

China vs India Factory Cities, Hub by Hub



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This page sets each big Chinese factory hub against the Indian place that makes the same thing, with the likely Indian port, and says where the match is real and where it is not. Morbi against Foshan for tiles and Tiruppur against Guangdong for knits are strong matches. India has no Yiwu.

The Short Version

- India has no Yiwu. The nearest equivalents are maker clusters run through export houses, like Moradabad.
- India splits garment work by town, so a mixed Chinese range usually needs two or three Indian towns.
- Morbi is India's strongest direct match, for ceramic tiles against Foshan.
- India assembles phones at scale, but China still makes most of the parts inside.
- Most northern Indian clusters sit 970 km or more from Mundra, so the inland leg matters.

Two buyers left China for India in 2020 and came back with opposite verdicts. One, with five years of Chinese sourcing behind him, said every Indian textile maker he tried replied "yes yes we should be able to do it I'll get back to you tomorrow" and then went silent ([r/FulfillmentByAmazon, 2020](#)). The other said India "was far better than dealing with China. They understand English, see business as a relationship" ([r/ecommerce, 2020](#)). This post is about why both were right, city by city.



I'll set each big Chinese hub against the Indian place that makes the same thing, and tell you where the match is real and where it isn't. The Indian side is built on our own cluster-to-port map, which joins five official datasets nobody had joined before. One caveat – some Chinese hubs have no honest Indian twin, and I'll say so rather than force one.

SourcingFrom Intelligence

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- 01 India has no Yiwu.** No Indian market brings thousands of product lines from many makers under one roof for export buyers. The nearest equivalents are maker clusters run through export houses, like Moradabad for metalware, and the Delhi wholesale markets. *(SourcingFrom cluster map, from DGFT's export-town list and CONCOR's terminal register, 23 Sep 2026)*
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02 Southern India ships to Europe faster than the west coast does. Chennai to Rotterdam lists a 25-day median on one carrier's schedule, against 33 days from Nhava Sheva. That matters if you're weighing Tiruppur or Chennai against a Guangdong supplier. (*Carrier public schedule read 23 Sep 2026, our medians*)

03 Most of India's clusters sit far from a port. Every cluster we mapped in Punjab, Haryana, the Delhi region and western Uttar Pradesh is 970 km or more in a straight line from Mundra, and further from Nhava Sheva. Ningbo's suppliers sit next to the world's busiest cargo port. (*SourcingFrom great-circle distances, and China Daily, Jan 2025*)

What we don't know yet

- Lead times, cluster by cluster, against the Chinese hub. Nobody publishes them, and we'd rather say so than guess.
- Scale for most Indian clusters. Only Tiruppur, Morbi and Firozabad have a figure we'll stand behind.

1. The Pairs at a Glance

This is one of the few places a table earns its keep, because you really are comparing rows.

Chinese hub	What it's known for	Nearest Indian match	Likely Indian gateway
Shenzhen, Dongguan	Electronics, phones	Chennai-Sriperumbudur, Hosur, Bengaluru	Chennai, Kattupalli
Guangzhou, Dongguan	Garments	Tiruppur (knits), NCR belt (wovens), Ludhiana (wool knits)	Cochin, Tuticorin, Chennai / Mundra, Nhava Sheva
Keqiao (Shaoxing)	Fabric market	Surat, Bhilwara, Ahmedabad	Hazira, Mundra
Yiwu	Small goods market	No true match. Moradabad, Jaipur, Delhi markets	Mundra, Pipavav, Nhava Sheva
Foshan	Tiles, furniture, appliances	Morbi (tiles)	Mundra
Jinjiang	Sports shoes	Agra, Ambur-Ranipet-Vellore, Kanpur (leather)	Mundra, Nhava Sheva / Chennai
Ningbo	Port, appliances, moulds	Nhava Sheva and Mundra as ports	-

Gateways are our inference from official terminal and rail data, so they're Indicative. The full map is on [India's manufacturing clusters](#).

2. Shenzhen and Dongguan vs Chennai, Hosur and Bengaluru

Shenzhen's industrial firms turned over 5.4 trillion yuan in 2024 ([China News Service](#), Reported). Nothing in India is that size. But phones are the one category where India's match is real and growing. Tamil Nadu shipped US\$14.65 billion of electronics in 2024-25, 41.3% of India's electronics exports, and Karnataka another 22% (Tamil Nadu's industries minister, via

KNN India, Reported). That's the Chennai-Sriperumbudur and Hosur belt and Bengaluru, where the big contract assemblers built their Indian plants.

Here's the honest gap. India assembles. China still makes most of the parts that go inside. So if you're a brand buying finished electronics at volume, the southern belt is a serious option. If you're a small buyer who needs a custom board in two weeks, Shenzhen's component markets have no Indian equal yet.

The good news is logistics. Chennai and Bengaluru airports each moved over 329,000 tonnes of international freight in 2025–26 (AAI). Electronics fly well from there.

3. Guangzhou and Dongguan vs Tiruppur, the NCR Belt and Ludhiana

China's garment cities do everything – knits, wovens, outerwear, fashion. India splits the job by town, and that's the first thing a buyer moving from China gets wrong. Tiruppur makes knits and very little else. An Indian supplier put it bluntly to a Belgian buyer: "Tiruppur is great if you need massive quantities. They specialize in knits, and that's it" (r/streetwearstartup, 2023). Wovens and fashion go to the Delhi region's belt of Noida, Gurugram and Faridabad, and woollen knitwear to Ludhiana (DGFT export towns).

Tiruppur itself is big. It reported exports of ₹46,000 crore in 2025–26, described as nearly 60% of India's knitwear exports (Business Standard, Jun 2026, Reported). India also holds 27.8% of GOTS-certified facilities, so certified organic cotton is a real strength and more than a pitch line (GOTS Annual Report 2025, in why India).



So, if you buy T-shirts, polos or hoodies, Tiruppur is a genuine alternative to Guangdong. If you buy a mixed range of knits and wovens from one Chinese maker, expect to split it across two or three Indian towns and at least two suppliers. That's more work, and it's the single biggest reason mixed-range buyers stay in China. Our first buyer's silence problem showed up on custom development, which is the other thing to test before you move.

4. Keqiao vs Surat, Bhilwara and Ahmedabad

Keqiao's China Textile City traded more than 400 billion yuan in 2024 ([Keqiao district government](#)). That fabric market is the hidden reason a Chinese garment maker can switch a fabric in a day.

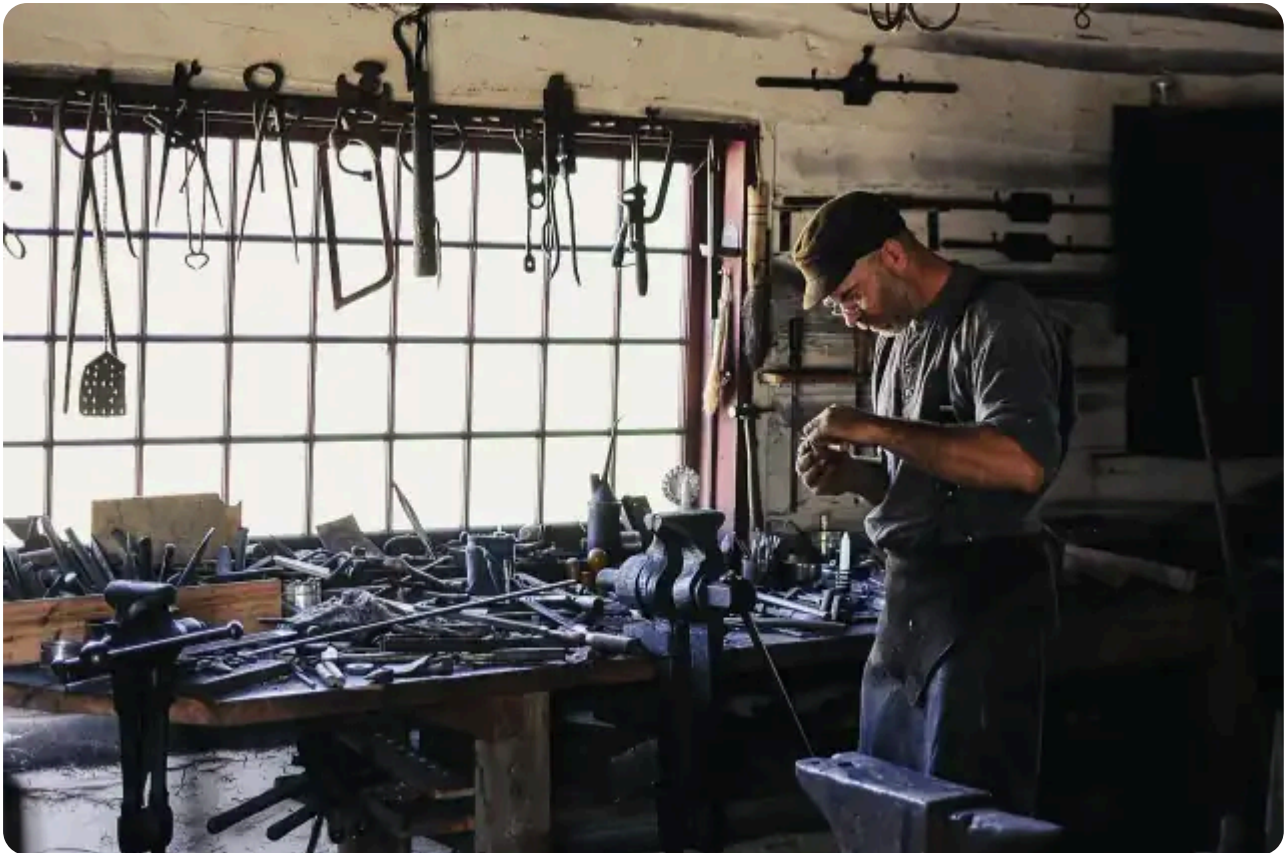
India's fabric towns are Surat (to people who buy there it's "more of a fabric place" than a garment town, [r/IndiaBusiness, 2025](#)), Bhilwara in Rajasthan and Ahmedabad. They're big, but they're spread across the country, far

from Tiruppur's knitting units. Why should you care? Because a fabric change in India usually means a new sample round, not a phone call. Budget two or three sample rounds for your first order, as the process on how to source from India sets out.

5. Yiwu vs Moradabad, Jaipur and the Delhi Markets

This is the pairing people ask me about most, and it's the one that fits worst. Yiwu has 75,000 booths and more than 2.1 million kinds of goods (Global Times, April 2025, Reported). India has nothing like it for export buyers.

What India has instead is maker clusters. Moradabad makes metal handicrafts and has a container terminal in its own district (ICD Moradabad, CONCOR). Jaipur's official export category is handicrafts. In Moradabad, small family workshops take orders from export houses that hold the export code, the showroom and the buyer. The export house spreads your order across several workshops and answers to you for it. That's a perfectly normal model, and it's how craft clusters scale. For range under one roof, the closest thing is the Delhi wholesale markets, covered in wholesale markets.



The honest verdict – if you buy 40 small lines a season, Yiwu wins and India won't pretend otherwise. If you buy a handful of metal, wood or textile decor lines that you'll sell for years, Moradabad and Jaipur give you craft that Yiwu mostly doesn't make.

6. Foshan vs Morbi

This is India's strongest direct match. Foshan is China's big name for ceramic tiles, and Morbi in Gujarat is India's. Morbi's own association counts 610 units ([Morbi Ceramic Manufacturers Association](#), Supplier-stated), and India was the EU's largest non-EU tile supplier in 2025 with 38.4% of extra-EU imports, ahead of Türkiye ([Eurostat](#), our count).

Morbi also sits about 117 km from Mundra in a straight line, which is short for India. One real risk to know – in 2026 the West Asia conflict shut Morbi kilns

for want of gas ([SME Futures](#), Reported). Ask your supplier what fuel their kilns run on and what happened to their output this year.

Foshan's furniture and appliance side has no single Indian match that I'd stand behind.

7. Jinjiang vs Agra, Ambur and Kanpur

Jinjiang made over 1.2 billion pairs of shoes in 2024, mostly sports and casual shoes ([China Daily](#), Apr 2025, Reported). India's shoe towns are leather towns - Agra, the Ambur-Ranipet-Vellore belt in Tamil Nadu, and Kanpur ([DGFT export towns and the leather council's list](#)).

So this pair only works for leather. India supplied 4.5% of the EU's footwear imports from outside the EU by value in 2025, down from 5.1% in 2019, against China's 36.4% and Viet Nam's 28.6% (HS chapter 64, [Eurostat Comext](#), read 7 October 2026, our count). If you buy sports sneakers, India isn't your China+1 yet. If you buy leather shoes, test Agra and Ambur, and test the leather for chromium VI against your market's limit, which is where Indian leather fails most at EU borders ([quality control](#)).



8. Ningbo vs Nhava Sheva and Mundra

Ningbo-Zhoushan moved 1.37 billion tonnes of cargo in 2024, first in the world ([China Daily](#)). India's big container ports are Nhava Sheva (JNPA) and Mundra, and they're fast once cargo arrives. Container dwell time in India averaged about three days in the World Bank's 2023 index ([World Bank LPI 2023](#)).

The difference is the trip to the port. A supplier near Ningbo trucks a few kilometres. A supplier in Ludhiana or Moradabad is over 1,000 km inland. The Western Dedicated Freight Corridor now reaches Nhava Sheva, but only about 11.7% of the port's boxes came by rail in August 2026, on our arithmetic from the port's own figures ([JNPA](#)). So add the inland leg to every Indian quote you compare with a Chinese FOB price. The lane-by-lane transit figures are on [India's manufacturing clusters](#).

9. What a China-Experienced Buyer Should Do

Pick the pair that matches your product, not the most famous city. Then run the test that separates our two 2020 buyers. The one who met silence was asking for custom development by email. The one who was happy had found makers doing what they already did well. So send your Indian shortlist a product they already make, ask on the phone or WhatsApp rather than cold email, and see who answers with a sample rather than a promise. The seven-step test for any second country is in [China+1](#), and if you'd like someone on the ground to run it with the right towns, [SourcingSync](#) does exactly that.

Both of those buyers were right about India. They'd just walked into different towns with different questions. Get the town right and the question right, and India looks a lot more like the second buyer's story.

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