List of companies in navi mumbai pdf

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and Owned ByCIDCOElevation14 m (46 ft)Population • Total1,119,488Language • OfficialMarathiVehicle registrationMH-43 (Navi Mumbai's Thane district), MH-46 (Panvel Raigad district) Navi Mumbai (Marathi pronunciation: [nəvi: mumbəi:]), is a planned city situated on the west coast of the Indian subcontinent, located in the Konkan division of
Maharashtra state, on the mainland of India. Navi Mumbai is part of the Mumbai Metropolitan Region (MMR). The city is divided into two, North Navi Mumbai, for the individual development of Panvel Mega City, which includes the area from Kharghar to Uran, including the Taloja node. The Agri and Koli Communities mainly development of Panvel Mega City, which includes the area from Kharghar to Uran, including the Taloja node. The Agri and Koli Communities mainly development of Panvel Mega City, which includes the area from Kharghar to Uran, including the Taloja node.
reside in Navi Mumbai. Navi Mumbai was the host city for the inaugural final of the IPL (2008) at D.Y Patil Stadium. Thane Belapur Marg and Palm Beach Marg are major business attraction and upmarket residential areas respectively. Navi Mumbai has a population of 1,119,477[1] as per the 2011 provisional census. It has an average city elevation
of 14 meters, excluding forest area. The city's or area history dates back to late 1500's when Siddis of Janjira built the Belapur Killa located atop a hillock, near the mouth of the Panvel Creek. In 1682, the fort was captured by the Portuguese, who had managed to annex the regions controlled by the Siddis, near Belapur. In 1733, the Marathas, led by
Chimaji Appa, wrested control of the fort from the Portuguese. He had made a vow that if it were to be successfully recaptured from the Portuguese, he would place a garland of beli leaves in a nearby Amruthaishwar temple, and after the victory the fort was christened as Belapur Fort. The Marathas ruled the area until 23 June 1817, when it was
captured by Captain Charles Gray of the British East India Company. The British East India Company. The British East India Company Maratha stronghold in the area was proposed in 1971 as a new urban township of Mumbai by the Government of Maharashtra. A new public sector undertaking, CIDCO, was established for this
purpose.[2] Navi Mumbai is situated across two districts, Thane and Raigad.[3] The city has been ranked 3rd among 73 cities surveyed for cleanliness and hygiene by the Union Ministry of Infrastructure and buildings are made & owned
by Government of India. Navi Mumbai is home to various educational institutions offering courses in several streams including engineering, medical sciences, interior designing, and hotel management. Various multinational corporations like ACG Group, AGS Transact Technologies, Aplab, Siemens, McDonald's, Morningstar, Inc., Baker Hughes,
 Bureau Veritas, Bizerba, CRISIL, 1 Defence Security Solutions, Reliance, Mastek, Accenture, Selcore Technology, Hexaware Technologies, firstsource, Hinduja Group, IKEA, Larsen & Toubro, VENUS Safety and cyber security multinational Velox have their head offices/branches across the city, making it an active business hub. Navi Mumbai also has
various recreational facilities such as a Golf Course, Central Park and Pandavkada Water Falls in Kharghar, Parsik Hill near CBD Belapur, Wonders Park and Jewel of Navi Mumbai in Nerul and Seawoods, Mini Seashore Juhu Chowpatty in Juhu Nagar (Juhu Gaon), Sagar Vihar in Vashi, Pirwad, Nagav, and Mankeshwar Beaches in Uran, in Belapur
Killa CBD Belapur, Karnala Bird Sanctuary near Panvel, and several other public places like gardens and jogging tracks. Navi Mumbai also has many quality restaurants and luxury hotels for accommodation. There are many shopping malls, such as Seawoods Grand Central Mall in Seawoods, Little World Mall, Glomax Mall and Prime Mall in
Kharghar, Orion Mall and K-Mall in Panvel, Centre One Mall, Inorbit Mall, Raghuleela Mall, Citi Centre and Palm Beach Galleria in Vashi. Navi Mumbai is also a host to many best health care centres and hospital in Belapur
and SRL diagnostic centres in Kharghar, Panvel, Kamothe, Kalamboli, Kopar Khairane, Juhu Gaon to name a few. History This section relies largely or entirely upon a single source. (August 2022) (Learn how and when to
remove this template message) India experienced a phenomenal rate of urban growth during the 25 years following independence and Mumbai always has had its due share in it. The population of Greater Mumbai rose from 2.966 million in 1951 to 4.152 million in 1961 and to 5.970 million in 1971, registering 40.0 and 43.80 percent growths during
the first and second decades respectively. The rapid rate of growth of population, made possible by the increasing industrial and commercial importance of the city, resulted in a fast deterioration in the quality of life for the majority of people living in the city, resulted in a fast deterioration in the quality of life for the majority of people living in the city.
and commerce. Besides, there are physical limitations to the growth of a city built on a long and narrow peninsula, which has very few connections with the mainland. The Government of Maharashtra has been alive to the emerging problems of this metropolis. Responsible public opinion was equally vigilant and several constructive suggestions
appeared from time to time in the press and elsewhere. All this helped in keeping the problems of Bombay in the forefront of public awareness. In 1958, the Govt. of Bombay appointed a study group under the Chairmanship of Shri S. G. Barve, Secretary to Government, Public Works Department, to consider the problems relating to congestion of
traffic, deficiency of open spaces and playfields, shortage of housing and over-concentration of industry in the metropolitan and suburban areas of Bombay, and to recommendations was that a rail-cum-road bridge is built across the Thane
Creek to connect peninsular Mumbai with the mainland. The group felt that the bridge would accelerate development across the Creek, relieve pressure on the city's railways and roadways, and draw away industrial and residential concentrations eastward to the mainland. The group felt that the bridge would accelerate development would be orderly and would be orderly 
take place in a planned manner. The Government of Maharashtra accepted the Barve Group recommendation. Another Committee under the Chairmanship of Prof. D. R. Gadgil, then Director of the Gokhale Institute of Politics and Economics, Poona was formed and asked: "to formulate broad principles of regional planning for the metropolitan regions
of Mumbai Panvel and Pune and to make recommendations for the establishment of Metropolitan Authorities for preparation and execution of such plans". The Gadgil Committee inter-alia made two important recommendations which have influenced the planning for Navi Mumbai. One, a planned decentralisation of industries with severe restrictions
on further industrial growth in the Bombay region. Two, development of the mainland area as a multi-nucleated settlement, each settlement smaller in size than 250,000 population. These multi-nucleated settlement smaller in size than 250,000 population. These multi-nucleated settlement smaller in size than 250,000 population. These multi-nucleated settlement smaller in size than 250,000 population.
nodes proposed by us are, however, more closely spaced than the multi-nucleated settlements envisaged by Dr. Gadgil. But the principle remains of individual settlements, self-contained in respect of schools and shopping and other essential services and separated from each other by green spaces. The Maharashtra Regional and Town Planning Act
was passed in 1966 and brought into force in January 1967. The Bombay Metropolitan Region was notified in June 1967 and a Regional Planning Board constituted under the Chairmanship of Shri L. G. Rajwade, I. C. S. The Draft Regional Planning Board constituted under the Chairmanship of Shri L. G. Rajwade, I. C. S. The Draft Regional Planning Board constituted under the Chairmanship of Shri L. G. Rajwade, I. C. S. The Draft Regional Planning Board constituted under the Chairmanship of Shri L. G. Rajwade, I. C. S. The Draft Regional Planning Board constituted under the Chairmanship of Shri L. G. Rajwade, I. C. S. The Draft Regional Planning Board constituted under the Chairmanship of Shri L. G. Rajwade, I. C. S. The Draft Regional Planning Board constituted under the Chairmanship of Shri L. G. Rajwade, I. C. S. The Draft Regional Planning Board constituted under the Chairmanship of Shri L. G. Rajwade, I. C. S. The Draft Regional Planning Board constituted under the Chairmanship of Shri L. G. Rajwade, I. C. S. The Draft Regional Planning Board constituted under the Chairmanship of Shri L. G. Rajwade, I. C. S. The Draft Regional Planning Board constituted under the Chairmanship of Shri L. G. Rajwade, I. C. S. The Draft Regional Planning Board constituted under the Chairmanship of Shri L. G. Rajwade, I. C. S. The Draft Regional Planning Board constituted under the Chairmanship of Shri L. G. Rajwade, I. C. S. The Draft Regional Planning Board constituted under the Chairmanship of Shri L. G. Rajwade, I. C. S. The Draft Regional Planning Board constituted under the Chairmanship of Shri L. G. Rajwade, I. C. S. The Draft Regional Planning Board constituted under the Chairmanship of Shri L. G. Rajwade, I. C. S. The Draft Regional Planning Board constituted under the Chairmanship of Shri L. G. Rajwade, I. C. S. The Draft Regional Planning Board constituted under the Chairmanship of Shri L. G. Rajwade, I. C. S. The Draft Regional Planning Board constituted under the Chairmanship of Shri L. G. S. The Draft Regional Planning Bo
the mainland to the east, as a counter-magnet to the office concentration of jobs and population which further growth would cause in the city and reallocate these on the mainland. In making this recommendation, the Board was influenced
by various factors such as the existing industrial sites in the Thane-Belapur area and Taloja, the imminent completion of the Bombay Port Trust to establish a new port at Nhava Sheva. The Board recommended that the new metro-centre or Navi Mumbai as it is now called, be developed to accommodate a
population of 2.1 million.[5] Implementation, development and issues Navi Mumbai Skyline of Nerul, Navi Mumbai Skyline of Nerul, Navi Mumbai Seawoods Grand Central Mall, Navi Mumbai Utsav Chowk at Kharghar The planning of Navi Mumbai began in 1971 and involved leading architects
and urban planner like Charles Correa (Chief Architect), Shirish Patel, Pravina Mehta[6] and R. K. Jha (Chief Planner),[7] The City and Industrial Development Corporation (CIDCO) was established on 17 March 1971, under the Indian Companies Act, 1956 for this purpose. The area covered 150 kilometres (93 mi) of the total 720 kilometres (450 mi)
of the Konkan coast. Privately owned land consisting of 86 villages covering 15,954 hectares (39,420 acres) within the present limits of Navi Mumbai and further villages measuring an additional 2,870 hectares (7,100 acres) were acquired by the government of Maharashtra.[8] Navi Mumbai covers the southern part of Thane taluka (from Thane
District) and part of Panvel and Uran talukas (from Raigad District). CIDCO carved out 19 small nodes with a view towards facilitating comprehensive development. These nodes were named Airoli, Ghansoli, Kopar Khairane, Juhu Nagar, Vashi, Turbhe, Sanpada, Juinagar, Nerul, Darave, Karave Nagar, CBD Belapur, Kharghar, Kamothe, New Panvel,
Kalamboli, Ulwe, Dronagiri and Taloja. CIDCO planned and constructed all the railway stations, roads and public spaces in Navi Mumbai and developed nearby areas commercially. Vashi Bridge across the creek In 1973, the Vashi bridge was opened to the public for residents of Vashi, CBD Belapur and Nerul. The Sion-Panvel Highway was built to
reduce the time taken to travel from Sion to Panvel. Initially, there was not much response to the new city. Major changes took place only after 1990, with the commissioning of a wholesale agricultural produce market at Turbhe and the construction of a commuter railway line from Mankhurd to Vashi in May 1992. These developments caused a
sudden growth in economic activities and population in Navi Mumbai. It was decided not to let any slum pockets pop up across the city. But it failed. as, according to the 2001 census, a fifth[9][10] to a third[11] of the population of
municipalised Navi Mumbai lives in slums [12] and gaothans (urban villages),[8] with thousands of buildings violating planning norms.[13] By the end of the 1990s, the planning authority of Navi Mumbai initiated private participation in the developmental activity of Navi Mumbai. A new railway link between Nerul and Uran was inaugurated on 11
November 2018.[14] Southern Navi Mumbai is being developed rapidly with its class infrastructural developments due to their proximity to the proposed Navi Mumbai International Airport. Also, the latest development known as 'One
Time Planning' with an estimated budget of ₹12,821 crores is underway to transform the municipalised Navi Mumbai on the lines of the world. Administration CIDCO When Navi Mumbai was created in the 1970s, CIDCO was the only authority that looked after the development and maintenance of the city. CIDCO prepared a
developmental plan for Navi Mumbai covering 95 villages all over the city. Navi Mumbai streets at night For the first ten years of the project. Taxes on property, land, commercial and water were payable to CIDCO. CIDCO planned 14 nodes divided
into the North and the South part.[15] The 7 nodes in the North part are Airoli node, Kanaboli node, Kalamboli node, Kalamboli node, Pushpak Nagar node, Panvel node, Ulwe node and Dronagiri node. Also, two municipal
bodies have been established, Navi Mumbai Municipal Corporation (NMMC) in the North and Panvel Municipal Corporation in the South. Each of the nodes is divided into smaller groups called sectors. Initially only Juhu Nagar, Vashi, Nerul and CBD Belapur were developed by CIDCO with housing, schools and community centre roads. But after the
arrival of the harbour railway line extension in the 1990s, there was an increase in population. CIDCO shifted its development plan, CIDCO land was allocated to builders for housing. CIDCO only provided basic infrastructure like roads, water and
electricity, these nodes were developed mostly by private builders according to the CIDCO plan. The newly developed modes of Navi Mumbai on the south side like Kharghar, Kamothe, New Panvel and Kalamboli are maintained by CIDCO. These nodes, which are all beyond CBD Belapur, come under the Raigad district. NMMC On 17 December 1991,
Navi Mumbai Municipal Corporation (NMMC) was constituted by the state government for maintaining some of the developed nodes of Navi Mumbai. Local self-government started on 1 January 1992. NMMC was handed seven of the Navi Mumbai project area for its jurisdiction. However, CIDCO, as a planning authority, has rights on
the open plots in these seven nodes. The NMMC jurisdiction starts at Digha in the North and ends at Belapur node, Vashi node, Kopar Khairane node, Ghansoli node and Airoli node. NMMC Main Building Navi Mumbai
Municipal Corporation is rated amongst the richest corporations in Maharashtra. The municipal commissioner and an elected mayor. Currently, due to delayed in corporation for management of Navi Mumbai
Municipal Corporation until next elections. PMC Recently a resolution has been passed by the general body of the Panvel Municipal Council (PMC), which previously administered the city of Old Panvel spread across an area of 12.11 sq. km. with a population of 1.8 lakh (0.18 mn), lead to upgrade the Municipal Council to a Municipal Corporation.[17]
[18] But the minimum requirement for the formation of a Municipal Corporation is having a population of at least 300,000 which the Council falls short of. Hence, a decision has been made by the PMC to incorporate the adjacent nodes of Navi Mumbai under CIDCO's jurisdiction and surrounding villages in the proposed Panvel Municipal Corporation.
This would add another 593,000 people under its administration of newly developed nodes of Navi Mumbai including New Panvel, Kamothe, Kalamboli, Kharghar, parts of Uran and developing nodes of Ulwe and Dronagiri, which are currently
overseen by CIDCO, with NMMC, they should be incorporated under the proposed Panvel Municipal Corporation. This opinion is the result of a political agenda. The fact is, of the total 14 nodes of Navi Mumbai 7 are under NMMC and the rest are under CIDCO. NMMC's jurisdiction is limited within the boundaries of the Thane district, which is a
foothold of the Nationalist Congress Party, while the remaining nodes are in the Raigad district, where parties like Bharatiya Janata Party, Shiv Sena and Peasants and Workers Party of India are most active. Hence, the local politicians, especially Panvel MLA Prashant Thakur, oppose the merger of all the nodes under one Municipal Corporation citing
political conspiracy.[20][21] In Panvel Municipal Corporation BJP is in power and Peasants and Workers Party of India leading the opposition represent by Pritam Mhatre.[22] The proposal is to be tabled before the Maharashtra State government which has appointed an expert committee to study the feasibility of the demand to upgrade the Panvel
Municipal Council to a Municipal Corporation.[17] But there is some discontent among the residents of the Kharghar node. The residents and some NGOs from Kharghar have voiced their demand for Kharghar to be inducted under NMMC as it would provide them with better civic amenities and would make Kharghar eligible to be a part of the
proposed plan of making Navi Mumbai a Smart City which includes only the area under NMMC's jurisdiction. State government has asked CIDCO to develop South Navi Mumbai as a smart city. The other one being the North Navi Mumbai as a smart city.
city as it will be a role model for other states in the country. Smart City project includes, Navi Mumbai International Airport, Mumbai International Airpor
Ulwe and Uran, new metro projects, including CBD Belapur, Taloja, Khandeshwar and Navi Mumbai airport metro project, development of fourth container terminal in JNPT, new greenfield cities, one near Uran, affordable housing schemes for low income groups and Project Affected Peoples (PAPs), new parks, playgrounds, auditoriums, bhavans,
noise and air quality index checkers using advanced technologies, modern sewage treatment plants. CIDCO has its own plan of developing the area under its jurisdiction (informally called as Navi Mumbai South) as a smart city. Everything will be completed by 2022, except the airport. [24][25] Demographics As per provisional reports of Census India
population of Navi Mumbai in 2011 is 1,119,477; out of which males and females are 611,501 and 507,976 respectively. Although Navi Mumbai has population of 1,119,477, its urban / metropolitan population is 18,414,288 of which 9,894,088 are males and 8,520,200 are females. At least 65.5% of population speaks Marathi language in Navi Mumbai
In education section, the total number of literate individuals in Navi Mumbai city is 91,542. Out of this number, 519,257 are males while 392,285 are females. Average literacy was 95.05 and 87.33 percent. The sex ratio of Navi Mumbai is 831 females per 1000 males. Child
sex ratio of girls is 901 per 1000 boys. Transport DEMU train at Panvel, Navi Mumbai NMMT AC VOLVO Belapur Railway Station Vashi Station Complex at night Navi Mumbai has a robust infrastructure, is well connected to other parts of the state and country and is relatively less polluted compared to Mumbai. The city has a good public
transportation system with NMMT, the transport wing of NMMC, serving the bus commuters, the Mumbai railway serving the train commuters and a large fleet of auto rickshaws for intra-nodal commuters, the Mumbai railway serving the train commuters and a large fleet of auto rickshaws for intra-nodal commuters, the Mumbai railway serving the train commuters and a large fleet of auto rickshaws for intra-nodal commuters.
Nhava Sheva Trans Harbour Link, is an under construction 22-kilometre (14 mi) long freeway grade road bridge connecting South Mumbai with Navi Mumbai suburban stations are Vashi, Nerul, Belapur and Panvel. The stations are
planned as major railway junctions. Panvel is the only mainline station and also the busiest railway station of Navi Mumbai. All outstation trains halt here for time periods varying from 5 to 20 minutes. It is an important junction, railway lines come and meet here and it is connected to almost all parts of India. A new broad gauge line is functional
between Karjat & Panvel. Brihanmumbai Electric Supply and Transport (BEST) buses run from various area of Mumbai to Navi Mumbai and various area in Mumbai, Thane, Bhiwandi, Kalyan-Dombivli-Badlapur, Panvel-Khopoli-Taloja, Uran-Ulwe etc. NMMT runs AC Volvo
buses from Navi Mumbai to Mumbai, Thane and Kalyan-Dombivli. The Palm Beach Marg, a 10-kilometre (6.2 mi) long six lane road connects Vashi to CBD Belapur running parallel to the Thane Rly Stn to Purna Village (Bhiwandi) Via Thane
NMMT AC 4 Vashi (Sector 07) Bus Stn to Thane Rly Stn (W) NMMT AC 8 Vashi Rly Stn to Ghansoli Upot Via APMC Market NMMT 11 Sanpada Rly Stn to Thane Rly Stn to Thane Rly Stn (W) Via MIDC
NMMT AC 14 Nerul Sector 46/48 to DY Patil College (Nerul LP) NMMT AC 15 Nerul Sector 46/48 to DY Patil College (Nerul LP) NMMT AC 17 Nerul Rly Stn (E) NMMT AC 18 Nerul Sector 46/48 NMMT AC 19 Nerul Sector 46/48 NMMT AC 19 Nerul Rly Stn (E) NMMT AC 
(CBD) Via Nerul (E) NMMT AC 22 Vashi (Sector 07) Bus Stn to Jalvayu Vihar (Kharghar) Via Nerul (W) NMMT 30 Kalamboli (Roadpali) to Uran (Pensioners Park) NMMT 31 Kopar Khairane
Bus Stn to Uran (Pensioners Park) NMMT AC 34 Jui Nagar Rly Stn (E) to JNPT Township NMMT AC 42 Vashi Rly Stn to Dombivli Rly Stn to Badlapur Fire Brigade
Via Turbhe Naka NMMT 47 Belapur Rly Stn to Badlapur Fire Brigade Via Taloja MIDC NMMT 52 Kharghar Rly Stn to RAF Colony NMMT 52 Kharghar Rly Stn to Badlapur Rly Stn to Taloja WIDC NMMT 55 Ghansoli
Depot to Taloja Via Kharghar NMMT 56 Mansarovar Rly Stn to Kalyan 
  (Airoli) to Kalvan Rly Stn (W) NMMT 73 Panyel Rly Stn (W) to Kalvan Rly Stn (W) to Kalvan Rly Stn (W) to Sai Nagar (Nere Village) NMMT 81 Vashi Rly Stn to Mumbra Retibunder Via Turbhe Naka NMMT 82 Vashi Rly Stn (R) to Mahalaxmi Nagar (Nere Village) NMMT 81 Vashi Rly Stn (W) to Karaniade Sector 06 NMMT 77 Panyel Rly Stn (W) to Karaniade Sector 06 NMMT 77 Panyel Rly Stn (W) to Karaniade Sector 06 NMMT 78 Panyel Rly Stn (W) to Karaniade Sector 06 NMMT 78 Panyel Rly Stn (W) to Karaniade Sector 06 NMMT 78 Panyel Rly Stn (W) to Karaniade Sector 06 NMMT 78 Panyel Rly Stn (W) to Karaniade Sector 06 NMMT 78 Panyel Rly Stn (W) to Karaniade Sector 06 NMMT 78 Panyel Rly Stn (W) to Karaniade Sector 06 NMMT 79 Panyel Rly Stn (W) to Karaniade Sector 06 NMMT 79 Panyel Rly Stn (W) to Karaniade Sector 06 NMMT 79 Panyel Rly Stn (W) to Karaniade Sector 06 NMMT 79 Panyel Rly Stn (W) to Karaniade Sector 06 NMMT 79 Panyel Rly Stn (W) to Karaniade Sector 06 NMMT 79 Panyel Rly Stn (W) to Karaniade Sector 06 NMMT 79 Panyel Rly Stn (W) to Karaniade Sector 06 NMMT 79 Panyel Rly Stn (W) to Karaniade Sector 06 NMMT 79 Panyel Rly Stn (W) to Karaniade Sector 06 NMMT 79 Panyel Rly Stn (W) to Karaniade Sector 06 NMMT 79 Panyel Rly Stn (W) to Karaniade Sector 06 NMMT 79 Panyel Rly Stn (W) to Karaniade Sector 06 NMMT 79 Panyel Rly Stn (W) to Karaniade Sector 06 NMMT 79 Panyel Rly Stn (W) to Karaniade Sector 06 NMMT 79 Panyel Rly Stn (W) to Karaniade Sector 06 NMMT 79 Panyel Rly Stn (W) to Karaniade Sector 06 NMMT 79 Panyel Rly Stn (W) to Karaniade Sector 06 NMMT 79 Panyel Rly Stn (W) to Karaniade Sector 06 NMMT 79 Panyel Rly Stn (W) to Karaniade Sector 06 NMMT 79 Panyel Rly Stn (W) to Karaniade Sector 06 NMMT 79 Panyel Rly Stn (W) to Karaniade Sector 06 NMMT 79 Panyel Rly Stn (W) to Karaniade Sector 06 NMMT 79 Panyel Rly Stn (W) to Karaniade Sector 06 NMMT 79 Panyel Rly Stn (W) to Karaniade Sector 06 NMMT 79 Panyel Rly Stn (W) to Karaniade Sector 06 NMMT 79 Panyel Rly Stn (W) to Karaniade Sector 07 NMMT 79 Panyel Rly Stn (W) to Karaniade Sector 0
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Airoli Bus Stn BEST 502 Tata Power Stn (Chembur) to Nerul Sector 46/48 BEST AC-504 Deonar Depot to Nerul Bus Stn BEST 507 Santacruz Rly Stn (E) to APMC Market (Vashi) Via SCLR BEST 511 Ghatkopar Depot to Nerul Bus Stn BEST 512
Mulund (W) Check Naka Bus Stn to Nerul Bus Stn BEST C-513 Mulund Depot to Washi Rly Stn BEST 525 Majas Depot to Vashi Rly Stn BEST 522 Marol Depot to Willenium Business Park (Mahape) BEST 523 Dindoshi Depot to APMC Market (Vashi) BEST C-521 Wadala Depot to Vashi Rly Stn
BEST 533 Agarkar Chowk Andheri Rly Stn (E) to APMC Market (Vashi) BEST 545 Agarkar Chowk Andheri Rly Stn (E) to Airoli Bus Stn BEST C-54 Worli Depot to Airoli Bus Stn BEST C-53 Ghatkopar Depot to Kalamboli Bus Stn BEST C-54 Worli Depot to Airoli Bus Stn BEST C-55 Ghatkopar Depot to Airoli Bus Stn BEST C-55 Ghatkopar Depot to Airoli Bus Stn BEST C-56 Worli Depot to Airoli Bus Stn BEST C-58 Worli Depot to Airoli Bus Stn BEST C-58 Ghatkopar Depot to Airoli Bus Stn Best C-58 Gh
taxi stands provide the means to travel to further destinations. Taxis charge a fixed rate approved by the R. T. O. details of which can be found on popular local transit apps of the city. [27] Navi Mumbai has the largest container terminal in India, Jawaharlal Nehru Port at Nhava Sheva near Uran. [28] It is well connected by road and rail, and handles
approximately 56.13% of India's container traffic.[29][30] The Chhatrapati Shivaji Maharaj International Airport The Navi Mumbai International Airport to the city. International Airport Main article: Navi Mumbai International Airport The Navi Mumbai Internatio
Public Private Partnership (PPP), with private sector partners having 74% equity and the Airports Authority of India (AAI) and Government of Maharashtra (through CIDCO) each holding 13%. The International Civil Aviation Organization (ICAO) has already given techno-feasibility clearance to the airport. The central government provided cabinet
approval for the construction on 31 May 2007. The airport's construction was started in August 2021,[32] and is expected to be fully operational by December 2024.[33] Metro Rail Main article: Navi Mumbai Metro The Navi M
planned of which four lines will be constructed by CIDCO. This line includes three phases. In the first phase, the line will join the CBD Belapur
station on the Mumbai suburban railway and Pendhar village. In the second phase, the line will join Taloja MIDC and Khandeshwar node (which will be extended to the Navi Mumbai International Airport in Ulwe node of the city), and in the third phase, the line will join Taloja MIDC metro stations. The first phase of the line 1 is slated
to become operational by 2020 and CIDCO has claimed to make the network of its four lines fully operational by 2022-2023 along with operational by 2022-2023 along with operational structure and city's International Airport in Ulwe node. The cost of the metro project has risen from 4,163 crore for 21.45 km in 2011 to 8,904 crore for 26.26 km in 2018. Infrastructure Basic infrastructure
worth ₹40 billion (US$500 million) is already in place.[34] The city boasts a reliable supply of electricity from various sources, and excellent motoring conditions, with numerous flyovers, broad roads, and parking lots. The main problem which the residents face is poor connectivity with Mumbai, with only two road links between the two cities and a
single rail line. A hovercraft service from Vashi to Colaba and the CBD to Colaba and the CBD to Colaba and the CBD to Colaba and maintenance. CIDCO is planning to relaunch its hovercraft services, banks, restaurants, malls, multiplexes and other
shops in Navi Mumbai. The City boasts several shopping malls such as Little World Mall, Glomax Mall, Prime mall and Pacific Mall in Panvel node of the city; Center One, Palm Beach Galleria, Citi Center, Raghuleela Mall and Inorbit Mall in Vashi, along with the
Seawoods Grand Central Mall in Seawoods. Throughout Navi Mumbai, supermarkets and hypermarkets in Navi Mumbai, supermarkets in Navi Mumbai Bazar, Reliance Smart, Reliance Smart points, Apna Bazaar, 
Leading banks such as Bank of India, Punjab National Bank, Canara Bank, Citibank India, Punjab National Bank, Citibank India, Elect Bank, Citibank India, Bank of India, Punjab National Bank, Citibank India, Bank of India, Punjab National Bank, Citibank India, Bank of India, B
HDFC Bank have their branches and ATMs around Navi Mumbai. The Reserve Bank of India has served the people of Navi Mumbai since 2001. Cultural centres include the Navi Mumbai Tamil Sangam. Navi Mumbai has some three-star and five-star hotels; namely Royal Tulip (five-star hotel in Kharghar), The Hotel Three Star (In Kharghar), The Park
(Belapur CBD), Fortune Select Exotica-Member ITC Hotel Group (Vashi), The Regenza by Tunga (Vashi), Four Points by Sheraton (Vashi) to name a few. Commerce Vashi station complex Cricket Stadium in Nerul DMC Airoli College The Navi Mumbai Special Economic Zone (SEZ) located in the nodes of Dronagiri and
Kalamboli are planned to provide commercial growth and employment to the city. Positioned en route the proposed Navi Mumbai is a new hub for newly incorporated companies & start ups to establish their base in Mumbai [35] As per the list
of newly incorporated companies in Navi Mumbai around 500 new & startups companies were registered in and around the region every month. Sports The DY Patil International Cricket is the most popular sport in the city. Navi Mumbai has its own International Cricket Stadium in Shiravne (Nerul) called the DY Patil Stadium which
hosts IPL T-20 matches, including hosting the 2008 and 2010 IPL finals. It is also the home ground for the League football club Mumbai Sports Association [36] is the oldest sports complex in Navi Mumbai, NMSA has contributed
significantly to the sports world by creating international level athelets from Navi Mumbai has an Olympic-size swimming pool at Nerul. CIDCO has proposed two 18-hole golf course academies at Nerul and Kharghar. There are plans to have sports facilities in the proposed 80 hectare Central Park being developed in Kharghar. The
CIDCO has also constructed a 11-hole golf course in Kharghar near Central Park.[citation needed] Education Main article: Schools and Colleges in Navi Mumbai. The nodes (townships) were designed to provide one primary school per 5,000 populations, one high school for
12,500 populations and one college for 50,000 population. Each of the nodes is self-sufficient in terms of providing quality education Board, CBSE, IGCSE, IB and ICSE patterns. Other than this, CIDCO encouraged private institutions as well. About 22.5% of the total
population is considered to be school-going children. Most students attend school and college within their node (township). 76% of the students walk to their school bus. A number of premier schools and colleges have been set up in Navi Mumbai. And not just local
students, but students from Mumbai and even outside come to Navi Mumbai in their quest for quality education. As such, Navi Mumbai is quickly acquiring the title of educational hub.[37] Colleges Amity University DY Patil Unive
Technology CDAC Kharghar Indian Maritime University, Navi Mumbai Fr. Agnel college of Engineering, vashi Sies, Nerul. Pillai's college of Engineering and technology,
New Panvel. A.C.Patil college of engineering, kharghar School Nevul Fr. Agnel Multipurpose School, Nerul Dayanand Anglo Vedic Public School New Horizon School New
Schools, Sanpada, Kharghar, Vashi, Kalamboli Seventh-Day Adventist Higher Secondary School (ICSE & ISC) Sacred Heart High School, Kharghar Vishwajyot High School, Kharghar This section contains embedded lists that may be poorly defined, unverified or indiscriminate.
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[38] Presentation Convent School, Nerul Reliance Foundation School, Kopar Khairne Sai Holy Faith High School, Vashi (SSC) Shetkari Shikshan Santha High School, Washi (SSC) Shetkari Shikshan Santha High School, Vashi (SSC) Shitshan Santha High School, Va
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