)	Sea Link
Navi Mumbai International Airport	Airport
Delhi–Mumbai Expressway	Express Highway
Mumbai–Nagpur Expressway (Samruddhi Mahamarg)	Express Highway
Virar–Alibaug Multi-modal Corridor	Multi-modal Transport
JNPT Port Connectivity / Dedicated Freight Corridor linkage	Freight Rail / Port Connectivity
NH-48 upgrades (Bhiwandi–Vasai–Panvel belt)	National Highway
Panvel–Karjat Rail Corridor	Rail Infrastructure
Eastern Freeway Extension (Navi Mumbai logistics belt)	Expressway

Note: NH stands for National Highway
Source: Knight Frank Research

Select warehouse projects

Warehouse project	*Warehouse cluster*
ESR Bhiwandi 2 (ESR Bhiwandi Park)	Bhiwandi Warehousing Cluster
One K Square Logistic Park	Bhiwandi Warehousing Cluster
One Samruddhi Park (Amane, Bhiwandi)	Bhiwandi Warehousing Cluster
IndoSpace Bhiwandi Logistics Park	Bhiwandi Warehousing Cluster
Welspun One Proxima Logistics Park, Bhiwandi	Bhiwandi Warehousing Cluster
Renaissance Industrial Park, Vashe (Bhiwandi)	Bhiwandi Warehousing Cluster
CCI Logistics Park, Panvel	Panvel Warehousing Cluster
ESR / IndoSpace Khopoli II	Panvel Warehousing Cluster
Lodha Industrial Park, Palava	Panvel Warehousing Cluster
Transindia Logistics Park, Bhiwandi	Bhiwandi Warehousing Cluster

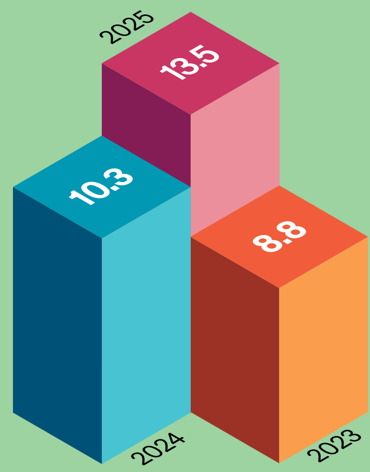
Source: Knight Frank Research

Top transactions during 2025

Occupier	*Occupier industry*	*Warehouse cluster*
Zomato Hyperpure	E-Commerce	Bhiwandi warehousing cluster
DHL	3PL	Bhiwandi warehousing cluster
Toll India Logistics	3PL	Bhiwandi warehousing cluster
Renewsys India	Other Manufacturing	Panvel warehousing cluster
Godrej Consumer Products	FMCG	Bhiwandi warehousing cluster

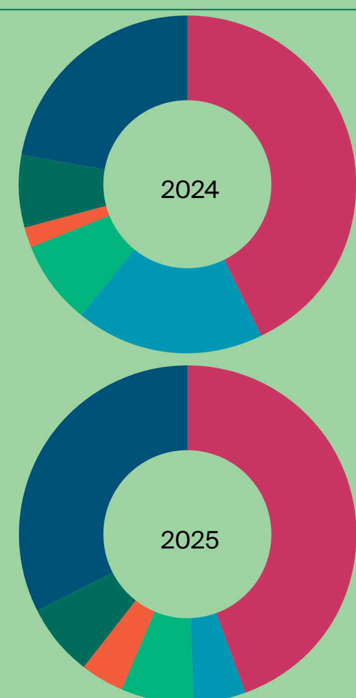
Source: Knight Frank Research

Warehousing market transaction volume



Source: Knight Frank Research

Industry-split of transaction volume



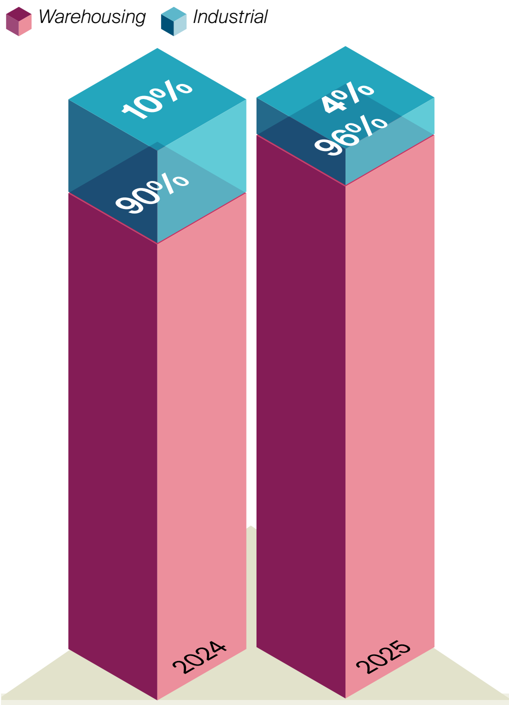
	2024	*2025*
3PL	43%	44%
Retail	18%	5%
Miscellaneous	8%	7%
FMCG	2%	4%
E-commerce	7%	7%
FMCD	0%	0%
Other Manufacturing	22%	32%

Source: Knight Frank Research

Notes: **Other Manufacturing** – These include all manufacturing sectors (automobile, electronics, pharmaceutical, etc.) except FMCG and FMCD.

Miscellaneous – These include services such as telecom, real estate, document management, agricultural warehousing and publishing.

Transaction share by end-use of space

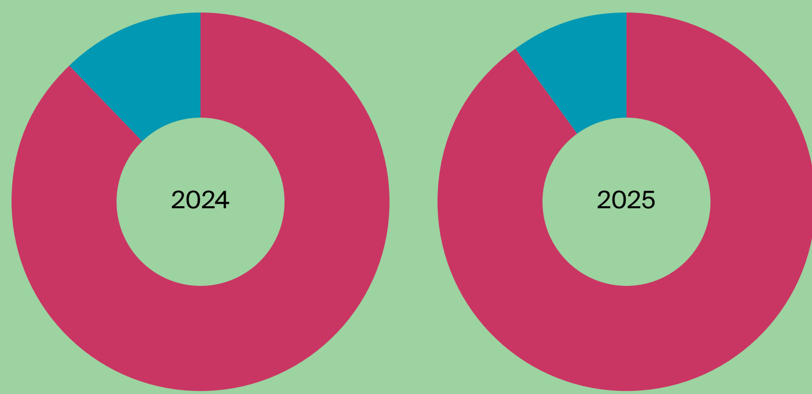


Source: Knight Frank Research

Notes:

- Industrial space relates to the area taken up for core manufacturing/engineering activities
- Warehousing space relates to space taken up for storage, and includes light manufacturing/assembling activities.

Cluster-split of transaction



	2024	2025
Bhiwandi Warehousing Belt	88%	12%
Panvel Warehousing Belt	90%	10%

Source: Knight Frank Research

Land rate and rents

Warehouse cluster	Location	Land rate (INR Mn/acre)	Grade A Rent in INR/sq m/month (INR/sq ft/month)	Grade B Rent in INR/sq m/month (INR/sq ft/month)
Bhiwandi Warehousing Belt	Mankoli	Large land parcel not available	226-258 (21-24)	161-194 (15-18)
	Vadpe	25–30	237-269 (22-25)	194-215 (18-20)
	Padgha	18–25	226-269 (21-25)	183-194 (17-18)
	Vashare / Sape	20–25	226-248 (21-23)	183-194 (17-18)
	Lonad	22–25	226-269 (21-25)	172-205 (16-19)
	Sonale	27–32	226-269 (21-25)	Limited Grade B supply
	Yewai	27–32	237-269 (22-25)	Limited Grade B supply
	Bhoirgaon	25–30	194-226 (18-21)	172-194 (16-18)
	Dohale	18–25	269-323 (25-30)	194-215 (18-20)
	Koshimbi	18–22	269-323 (25-30)	194-215 (18-20)
Panvel Warehousing Belt	Palaspe–Goa Road	25–32	258-291 (24-27)	194-237 (18-22)
	JNPT	25–40	258-291 (24-27)	183-205 (17-19)
	Taloja	25–40	355-377 (33-35)	269-323 (25-30)
	Patalganga	18–23	Limited Grade A supply	172-194 (16-18)

Source: Knight Frank Research

Nagpur

Nagpur is emerging as an important warehousing location in India, supported by its central position and strong connectivity. Often referred to as the country's geographic heart, the city sits at the crossroads of key north–south and east–west freight corridors, enabling efficient distribution to a wide swathe of consumption and manufacturing centres. This locational advantage is reinforced by strong road and rail linkages, improving air cargo potential, and proximity to major industrial clusters across Maharashtra, Madhya Pradesh, Telangana and Chhattisgarh; positioning Nagpur as a natural hub for hub-and-spoke logistics networks and time-critical supply chains.

Nagpur continues to emerge as a strategic warehousing and light manufacturing node in central India, supported by its geographic centrality, improving highway connectivity and growing institutional presence.

Leasing activity during 2025 was largely anchored by the Kalmeshwar–Nimji belt, which accounted for the bulk of transactions, led by both manufacturing occupiers and 3PL players. This reflects Nagpur's evolving role as a consolidation hub for regional supply chains, combining storage and production-oriented demand within a single corridor

Manufacturing occupiers (besides FMCG and FMCD) formed a meaningful share of activity, particularly within Kalmeshwar, Hingna and Nimji, driven by automotive and engineering-linked requirements. At the same time, 3PL operators continued to secure space to support regional distribution, reinforcing Nagpur's positioning as a cost-efficient alternative to larger warehousing markets for central India coverage.

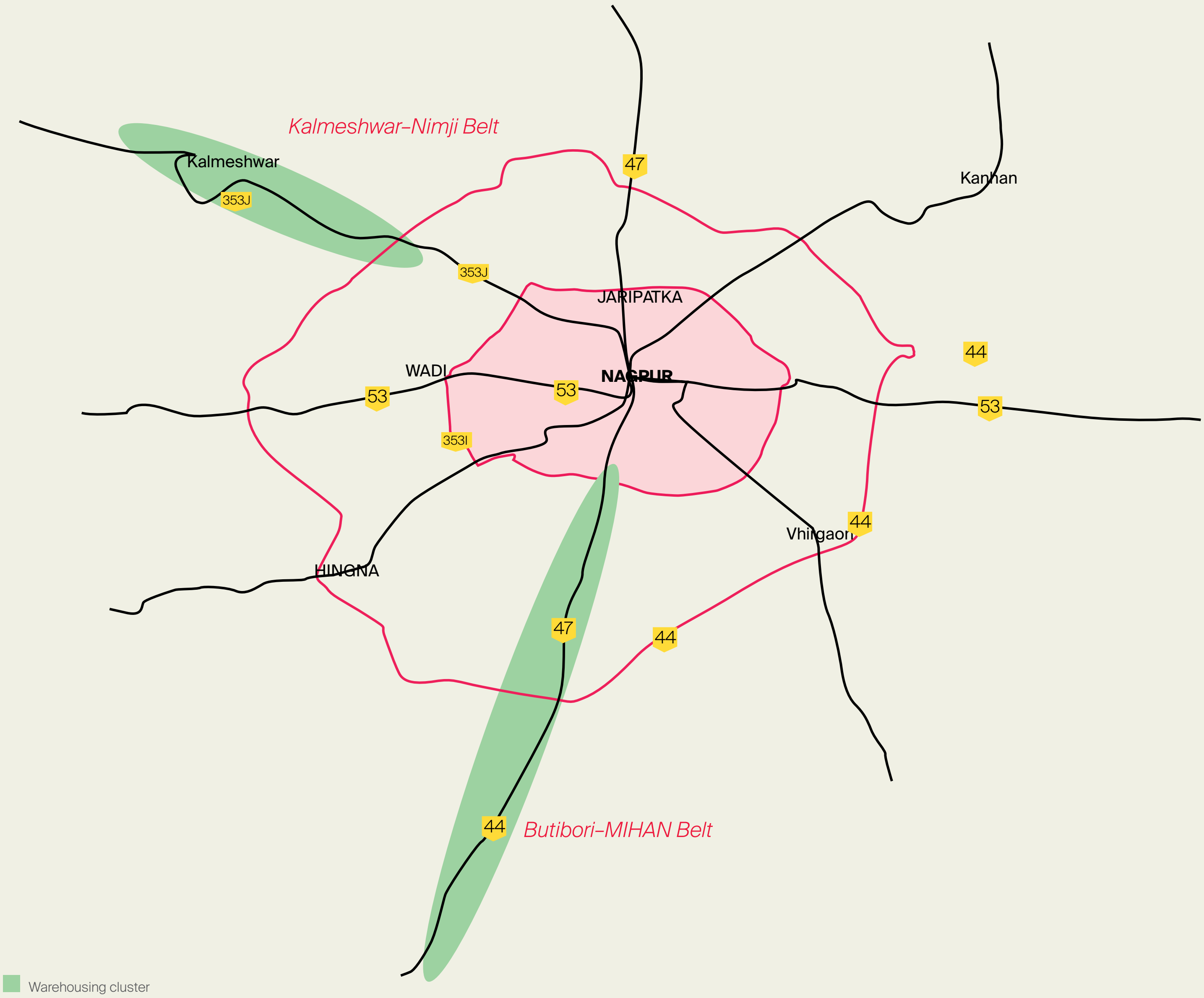
Institutional development remains concentrated in the Butibori–MIHAN belt, with projects by IndoSpace and Welspun One and logistics infrastructure within MIHAN gradually improving Grade A availability. However, the Kalmeshwar–Nimji belt continues to dominate volumes due to lower land costs, proximity to established MIDC zones and availability of developable parcels

Rental levels in Nagpur remain significantly more affordable than Pune and Mumbai. Grade B rents in the Kalmeshwar–Nimji belt typically range between INR 97–151 per sq m per month (INR 9–14 per sq ft), with limited Grade A supply. In contrast, Butibori–MIHAN commands a premium, with Grade A rentals in the range of INR 151–215 per sq m per month (INR 14–20 per sq ft), reflecting superior infrastructure and proximity to the airport-led logistics corridor

Infrastructure development continues to strengthen Nagpur's long-term prospects, supported by the Samruddhi Mahamarg, Dedicated Freight Corridor connectivity and the MIHAN SEZ. These projects are expected to enhance regional logistics efficiency and gradually attract higher-quality warehousing supply.

Looking ahead, Nagpur's warehousing market is expected to witness measured growth, led by manufacturing expansion in the Kalmeshwar–Nimji belt and incremental institutional development in Butibori–MIHAN. While the market remains smaller than Pune and Mumbai, its cost competitiveness and central location position it as an emerging distribution and manufacturing support hub within India's broader logistics network.

Major warehousing locations in Nagpur



Warehousing cluster

Map is for representation and not to scale

Source: Knight Frank Research

Classification of warehousing locations into major clusters

Warehousing cluster	Major warehousing locations
Kalmeshwar-Nimji Belt	Kalmeshwar, Nimji, Hingna, Gondkhairi
Butibori-MIHAN Belt	Butibori MIDC, MIHAN SEZ, Wardha Road, Khapri

Source: Knight Frank Research

Major infrastructure in Nagpur

Name	Type
Nagpur Ring Road	Road Infrastructure
Butibori MIDC	Industrial Zone
MIHAN SEZ	Integrated Industrial / Logistics Zone
Mumbai–Nagpur Expressway (Samruddhi Mahamarg)	Express Highway
Dedicated Freight Corridor connectivity (Wardha–Nagpur stretch)	Freight Rail Infrastructure

Note: NH stands for National Highway
Source: Knight Frank Research

Select warehouse projects

Warehouse project	Warehouse cluster
IndoSpace Logistics Park, Nagpur	Butibori–MIHAN warehousing belt
Welspun One Logistics Park, Nagpur	Butibori–MIHAN warehousing belt
MIHAN Cargo & Logistics Zone	Butibori–MIHAN warehousing belt
Kalmeshwar MIDC Industrial & Logistics Park	Kalmeshwar–Nimji warehousing belt
Hingna MIDC Industrial Estate (logistics-led developments)	Kalmeshwar–Nimji warehousing belt

Source: Knight Frank Research

Top transactions during 2025

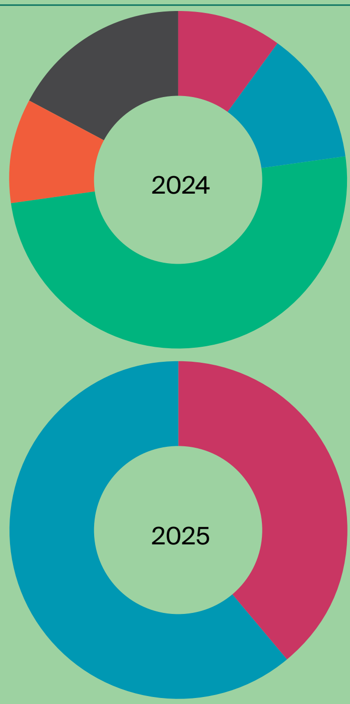
Occupier	Occupier industry	Warehouse cluster
TransGlobal Carriers Private Limited	3PL	Nimji – Kalmeshwar warehousing cluster
Kuehne & Nagel Private Limited	3PL	Nimji – Kalmeshwar warehousing cluster
John Deere India Private Limited	Other Manufacturing	Nimji – Kalmeshwar warehousing cluster
Fleetguard Filters Private Limited	Other Manufacturing	Nimji – Kalmeshwar warehousing cluster
Navkar Corporation Limited	3PL	Nimji – Kalmeshwar warehousing cluster

Source: Knight Frank Research

Warehousing market transaction volume

Source: Knight Frank Research

Industry-split of transaction volume



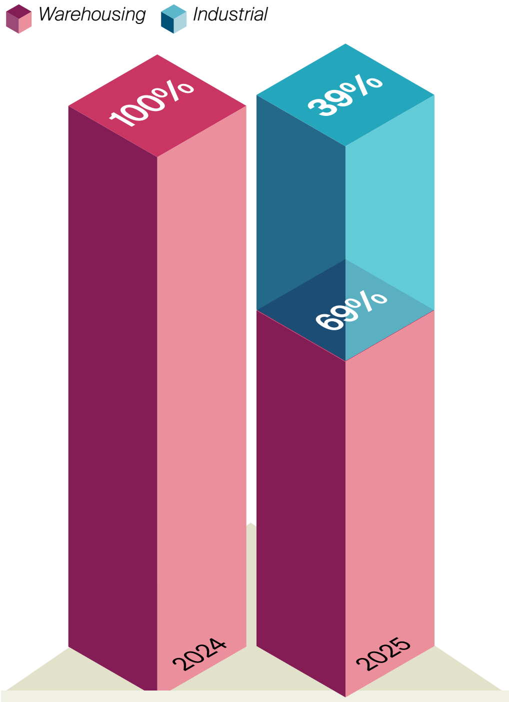
	2024	2025
Other Manufacturing	10%	39%
3PL	13%	61%
E-commerce	50%	0%
Miscellaneous	10%	0%
FMCD	0%	0%
FMCG	17%	0%
Retail	0%	0%

Source: Knight Frank Research

Notes: **Other Manufacturing** – These include all manufacturing sectors (automobile, electronics, pharmaceutical, etc.) except FMCG and FMCD.

Miscellaneous – These include services such as telecom, real estate, document management, agricultural warehousing and publishing.

Transaction share by end-use of space

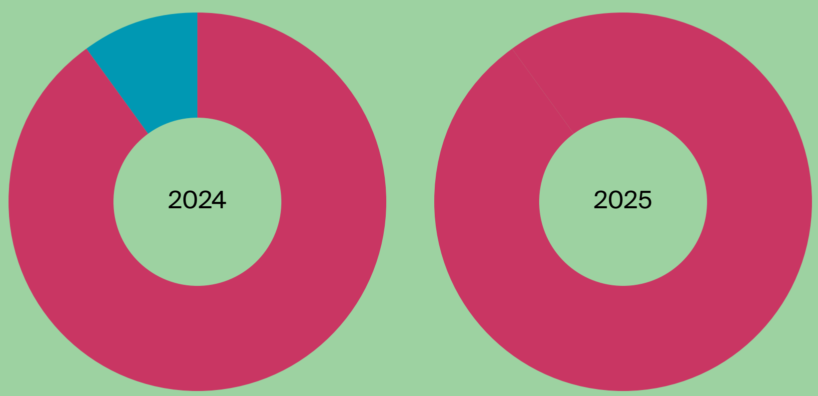


Source: Knight Frank Research

Notes:

- Industrial space relates to the area taken up for core manufacturing/engineering activities
- Warehousing space relates to space taken up for storage, and includes light manufacturing/assembling activities.

Cluster-split of transaction



	2024	2025
Kalmeshwar-Nimji Belt	90%	100%
Butibori-MIHAN Belt	10%	0%

Source: Knight Frank Research

Land rate and rents

Warehouse cluster	Location	Land rate (INR Mn/acre)	Grade A Rent in INR/sq m/month (INR/sq ft/month)	Grade B Rent in INR/sq m/month (INR/sq ft/month)
Kalmeshwar-Nimji Belt	Kalmeshwar MIDC	10–15	Limited Grade A supply	118-151 (11–14)
	Hingna	10–14	Limited Grade A supply	108–140 (10–13)
	Gondkhairi	8–12	Limited Grade A supply	108–140 (10–13)
	Nimji	8–12	Limited Grade A supply	97–129 (9–12)
Butibori-MIHAN Belt	Butibori MIDC	15–22	151–194 (14–18)	118-151 (11–14)
	MIHAN / Wardha Road	18–25	172–215 (16–20)	129–161 (12–15)

Source: Knight Frank Research

16

NCR

The National Capital Region (NCR) represents one of India's most significant consumption markets. Anchored by the national capital city of Delhi, the region is supported by a dense network of national highways and arterial roads that ensure seamless connectivity with key economic centres across the country. Over the past few decades, this robust multimodal road infrastructure extending across Delhi and its surrounding cities and towns has facilitated the development of multiple warehousing and logistics clusters, particularly around established industrial belts. These clusters play a critical role in servicing major consumption markets across North India, including the states of Punjab, Haryana, Uttar Pradesh, Himachal Pradesh, Bihar, and Rajasthan, through an efficient and well-integrated road network. The combination of superior inter-state connectivity, proximity to large-scale manufacturing bases, and sustained industrialisation has firmly positioned NCR as one of India's most preferred warehousing destinations, reinforcing its role as the primary logistics gateway to Northern India.

Between 2017 and 2023, sustained growth in consumer demand, driven by the rapid adoption of E-commerce and the uniform implementation of the Goods and Services Tax (GST) in the country at large, significantly increased demand for warehousing. This resulted in the emergence of key warehousing markets Pan India including along the NH-48 corridor in the North. This corridor emerged as a key logistics belt supporting distribution to major consumption centres, especially key cities in the NCR, such as Delhi, Gurugram, Noida, Greater Noida, Faridabad, Ghaziabad, as well as several Tier II and Tier III cities in the region, spanning across multiple states.

Following a post-pandemic slowdown during 2023–24, when warehousing demand, particularly from E-commerce occupiers, remained subdued due to excess capacity build-up, momentum has returned to the NCR warehousing market. This recovery is reflected in the YoY increase in warehousing space absorption between 2024 and 2025, driven primarily by renewed demand from other manufacturing, 3PL, and E-commerce players.

Occupier demand increased by 32% YoY, rising from 0.9 mn sq m (9.2 mn sq ft) in 2024 to 1.1 mn sq m (12.2 mn sq ft) in 2025: the highest annual volumes post pandemic. The occupier profile remained as diversified as the previous year, with manufacturing (besides FMCG and FMCD), 3PL, and E-commerce sectors continuing to account for the majority of transaction volumes, while FMCD, FMCG, and retail players together comprised 14% of total annual leasing activity. The other manufacturing segment recorded Fa YoY increase of 13% in its share of annual transaction volumes, while the E-commerce sector registered a 6% YoY increase over the same period.

Key manufacturing occupiers in 2025 included Puma, Mitsubishi, Minda, Royal Enfield, and Paragon, among others. The 3PL segment also remained active, with major players such as DB Schenker, Kuehne+Nagel (K+N), Yusen, Shadowfax, Blue Dart, and Mahindra Logistics taking up warehousing space during the year.

In contrast to 2024, when Grade A assets accounted for 53% of annual transactions, Grade B projects dominated leasing activity in 2025, capturing 60% of total transactions. Grade B developments continued to attract marquee occupiers, primarily driven by more cost-competitive rental levels.

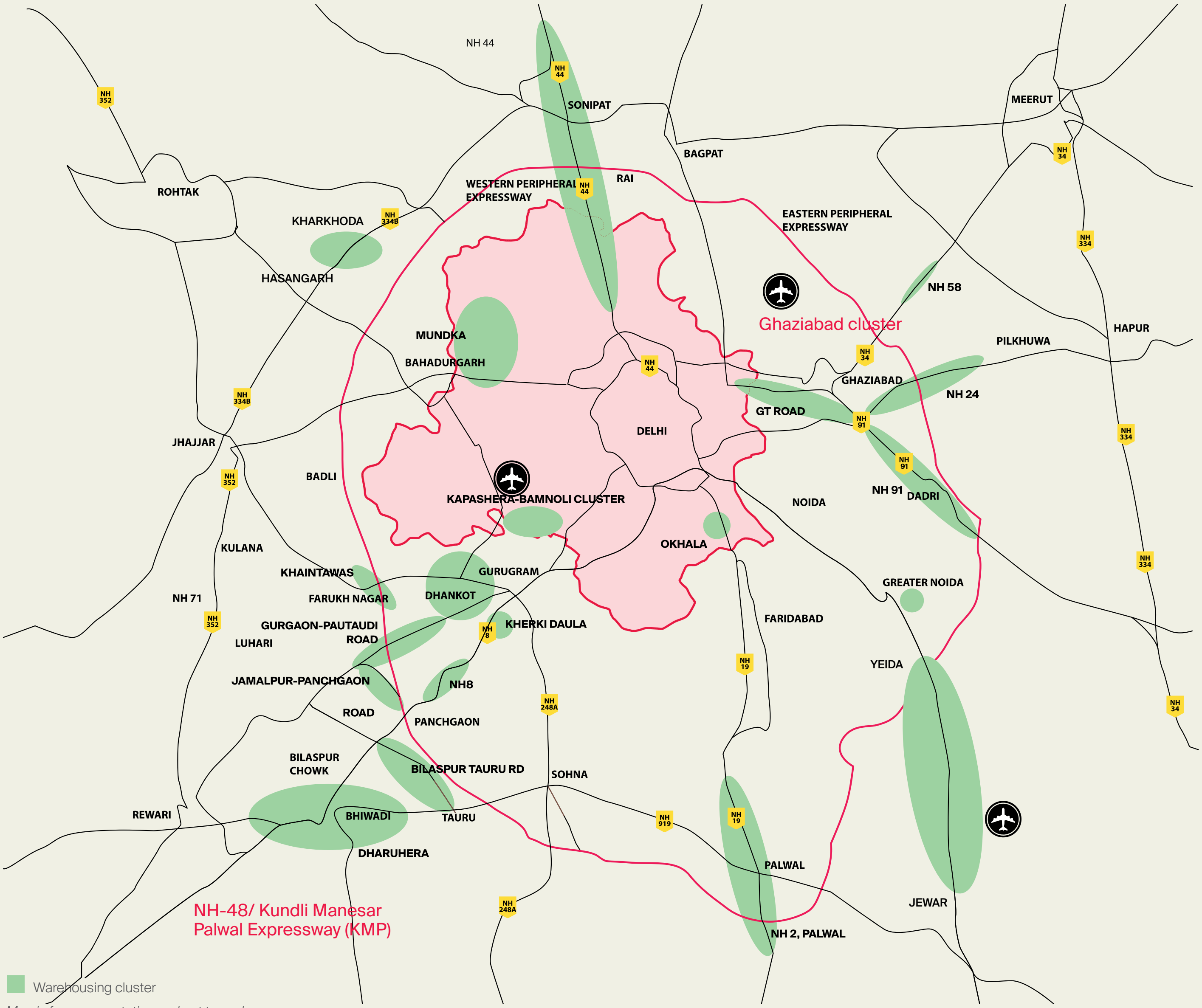
The cluster-wise distribution of warehousing transactions in 2025 remained unchanged from 2024, with the NH-48 / Kundli–Manesar–Palwal (KMP) Expressway cluster continuing to dominate, accounting for 77% of total transaction volumes. The presence of the Western Peripheral Expressway, which provides a dedicated corridor for heavy vehicle movement around Delhi and covers a significant portion of the city's periphery, has enhanced connectivity to both large and smaller consumption centres across the NCR, reinforcing the cluster's strategic importance.

Rental levels across the NCR market remained largely stable, with the exception of the Faridabad micro-market, where rentals recorded an 8% YoY increase, driven by limited space availability. Land prices across the region also remained largely unchanged over the past year.

With increasing space requirements from the manufacturing, E-commerce, and 3PL sectors, demand for industrial and warehousing assets is expected to remain robust in the coming years. The renewed momentum in E-commerce, along with the growth of its complementary segment, quick commerce (Q-commerce), is likely to continue shaping the evolution of the NCR warehousing market.

Looking forward, the development of Noida International Airport at Jewar is set to redefine the industrial and logistics landscape of the NCR market by acting as a powerful catalyst for air-cargo-led and multimodal growth. Backed by YEIDA's structured, sector-wise planning along the Yamuna Expressway, the region is witnessing accelerated development of industrial, logistics, and warehousing infrastructure. Active land allotments in newly developed sectors for logistics parks, MSME clusters, and export-oriented manufacturing, coupled with rising interest from 3PL operators, E-commerce players, and light manufacturing firms, underscore Jewar's growing relevance in regional supply chains. Collectively, these dynamics signal a decisive transition of Jewar from a peripheral geography into a strategically anchored industrial-logistics corridor driven by airport-led development.

Major warehousing locations in NCR



Map is for representation and not to scale

Source: Knight Frank Research

Classification of warehousing locations into major clusters

Warehousing cluster	Major warehousing locations
NH-48/Kundli Manesar Palwal Expressway (KMP)	Dharuhera, Pataudi-Luhari Road, Jamalpur-Panchgaon Road, Bilaspur-Tauru-Sohna Road, NH-71-Kulana, Badli, Farrukhnagar and other such areas accessible from NH-48 and Kundli Manesar Palwal Expressway
Ghaziabad Cluster	NH-91 (Dadri), NH 24 (Hapur), Dasna, Pilakhuwa and Meerut and other areas accessible from NH-24 and NH-34
Others	Palwal, Sohna, Faridabad, Noida-Greater Noida, Alipur, Kundli, Sonipat, Murthal, Barota and Mundka Jewar, YEIDA

Source: Knight Frank Research

Major infrastructure in NCR

Name	Type
Delhi-Mumbai Industrial Corridor (DMIC)	Industrial Corridor
Eastern Peripheral Expressway or Kundli-Ghaziabad-Palwal (KGP) Expressway or National Expressway II	Road-NH
Western Peripheral Expressway or Kundli-Manesar-Palwal (KMP) Expressway	Road-NH
Urban Extension Road (UER) – II	Road-NH
Dedicated Freight Corridors (DFC)	Rail

Note: NH stands for National Highway
Source: Knight Frank Research

Select warehouse projects

Warehouse project	Warehouse cluster
IndoSpace	NH-48/ Kundli Manesar Palwal Expressway (KMP)
Horizon Industrial Park	NH-48/ Kundli Manesar Palwal Expressway (KMP)
Pragati Industrial and Logistics Park	NH-48/ Kundli Manesar Palwal Expressway (KMP)
ESR Logistics Park	Others
FWS	NH-48/Kundli Manesar Palwal Expressway (KMP)
CCI	NH-48/Kundli Manesar Palwal Expressway (KMP)

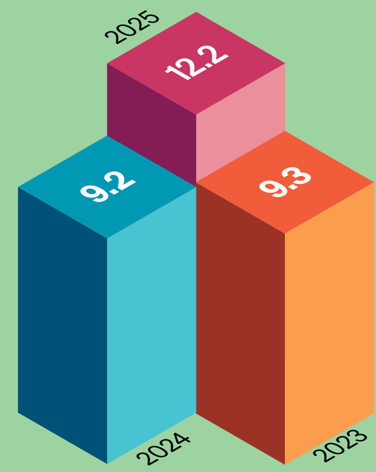
Source: Knight Frank Research

Top transactions during 2025

Occupier	Occupier industry	Warehouse cluster
Amazon	E-commerce	NH-48/Kundli Manesar Palwal Expressway (KMP)
Blue Dart	3PL	NH-48/Kundli Manesar Palwal Expressway (KMP)
Lumax	Other Manufacturing	NH-48/Kundli Manesar Palwal Expressway (KMP)
Voltas	FMCD	Ghaziabad Cluster
GXO	3PL	Ghaziabad Cluster

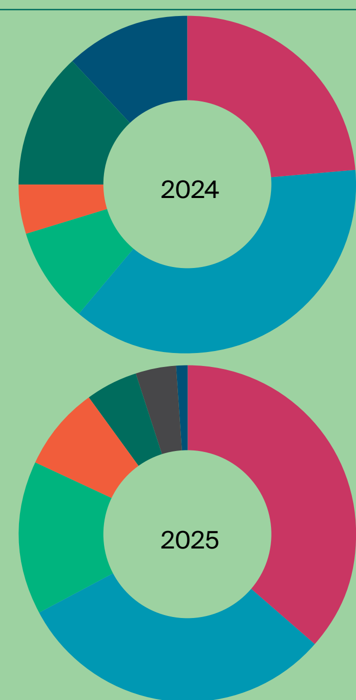
Source: Knight Frank Research

Warehousing market transaction volume



Source: Knight Frank Research

Industry-split of transaction volume



	2024	2025
Other Manufacturing	24%	37%
3PL	38%	31%
E-commerce	9%	15%
FMCG	5%	8%
FMCD	13%	5%
Miscellaneous	0%	4%
Retail	12%	1%

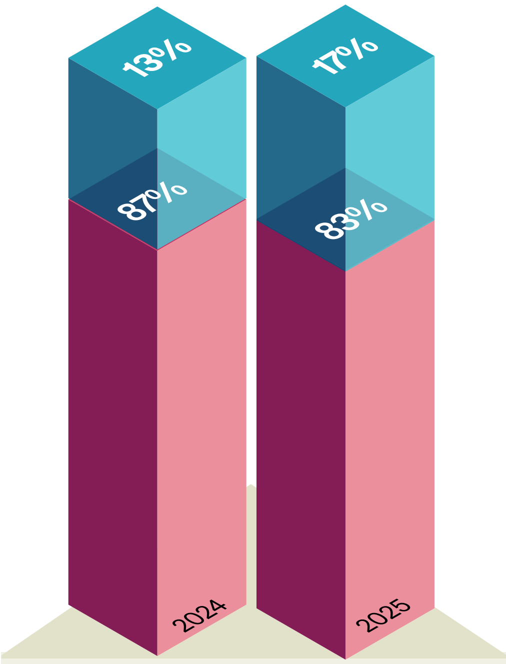
Source: Knight Frank Research

Notes: Other Manufacturing – These include all manufacturing sectors (automobile, electronics, pharmaceutical, etc.) except FMCG and FMCD.

Miscellaneous – These include services such as telecom, real estate, document management, agricultural warehousing and publishing.

Transaction share by end-use of space

Warehousing Industrial



Source: Knight Frank Research

Notes:

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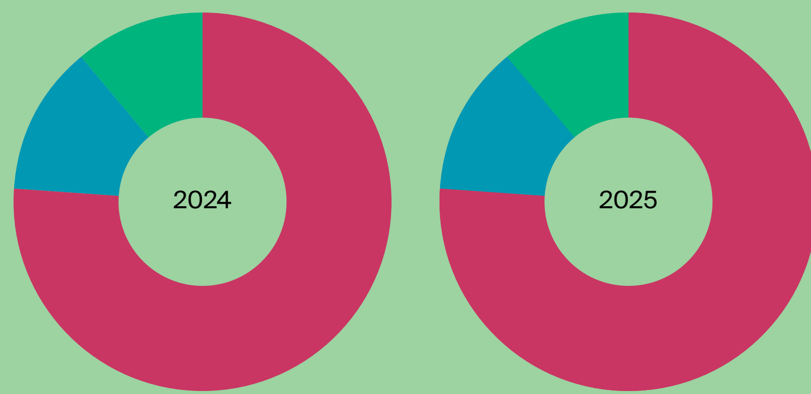
Cluster-split of transaction



	2024	2025
NH-48/Kundli Manesar Palwal Expressway (KMP)	77%	77%
Ghaziabad cluster	13%	13%
Others	11%	11%

Source: Knight Frank Research

Land rate and rents

Warehouse cluster	Location	Land rate (INR Mn/acre)	Grade A Rent in INR/sq m/month (INR/sq ft/month)	Grade B Rent in INR/sq m/month (INR/sq ft/month)
NH-48 Cluster/ KMP Cluster	NH-48 (Gurugram-Binola)	40-60	237-290 (22-27)	215-237 (20-22)
	Pataudi Road/Luhari	30-40	226-248 (21-23)	194-215 (18-20)
	Jamalpur-Panchgaon Road	25-40	226-248 (21-23)	194-215 (18-20)
	Bilaspur-Tauru-Sohna Road	30-40	226-248 (21-23)	194-215 (18-20)
	Dharuhera	25-30	215-237 (20-22)	183-205 (17-19)
	NH 71-Kulana	25-30	172-237 (20-22)	194-205 (18-19)
	Badli	25-35	226-248 (21-23)	194-215 (18-20)
	Farrukhnagar	40-50	226-258 (21-24)	194-215 (18-20)
Ghaziabad Cluster	NH-91 (Dadri) & NH-24 (Hapur) (Dasna-Pilikhua, Meerut)	35-45	237-258 (22-24)	172-226 (19-21)
Others	Greater Noida	No large land parcels available	323-377 (30-35)	269-312 (25-29)
	Noida	No large land parcels available	538-645 (50-60)	430-538 (40-50)
	Faridabad	No large land parcels available	248-279 (23-26)	215-237 (20-22)
	Mundka	No large land parcels available	204-237 (19-22)	172-194 (16-18)
	Sonipat	30-40	237-258 (22-24)	205-226 (19-21)
	YEIDA	40-60	NA	323-377 (30-35)

Source: Knight Frank Research

Patna

Patna continued as a key logistics and distribution hub in eastern India in 2025, supported by its strategic location and expanding consumption base across Bihar and adjoining northeastern markets. As the capital and largest city of Bihar, Patna plays a critical role in servicing demand from major population centres such as Muzaffarpur, Darbhanga, Gaya and Bihar Sharif, while also acting as a transit node connecting Lucknow, Ranchi and Guwahati.

Warehousing transaction volumes in Patna declined by 28% YoY in 2025, with total leasing of 0.05 mn sq m (0.5 mn sq ft), reflecting limited availability of Grade A supply and occupier-led consolidation of regional distribution networks. Leasing activity was primarily driven by 3PL occupiers, supported by rising consumption-led demand and increasing reliance on organised distribution networks.

E-commerce players remained active, contributing 23% to the overall transaction volumes. Zomato (Blinkit) and Amazon were among the prominent E-commerce players who took up large spaces during the year.

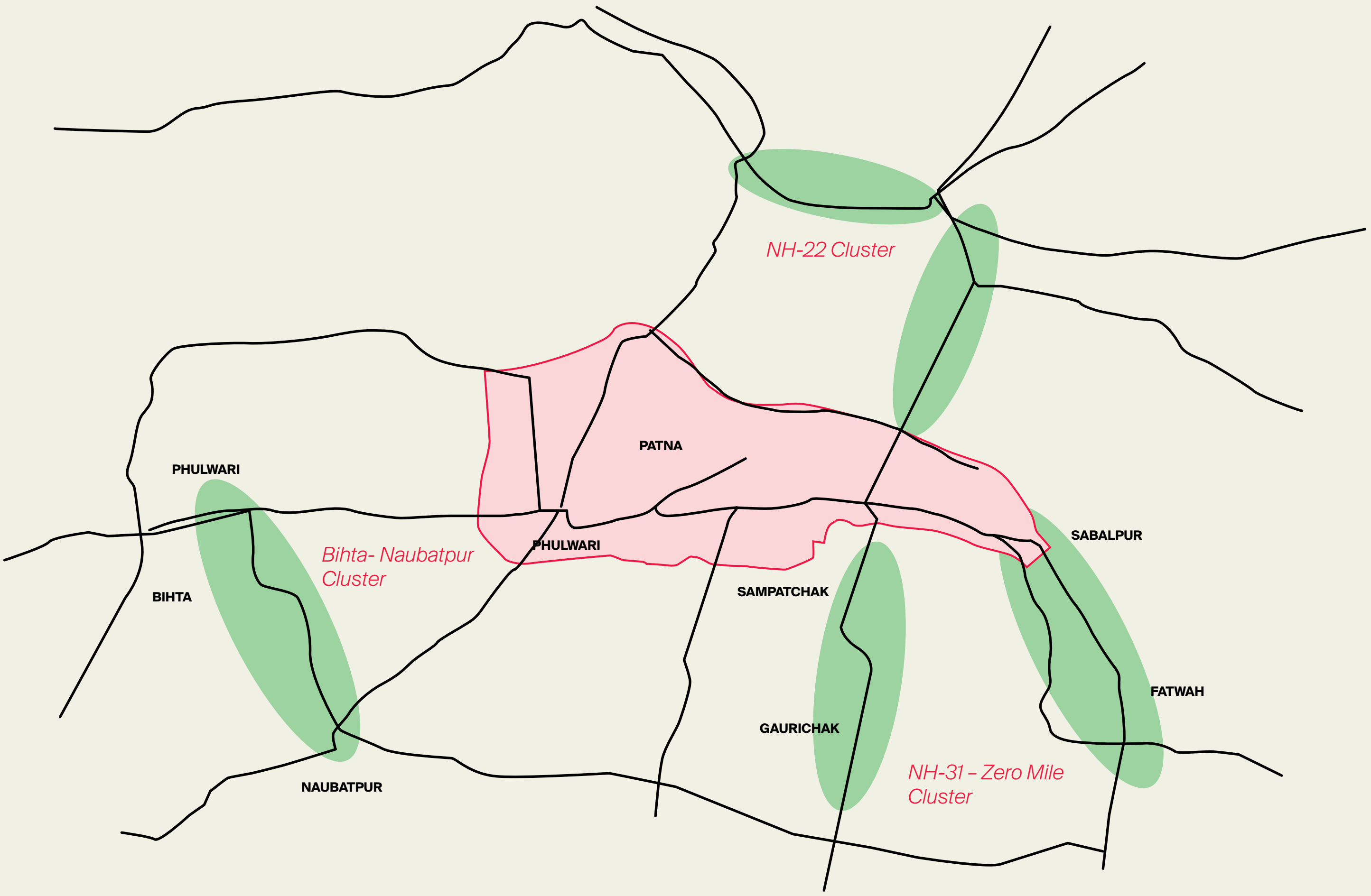
The NH-31 (Zero Mile) corridor continued to dominate warehousing activity during the year, accounting for 89% share of the overall transactions. Locations such as Fatuha, Deedarganj and Marcha Mirchi Road remained preferred due to their connectivity to eastern and northern Bihar markets. The Bihta-Naubatpur cluster also saw occupier interest, benefitting from improving road infrastructure and availability of land for organised warehousing development.

From an end-use perspective, warehousing accounted for the entire share of space take-up in 2025, underscoring Patna's role as a logistics-led market rather than an industrial manufacturing centre. Occupiers continued to show a growing preference for Grade A facilities, which accounted for 95% of total leasing activity, driven by compliance requirements, operational efficiencies and the need for scalable distribution platforms.

Rental rates for warehousing facilities range from INR 226-269/sq m/month (INR 21-25/sq ft/month) in key locations such as Bihta, Gaurichak, Fatuha, Deedarganj, and Marcha Marchi Road. Premium-grade warehouses, occupied by companies like Zomato (Blinkit), Whirlpool, and Godrej Consumer Products, command rents at the higher end of this range, while Grade B facilities are available at lower rates.

While the Patna warehousing market remains largely unorganised, increasing participation from large corporates, E-commerce platforms and organised developers is gradually reshaping supply. Supported by infrastructure improvements, rising consumption and the city's strategic gateway role, Patna's warehousing market is expected to continue its measured transition toward organised, institutionally compliant logistics facilities, reinforcing its importance within eastern India's supply chain network.

Major warehousing locations in Patna



Warehousing cluster

Map is for representation and not to scale

Source: Knight Frank Research

Classification of warehousing locations into major clusters

Warehousing cluster	Major warehousing locations
Bihta- Naubatpur Cluster	Naubatpur, Phulwari, Bihta
NH-31 – Zero Mile Cluster	Paijawa, Mahuli, Marcha Marchi Road, Fatuha Marg, Bhagalpur Patna Road (Fatuha Crossraod), Deedarganj
NH-22 Cluster	Beldarichak, Hajipur, Sampatchak, Gaurichak

Source: Knight Frank Research

Major infrastructure in Patna

Name	Type
Patna Ring Road (Phase I)	Road
Delhi-Mumbai Highway (NH-48)	Road-NH
Sangrur-Ankola Highway (Sikar Road) (NH-52)	Road-NH
Patna-Agra Highway (NH-21)	Road-NH

Note: NH stands for National Highway
Source: Knight Frank Research

Top transactions during 2025

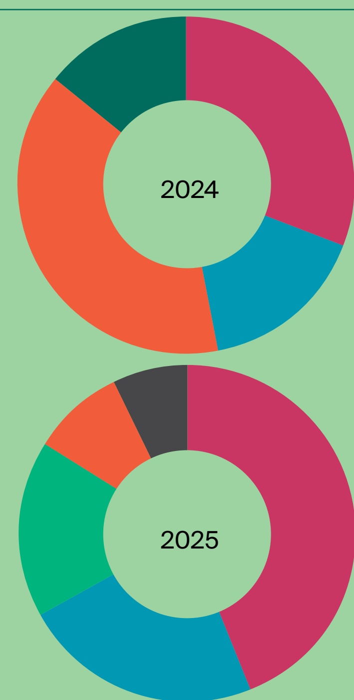
Occupier	Occupier industry	Warehouse cluster
Zomato (Blinkit)	E-commerce	NH-31 – Zero Mile Cluster
Whirlpool	FMCD	NH-31 – Zero Mile Cluster
SF Logistics	3PL	NH-31 – Zero Mile Cluster
Shadowfax Technologies Limited	3PL	NH-31 – Zero Mile Cluster
ALL Cargo	3PL	NH-31 – Zero Mile Cluster

Source: Knight Frank Research

Warehousing market transaction volume

Source: Knight Frank Research

Industry-split of transaction volume



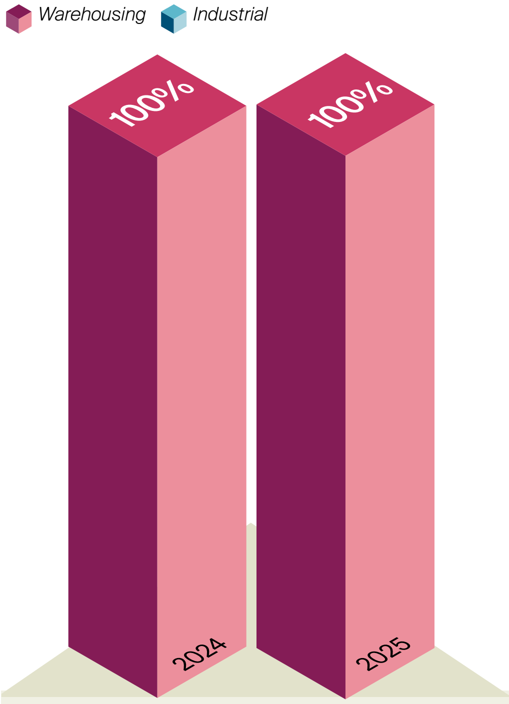
	2024	2025
3PL	31%	44%
E-commerce	16%	23%
FMCD	0%	17%
FMCG	39%	9%
Miscellaneous	0%	7%
Other Manufacturing	14%	0%

Source: Knight Frank Research

Notes: **Other Manufacturing** – These include all manufacturing sectors (automobile, electronics, pharmaceutical, etc.) except FMCG and FMCD.

Miscellaneous – These include services such as telecom, real estate, document management, agricultural warehousing and publishing.

Transaction share by end-use of space

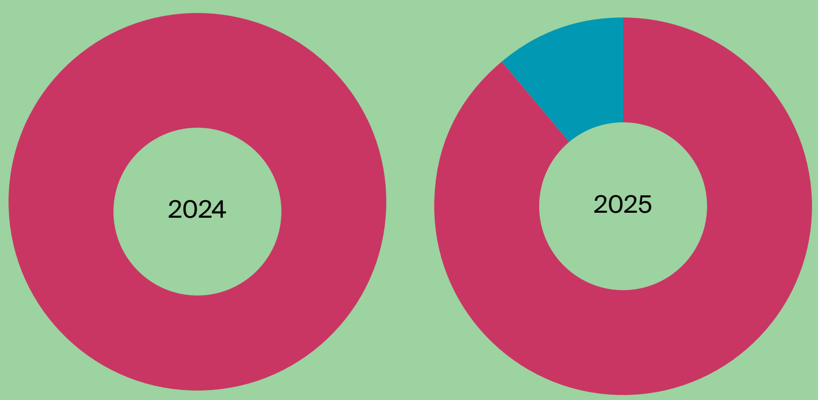


Source: Knight Frank Research

Notes:

- Industrial space relates to the area taken up for core manufacturing/engineering activities
- Warehousing space relates to space taken up for storage, and includes light manufacturing/assembling activities.

Cluster-split of transaction



	2024	2025
NH-31 - Zero Mile cluster	100%	89%
Bihta Naubatpur Cluster	0%	11%
NH-22 Cluster	0%	0%

Source: Knight Frank Research

Land rate and rents

Warehouse cluster	Location	Land rate (INR Mn/acre)	Grade A Rent in INR/sq m/month (INR/sq ft/month)	Grade B Rent in INR/sq m/month (INR/sq ft/month)
Bihta Naubatpur Cluster	Naubatpur	23-25	205 - 226 (19 - 21)	215 - 237 (20 - 22)
	Phulwari Sharif	27-29	237 - 269 (22 - 25)	194 - 215 (18 - 20)
	Bihta	21-25	194 - 215 (18 - 20)	194 - 215 (18 - 20)
NH-31 - Zero Mile cluster	Paijawa	25-27	237 - 258 (22 - 24)	194 - 215 (18 - 20)
	Mahuli	25-27	237 - 258 (22 - 24)	183 - 205 (17 - 19)
	Marcha Marchi Road	25-27	237 - 258 (22 - 24)	194 - 205 (18 - 19)
	Fatuha Marg	23-25	205 - 237 (19 - 22)	194 - 215 (18 - 20)
	Bhagalpur Patna Road (Fatuha Crossroad)	22-24	205 - 226 (19 - 21)	194 - 215 (18 - 20)
NH-22 Cluster	Sampatchak	23-25	215 - 237 (20 - 22)	205 - 226 (19 - 21)
	Gaurichak	21-23	194 - 226 (18 - 21)	183 - 205 (17 - 19)
	Beldarichak	21-23	205 - 226 (19 - 21)	194 - 205 (18 - 19)
	Hajipur	22-24	183 - 215 (17 - 20)	172 - 194 (16 - 18)

Source: Knight Frank Research

Pune

Pune has consolidated its position as one of India's key manufacturing-led warehousing markets, supported by a strong automotive ecosystem, improving infrastructure, and sustained institutional developer participation. The city also benefits from an organised development landscape, and direct connectivity to Mumbai and western India's industrial corridors, reinforcing its attractiveness for both manufacturing and logistics occupiers.

Warehousing leasing volumes in Pune saw tremendous growth in 2025, growing to 1.49 mn sq m (16.0 mn sq ft) from 0.80 mn sq m (8.6 mn sq ft) in 2024, marking a sharp acceleration in market activity after two years of largely stable absorption. This surge reflects a combination of deferred manufacturing expansion decisions, fresh capacity additions across automotive supply chains, and increased localisation by OEMs and tier suppliers. Occupiers also consolidated operations into larger, integrated facilities, resulting in higher average deal sizes and concentrated absorption in core industrial clusters.

Manufacturing (besides FMCG and FMCD) continued to dominate occupier activity, contributing 77% of total leasing in 2025, led by automotive and engineering companies such as Hyundai Transys, Lear Automotive, SKS Fastners and Tata AutoComp. While 3PL players remained active, their share moderated to 13%, indicating that growth during the year was largely anchored by end-user manufacturing expansion rather than distribution-led demand.

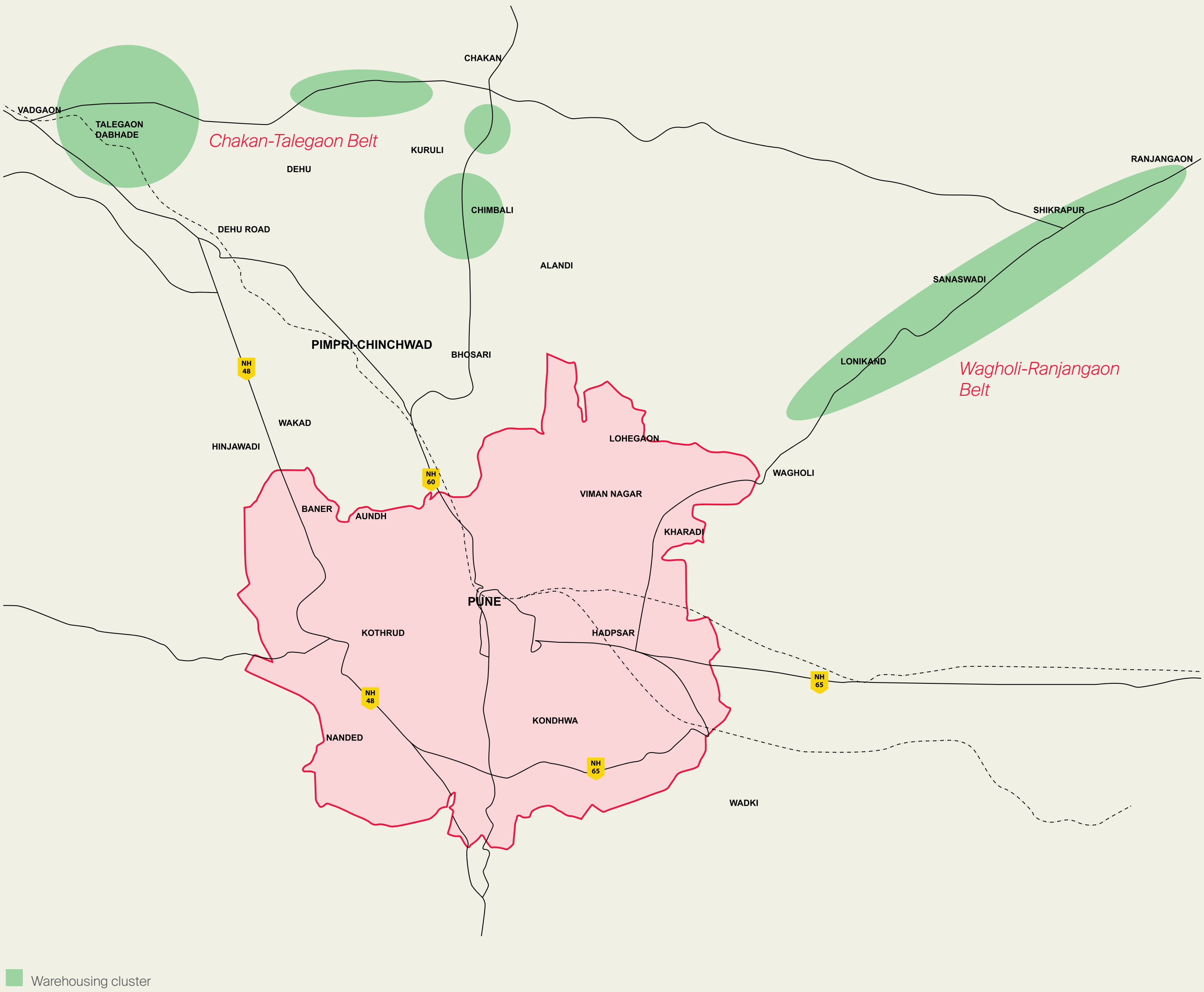
The Chakan–Talegaon belt further strengthened its position as Pune's primary warehousing and industrial hub, accounting for 80% of total leasing in 2025, up from 66% in 2024. This reflects both the depth of existing manufacturing ecosystems in Chakan and Talegaon and occupier preference for established locations with ready infrastructure, skilled labour availability and supplier networks. In contrast, the Wagholi–Ranjangaon corridor saw its transaction share decline sharply to 5%, as occupier activity gravitated back toward Chakan-led clusters. Peripheral locations accounted for the remaining 15%, driven largely by selective manufacturing requirements.

Rental levels remained largely stable in 2025, with average growth of around 3% YoY, reflecting adequate availability of developable land in peripheral clusters despite strong absorption. The Chakan–Talegaon belt continues to command the highest rentals at INR 269–355/ sq m/ month (INR 25–33/ sq ft/ month) for Grade A assets, supported by its mature industrial base. Ranjangaon and Wagholi offer relatively cost-effective alternatives, with Grade A rentals ranging between INR 215–269 per sq m per month (INR 20–25 per sq ft), attracting occupiers seeking scalability at lower occupancy costs.

Rising land costs in core locations have begun pushing select occupiers towards Talegaon and Ranjangaon; however, Chakan continues to retain pricing power due to its entrenched automotive and engineering ecosystem.

Going forward, Pune's industrial and warehousing market is expected to remain manufacturing-led, supported by sustained capex in the automotive and engineering sectors, continued institutional development, and infrastructure upgrades including the Pune Ring Road and enhanced expressway connectivity. The market is likely to see steady expansion, with Chakan–Talegaon anchoring growth and peripheral clusters gradually absorbing spillover demand.

Major warehousing locations in Pune



Map is for representation and not to scale

Source: Knight Frank Research

Classification of warehousing locations into major clusters

Warehousing cluster	Major warehousing locations
Chakan-Talegaon Belt	Chakan, Talegaon, Kuruli, Chimbali, Bhambholi
Wagholi-Ranjangaon Belt	Wagholi, Lonikand, Chakan-Shikrapur Road, Sanaswadi, Ranjangaon
Others	Hinjewadi, Nagar Road, Pimpri-Chinchwad

Source: Knight Frank Research

Major infrastructure in Pune

Name	Type
Pune Ring Road	Road Infrastructure
MIDC Chakan upcoming phases	Industrial Zones
Pune–Mumbai Expressway upgrades	Express Highway
Pune Airport Expansion	Aviation Infrastructure

Note: NH stands for National Highway
Source: Knight Frank Research

Select warehouse projects

Warehouse project	Warehouse cluster
Greenbase Industrial Park	Chakan-Talegaon warehousing cluster
ESR Industrial Park (Chakan)	Chakan-Talegaon warehousing cluster
KSH Logistic Park	Chakan-Talegaon warehousing cluster
IndoSpace Industrial Park	Wagholi-Ranjangaon warehousing cluster
Chordia Food Park (Ranjangaon)	Wagholi-Ranjangaon warehousing cluster
Ascendas-Firstspace Industrial Park	Chakan-Talegaon warehousing cluster
Lodha Industrial & Logistics Park	Chakan-Talegaon warehousing cluster
Embassy Industrial Park	Chakan-Talegaon warehousing cluster
Allcargo Logistics Park	Wagholi-Ranjangaon warehousing cluster
Welspun One Industrial Park	Chakan-Talegaon warehousing cluster

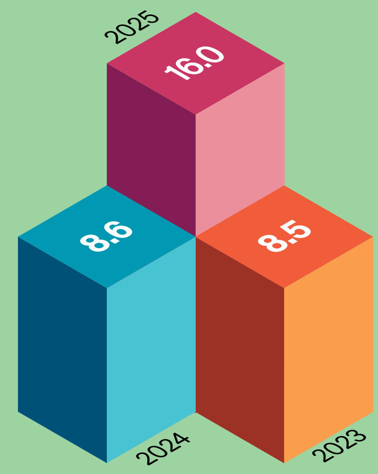
Source: Knight Frank Research

Top transactions during 2025

Occupier	Occupier industry	Warehouse cluster
Hyundai Transys Lear Automotive	Other Manufacturing	Chakan-Talegaon belt
SKS Fastners	Other Manufacturing	Chakan-Talegaon belt
Powerbase Industrial Spaces	Other Manufacturing	Others
DHL	3PL	Chakan-Talegaon belt
Tata AutoComp	Other Manufacturing	Chakan-Talegaon belt

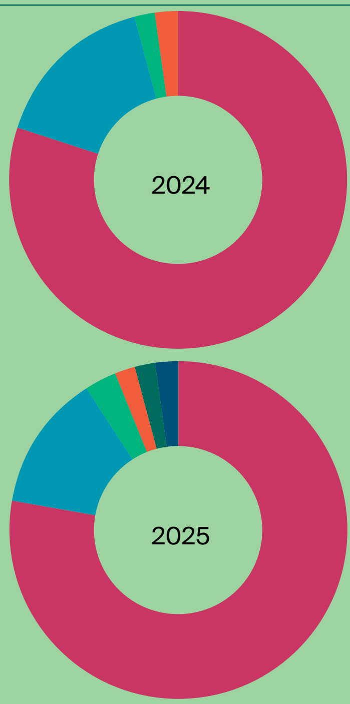
Source: Knight Frank Research

Warehousing market transaction volume



Source: Knight Frank Research

Industry-split of transaction volume



	2024	2025
Other Manufacturing	80%	77%
3PL	16%	13%
E-commerce	2%	3%
Miscellaneous	2%	2%
FMCD	0%	2%
FMCG	0%	0%
Retail	0%	2%

Source: Knight Frank Research

Notes: **Other Manufacturing** – These include all manufacturing sectors (automobile, electronics, pharmaceutical, etc.) except FMCG and FMCD.

Miscellaneous – These include services such as telecom, real estate, document management, agricultural warehousing and publishing.

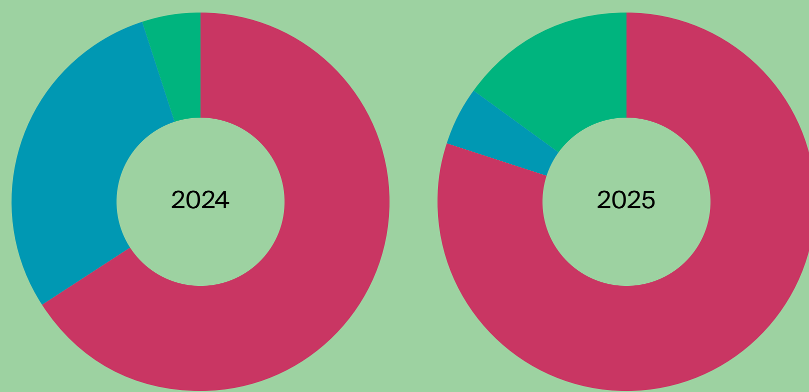
Transaction share by end-use of space

Source: Knight Frank Research

Notes:

- Industrial space relates to the area taken up for core manufacturing/engineering activities
- Warehousing space relates to space taken up for storage, and includes light manufacturing/assembling activities.

Cluster-split of transaction



	2024	***2025***
Chakan-Talegaon warehousing cluster	66%	80%
Wagholi - Ranjangaon warehousing cluster	29%	5%
Others	5%	15%

Source: Knight Frank Research

Land rate and rents

Warehouse cluster	***Location***	***Land rate (INR Mn/acre)***	***Grade A Rent in INR/sq m/month (INR/sq ft/month)***	***Grade B Rent in INR/sq m/month (INR/sq ft/month)***
Chakan-Talegaon belt	Chakan	45–65	269-355 (25-33)	248-280 (23-26)
	Talegaon	40–55	280-323 (26-30)	237-269 (22-25)
	Kuruli	45–55	Limited Grade A supply	258-301 (24-28)
	Chimbali	45–55	Limited Grade A supply	258-301 (24-28)
Wagholi-Ranjangaon Belt	Wagholi	20–25	269-355 (25-33)	248-312 (23-29)
	Lonikand	20–35	215-269 (20-25)	215-248 (20-23)
	Chakan-Shikrapur Road	20–35	248-312 (23-29)	215-280 (20-26)
	Sanaswadi	20–35	Limited Grade A supply	215-280 (20-26)
	Ranjangaon MIDC	20–25	248-269 (23-25)	215-248 (20-23)
Others	Shirwal	13–16	237-291 (22-27)	226-248 (21-23)

Source: Knight Frank Research

Surat

Surat has emerged as a prominent secondary warehousing and industrial market, underpinned by a strong manufacturing base and rising occupier activity. As India's 8th most populous city and the 9th largest urban agglomeration with an estimated population of 4.6-7.6 mn, the city benefits from a deep labour pool and a growing consumption ecosystem. The Hazira industrial belt anchors Surat's industrial landscape, hosting large-format occupiers such as Reliance HMD, L&T, NTPC, ONGC, GAIL, ArcelorMittal Nippon Steel, Shell, UltraTech Cement, and GSPC. In parallel, Surat's dominance in the gems and jewellery sector which processes over 90% of the world's diamonds, has been further institutionalized with the inauguration of the Surat Diamond Bourse in December 2023, reinforcing the city's role as a global trading and distribution hub.

Warehousing absorption moderated marginally in 2025, declining by 5% YoY to 0.14 mn sq m (1.49 mn sq ft). The manufacturing sector along with FMCG and FMCD, remained the primary demand driver, accounting for 69% of the total transactions, followed by 3PL players at 25%. In volume terms, 3PL leasing increased sharply by 97% YoY, indicating rising outsourcing of logistics operations. Grade A warehouses dominated activity, accounting for 79% of the total transactions during the year.

Warehousing activity in Surat is concentrated largely in the eastern zone along NH 48 (formerly NH 8), part of the Golden Quadrilateral, offering strong connectivity to Vadodara and Ahmedabad. The city has three key warehousing clusters: the Surat-Kosamba-Palsana belt, Palsana-Sachin belt (both in the eastern zone), and the Ichhapore-Hazira belt in the western zone.

The Kosamba-Palsana belt, located along the Mumbai-Ahmedabad NH 48, remains Surat's oldest and most strategically positioned warehousing cluster due to superior inter-city connectivity. However, being under the Surat Urban Development Authority (SUDA) has led to elevated land prices, constraining future supply largely to Vesma and Kosamba. Despite these limitations, the belt dominated market activity in 2025, accounting for 94% of the total transactions, with Grade A spaces comprising 80% of the leased area.

The Palsana-Sachin belt accounted for the remaining 6% of transactions, supported by improving connectivity and the development of modern warehousing facilities. Its proximity to Surat city has made it a preferred location for 3PL occupiers, resulting in higher Grade A rentals. Grade A warehouses constituted 65% of transactions in 2025 within this belt.

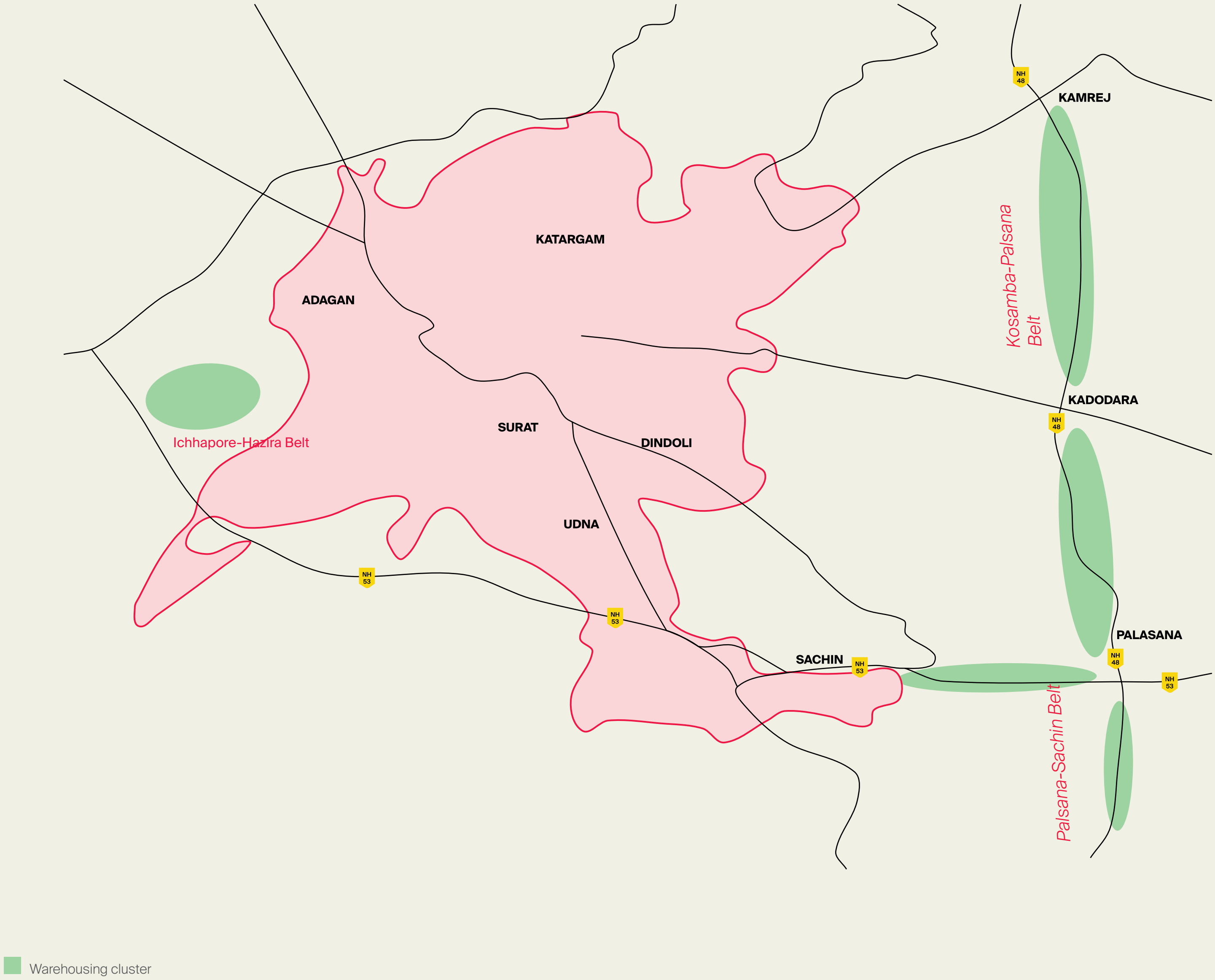
The Ichhapore-Hazira belt, located in Surat's western zone, is predominantly industrial in character, supported by the presence of Hazira Port. Warehousing development in this belt is largely captive to industrial occupiers, catering to manufacturing and port-linked logistics requirements.

A notable shift in space take-up was observed in 2025. Warehousing accounted for 54% of the total transactions, down from 87% in 2024, while industrial space rose sharply to 46%, compared to 13% in the previous year. This change highlights the increasing manufacturing intensity within the city's warehousing and industrial market landscape and could point to the beginning of a more sustained trend.

Land prices across Surat recorded strong appreciation in 2025, driven by infrastructure upgrades and heightened demand from both warehousing and industrial occupiers. Rentals for Grade A and Grade B spaces increased across all key micro-markets, reflecting tightening availability and a rising preference for institutional-quality assets. Rentals in the Surat-Kosamba-Palsana belt recorded the widest range from INR 215-323/sq m/month (INR 20-30/sq ft/month), the Palsana-Sachin belt rents ranged between INR 248-323/sq m/month (INR 23-30/sq ft/month), and the Ichhapore-Hazira cluster rentals ranged between INR 237-280/sq m/month (INR 22-26/sq ft/month).

Surat's warehousing market is set for sustained expansion, driven by chemical-sector demand from the Bharuch-Ankleshwar belt, and continued textile-led growth supported by Production Linked Incentive belts. This positive momentum is further reinforced by the announcement of the Surat–Dankuni Dedicated Freight Corridor, which positions Surat as the western gateway to a national freight spine. When integrated with the proposed Gati Shakti Cargo Terminals and investment-ready Plug-and-Play industrial parks, these initiatives provide strong institutional and infrastructure backing, firmly cementing Surat's role as a prominent secondary hub in India's evolving, globally integrated logistics network.

Major warehousing locations in Surat



Map is for representation and not to scale

Source: Knight Frank Research

Classification of warehousing locations into major clusters

Warehousing cluster	Major warehousing locations
Kosamba-Palsana Belt	Kosamba, Kamrej, Vav, Kadodara, Vareli, Palsana, Makhinga
Palsana-Sachin Belt	Palsana, Lingad, Sachin, Sachin GIDC, Unn
Ichhapore-Hazira Belt	Ichhapore, Hazira

Source: Knight Frank Research

Major infrastructure in Surat

Name	Type
Delhi-Mumbai Industrial Corridor (DMIC)	Industrial corridor
Delhi-Mumbai Expressway	Express highway
Hazira Port	Port

Source: Knight Frank Research

Select warehouse projects

Warehouse project	Warehouse cluster
Footprint Warehousing	Kosamba-Kadodara-Palsana
Mascot Industrial Park	Kosamba-Kadodara-Palsana
Ashwika Warehousing	Kosamba-Kadodara-Palsana
Prime Industrial & Logistics Park	Kosamba-Kadodara-Palsana
Soko by Godwitt	Kosamba-Kadodara-Palsana
A & J Developers	Palsana-Sachin
Saffron Logistics Park	Kosamba-Kadodara-Palsana
Shivani Group	Kosamba-Kadodara-Palsana

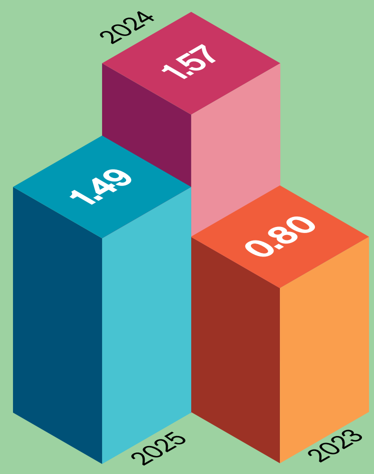
Source: Knight Frank Research

Top transactions during 2025

Occupier	Occupier industry	Warehouse cluster
Goldi Solar	Other Manufacturing	Kosamba-Palsana
All Cargo	3PL	Kosamba-Palsana
Sawariya Shakti Logistics Solutions	3PL	Kosamba-Palsana
JK Paper Limited QSC Sheeting Center	Other Manufacturing	Kosamba-Palsana
Solex Energy	Other Manufacturing	Kosamba-Palsana

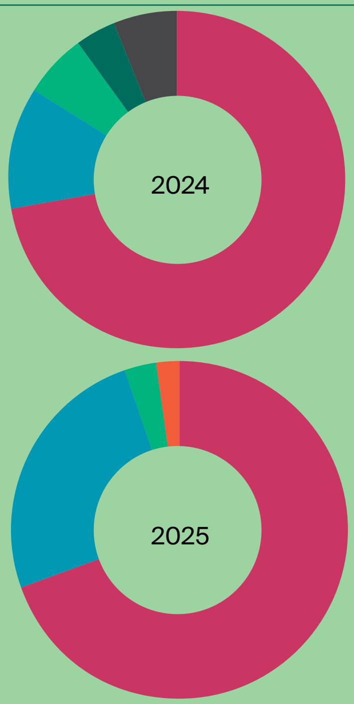
Source: Knight Frank Research

Warehousing market transaction volume



Source: Knight Frank Research

Industry-split of transaction volume



	2024	2025
Other Manufacturing	73%	69%
3PL	12%	25%
Retail	6%	3%
FMCG	0%	2%
E-commerce	4%	0%
FMCD	6%	0%

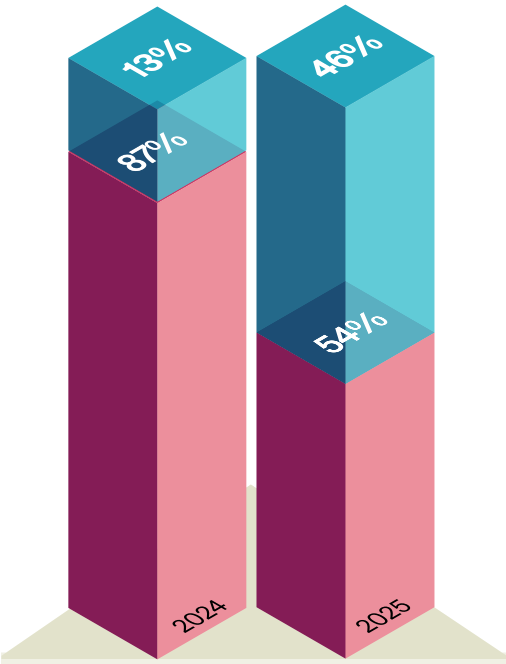
Source: Knight Frank Research

Notes: **Other Manufacturing** – These include all manufacturing sectors (automobile, electronics, pharmaceutical, etc.) except FMCG and FMCD.

Miscellaneous – These include services such as telecom, real estate, document management, agricultural warehousing and publishing.

Transaction share by end-use of space

Warehousing Industrial

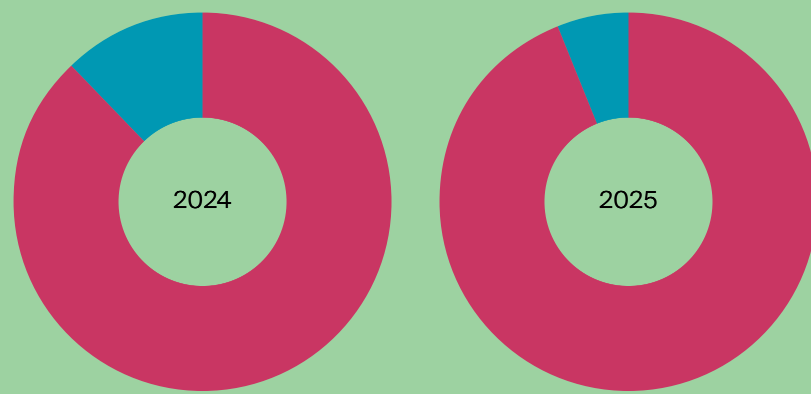


Source: Knight Frank Research

Notes:

- Industrial space relates to the area taken up for core manufacturing/engineering activities
- Warehousing space relates to space taken up for storage, and includes light manufacturing/assembling activities.

Cluster-split of transaction



	2024	***2025***
Kosamba to Palsana	88%	94%
Palsana to Sachin	12%	6%

Source: Knight Frank Research

Land rate and rents

Warehouse cluster	*Location*	*Land rate* (INR Mn/acre)	*Grade A* Rent in INR/sq m/month (INR/sq ft/month)	*Grade B* Rent in INR/sq m/month (INR/sq ft/month)
Kosamba to Palsana	Kosamba	22-35	215-269 (20-25)	183-205 (17-19)
	Kadodara	40-80	269-323 (25-30)	215-258 (20-24)
	Palsana	35-65	248-291 (23-27)	205-237 (19-22)
	Vesma	25-40	237-269 (22-25)	194-226 (18-21)
Palsana to Sachin	Palsana	35-65	248-291 (23-27)	205-237 (19-22)
	Sachin	60-100	269-323 (25-30)	215-258 (20-24)
Ichhapore-Hazira	Hazira	40-60	248-280 (23-26)	194-226 (18-21)
	Ichhapore	50-70	237-280 (22-26)	194-226 (18-21)

Source: Knight Frank Research

20

Vadodara

The Vadodara warehousing market recorded strong leasing momentum in 2025 with volumes rising 27% YoY to 0.05 mn sq m (0.59 mn sq ft). Despite this growth, the market continues to face an acute supply shortage, as development activity is largely built-to-suit driven, limiting the availability of speculative inventory. Grade A warehouses accounted for 65% of the total transactions, with demand led by 3PL, manufacturing, and E-commerce occupiers.

Vadodara is Gujarat's third-largest city after Ahmedabad and Surat and is often referred to as the Gateway to the Golden Corridor, given its connectivity to major industrial centres such as Delhi, Mumbai, and Ahmedabad. The city also lies within the Delhi-Mumbai Industrial Corridor (DMIC), enhancing its strategic importance in India's industrial and logistics network. The city is a prominent industrial hub in western India, with a strong presence of pharmaceuticals, electrical equipment, heavy engineering, and biotechnology industries. In addition, several automobile manufacturers have established production facilities in and around Vadodara, strengthening its manufacturing base.

Vadodara has three major warehousing clusters: the Padamala-Ranoli belt in the north, the Savli-Jarod-Halol belt in the east, and the Makarpura-Por-Karjan belt in the south.

The Padamala-Ranoli cluster is among the oldest warehousing belts and is located close to the Ahmedabad-Vadodara Expressway. While warehouses in this cluster generally lack modern infrastructure, the location benefits from strong accessibility and proximity to the intersection of national highways and the ring road, enabling it to cater largely to consumer-led demand.

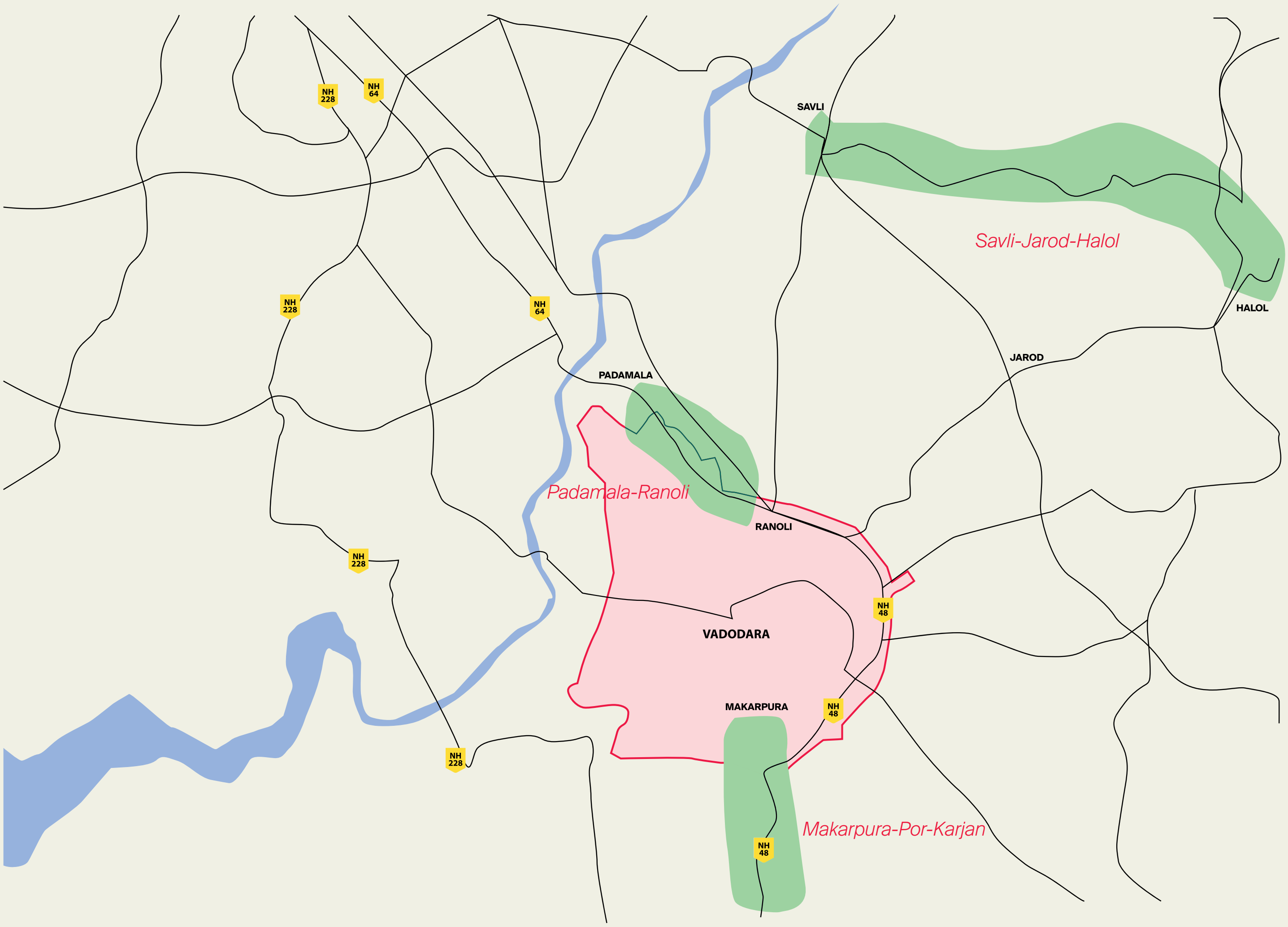
The Savli-Jarod-Halol belt in the east and the Makarpura-Karjan belt in the south primarily cater to industrial demand. Both clusters are supported by relatively better infrastructure, including good road connectivity. Manufacturing demand in these belts stems from automobile, pharmaceutical, electrical, and engineering industries. The Savli-Jarod-Halol belt in particular, has emerged as an automotive hub, driven by the presence of occupiers such as MG Motor, Hero MotoCorp, and JCB. The region has also been designated as a Special Investment Region (SIR) under the Government of Gujarat's SIR Act. This belt dominated leasing activity in 2025, accounting for 93% of the total transactions, with Grade A spaces comprising around 67% of the demand.

In terms of space utilisation, storage-led warehousing accounted for 74% of the total transactions in 2025, while industrial space used for light and heavy manufacturing activities constituted the remaining 26%.

Land prices and Grade A rentals increased across Vadodara during 2025, reflecting tightening supply and sustained occupier interest. Grade A rentals in the Savli-Jarod-Halol micro-market ranged between INR 215-280/sq m/month (INR 20-26/sq ft/month). Rentals in the Padamala-Ranoli belt rose to INR 248-301/sq m/month (INR 23-28/sq ft/month). Meanwhile, Makarpura-Karjan recorded slightly higher Grade A rentals in the range of INR 237-323/sq m/month (INR 22-30/sq ft/month).

Vadodara's warehousing market remains well-positioned for growth, supported by continued expansion in pharmaceuticals, engineering, and automobile manufacturing, alongside rising 3PL demand driven by last-mile logistics requirements. The development of the DMIC is expected to further strengthen occupier interest. However, persistent supply constraints, owing to the dominance of built-to-suit development, highlight the need for greater availability of ready Grade A inventory to sustain long-term growth.

Major warehousing locations in Vadodara



Warehousing cluster

Map is for representation and not to scale

Source: Knight Frank Research

Classification of warehousing locations into major clusters

Warehousing cluster	*Major warehousing locations*
Savli-Jarod-Halol	Savli-Halol Road, Vadodara-Halol Road, Manjusar
Makarpura-Por-Karjan	Makarpura, Por, Karjan
Padamala-Ranoli	Padamala, Ranoli
Others	Chhani, Waghodia

Source: Knight Frank Research

Major infrastructure in Vadodara

Name	Type
Delhi-Mumbai Industrial Corridor (DMIC)	Industrial corridor

Source: Knight Frank Research

Select warehouse projects

Warehouse project	Warehouse cluster
Nexus Industrial Park	Savli-Jarod-Halol
CVM Industrial and Logistics Park	Padamala-Ranoli
Shakti Logistics	Makarpura-Por-Karjan
Mascot Industrial Park	Savli-Jarod-Halol
Soko Asoj by Godwitt	Savli-Jarod-Halol

Source: Knight Frank Research

Top transactions during 2025

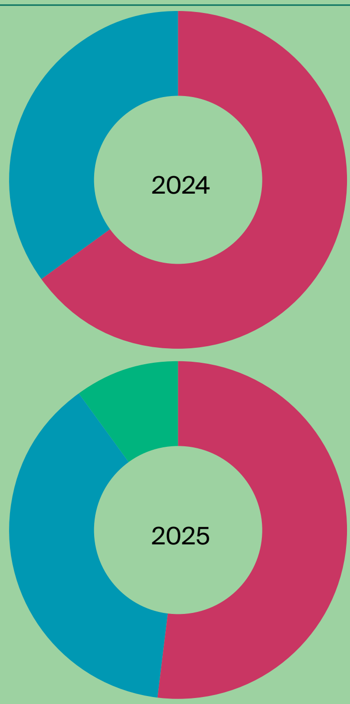
Occupier	Occupier industry	Warehouse cluster
Octillion	Other Manufacturing	Savli-Jarod-Halol
Safexpress	3PL	Savli-Jarod-Halol
Allcargo Logistics	3PL	Savli-Jarod-Halol
Blinkit	E-commerce	Savli-Jarod-Halol
Schneider	Other Manufacturing	Savli-Jarod-Halol

Source: Knight Frank Research

Warehousing market transaction volume

Source: Knight Frank Research

Industry-split of transaction volume



	2024	2025
3PL	65%	52%
Other Manufacturing	35%	38%
E-commerce	0%	10%

Source: Knight Frank Research

Notes: Other Manufacturing – These include all manufacturing sectors (automobile, electronics, pharmaceutical, etc.) except FMCG and FMCD.

Miscellaneous – These include services such as telecom, real estate, document management, agricultural warehousing and publishing.

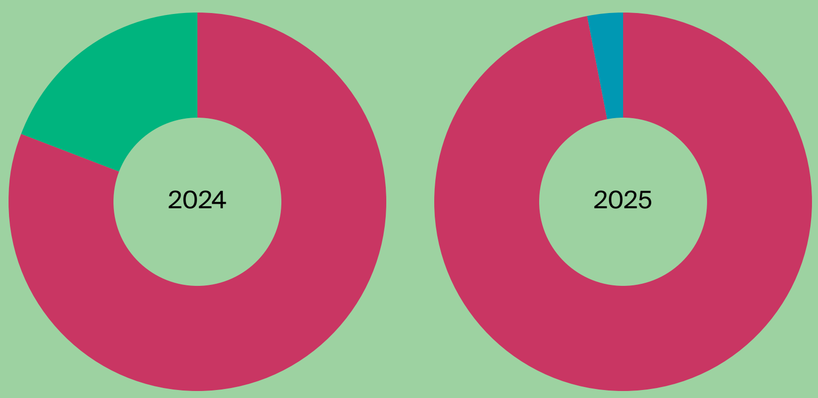
Transaction share by end-use of space

Source: Knight Frank Research

Notes:

- Industrial space relates to the area taken up for core manufacturing/engineering activities
- Warehousing space relates to space taken up for storage, and includes light manufacturing/assembling activities.

Cluster-split of transaction



	2024	2025
Savli-Jarod-Halol	81%	97%
Others	0%	3%
Makarpura-Por-Karjan	19%	0%

Source: Knight Frank Research

Land rate and rents

Warehouse cluster	Location	Land rate (INR Mn/acre)	Grade A Rent in INR/sq m/month (INR/sq ft/month)	Grade B Rent in INR/sq m/month (INR/sq ft/month)
Savli-Jarod-Halol	Vadodara-Halol Road	15-45	237-280 (22-26)	183-226 (17-21)
	Savli-Manjusar	30-60	215-258 (20-24)	183-215 (17-20)
Makarpura-Por	Makarpura	75-150	258-323 (24-30)	215-248 (20-23)
	Por	30-50	237-269 (22-25)	194-226 (18-21)
	Karjan	16-30	194-237 (18-22)	183-215 (17-20)
Padamala-Ranoli	Padamala	40-65	248-301 (23-28)	205-237 (19-22)
	Ranoli	40-65	248-301 (23-28)	205-237 (19-22)

Source: Knight Frank Research

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Vapi

Vapi is a strategically located industrial town situated along the Daman Ganga River, bordered by the Union Territories of Daman & Diu and Dadra & Nagar Haveli. It forms a critical node within the Golden Corridor, and the industrial belt stretching from Ahmedabad to Vapi is known for its dense manufacturing base. While Vapi has historically evolved as a chemical and plastics manufacturing hub, its industrial ecosystem is highly diversified, spanning pharmaceuticals, textiles, paper and packaging, engineering, plastics and rubber, agrochemicals, and automotive cable manufacturing, positioning it as a well-rounded industrial centre.

Leasing activity increased sharply by 50% in 2025, with volumes reaching 0.06 mn sq m (0.63 mn sq ft). Demand was driven primarily by manufacturing and FMCD occupiers. Continuing the trend from the previous year, all leasing activity in 2025 was confined to Grade A facilities, highlighting occupier preference for compliant and modern infrastructure.

Vapi benefits from strong regional and inter-city connectivity with NH 48 and Silvassa Road acting as the city's primary arterial routes. NH 48, which forms part of the Golden Quadrilateral, connects Vapi seamlessly to major metros such as Mumbai and Ahmedabad, reinforcing its logistical relevance.

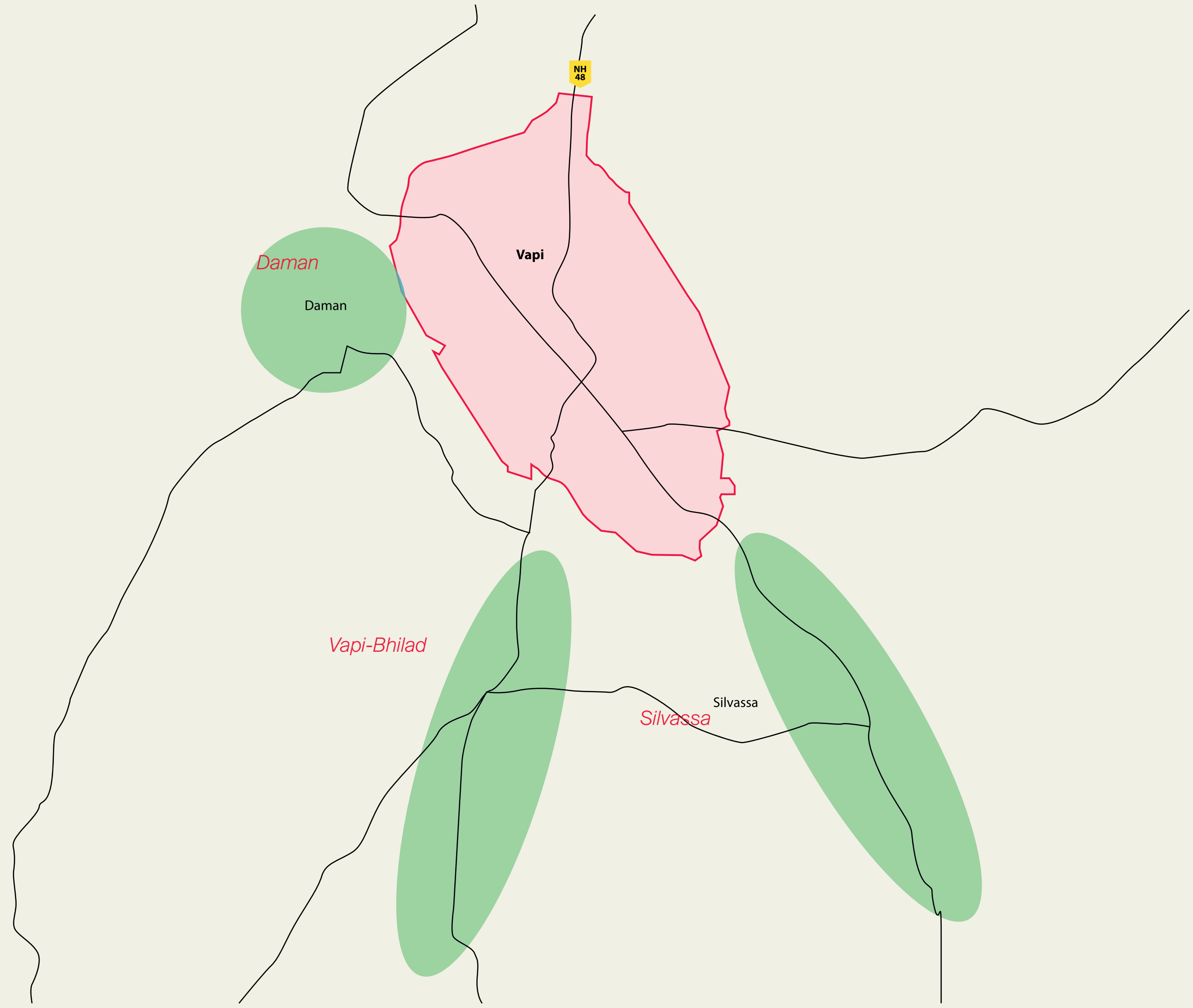
The warehousing landscape in Vapi remains highly fragmented, characterised by small clusters within and around the city, largely due to the dominance of small and mid-sized chemical units. Key warehousing belts are concentrated across three locations: Vapi-Bhilad, Daman, and Silvassa, with notable micro-markets including Bhilad, Tumb, Naroli, and Masat. Speculative development is limited, and the market is largely built-to-suit in nature. During 2025, warehousing demand was concentrated entirely within the Vapi-Bhilad belt.

While transaction volumes grew substantially, the underlying end-use characteristics changed significantly in 2025. While 2024 witnessed demand entirely for industrial usage, reflecting Vapi's manufacturing-led ecosystem, 2025 saw a partial diversification with storage-related warehousing accounting for 24% of the total leasing, and industrial usage comprising the remaining 76%.

Land prices for warehousing development rose sharply in 2025, positioning Vapi among one of the highest land-value warehousing markets. This appreciation is underpinned by Vapi's strategic location between Mumbai and Ahmedabad, which has intensified developer and occupier interest. Grade A rentals increased during the year, while Grade B rents remained largely stable, reflecting a clear quality-driven rental premium. Grade A rentals in the Vapi-Bhilad cluster ranged between INR 215-291/sq m/month (INR 20-27/sq ft/month).

Warehousing demand in Vapi, particularly from the manufacturing sector, is expected to strengthen further, driven by its position as India's leading chemical manufacturing hub. Capacity expansions across the chemical industry, coupled with stricter compliance norms, are increasing the need for specialised storage and high-quality logistics infrastructure. Strong connectivity to key consumption and industrial centres such as Mumbai and Ahmedabad, further enhances Vapi's attractiveness, likely sustaining upward pressure on land values and Grade A rentals, and reinforcing its role as a growing industrial logistics hub.

Major warehousing locations in Vapi



Warehousing cluster

Map is for representation and not to scale

Source: Knight Frank Research

Classification of warehousing locations into major clusters

Warehousing cluster	Major warehousing locations
Vapi-Bhilad	Vapi, Valvada, Karambeli, Bhilad, Talwada, Nandigram, Zaroli, Morai, Killa-Pardi, Sarigam
Daman	Jamburi, Bhimpore
Silvassa	Silvassa
Others	Tumb, Vankas, Umargam, Nargol-Coastal Highway

Source: Knight Frank Research

Major infrastructure in Vapi

Name	Type
Delhi-Mumbai Industrial Corridor (DMIC)	Industrial corridor
Delhi-Mumbai Expressway	Express highway

Source: Knight Frank Research

Select warehouse projects

Warehouse project	Warehouse cluster
Aveny Logistics & Warehousing	Vapi-Silvassa-Daman
Galaxy Hubco	Vapi-Silvassa-Daman
Desai & Brothers	Vapi-Silvassa-Daman
Morai Group	Vapi-Silvassa-Daman
AVN Industrial Park	Vapi-Silvassa-Daman
Bhanu Connect	Vapi-Silvassa-Daman

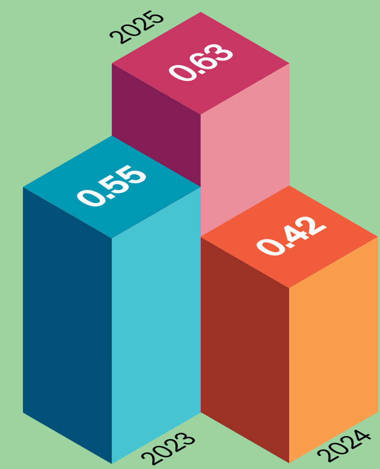
Source: Knight Frank Research

Top transactions during 2025

Occupier	Occupier industry	Warehouse cluster
Jolly Containers	Other Manufacturing	Vapi-Bhilad
Western Refrigerators	FMCD	Vapi-Bhilad
Wisecape Manufacturing	Other Manufacturing	Vapi-Bhilad
Ledx Technology	Other Manufacturing	Vapi-Bhilad

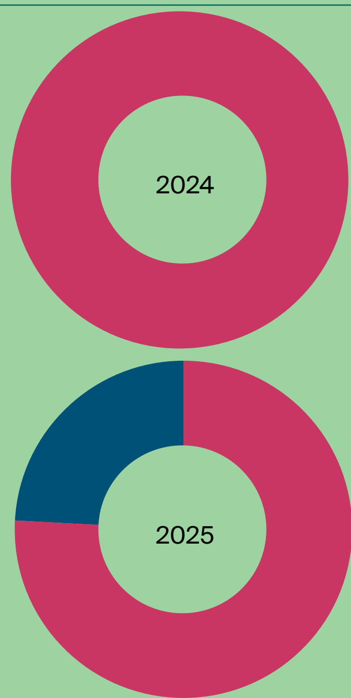
Source: Knight Frank Research

Warehousing market transaction volume



Source: Knight Frank Research

Industry-split of transaction volume



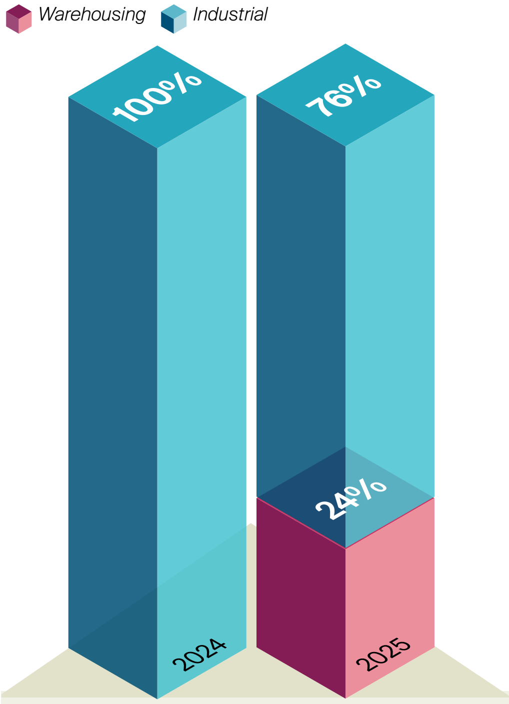
	2024	2025
Other Manufacturing	100%	76%
FMCD	0%	24%

Source: Knight Frank Research

Notes: **Other Manufacturing** – These include all manufacturing sectors (automobile, electronics, pharmaceutical, etc.) except FMCG and FMCD.

Miscellaneous – These include services such as telecom, real estate, document management, agricultural warehousing and publishing.

Transaction share by end-use of space

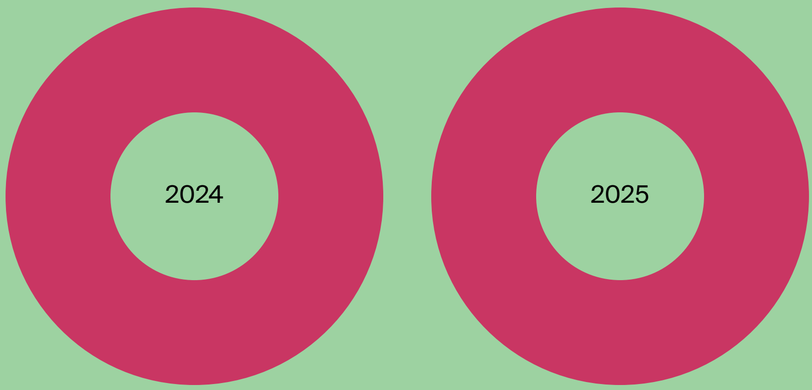


Source: Knight Frank Research

Notes:

- Industrial space relates to the area taken up for core manufacturing/engineering activities
- Warehousing space relates to space taken up for storage, and includes light manufacturing/assembling activities.

Cluster-split of transaction



	2024	2025
Vapi - Bhilad	100%	100%

Source: Knight Frank Research

Land rate and rents

Warehouse cluster	Location	Land rate (INR Mn/acre)	Grade A Rent in INR/sq m/month (INR/sq ft/month)	Grade B Rent in INR/sq m/month (INR/sq ft/month)
Vapi - Bhilad	Vapi	50-90	248-280 (23-26)	215-237 (20-22)
	Bhilad	30-60	237-269 (22-25)	205-226 (19-21)
	Sarigam	35-70	248-291 (23-27)	205-237 (19-22)
Daman	Daman	30-60	215-248 (20-23)	183-205 (17-19)
Silvassa	Silvassa	30-55	237-269 (22-25)	183-226 (17-21)
Others	Umargaon	25-45	215-258 (20-24)	183-215 (17-20)

Source: Knight Frank Research

Ranchi

Ranchi's warehousing market continued to improve structurally in 2025, supported by steady industrial activity and gradual formalisation of logistics demand. The city continues to benefit from a strong manufacturing backbone led by engineering, metals and mining-linked industries, alongside growing presence from FMCG, E-commerce and third-party logistics operators.

Ranchi's strategic regional location strengthens its warehousing appeal. The city enjoys strong connectivity and proximity to major industrial and consumption centres such as Jamshedpur, Dhanbad, Bokaro, Hazaribagh, and Rourkela, enabling efficient inter-city cargo movement. This locational advantage, supported by improving highway infrastructure, is facilitating hub-and-spoke distribution models and positioning Ranchi as a cost-efficient secondary logistics node for eastern and central India.

Warehousing transaction volumes in Ranchi declined by 29% to 0.04 mn sq m (0.4 mn sq ft) in 2025. The decline was largely driven by limited availability of ready, scalable Grade A warehousing stock in preferred locations such as the Ring Road corridor.

Manufacturing (besides FMCG and FMCD) occupiers dominated Ranchi's warehousing market in 2025, accounting for 42% of the total leasing volumes, underlining the city's manufacturing-led demand profile. 3PL occupiers with a 21% share, complemented manufacturing demand by servicing regional distribution needs.

Leasing activity stayed concentrated along the Ranchi Ring Road corridor, which accounted for 95% share of the overall space take-up, owing to superior road connectivity and availability of compliant warehousing land parcels.

A notable feature of the market in 2025 was the continued dominance of Grade A warehousing, which accounted for 100% of transactions. Occupiers demonstrated a clear preference for modern, specification-led facilities, underscoring a gradual shift away from smaller, fragmented stock.

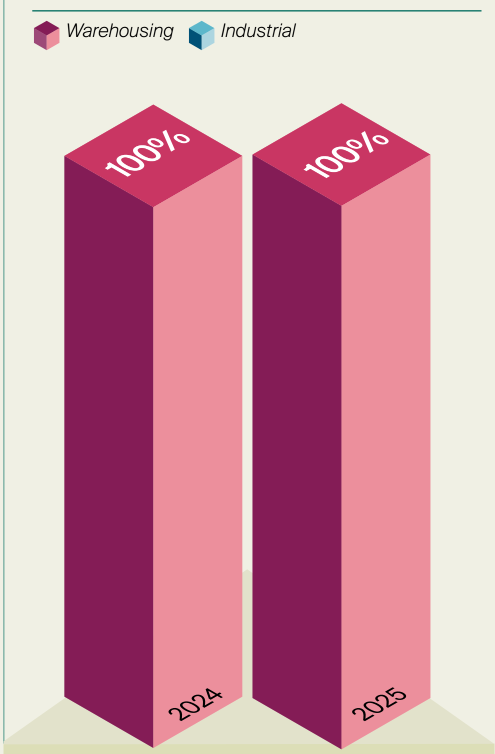
Warehousing remained the sole end-use category for the entire space taken up during the year. This reaffirms Ranchi's current positioning as a distribution-oriented market rather than an industrial one, despite having a tenant base skewed toward manufacturing sector occupiers.

Ranchi's warehousing market is expected to continue evolving as a logistics hub, supported by its established industrial base and improving regional connectivity. Demand is likely to be driven by organised storage and intermediate logistics requirements from manufacturing occupiers, with a gradual shift toward better-quality, compliance-led warehousing assets.

Warehousing market transaction volume

Source: Knight Frank Research

Transaction share by end-use of space



Source: Knight Frank Research

Notes:

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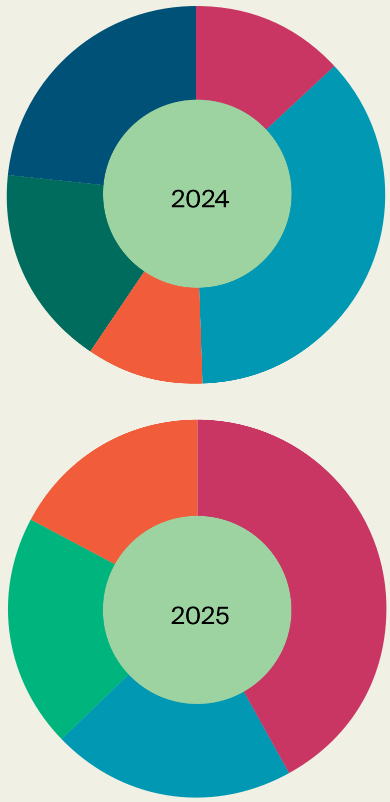
Industry-split of transaction volume



		2024	2025
■	Other Manufacturing	13%	42%
■	3PL	36%	21%
■	FMCG	0%	20%
■	E-commerce	10%	17%
■	FMCD	17%	0%
■	Miscellaneous	0%	0%
■	Retail	23%	0%

Source: Knight Frank Research

Notes: Other Manufacturing – These include all manufacturing sectors (automobile, electronics, pharmaceutical, etc.) except FMCG and FMCD.

Miscellaneous – These include services such as telecom, real estate, document management, agricultural warehousing and publishing.

Major infrastructure in Ranchi

Name	Type
Ranchi Ring Road	Road
Ranchi Airport	Airport

Source: Knight Frank Research

Top transactions during 2025

Occupier	Occupier industry	Warehouse cluster
Honda	Other Manufacturing	Ranchi Ring Road
Nestle	FMCG	Ranchi Ring Road
Amazon	E-commerce	Ranchi Ring Road
Delhivery	3PL	Ranchi Ring Road
Geobrugg India Pvt Ltd	Other Manufacturing	Ranchi Ring Road

Source: Knight Frank Research

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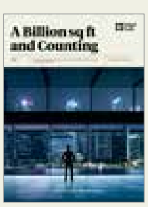
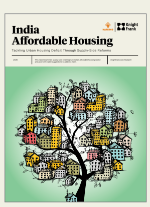
INDIA REAL ESTATE
JAN-JUL 2024

A BILLION SQ FT AND COUNTING



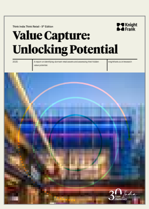
INDIA AFFORDABLE HOUSING



BEYOND THE RUNWAY

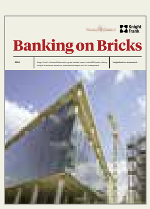
COMMERCIAL REAL ESTATE

THINK INDIA THINK RETAIL



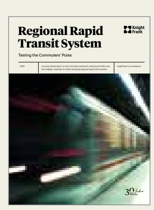
INDIA WAREHOUSING REPORT

BANKING ON BRICKS



HOME BUYERS SURVEY

REGIONAL RAPID TRANSIT SYSTEM



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