

Present Stage of Urbanization in Pakistan: Some Features and Problems

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Abstract

Specific features of urbanization in Pakistan and the rapid growth of cities, towns and urban periphery are analyzed in the article. Moreover, socio-economic problems like urban poverty, unemployment, growth of employment in the informal sector, lack of modern amenities and low standard of living are also discussed. The author singles out two periods in the history of urbanization in Pakistan, the first starting with the creation of the state till the 1970s-1980s and the second, from that time to the present. The driving force behind urbanization at the first stage was modernization, based on industrialization, while at the second the root feature lies in the agglomeration of the population inside the boundaries of cities, townships and in the urban periphery. Policy of the state and certain international repercussions are discussed in the conclusion.

Keywords

Urbanization, cities, towns, urban periphery, poverty, unemployment, informal sector, modernization, agglomeration

1. Introduction

The trend of urbanization in Pakistan is getting popular day by day. After the publication of preliminary results of the census held in March 2017, this issue is highlighted by the literary world (Zaidi, 2017; Anwar, 2017). The census results show that the country's demographic growth continues at a rate that surpasses the rate of population growth in most Asian countries, including those of South Asia. Rapid demographic growth aggravates the already extremely serious economic, social,

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environmental and political problems of Pakistan and especially in its urban areas.

Urbanization can be partially explained by country's demographic growth. It is more important to understand other factors that aggravate it and the very concept of urbanization, in particular, to what extent is it reducible and derived from the categories of city and urban environment? Note that the definitions of urbanization are diverse; approaches to understand this phenomenon can be geographic, demographic, town-planning and sociological. Often approaches or perspectives of analysis are combined, particularly when urbanization is treated in historical context and dynamics. Equally complex is an attempt to consider the features of urbanization by regions, countries, and within certain typological schemes which distinguish western and non-western above all eastern city (Galich, 2011).

The author of this article had a chance to address the theme of urbanization in Pakistan and the developing world in general (Belokrenitsky, 1982; Belokrenitsky, 1981). He had paid tribute to widespread studies of the 1970s and 1980s on the phenomenon of pseudo-or quasi-urbanization.

However, such kind of studies are generally proved to be non-productive, although it was shared not only by Russian but also by many other authors. At present, a universalist principle has become established, according to which specificity of social processes, including urbanization, in different countries and cultural-cum-civilizational regions is acknowledged, though not any qualitative conceptual difference.

2. Urbanization and the Growth of Cities and Urban Periphery

Pakistani urbanization appears to be a special and singular case of the worldwide growth of cities and urban population. The number of urban dwellers on the planet in recent decades has grown rapidly and primarily due to the less developed regions. In 2007, according to the UN estimates, the number of urban residents for the first time in history exceeded the rural population. In 2016, 4 billion people lived in cities and towns of the world; it makes around 55% of the total 7.2 billion population. The largest urban agglomerations, over 10 million people,

accounted for about 7% of the world's population, while all large cities with inhabitants exceeding 0.5 million account for about 28% of the world's population. (The World's Cities in 2016, 2016, p.ii; World Urbanization Prospects, 2014, p.11).

Against this background, Pakistan appears to be a country where urbanization has embraced a large, but significantly smaller, than on average, proportion of the population. Based on estimates drawn from the census of 1998, perceived trends of residents in Pakistan's urban areas was expected to be 40% in 2014: higher than in Bangladesh (34%) and India (33%) (Jatoo, Chen, Saengkrod & Mastoi, 2016, p.3). Moreover, average annual growth rate of the urban population in Pakistan was estimated about 3% more than the corresponding indicator for the other densely populated countries of South Asia (Kugelman, 2013, p.2; Roofi & Zulnoorain, 2014, p.130).

According to the preliminary results of the 2017 census, the share of urban population in Pakistan was somewhat lower equal to 36.4%. (Dawn, 2017a). However, the trend of outstripping urban growth during the period of almost 20 years between censuses is also undeniable. Apart from the reservations concerning the comparability of data from different censuses, the difference between the calculated and actual data is not too large.

Let's see (partly in connection with the latter circumstance), what are the dynamics of urbanization reflected in the censuses of population. According to the first of them held in 1951, the proportion of urban residents was 17.8%. By 1972, in 20 years, it had grown to 25.4%, by 7.6 percentage points. As revealed by the 1998 census, in an interval of 26 years, the share of the urban population increased to 32.5%, by 7.1 percentage points. Given the difference in the length of periods between censuses, there was a slight decrease in the urban growth. At the current stage between 1998 and 2017 (19 years), it became even more noticeable as the proportion of urban residents increased by only 3.9 points. Meanwhile, the majority of experts studying the process of urbanization in Pakistan, unanimously point out the persistent rapidity of its character. And the point is, how can this be reconciled?

The most significant changes in the tempo of urbanization in modern Pakistan are traced to the phenomenon of urban periphery. But before finding the answer to this question, let us deal with definitions of an urban settlement. In accordance with the tradition laid down in the colonial times, the first three censuses of population in Pakistan (1951, 1961 and 1972) used urban self-government as the basis for the definition of urban locality with further clarifications concerning the minimum of the population and the performance of special urban functions. Settlements having more than 5,000 residents were recognized as urban, provided they had some urban features and were managed by municipal corporations, municipal committees, city committees or cantonment boards (Belokrenitsky, 1982, p.9; Ali, 2002, p.3). Most significantly, census commissioners had the right to include a settlement with less than 5,000 inhabitants in the category of urban, if it had some "urban characteristics" despite the lack of self-government.

Since the 1981 census, the situation has changed. The census commissioners had lost the right to treat settlements with less than 5,000 inhabitants as urban. Moreover, in view of the fact that indispensable requirements are needed for some kind of urban self-management, many settlements with more than 5,000 inhabitants were considered as rural, even some of them were populated up to 10 and 20 thousand people. Therefore, according to the 1981 census, 1,462 settlements of such kind were recognized as rural. In 1998, 3691 such settlements have in total 31 million people i.e. equal to almost a quarter (more than 23%) of the total population of the country were included in the rural segment. (Ali, 2002, p. 3)

It is noticed that by the end of the last century in Pakistan, a significant category of the semi-urban population appeared: lacking in urban characteristics and urban self-government, which resided in compact well-populated areas. The results of the 2017 census, which was carried out, apparently, according to the same rules will evidently show the same trend. It is found that such type of large settlements not only developed around large urban agglomerations, for example in Karachi, the major megapolis and the port city of Pakistan,. Otherwise, it is difficult to explain the reasons for their appearance, since such

settlements do not but can be fit into a rural landscape where their entire characteristics are tentative; such settlements are often called *kutchi-abadi*, or *bastiin* Pakistan.

According to all preliminary calculations (more about this see below), population of Karachi by 2017 was expected to reach or exceed 20 million people (Cox, 2012, p.4); however, the census estimated the number of people living in the megacity to be only 15 million. The Chief Census Commissioner, responding to a criticism in understating the Karachi population, referred specifically to the fact that many areas and neighborhoods that gravitate toward the city and form its immediate periphery, were not included in the city boundaries and were not recognized as separate townships. Presumably, there were fewer such areas around Lahore, which partly explains the faster growth rate of the second-largest Pakistani city, which, according to the census, has reached 11 million people (Dawn, 2017b).

Another factor that explains the rapid growth of the urban periphery is the development of transport system i.e. primarily road transport (Kugelman, 2014). A noticeable leap in this respect occurred in 1980s, when the army was in power and strengthened its logistics (logistical bases and communications) in western Afghan direction. In addition to that natural conditions of Pakistan solid soils and landscape, in many regions are similar to the African savannah, make the construction of paved roads comparatively simple and relatively inexpensive. The length of highways grew rapidly, beginning with the "Afghan" decade of the 1980s until the beginning of this century. In 2005, length of asphalt roads in Pakistan reached 163 thousand km, of which more than 700 km are high-speed highways. Over the following years, the length of roads has increased to 185 thousand km. In addition, some of the unpaved roads (about 100 thousand km) are quite suitable for mechanical transport (CIA World Factbook, 2017). Therefore, roads infrastructure brought villages closer to towns and cities and helped farmers and other rural residents by giving easy access to urban markets. Simultaneously with road construction, occurred brisk (motorization), that is, mushrooming of trucks, buses, mini-buses, motorcycles, scooters and other mechanical vehicles.

In 2000, a well-known sociologist M.A. Qadeer suggested using the term "ruralopolis" for semi-rural or semi-urban areas. Later more common became the usage of term "peri-urban", meaning a peripheral urban area, intermediate between urban and rural localities. The urban periphery is determined by using the "agglomeration index" invented in 2009. It is based on two indicators - the settlement density of 150 people per sq. km and close proximity to a large city with a population of at least half a million at the travel time of 1-3 hours. According to the same index, urban settlements are those with a population density of more than 1,000 people per sq. km, located in one hour drive to a city of half a million (Kedir, Schmidt & Wakas, 2016, p. 3).

According to the data calculated with the help of these parameters, in 2010, 32% of the population was urban, 38% lived in the urban periphery, while 30% remained in the non-urban areas. This situation reflects a serious shift in comparison with the position in the mid-1960s. In 1965, only 6% of the population resided in cities (there were only two cities, namely Karachi and Lahore, with a population of over half a million), another 20% inhabited in the urban periphery, and 74% lived in the countryside. A qualitative shift had occurred already by the mid-1990s. In 1994, the proportion of urban residents grew to 26% share of peripheral-urban population increased to 40%, and rural population share fell to 34% (Kedir, Schmidt & Wakas, 2016, p.6-7).

Currently, the disintegration of the Pakistani population into urban, semi-urban and rural has been deepening. The number of residents of the 10 largest urban cities has increased over the past 19 years by 71% compared to the growth of the entire population by roughly 58% (Dawn, 2017b). Each of the fifth Pakistanis (about 41 million) live now in large cities with more than 1 million inhabitants. This number is not much less than the total of urban-dwellers at the time of the previous census of 1998 (45.5 million). Among the 41 million residents, 26 million reside in Karachi and Lahore, and rest of 15 million reside in other eight cities exceeding 1 million people each. Two of the biggest cities exceeding population 1 million are Faisalabad (3.1 million) and Rawalpindi (2.1 million). Islamabad's population has nearly doubled since 1998; so, civil

and military capitals together and Faisalabad share the third and fourth place in census result of 2017(Express Tribune, 2017).

The increase in number of inhabitants between 1998 to 2017 census in small and medium town is about 61 %, less rapid compared to mega cities; however, the rate of their replenishment was higher than the growth of rural residents (48%). The data from the latest censuses confirm the faster growth in the number of inhabitants of urban areas-large cities in comparison with the rural population. Interestingly a significant increase in the number of rural residents equal to 2.1% annually is recorded that is higher than the rate of increase in the world's population of rural area. Pakistan's overall average demographic growth is 2.4% per year which is exceptional as well.

3. Socio-Economic Problems of Urbanization

The problems of urbanization are directly related to the overcrowding of cities and peripheral urban areas. It is caused by two immediate basic reasons - rapid natural growth and rural-urban migration. In past there always remain a difference in natural growth rates of the rural and urban population but according to recent special demographic surveys, this difference is relatively small. Moreover, in large cities, the prevalence of number of men over women (they often remain in villages) results in lower fertility and birth rates. One can understand the quicker growth of inhabitants of the urban periphery by taking into account the migration of rural population. Migrants consist mostly of poor people, migrating in search of work and earnings. Therefore, it is not surprising that poverty and poverty rates in certain urban and peri-urban localities are higher than in rural areas.

Table 1) Dynamics of poverty (percentage of population below poverty line)

Years	1998-99	2001-02	2004-05	2005-06	2007-08	2010-11	2011-12	2013-14
Pakistan	57.9	64.3	51.7	50.4	44.1	36.8	36.3	29.5
Urban	44.5	50.0	37.3	36.6	32.7	26.2	22.8	18.2
Rural	63.4	70.2	58.4	57.4	49.7	42.1	43.1	35.6

Source: Jamal (2017, p.2)

However, such a phenomenon is not often noted and reflects the recent upgrading of incomes predominantly in rural Punjab. The income data of people of Pakistan over a long period shows an increasing trend of people income in urban area compared to rural areas (see Table 1)

The figures in the table above are taken from the Pakistan Economic Survey 2015-16. The tendency reflected in them can be explained perhaps by the difference in the criteria of poverty, and to some extent to fluctuations in weather conditions (drought in 2000-2002). Comparatively, through the recent years, urban Pakistan did better than the rural. At the beginning of the period, the urban advantage was just over 40%, in the middle it increased to about 60%, and at the end to almost 100%.

Meanwhile, some government sources imply urban poverty from a different dynamics. According to the Household Income and Expenditure Surveys of Pakistan, the share of the urban poor in 1987-88 was only 19%, by 1996-97 it rose to 25%, in 2000-01 it increased to 30%, and in 2010-11 and 2011-12 it reached to 34% and 35%, respectively (Social Development, 2015, p.141). The poverty line, in this case, was determined by the amount of expenditure. In 2011-12, it was 2,606 rupees per month per person (3,054 rupees per adult family member). A recent survey determines the poverty line of urban cities in provinces of Pakistan: population below poverty line in Baluchistan:48%, Khyber Pakhtunkhwa: 40%, Sindh: 36%, and Punjab: 34% (Social Development, p.140); moreover, national level poverty line is 35%, mainly determined by the situation in the urban centers of the latter two most populated and economically advanced provinces.

The analysis of poverty and income carried out by a group of Pakistani researchers in the five most populated cities of Punjab showed that in 2008 the share of utterly poor (consuming food below 2,350 calories per day) was between 10% and 15%. According to the so-called poverty gap, extreme poverty in Rawalpindi is 0.56, Multan is 0.37, and about 0.30 in Lahore, Faisalabad and Gujranwala (Zahra, Mahmood & Ullah, 2011, p. 274, 276).

Other measures of poverty are used too, such as multiple deprivation index. The aforementioned authors demonstrated the scale of

distress for the poverty data of 1998 and 2005. With a certain decrease in the mid-2000s compared to the end of 1990s, the number of people suffering from hardships of all kinds, in Multan constituted 57-52% of the city population; however, in Rawalpindi the share was estimated to be 41-40% and in Lahore it was equal to 34-29% (Zahra, Mahmood & Ullah, 2011, p. 269).

Reasons for the differences in range of poverty in the above-mentioned cities of Punjab are diverse. It include level of economic development (Multan is the main city of the southern Punjab, economically lagging behind); however, compared to the other cities, probability to get higher paid job are higher in case of Rawalpindi-Islamabad metropolitan area. In contrast, people mostly affected by poverty are those, living in smaller cities (less than 50 and 20 thousand people). According to the countrywide survey of households conducted in 2011-12, the proportion of the poverty in small towns was 43%, in large cities (over half a million people) it was 37%, and in larger cities population above a million, it was only 26% (Social Development, 2015, p. 142).

The main cause of poverty is unemployment or lack of opportunities for well-paid jobs, which usually can be found in the organized or formal sector of employment. state organizations and enterprises, and large-scale private companies. These sectors undergo through state registration and subject to control by tax and supervisory authorities. If we take the same set of five Punjabi cities, it turns out that only a small minority from 8 to 12% belong to the category of unemployed, meaning those who are looking for a job (Zahra, Mahmood & Ullah, 2011, p. 269).

The analysis of the urban labour force in Pakistan shows that the share of the informal sector at the beginning of the current century has significantly increased instead of decreased. In 2001-02, informal employment accounted for 65.7% of the total urban employment whereas in 2013-14 it went up to 70.6%. Among men, it has grown over 12 years from 61.1 to 71.1% (Social Development, 2015, p. 31-32). The authors of the social development review believe that such growth is caused, to a considerable extent, by the desire of large private businesses to avoid taxation and lower costs of doing business; formal employment may

need to face security challenges, cumbersome procedures of registration and rampant corruption in registration and monitoring authorities (Social Development, 2015, p. 32).

In 2013-14, the informal employment in Pakistan's urban economy (genuinely small-scale and decentralized production) accounted for 60% of total employment in manufacturing, 93% in construction, 82% in transport, 97% in the wholesale trade and 36% in medical services. The closest to these national figures were the corresponding data of urban Punjab. In Sindh the picture was somewhat different. The formal sector in manufacturing employed 53% of the total labour force, evident because of the presence of big industrial enterprises in Karachi: (Social Development, 2015, p.34).

Modern urban services are inaccessible to a great number of townfolk in Pakistan. In five large cities of Punjab, only 55-60% of residents, according to the above mentioned survey, had access to non-contaminated water. Moreover, it is assumed that in most of the other Pakistani cities the availability of urban services of modern type is even less. It is known that over the past few years there has been a chronic shortage of electricity in Pakistan. Added to this, is an acute shortage of drinking water in urban water supply sources. For example, residents of Karachi mainly receive untreated water which is unsafe for human consumption (Dawn, 2017c). The supply of electricity water in cities often cut off for 6-10 hours a day and the supply of tap water – for 22-23 hours (Khan & Khan, 2016, p.4).

An even greater problem is lack of sanitation due to crowded living. In Pakistan, on average 3.5 persons reside in one room while the world average is 1.1 persons. There are 6 persons in a separate residential unit in the country. The deficit of living places is estimated about 7 million. From this it follows, that the housing shortage problem affects more than 40 million people, about a quarter of the population, primarily resides in urban centers and peri-urban localities (Kugelman, 2014, p.6).

Condensed urban environment contributes to the rise of criminality. There is no space to tackle separately the issue of violence and crime that seized some Pakistani cities at the end of past and beginning of this century. Additionally, tussle of mafia groups for control over urban

landed property is also one cause of bloodshed and disorder (Roofi, Zulnoorain, 2014, p. 89-96).

4. Stages of Urbanization – from Modernization to Agglomeration

The history of urbanization in Pakistan can be divided into two long periods. First, began with creation of the country, continued until 1970-1980s. This was a stage of urbanization initiated in the colonial times that had matured in the period between the World Wars of twentieth century. The urbanization process of that type was based on the modern growth by the installation of large industry in cities and its periphery. Industrialization was chiefly labour-intensive. Workers' settlements appeared around big enterprises of manufacturing and transport, mainly railway depots and stations. Labour force was replenished by migrants from villages, where living conditions due to low productivity of agriculture were definitely worse than in the urban areas.

In the period between the Wars, largely influenced by the workers' movement in Europe and socialist revolution in Russia, colonial authorities of India adopted a number of labour laws that greatly facilitated working conditions in industrial enterprises and increased the ability to defend the interests of wage workers. Most important laws among them were the Trade Union Act of 1926 and the Factories Act of 1934. According to Karamat Ali, who leads Pakistan Institute of Labour Education and Research in Karachi, legal conditions in the colonial period were significantly worsened by the adoption of legal provisions in Pakistan under the government of M. Ayub Khan in the 1960s (Raza, Mansoor, 2016, p. 10-19). Labour movement again began in the start of presidential era of Zulfikar Ali Bhutto (winter-spring 1972); however, it receded due to punitive measures by the civil authorities. Under the military regime of M. Zia ul-Haq (1977-1988), strong blows were dealt upon the labour movement, and was unable to recover from them because of both internal and international factors.

In nutshell, Pakistani urban system during the first stage of its evolvment was modernized by the spread of large-scale industrial enterprises and characterized by the growth in the major cities and in its

immediate periphery of quarters were inhabited by skilled and unskilled manual workers. Although industrialization had largely shaped the "face" of urbanization, it was not the only city-forming sector, since the sphere of services, especially administrative and communal (including military-administrative) also determined cities' destination to a large extent. The urbanized areas, based on these two "pillars", were clearly separated from the village, where the main economic activity is agriculture (plant growing and cattle breeding).

In the second phase, from the 1970-1980s up to present, the situation has changed markedly largely due to three reasons: (1) the "green revolution" that causes displacement of "excess labour" from rural to urban areas; (2) labour migration abroad which worsened conditions for investment within the country; (3) the flight of big capital abroad and its mimicry for small business. The cumulative effect of these factors has been the expansion of the informal sector of employment and growth of urban poverty and deprivation.

Interestingly, the standards of living for the middle urban strata is upgrading due to rich agricultural production in areas of irrigated agriculture and labour emigration. Remittances from relatives working abroad, most often went into the purchase of land and building houses in cities and towns of a migrant's native province. As a result, the housing stock of certain small and medium-sized townships has been reconstructed and their social and household infrastructure are improved (Hasan, Raza, 2011).

It is symptomatic that in recent years, according to a number of observations, migration to the largest cities has somewhat slowed. First and foremost, this observation applies to Karachi, whose population, based on the results of the household census conducted in 2011, should have reached to an astounding 21.2 million people by that time. The calculations of such rapid growth were based on an increase in the average number of households by 10%; however, compared to the 1998 census, it increased from 6.7 to 7.3 persons. A well-known sociologist and urban architect Arif Hasan is of the view that slowing of migration is caused by the growing shortage of housing facilities and continued

worsening of living conditions for the poorest people of the megalopolis (Hasan, 2014).

A slight reduction in the influx of migrants may improve the situation to a certain measure; however, cardinal problems of cities may not be resolved by it. Moreover, the urban and rural area situations are interconnected, both require special attention and effective measures from government bodies.

5. State Policy and International Repercussions

It seems that the Pakistani state throughout its history has paid little attention to the problems of cities and the process of urbanization. In the five-year plans of economic development, adopted by the government since the mid-1950s, these issues were not singled out as an independent. In the structure of the federal government, they are now referred to the Ministry of Planning, Development and Reform. At the provincial level, the directorates of urban planning and city policy function within the ministries of the same profile. Another strata of management is a municipal corporation in large cities and the corresponding bodies in smaller ones; project plans for future development (Master Plans) are approved at this level. The attention of federal bodies to the evolution of the urban system has increased recently and has resulted in certain steps and decisions.

The recent actions of the Pakistani authorities seem inadequate. It is thought that the accumulated problems will be difficult to solve due to high demographic growth and unfavourable living conditions such as rapidly deterioration of the environmental situation in the cities due to the mushrooming of mechanical means of transport, chaotic traffic, air pollution, lack of an efficient system of removal and destruction of garbage, etc. In addition, there might be severe dangers caused by climate changes (Anwar, 2017).

Road construction in the country, as discussed in the beginning of the article, has long outpaced the construction of premises. Pakistani cities are growing in breadth rather than upward. High-rise multi-story buildings are almost not erected even in the capital cities. Urban areas are full of mostly residential buildings, though for a harmonious

development, construction of buildings for industrial and public purposes are needed (Kugelman, 2014, p. 5-9; Jabeen, Umm-e-Farwa & Jadoon, 2017, pp. 132-135).

As for the housing problem, the state could begin to introduce a ceiling on the ownership of land in the cities, the allocation of land for low-budget construction and the introduction of urgent changes in the urban land ownership legislation. This will definitely resist by the urban upper ranks and mafia groups, and therefore, as Pakistani experts point out, it is difficult to say whether there is enough political will is there to take such measures (Hasan, 2014).

It is worth noting that recently the state has finally paid attention to the development of public transport in the cities. The government is actively pursuing Karachi Circular Railway project and the Bus Rapid Transit (BRT) system of Lahore has proved successful. In addition to that, Lyari Expressway, a long overdue project which will help to solve acute Karachi transport problems, was finally inaugurated (Dawn, 2018).

It appears that Pakistan can benefit from the experience of other countries in the field of city planning in solving numerous urban problems. Among other cases, specialists can pay attention to a runaway urbanization in Russia. Nowadays, more than three-quarters of Russians live in urban localities while in the beginning of the twentieth century the share of urban dwellers was slightly more than 10%. No doubt, there are obvious differences in urbanization in Russia and Pakistan but their recent problems of urbanization are similar. Therefore, the experience of construction of subway and other rapid transport systems in Moscow, Russia is worth looking upon. Moreover, public trolley-bus and tramway services, and traffic regulation can also be of an interest to Pakistani urban planners for meeting the growing needs of transportation in metropolitan cities of Pakistan.

On top of all, Pakistan is sure to understand the significance and perspectives of China-Pakistan Economic Corridor (CPEC). It seems appropriate to expect that this megaproject will help, among other things, in improving the urban infrastructure of Pakistan and finding a solution to certain problems which are of thorough importance for the urban masses in the country.

6. Conclusion

In short, the previous stage of urbanization can be seen as one pushed by forces of industrialization. Nowadays, urbanization is caused more by agglomeration: the process of grouping people at a limited space, within the boundaries of a city, township or peri-urban locality. Although modernization remains an important part of urbanization, its perturbing feature is crowding and overcrowding of formal and informal urban settlements which results in degradation of life quality and lack of modern amenities to the inhabitants.

Nevertheless, urbanization opens wide perspectives. Living in the unfamiliar neighborhood make people, especially young people, better aware of their responsibilities and opportunities. Grouping together encourages tolerance on one hand, and social initiative on the other; all this depends upon the state policy and political environment. To overcome the huge problems, Pakistan is facing in the process of urbanization and overall social development, the country needs to have a sound growth-oriented strategy and peaceful atmosphere in the region.

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