

# **Sustainable Urbanization in the South Asia Region: From Quantity to Quality**



**Donovan Storey**

Chief, Sustainable Urban Development, Environment & Development Division

Regional Policy Dialogue on Sustainable Urbanization in South Asia  
New Delhi, 17-18 December 2014

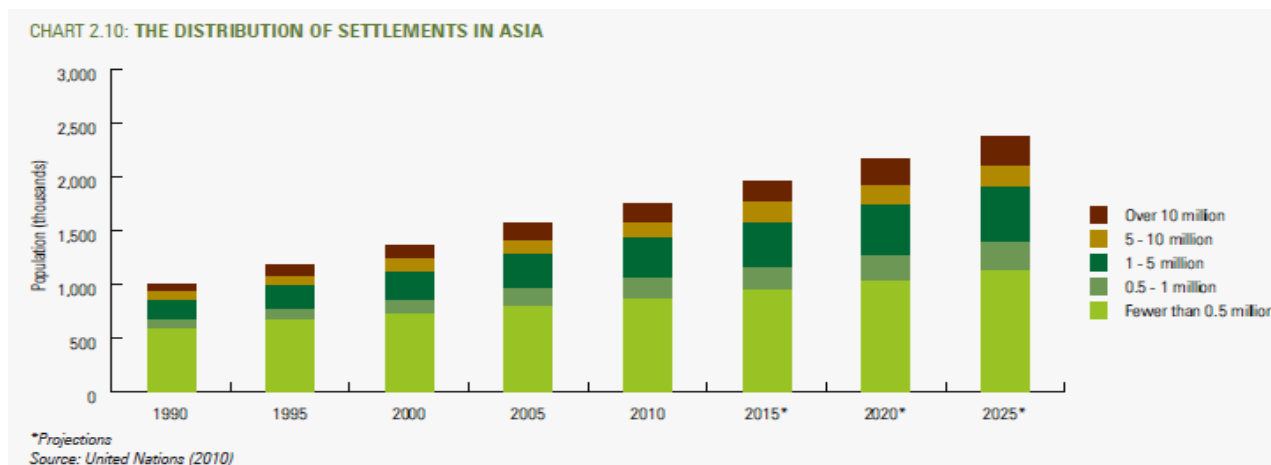


‘the struggle for global sustainability  
will be won or lost in cities’

Ban Ki-Moon, UN Secretary-General, 23 April  
2012

# Overview of Urban Development in Asia-Pacific

- 2012: **1.9** billion / 46% of region lived in cities
- 2020: **2.2** billion / 52%
- 2050: **3.2** billion+ / 64%
- 2011: 13/23 world's megacities
- 2025: 22/27 world's megacities and 7/10 of the world's largest cities
- Growth rates are highest in peri-urban areas & secondary cities



# South Asia in Asia-Pacific

## ASIA-PACIFIC

- In 2014 the Asia-Pacific region had over 2 billion urban citizens
- Since 2000 an astonishing addition of 630 million people in cities in the ESCAP region has taken place
- Growth in small/medium sized cities: faster & accounting for 60% of the region's urban population
- A mix of migration, population growth & reclassification drives urbanization.

## SOUTH ASIA

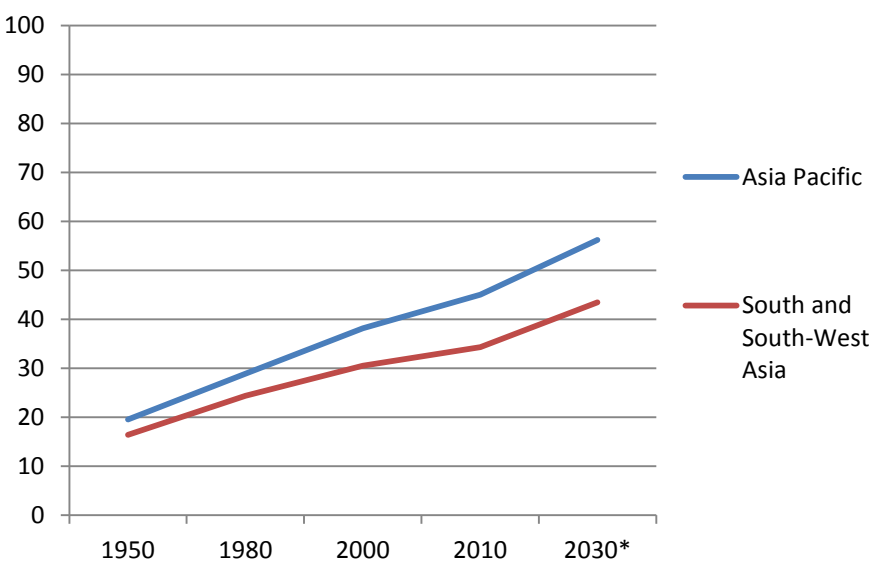
- In 2014 had over 660 million urban dwellers
- A slower rate of population increase - but very large total population increases
- In India 404 million extra urban dwellers will be added before 2050
- A region of megacities – yet still 52 “million plus” cities in South Asia, of which 47 are in India.



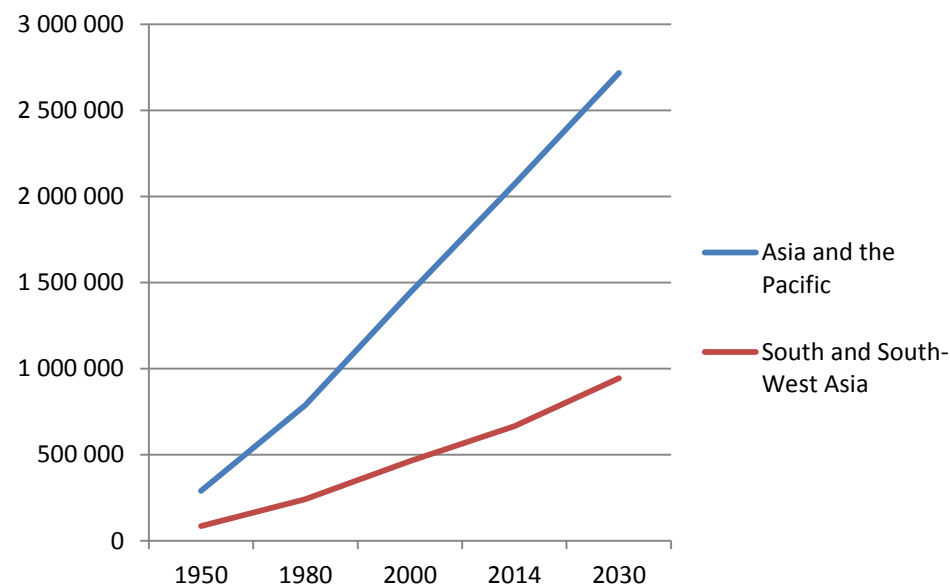
# South Asia within Asia-Pacific

	1950		1980		2000		2014		2030	
	URBAN (000s)	%	URBAN	%	URBAN	%	URBAN	%	URBAN	%
Asia and the Pacific	289 868	20	786 606	29	1 439 528	38	2 069 702	48	2 716 028	56
South and South-West Asia	84 212	16	240 536	24	461 584	31	664 417	36	944 030	43

Percentage of Urban (%)



Urban Population (thousands)



Source: UNDESA, World Urbanization Prospects 2014

# Key Gaps and Challenges in South Asia

**While progress on poverty reduction has taken place, it has been slow & inequality has grown.** Between 1990-2010 those living on less than 1.25 USD per day only declined by 18% - while population increased by 42%. Many are increasingly turning to urban areas for the opportunities they offer.

In India between now and 2030 the **middle class will grow from 22 to 91 million.**

Cities in South Asia reflect **equity gaps** and are unable to meet the aspirations of many

As many as **700 million people in South Asia still have inadequate sanitation**, resulting in high levels of open defecation, in both urban and rural areas.

**Housing remains a huge problem: 35 per cent of urban South Asians live in Slums** with some cities exhibiting rates as high as 70%.

Success creates its own pressures: In Asia-Pacific **between 2000-2008 emissions per capita increased 97% ,while the worldwide increase was 18%.** While wealth creation is desirable, consumption patterns must change

**Mobility patterns must also change:** The annual growth rate for car use in the sub-region is between 6 and 10 per cent. In Delhi as much as 72 % of fine particle pollutants result from transport.

**We are not creating resilient cities:** In 2011, Asia and the Pacific included 83% of those affected by natural disasters worldwide, 81% of deaths due to natural disasters, and 80% of economic damage from natural disasters. South Asia is disproportionately affected by episodes of extreme heat, water scarcity, storm surges and sea water rise.

**It is essential we 'green' the infrastructure gap:** we must stop building cities for the 19<sup>th</sup> century and start shaping a future model and agenda of urban sustainability

**Our governance arrangements and financing mechanisms are not fit for purpose:** they are not keeping pace with change and the multidimensionality of challenges. There are clear financing gaps for cities but where are the sustainable financing models and what type of investment is needed?

‘Over the next 15 years as much as USD4 trillion a year will be invested in the emerging and developing countries for infrastructure, such as roads and buildings. It is this investment that must be transformed. If it is, economic growth can be strong, cleaner, less congested, more efficient, more biodiverse – sustainable and much more attractive’.

预览已结束，完整报告链接和二维码如下：

[https://www.yunbaogao.cn/report/index/report?reportId=5\\_4758](https://www.yunbaogao.cn/report/index/report?reportId=5_4758)

