

INDIA GROWTH NEWS

A WEEKLY UPDATE ON 4TH LARGEST ECONOMY



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India's industrial production hits two-year high with 6.7% growth in November

December 30, 2025

According to government data as reported, India's industrial production rose 6.7% in November 2025 after achieving two consecutive yearly declines. The strength of growth came from greater investment in manufactured goods, increasing use of energy generation capacity, the continuing ability of major industrialised sectors. There's an increase for each key sub-sector, including automotive manufacturing, electrical equipment production and textile production. In addition, manufacturing output increased at an accelerated pace due to improved production of both consumer and capital goods. Mining and electricity producing facilities continued to increase their output, contributing positively to the overall Industrial Production Index (IIP). Thus, the reversals of the declines in production numbers show the extent to which we can expect that there will be an overall increase in economic activity across most of the economy. There was an increase in production numbers for both the consumer and investment related sectors.

According to analysts, the recent increases observed in industrial production significantly coincide with improvements in the factory sector, improving supply chain conditions and seasonal patterns. November's growth was driven by an increase in production in both durable and non-durable goods categories; this further demonstrates that the recovery of both household and intermediate demand segments has gained traction. The continuing upward trend in industrial production should promote income creation and job creation for greater confidence among investors in India's overall manufacturing environment. Overall, the 6.7% increase followed by industrial production demonstrates a strong degree of economic resilience, while simultaneously supporting the future expansion of the manufacturing and industrial sectors.

India becomes world's 4th largest economy

December 31, 2025

India has overtaken Japan to emerge as the world's fourth largest economy, and is poised to surpass Germany to become the third largest by 2030, according to an official release.

The US remains the world's largest economy, followed by China.

"With GDP (gross domestic product) valued at \$4.18 trillion, India has surpassed Japan to become the world's fourth-largest economy, and is poised to displace Germany from the third rank in the next 2.5 to 3 years with a projected GDP of \$7.3 trillion by 2030," the Press Information Bureau said in the release, titled 2025: A Defining Year for India's Growth.

It said India, the world's fastest-growing major economy, is "well-positioned to sustain this momentum".

The growth surprised on the upside with a six-quarter peak of 8.2% in the July - September period, on top of 7.8% in the previous quarter, "reflecting India's resilience amid persistent global trade uncertainties".

Domestic drivers-led by robust private consumption-played a central role in supporting this expansion," the release added.

India's tech M&As on a three-year high with deal value touching US\$ 29 billion

December 29, 2025

The technology industry in India saw a robust revival in Merger and Acquisition (M&A) deals in the year 2025, reaching a three-year high with the total value of deals estimated to be between US\$ 26 billion and US\$ 29 billion, which is a sharp increase of almost 30% over the estimated value of US\$ 20 billion in the previous year 2024, as per data from EY. The technology giants are increasingly resorting to Merger and Acquisition (M&A) to bolster their capacities and forays into other domains.

The wave of consolidation is visible in the number and value of transactions, with 15 transactions above US\$ 500 million in the current year, as opposed to five in 2024, indicating the confidence level among Strategic and PE buyers. The significance of marquee-sized transactions is visible through the acquisition of Capgemini for the Indian BPO firm WNS for a consideration of US\$ 3.3 billion, along with the acquisition of the largest deal worth US\$ 700 million put together by Tata Consultancy Services. Mid-market players like Coforge made significant moves through the acquisition of AI and cloud firm, Encora, for a consideration of US\$ 2.35 billion. It is indicated that the vendor Consolidation and pricing is developing facilitating environments for deal activities in the year 2026, as the tech industry players in India possess the target to reap benefits from the global opportunity.

Business News – The India Boom Factor



PM Modi urges states to boost manufacturing, services, and food exports to make India a global giant

December 29, 2025

Prime Minister Narendra Modi on Sunday called upon state governments to strengthen manufacturing, enhance the ease of doing business, and develop the services sector to make India a Global Services Giant. He also urged states to focus on boosting food exports, highlighting India's potential to become the world's food basket.

Addressing the concluding day of the three-day Fifth National Conference of Chief Secretaries in New Delhi, the Prime Minister shared his vision for collective efforts by the Centre and states to make India Aatmanirbhar, empower the poor, and achieve a Viksit Bharat, officials said.

In a post on X, PM Modi said: "Addressed the conference of Chief Secretaries. This year's theme was 'Human Capital for Viksit Bharat'. Shared my thoughts on how we can collectively work to make India Aatmanirbhar, empower the poor and realise our dream of a Viksit Bharat."

During the deliberations, the Prime Minister emphasised the importance of quality across all spheres – governance, service delivery, and manufacturing. He urged states to work towards making the label 'Made in India' synonymous with quality, strengthening the commitment to the 'Zero Effect, Zero Defect' initiative.

Highlighting governance reforms, PM Modi noted that India is witnessing next-generation reforms, driven by its youth and demographic advantage. "India has boarded the Reform Express, and the primary engine of this Reform Express is India's youth. That is why it is our endeavour to empower this demography," he said.



The conference also saw discussions on skill development, higher education, youth empowerment, sports, and other key areas.

On agriculture and food production, the Prime Minister stressed moving towards high-value agriculture, horticulture, animal husbandry, dairying, and fisheries to transform India into a major food exporter.

Engineering goods exports top (US\$ 11 billion) in November, shipments to US and EU record a sharp increase

December 29, 2025

As per the report, India's exports of engineering goods amounted to Rs. 99,550 crore (US\$ 11.03 billion) in November, demonstrating massive growth in exports to the United States and Europe as well as a continuation of international demand for Indian engineering goods and the engineering sector's ability to adapt during this time of significant change in international trade. Export values to the US increased by more than 20% compared to the previous year, while export values to the EU also saw double-digit percentage increases, indicating continued strong trade links between India and both regions, and with many other developed nations. Engineering goods exported by India comprise numerous types of products, including machinery, auto parts, electrical products, and industrial equipment. These engineering goods play an important ongoing role in generating growth for Indian merchandise exports and enhancing global competitiveness.

Analysts of the Export Sector see the engineering industry's broad-based export growth as a reflection of new and improved supply chain connections, new and improved destination markets, and greater integration within Global Value Chains. They report that engineering producers are benefiting from the inclusion of policy initiatives, export promotion programs, and improved access to new markets in terms of their excellent performance. With the increase in the pace of Global Economic Recovery, Indian Engineering Exporters will continue to take advantage of this opportunity and strengthen their competitive position in both traditional and developing markets. While the increased volume of Engineering Exports has resulted in a resounding show of strength for India's International Trade, they also represent a growing contribution to India's overall Economic Growth and development through a significant increase in Foreign Trade Receipts.

Australia to Grant Duty-Free Access to All Indian Exports from January 1, 2026

December 30, 2025

Australia will extend duty-free access to 100% of Indian exports from January 1, 2026, under the India-Australia Economic Cooperation and Trade Agreement (ECTA), Union Minister for Commerce and Industry Piyush Goyal announced on Monday.

In a post on social media, Goyal said the move would eliminate duties across all Australian tariff lines for Indian goods, opening up fresh opportunities for labour-intensive sectors and strengthening India's export competitiveness in the Australian market.

Highlighting the impact of ECTA since it came into force on December 29, 2022, the minister noted that the agreement has delivered sustained export growth, deeper market access, and stronger supply-chain resilience over the past three years. India's exports to Australia grew by 8% in 2024-25, contributing to an improvement in India's trade balance and benefiting exporters, MSMEs, farmers, and workers.

According to Goyal, significant gains have been recorded across manufacturing, chemicals, textiles, plastics, pharmaceuticals, petroleum products, and gems and jewellery. Gems and jewellery exports



alone rose 16% during April–November 2025. Agricultural exports also saw broad-based growth, with sharp increases in fruits and vegetables, marine products, spices, and exceptional growth in coffee.

The ECTA aims to deepen trade and investment ties between the two countries by progressively eliminating tariffs, simplifying market access, and supporting supply-chain integration. The agreement assumes added significance as India seeks to diversify its export destinations amid recent strains in trade ties with the US.

Goyal added that while India and Australia continue negotiations toward a Comprehensive Economic Cooperation Agreement (CECA), ECTA remains a key anchor of India's economic engagement in the Indo-Pacific region.

Turmeric Exports Rise 5% on Strong Global Demand

December 30, 2025

Exports of turmeric from Tamil Nadu's Erode district have recorded a 5% year-on-year increase, driven by rising global demand for the spice's medicinal properties and growing consumption worldwide.

Renowned for its high curcumin content—ranging between 2.5% and 3.9%—Erode turmeric carries a Geographical Indication (GI) tag and remains one of the district's most important crops. The 10-month crop is sown during June–July and harvested in February–March. After processing, turmeric is traded through regulated and agricultural producers' cooperative markets in Erode, Perundurai and Gobichettipalayam.

Next only to Nizamabad in Telangana, the Erode turmeric market is the second-largest in the country. It serves as a major auction hub for produce from across the district, neighbouring regions and select other States. Erode turmeric is exported to several international markets, including Germany, Iran, Iraq, Morocco, Malaysia, Saudi Arabia, Brazil, the Netherlands and Bangladesh.

Between April and November 2024, turmeric exports stood at 1.21 lakh metric tonnes. This rose to 1.27 lakh metric tonnes during the corresponding period this year, reflecting steady overseas demand.

"Post-COVID-19, global demand for turmeric has increased significantly due to its medicinal value and higher consumption," said M. Sathyamurthy, Secretary of the Erode Turmeric Merchants and Godown Owners' Association. "Annual export growth has consistently ranged between 5% and 10% over the past few years."

Turmeric is cultivated across approximately 1.60 lakh acres in Tamil Nadu, with over 30% of this area located in Erode district. Of the nearly seven lakh bags produced annually in the State, more than two lakh bags originate from Erode alone.

Officials from the Department of Horticulture noted an overall upward trend in the area under turmeric cultivation in the district, despite year-to-year fluctuations. The cultivated area stood at 10,522 acres in 2020–21, rising to 11,880 acres in 2021–22 and 11,599 acres in 2022–23. It dipped to 9,190 acres in 2023–24 before recovering to 11,406 acres in 2024–25 and further increasing to 11,860 acres in 2025–26.

Price trends have also supported farmer interest. Over the past 12 years, turmeric prices largely hovered between ₹5,000 and ₹6,000 per quintal before surging to ₹24,000 per quintal in 2024. Prices later stabilised in the ₹12,000–₹15,000 range, encouraging farmers to expand cultivation.



At the Erode Regulated Market on Monday (December 29, 2025), prices for the finger variety ranged between ₹8,586 and ₹15,629 per quintal, while the bulb variety traded between ₹7,569 and ₹14,333 per quintal.

India's exports may touch \$950 billion in FY27 on West Asia trade pacts

January 2, 2026

India's goods and services exports are projected to reach \$840–850 billion in FY26 and could rise further to around \$950 billion in FY27, driven largely by new free trade agreements (FTAs) with West Asian countries and strong performance in technology-led sectors, industry experts said.

Exporters highlighted that sectors such as electronics, information technology, pharmaceuticals, and engineering goods are likely to remain key contributors, while services exports, particularly in IT and software, continue to show robust growth. "The strategic FTAs with countries in West Asia are expected to provide a significant boost by improving market access, reducing tariffs, and opening new avenues for Indian businesses," said a senior industry official.

However, they cautioned that rising tariff barriers and climate-linked trade restrictions could pose significant challenges to sustaining growth. Increasing global protectionism, evolving environmental regulations, and stringent carbon compliance norms are expected to require exporters to adopt more resilient and sustainable business practices.

The government has been actively pursuing diversified trade agreements to mitigate dependence on traditional markets. In addition to West Asia, partnerships with Southeast Asian countries, Africa, and Europe are also expected to provide momentum to India's trade growth.

Analysts noted that while the \$950 billion target for FY27 is ambitious, it is achievable if Indian exporters capitalize on technology-driven competitiveness, leverage favorable trade pacts, and adapt to the changing global trade environment.

India's export trajectory reflects a broader strategy to position the country as a global manufacturing and services hub, boosting foreign exchange earnings and supporting domestic economic growth.

India-Maldives bilateral trade triples over eight years, relations enter renewed phase

January 2, 2026

Bilateral trade between India and the Maldives has grown more than threefold over the past eight years, reflecting a deepening economic and strategic partnership. In FY 2024–25, India's exports to the Maldives doubled to \$680 million, while imports from the island nation surged 20-fold to \$119 million.

The strengthening trade ties coincide with a rise in Indian tourist arrivals, highlighting the growing economic interdependence between the two countries. The relationship recently entered a renewed phase following Prime Minister Narendra Modi's visit to the Maldives, during which eight key bilateral agreements were signed. These agreements include debt relief reducing the Maldives' annual repayment burden by 40%, a \$565 million Line of Credit for infrastructure projects, UPI–RuPay integration, fisheries cooperation, housing projects, security assistance, climate resilience initiatives, and steps to advance Free Trade Agreement (FTA) and Bilateral Investment Treaty (BIT) discussions.

India's exports to the Maldives are dominated by essential commodities, including petroleum products, pharmaceuticals, and food items such as rice, fruits, and vegetables. Machinery, electrical equipment,



and transport vehicles also form a significant part of the export basket, meeting growing consumer demand in the Maldives.

Imports from the Maldives, while smaller in value, are strategically important, primarily consisting of fish and other marine products. Tourism remains the most visible and dynamic bridge between the two nations, with India consistently ranking among the top sources of tourist arrivals to the Maldives. This provides stability to the tourism-led economy, particularly during periods of fluctuating arrivals from Europe and East Asia.

Experts note that India–Maldives relations have evolved from basic neighbourly ties into a mature, multi-dimensional partnership built on trust, development, and a shared vision. “From being a first responder in times of crisis to a long-term partner in infrastructure, trade, tourism, and sustainability, India’s engagement with the Maldives reflects a relationship built on respect rather than dominance,” the report said.

Looking ahead, the proposed FTA and Bilateral Investment Treaty are expected to further strengthen economic cooperation and attract private investment flows, setting the stage for an even more comprehensive partnership.

Shipping News



Maharashtra Identifies Seven Key Waterways for Development to Boost Inland Water Transport

December 27, 2025

Maharashtra is set to strengthen its inland water transport (IWT) network, with the Union Ministry of Ports, Shipping and Waterways identifying seven national waterways in the state as suitable for development. Together, these waterways provide a navigable stretch of approximately 662.97 km, marking a significant step toward expanding riverine transportation in the region.

The waterways cleared for development include: NW-4: Godavari River, NW-11: Arunavati–Aran system, NW-28: Dabhol Creek–Vashishti River, NW-53: Kalyan–Thane–Mumbai waterway (covering Vasai Creek and the Ulhas River), NW-85: Revadanda Creek–Kundalika River, NW-100: Tapi River, NW-109: Wainganga–Pranahita river system

Maharashtra already plays a pivotal role in India’s inland water transport sector. During 2024–25, six waterways in the state—NW-10 (Amba River), NW-53, NW-83 (Rajpuri Creek), NW-85, NW-89 (Savitri River–Bankot Creek) and NW-91 (Shastri River–Jaigad Creek)—accounted for roughly 45.35% of the country’s total IWT cargo movement, underscoring the state’s strategic importance.

The Inland Waterways Authority of India (IWAI) will support cargo operators to promote the movement of both goods and passengers through these waterways. While IWAI is responsible for developing and regulating national waterways, activities related to economic development and industrialisation along riverbanks will remain under the state government’s jurisdiction.

The initiative aligns with the Maharashtra Logistics Policy 2024, which seeks to enhance coastal and riverine logistics and promote port-led industrial growth. Key focus areas include the development of integrated logistics hubs, improved coastal and hinterland connectivity, and upgrades to port and waterway infrastructure—particularly in coastal districts such as Raigad, Ratnagiri, and Sindhudurg. These measures are expected to improve cargo efficiency, reduce logistics costs, and foster balanced regional economic development.



How India is setting course for a bigger share in global maritime trade

January 2, 2026

With over 80% of global trade by volume and more than 70% by value moving by sea, ports remain the backbone of international commerce, according to the UNCTAD Review of Maritime Transport. For India, the dependence is even more pronounced: nearly 95% of the country's trade by volume and 68% by value is carried through maritime routes. As global supply chains recalibrate, India is positioning its port and maritime ecosystem to capture a larger share of world trade.

A Vast Coastline, Strategic Opportunity

India's 11,098-km coastline hosts 12 major ports and 217 other-than-major ports (OMPs), giving the country one of the most extensive port networks in the world. While "major ports" fall under the Union List of the Constitution and were historically governed by the Major Port Trusts Act, 1963, OMPs are administered by maritime states and Union territories. In practice, however, the distinction is largely administrative—several OMPs today handle cargo volumes exceeding those of some major ports.

Recognising this reality, policymakers have increasingly focused on creating a level playing field across ports, with uniform standards for safety, security, digitalisation and environmental compliance.

Governance Reforms Drive Efficiency

A critical inflection point came with the enactment of the Major Port Authorities Act, 2021, which replaced the decades-old trust-based framework. The new law grants ports greater financial and operational autonomy, allowing them to set tariffs, enter joint ventures and respond faster to market demand—bringing Indian ports closer to global best practices.

Parallely, the government has been working to modernise the regulatory framework for all ports through the proposed Indian Ports Act, replacing colonial-era legislation and ensuring consistency across major ports and OMPs alike.

Private Participation Takes Centre Stage

One of the most significant shifts in India's maritime strategy has been the expanding role of the private sector. In 2015–16, public-private partnership (PPP) terminals handled roughly 26% of cargo at major ports. By 2024–25, including captive berths, this share had risen to around 60%.

This trend mirrors global patterns, where private terminal operators manage nearly two-thirds of container throughput. Under the Maritime India Vision 2030, the government has set an ambitious target for around 85% of major-port cargo to be handled by private operators by the end of the decade.

Private investment has brought modern equipment, specialised terminals, faster turnaround times and deeper drafts—key ingredients for attracting larger vessels and high-value cargo.

Infrastructure Push and Financial Backing

To sustain momentum, the Centre has unveiled a multi-billion-dollar investment pipeline for ports, shipping and logistics. This includes funding support for port capacity expansion, development of new transshipment hubs, modernisation of shipyards and incentives for fleet expansion.

The government is also focusing on port-led industrialisation, with coastal economic zones, improved rail-road connectivity and inland waterways integration aimed at reducing logistics costs—currently higher in India than in many competing economies.



Strategic Location, Global Ambitions

India's geographic position astride major East-West trade routes in the Indian Ocean gives it a natural advantage. By improving port productivity, deep-draft capacity and hinterland connectivity, policymakers aim to reduce dependence on foreign transshipment hubs and anchor more global cargo flows at Indian ports.

As global trade patterns evolve amid geopolitical shifts and supply-chain diversification, India's sustained focus on maritime reforms, private participation and infrastructure development is steadily setting the course for a larger and more influential role in global maritime trade.

Logistics News



India's Logistics Costs Seen Falling to 7–8% of GDP by 2035: Grant Thornton Bharat

December 27, 2025

India's logistics costs are projected to decline sharply to 7–8 per cent of GDP by 2035 from the current 13–14 per cent, bringing the country closer to global benchmarks and significantly enhancing export competitiveness, according to a report released on Friday by Grant Thornton Bharat.

The report highlights strong investment momentum in the transportation and logistics sector, which recorded 48 deals in 2025—up 37 per cent from 2024. Private equity and venture capital investments reached \$659 million during the year, with a major share flowing into tech-enabled, asset-light logistics models.

Grant Thornton Bharat noted that 2025 marked a phase of structural transformation for India's logistics ecosystem, driven by policy reforms, faster infrastructure commissioning, and deeper digital integration. These developments are collectively steering the sector toward a more connected, efficient, and competitive framework.

The report forecasts a significant modal shift in freight transportation over the next decade. Road freight's share is expected to decline from 72 per cent in 2014 to nearly 50 per cent by 2035, while rail's share could rise to around 40 per cent, supported by the expansion of Dedicated Freight Corridors (DFCs).

"India's transportation and logistics sector has undergone a phase of structural transformation in 2025, driven by policy reforms, accelerated infrastructure commissioning, and expanding digital integration," said Bhavik Vora, Partner and Transportation & Logistics Industry Leader at Grant Thornton Bharat.

He added that increased investments in multimodal infrastructure and digital platforms are reshaping freight movement, while GST reforms have streamlined the logistics ecosystem and reinforced the shift toward integrated and efficient supply chains.

The report outlines a long-term vision of India emerging as a digitally synchronised, multimodal logistics hub, supported by 35 operational multimodal logistics parks (MMLPs), AI-driven scheduling systems, and stronger integration with Indo-Pacific trade corridors.

Recent GST changes have introduced a dual-rate structure for freight and multimodal transport, influencing cost planning, procurement strategies, and compliance priorities across the logistics value chain.

On the digital front, the Unified Logistics Interface Platform (ULIP) now integrates 125 APIs across 11 ministries, enabling real-time data exchange and reducing operational friction at key logistics nodes.



Meanwhile, five multimodal logistics parks—located in Chennai, Bengaluru, Nagpur, Indore and Jogighopa—are in advanced stages of development, further strengthening India’s push toward modal shift and logistics efficiency.

Digital integration takes center stage as India’s logistics sector evolves

December 29, 2025

India’s transportation and logistics sector is entering a decisive phase, moving beyond large-scale infrastructure creation to focus on interoperability, digital integration and efficiency-led growth. After a decade of heavy investment in highways, ports, freight corridors and terminals, policymakers and industry players are now betting on technology and coordinated planning to lower logistics costs and sharpen competitiveness, according to a recent Grant Thornton Bharat analysis.

The sector has undergone a structural transformation through 2025, driven by policy reforms, faster infrastructure commissioning and expanding digital platforms. Measures such as GST, FASTag and the E-Way Bill have reduced friction in road transport, while the PM Gati Shakti National Master Plan and the National Logistics Policy are attempting to bring 16 ministries onto a common planning and execution framework.

“India’s transportation and logistics sector has undergone a phase of structural transformation in 2025, driven by policy reforms, accelerated infrastructure commissioning, and expanding digital integration,” said Bhavik Vora, partner and transportation & logistics industry leader at Grant Thornton Bharat. “These forces are converging to shape a system that is increasingly connected, resilient and competitive. Yet, even as momentum builds, the next phase of progress will be judged not by capacity created, but by interoperability achieved.”

At the centre of this shift is the Unified Logistics Interface Platform (ULIP), which now connects over 125 APIs across multiple government departments. The objective is to enable real-time data sharing across road, rail, ports and waterways, making freight movement more predictable, faster and cheaper. This marks a transition from building physical assets to orchestrating infrastructure through data and digital systems—critical if India is to position itself as a global manufacturing and supply-chain hub.

Despite progress, challenges remain. Interoperability standards are uneven, governance across transport modes remains fragmented, and smaller logistics operators risk being excluded from digital compliance. Bridging these gaps is essential if India is to bring logistics costs down from an estimated 13–14 per cent of GDP closer to global benchmarks of 7–8 per cent.

The push for integration is also reshaping freight economics and the modal mix. Road transport, which accounted for around 72 per cent of freight movement a decade ago, is projected to decline to nearly 50 per cent by the mid-2030s. Rail and waterways are expected to gain share, supported by the commissioning of Dedicated Freight Corridors and inland waterway projects. This rebalancing is likely to improve efficiency and sustainability, aligning with India’s green freight and decarbonisation goals.

Deal activity in 2025 reflected this recalibration. While overall deal values moderated, transaction volumes rose, signalling a shift towards efficiency, resilience and technology adoption rather than large-ticket consolidation. Private equity and venture capital investors increasingly backed asset-light, tech-enabled logistics platforms focused on automation, visibility and route optimisation, while interest in capital-intensive warehousing and traditional freight forwarding remained muted.

GST-related changes have added another layer of complexity. Differential tax rates and input tax credit availability across transport modes are forcing companies to revisit procurement strategies, pricing and contract structures. While expanded credit availability in certain segments is positive, inconsistencies—particularly in multimodal transport—could slow adoption if not addressed.



Looking ahead, industry experts believe the next decade will be defined by integration and intelligence rather than concrete and steel. With much of the physical backbone already in place, success will depend on synchronising corridors with industrial clusters, encouraging private-sector adoption of digital platforms, and setting common performance metrics across agencies. If executed well, India's logistics grid could become faster, greener and globally competitive—moving at the speed of data, not just roads and rail.

Indian Port News



JNPA eyes Vadhvan port for next phase of growth as it nears 12 million TEUs

December 29, 2025

Jawaharlal Nehru Port Authority (JNPA), India's largest container port, is preparing for its next phase of expansion with a strategic focus on the upcoming Vadhvan Port, even as it approaches the milestone of handling 12 million twenty-foot equivalent units (TEUs).

Speaking on the port's growth roadmap, Gaurav Dayal, Chairperson, Jawaharlal Nehru Port Authority, said that JNPA has been witnessing consistent growth in container volumes, driven by capacity augmentation, operational efficiencies and improved hinterland connectivity.

"With our existing terminals nearing optimal utilisation, future growth will require additional deep-draft capacity. Vadhvan Port is envisioned as a natural extension that will complement JNPA by handling large mainline vessels and supporting India's long-term trade aspirations," Dayal said.

The proposed Vadhvan Port, planned as a mega deep-sea port along Maharashtra's coastline, is expected to play a critical role in reducing India's reliance on overseas transshipment hubs and enhancing the country's competitiveness in global shipping. Its deep draft and large land availability will enable it to accommodate next-generation container vessels and diversified cargo streams.

According to Dayal, the integration of Vadhvan Port with JNPA's logistics ecosystem will help decongest existing facilities, improve turnaround times and provide shipping lines with more efficient and cost-effective options.

As JNPA edges closer to the 12 million TEU mark, the focus on Vadhvan Port reflects a forward-looking strategy aligned with the Centre's vision to develop world-class maritime infrastructure and position India as a leading global maritime hub.

V.O. Chidambaranar Port floats tender for outer harbour development project under HAM

December 29, 2025

V.O. Chidambaranar Port Authority (VOC Port), Tuticorin, has reached a major milestone with the floating of the tender for its ambitious Outer Harbour Development Project under the Hybrid Annuity Mode (HAM).

The project, aligned with the Government of India's maritime development vision, is being taken forward under the leadership of Prime Minister Shri Narendra Modi, with guidance from Union Minister for Ports, Shipping & Waterways Shri Sarbananda Sonowal, and continued support from the Ministry.

The Outer Harbour Development Project envisages the creation of two state-of-the-art deep-draft terminals, each with a 1,000-metre quay length and an 18-metre draft. Once completed, the terminals are expected to significantly enhance the port's cargo handling capacity, enable the berthing of larger next-generation vessels, and strengthen India's integration with global trade routes.



The development is also expected to play a key role in boosting logistics efficiency, supporting regional industrial growth, and advancing India's broader maritime and port-led economic ambitions.

According to the port authority, bidding documents will be available from 26 December 2025 to 9 February 2026, marking the formal start of the procurement process for this landmark infrastructure project.

With the launch of this tender, V.O. Chidambaranar Port takes a decisive step towards becoming a major deep-draft gateway on India's east coast, reinforcing the country's vision of a modern, globally competitive maritime sector.

Vizhinjam Port achieves one-million-TEU milestone in record time

December 30, 2025

Vizhinjam International Seaport has achieved a significant milestone by handling one million TEUs, setting a record for the fastest throughput since its commissioning. The achievement underscores the port's rapid growth and strategic importance on India's southern maritime corridor.

Officials said the milestone reflects robust container traffic, efficient terminal operations, and the port's ability to attract both transshipment and gateway cargo. The record throughput comes amid ongoing expansions, including additional quay capacity, modern handling equipment, and enhanced connectivity with road and rail networks.

Industry experts noted that Vizhinjam's quick ramp-up is a testament to its state-of-the-art infrastructure and management practices, positioning it as a major competitor to regional ports in the Indian Ocean. The milestone also highlights the port's contribution to reducing congestion at other Indian ports while strengthening India's transshipment capabilities.

Port authorities confirmed that efforts are ongoing to further enhance operational efficiency and attract larger container vessels, with plans to expand storage, handling capacity, and hinterland linkages in the coming years.

V.O. Chidambaranar Port Records 10% Growth in Container Throughput

December 31, 2025

V.O. Chidambaranar Port Authority has posted strong and sustained growth in container handling during the current financial year, reflecting improved operational performance and infrastructure efficiency.

The port handled a cumulative container throughput of 6,32,430 TEUs during April–December 2025–26, compared to 5,74,899 TEUs in the corresponding period of 2024–25, registering a year-on-year growth of 10.01 per cent.

The robust performance highlights the port's continued emphasis on operational excellence, capacity enhancement, and process optimisation. Investments in infrastructure upgrades, adoption of streamlined procedures, and close coordination with shipping lines, logistics operators, and other trade stakeholders have contributed significantly to the growth.

Officials said the steady rise in container volumes reinforces V.O. Chidambaranar Port's role as a key gateway on the east coast and reflects growing trade confidence in its capabilities. The port is expected to maintain this momentum through further efficiency improvements and customer-focused initiatives in the coming months.



JNPA achieves record throughput of 7.9 million TEUs in CY 2025

January 1, 2026

Jawaharlal Nehru Port Authority (JNPA), India's premier container-handling port and international trade gateway, has set yet another benchmark in performance. The port recorded a historic throughput of 7.9 million TEUs in Calendar Year 2025 (CY 2025), surpassing the 7.05 million TEUs handled in CY 2024.

In addition, JNPA achieved an all-time high in cargo tonnage, handling 98.87 million tonnes, compared to 90.27 million tonnes in CY 2024, according to sources.

This remarkable achievement reflects the collective efficiency of JNPA's terminals, each contributing significantly to the milestone:

- * BMCT – 2.6 million TEUs
- * NSICT – 1.3 million TEUs
- * NSIGT – 1.09 million TEUs
- * NSFT – 0.74 million TEUs
- * APMT – 2.17 million TEUs

With these record-breaking figures, JNPA continues to reinforce its position as India's leading container port, setting new standards in operational excellence and global competitiveness, led by its Chairman, Deputy Chairman, HoDs and other officials.

Kattupalli port launches new fortnightly Glottis Service to boost regional connectivity

January 1, 2026

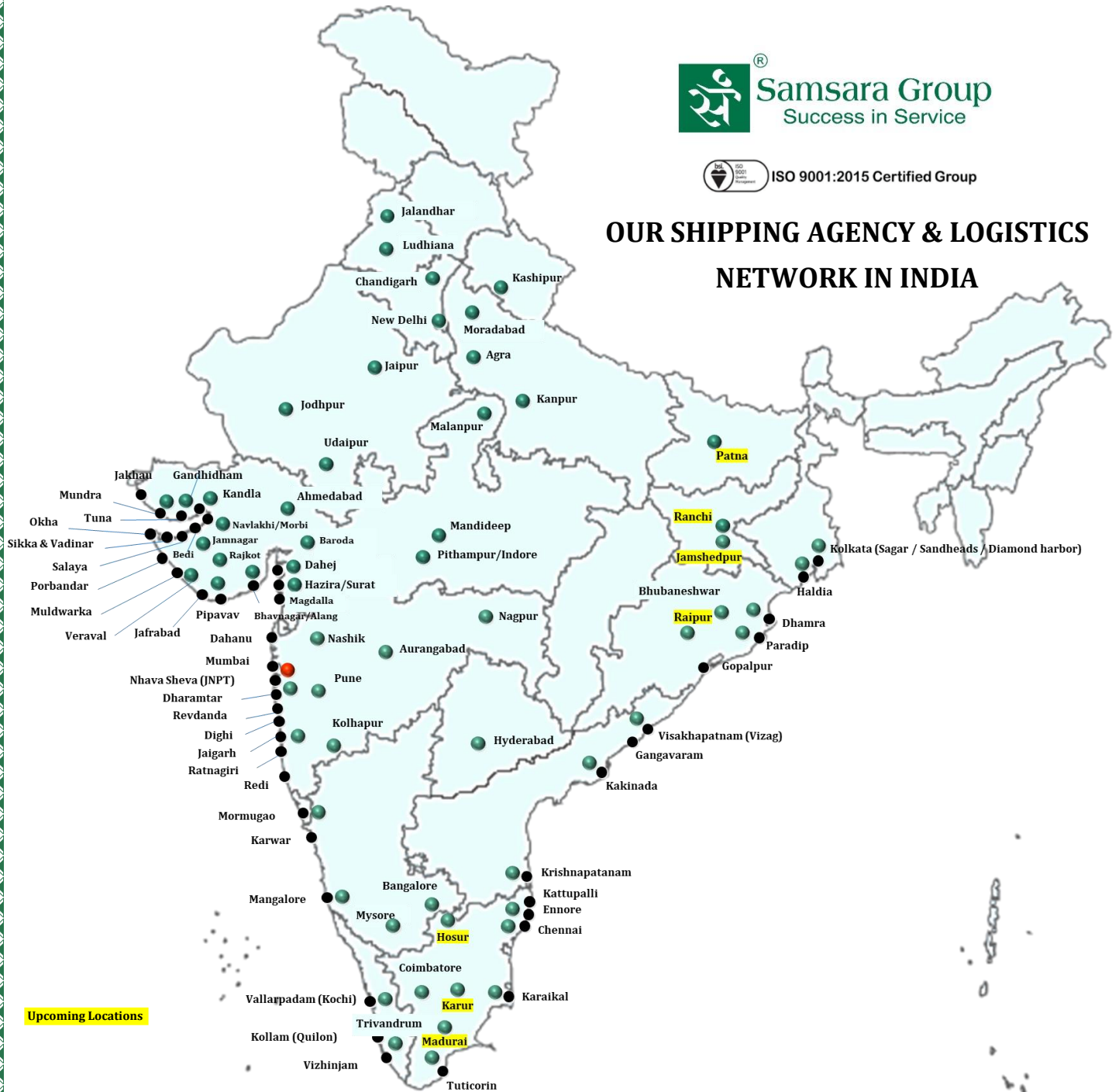
Kattupalli Port has announced the launch of a new fortnightly Glottis service, strengthening maritime connectivity between India and key Asian markets. The new service marks a significant step toward enhancing regional trade through faster transit times, improved network reach, and reliable shipping solutions.

The Glottis service is expected to support growing trade demand by offering seamless connectivity and operational efficiency, reinforcing Kattupalli Port's role as a strategic gateway for international commerce. By expanding its service portfolio, the port aims to enable smoother cargo movement and strengthen partnerships across the region.

With a continued focus on customer-centric operations and infrastructure-led growth, Kattupalli Port remains committed to facilitating efficient logistics solutions that contribute to trade growth, economic development, and long-term regional cooperation.



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