Journal of Studies in Social Sciences

Volume 22, 2023, 19

Distribution and Patterns of Interstate Migrants in the UT of J&K and Ladakh, (India): A District Level Analysis

Latief Ahmad Hajam[1], Javeed Ahmad Rather[2,*], Ferooz Ahmad Hajam[1]

[1]Research Scholars, Department of Geography & Disaster Management, University of Kashmir, Srinagar, J & K, India

[2]Associate Professor, Department of Geography & Disaster Management, University of Kashmir, Srinagar, J & K, India

*Corresponding author: drjarather@uok.edu.in

Abstract: Internal migration is a crucially important source of income for low-income households and communities in developing nations. The current work aims to study distribution and patterns of inter-state in-migration in the union territory of Jammu & Kashmir and Ladakh (erstwhile J&K State, India). The study is based on secondary database of Census of India. Z-Score has been used for the identification of high and low interstate migrant regions in Jammu and Kashmir. Beside this, different statistical diagrams were used to present the results. The findings of the study reveals that migrants recorded in 2011 are more than double as compared to the migrants recorded in 1971. Regionally, Jammu region recorded the highest number of interstate migrants in the UT of J&K followed by Kashmir division and the lowest number of migrants recorded in the UT of Ladakh. District level analysis displays that Jammu district recorded the highest percentage of migrants followed by Kathua, Udhampur and Samba in Jammu division while as Srinagar recorded the highest percentage of migrants followed by Anantnag and Baramulla in Kashmir division. The results of the study will be used for the formulation of policies for the workers and the migrant regions of Jammu and Kashmir and Ladakh.

Keywords: Distribution; Regions; Pattern; In-migration; Interstate Migration

Introduction

Internal migration is a crucially important source of income for low-income households and communities in developing nations, and it improves both sending and receiving areas (Deshingkar and Grimm, 2005; McKenzie and Yang, 2014; Mohanty et al., 2016; Srivastava and Sutradhar, 2016; Nayyar and Kim, 2018). Despite this, policymakers continue to regard emigration as an unstable process, refusing to admit its positive impact on development (Nyberg-Sorensen et al, 2002; Deshingkar and Grimm, 2005; Kundu and Sarangi, 2007; Geiger and Pecoud, 2013; Bhavnani and Lacina, 2015). The right to move within India as in most other countries and reside in any part of it is a fundamental right guaranteed for all citizens of India under Article 19(1) of the Indian Constitution As a result, the Indian Government is also required by the constitution to make sure that citizens do not encounter barriers when they travel within the nation. Despite this, existing research emphasises the restrictive nature of administrative barriers, particularly those at state borders (Bhagat, 2017). For example, according to a recent World Bank report on the various obstacles to migration in India, administrative impediments are among the strongest impediments to interstate migration (Kone et al., 2017). This is reflected in the statistics, which indicate that interstate migration accounts for a small portion of migration flows 13.5 percent of the total migration flow, accounting for less than half of internal migration (Chandrashekhar et al., 2017; Kone et al., 2017; Nayyar and Kim, 2018).

Several research studies (Nair and Narain, 1985; Premi, 1990; and Singh, 1998, Dang, 2005; Bhagat 2017, Rajan and Bhagat, 2021) found that interstate migration in India was relatively low, they also argued the reality that one-third of the country's population was counted outside of their initial residence indicated the significance of migration as a key demographic process in India. The census of India, 2001 showed 309 million migrants (30% population) of the India by place of last residence (Lusume and Bhagat, 2006)**.** . There are well developed theories to explain causes of migration; these broadly

cover push-pull factors, wage differentials, and intervening opportunities (Lee, 1996). As per census data highlights of 2001, 53.6% among interstate migrants is also observed in country. Analysis of migration pattern is important to understand the changes taking place in the people's movement within the country. It is the most volatile component of population growth and most sensitive to economic, political and cultural factors (Singh, 1998). Migration including fertility and mortality are factors of population change affecting size, composition and distribution of population either depopulate or overpopulate an area depending on the level of urbanization, economic activities, geographical favorability, political, ethnic and cultural equality, Job opportunity, higher wages (Chandna, 2002).

Census of India (1981, 1991, 2001, 2011) defines, "Inter-state migrant is a person whose last residence is in India but beyond the state of enumeration". The distribution and flow of inter-state migration is uneven in India. In the all states of India, the state of Maharashtra is followed by Delhi and West Bengal which received the largest flow of migrants. According to the studies, interstate movement is often low in the states with higher illiteracy, poverty, unemployment etc. (Kadi, et.al. 1988). Mukherji, (1991) found that in India, even in recent times, inter-state migration of the males and females for employment is still very much linked with the underdevelopment, poverty, spatial disorganization, regional disparities, social inequalities, rural stagnation, rural neglect and unbalanced regional development over national space. In India, people are still primarily migrating just for the survival. There is also a close relationship between population and food balance, which determines the migration of people from one place to another place (Rather and Andrabi, 2015).

Migration happens more due to regional disparity in development. People move from backward underdevelopment regions to developed and prosperous areas in order to improve in their living conditions. This is found to be true both in international as well as in internal migration (Kundu and Gupta, 2000). In the developing countries in

general and India in particular the inter-state migration should be viewed in the above context of regional disparity and inequality in development (Ray and Datta, 2019). Population pressure on finite resources encourages migration (Upadhya and Rutten, 2012). While urbanization and rural-urban migration are natural outcome of the transition from agriculture-based economy to an industrial economy, the extent of such migration is frequently perceived to be excessive and urban population have been concentrated in the largest urban agglomerations in most of the Third World nations in general and in the Asian and Pacific regions in particular (Das and Saha, 2013). The migration is seen, not so much as a natural outcome of development, but more as a result distortion in the development process deriving from inappropriate or ineffective planning (U.N, ESCAPE, 1991). Lucas (1977) has overviews the role of population migration in promoting economic development through increased efficiency of resources allocation and some aspect of distributional implications. The leading source states of internal migrants include Uttar Pradesh, Bihar, Rajasthan, Madhya Pradesh, Andhra Pradesh, Chhattisgarh, Jharkhand, Odisha, Uttrakhand and Tamil Nadu, whereas key destination areas are Delhi, Maharashtra, Gujarat, Haryana, Punjab and Karnataka (Srivastava, 2011).

In the context of J&K and Ladakh over the past three decades, thousands of migrant workers both skilled and unskilled flocked in the region from other states of the country making it one of the states in India whose economy is now heavily dependent on the non-local workforce. There is a marked spatial variations in migration as well as number of reasons favoring interstate emigration from different states of India to J & K and Ladakh (Hajam et.al., 2021). However the introduction of different local and centrally sponsored schemes in rural areas like MGNREGA etc. have markedly reduced the flow of migrants at interstate level (Hajam et.al., 2021). The union territory of Jammu and Kashmir and Ladakh (erstwhile state of Jammu and Kashmir) records lesser works in the field of internal migration because of the non-availability of previous

census reports (1991) due to the internal conflict. Thus, an attempt has been made to examine the spatial pattern levels of interstate migration in the UTs of Jammu & Kashmir and Ladakh. The study has been carried out at the district level in order to achieve a depth understanding of the phenomenon. The results of the study will be helpful in the formulation of population policies for the dominant and sparse migrant regions.

Database and Methodology

Study Area

The Union Territory of Jammu & Kashmir and Ladakh (erstwhile J&K State) is strategically situated in the North-West corner of India **(Figure 1).** It shares its borders with plains of Punjab and Himachal in the South and South-East, Pakistan in the West, Russia and Afghanistan in the North and China in the East (Hussain 2002). The state of Jammu & Kashmir stretches between 32° - 17' N to 37° - 05' North latitude and 72° - 31' E to 80° - 20' East longitude (Rashid et al 2022). From South to North, it extends 640 km in length and from East to West over 480 km in breadth (Singh et al., (2023) .The total area of erstwhile state was 2, 22,236 sq. km. But the area under actual control of India is 1, 01,387 sq. km only, as the great portion of the territory is under Pakistan and China (Qazi, 2005). Lying in the northern most margin of the country, the state of Jammu and Kashmir was formed on 26th October, 1947 now declared union territory of Jammu & Kashmir and Ladakh in 2019. It includes three regions viz. Jammu (19 percent area), Kashmir (11 percent area) and Ladakh (70 percent area) in which Jammu & Kashmir includes 20 districts and Ladakh includes 2 districts (Hajam et al, 2023).

Data sets and Methods

Migration can be measured either as events or transitions. The studies (Mohanty et. al., 2016; Srivastava and Sutradhar, 2016; Bhagat, 2017; Nayyar and Kim, 2018) reveals that census is the most vital database of information on internal migration in the country. A study shows that 138 countries enumerate data on internal migration in their censuses

(Bell, 2003).The current study is based on the secondary sources of data collected from the Census of India publications, Migration Tables D-Series of census 1971, census of India, 1981, census of India, 2001 and census of India, 2011. The census data reports are enumerated by "place of last residence" collected since 1971. The census 1971, 1981, 2001 and census 2011 has been used to examine the pattern of interstate migrants while census 2011 is used to highlight the regional distribution of the migrants in the destinations. The missing data of census 1991, has been calculated by "Graphic method of Interpolation" which gives mean value between the two terms. The results are shown both in numbers and percentage using tables, graphs. The mapping has been done by ArcGIS software application. The parameters of migrants have been selected as total interstate migrants, male and female, rural and urban migrants respectively. Z-Score was used to identify the low and high migration regions of Jammu and Kashmir.

In the study area of Union Territories of Jammu & Kashmir and Ladakh (erstwhile Jammu & Kashmir State), interstate migrants are examined as a whole in study area as well as in the major regions (divisions) viz. (1)Jammu, (2) Kashmir and (3) Ladakh, and in the two districts of Ladakh. The Jammu and the Kashmir region include 20 districts each while Ladakh regions includes 2 districts respectively.

1) Districts of Jammu Region: Jammu, Poonch, Rajouri, Kathua, Doda, Ramban, Reasi, Kishtwar, Udhampur and Samba.
2) Districts of Kashmir Region: Kupwara, Baramula, Bandipora, Ganderbal, Srinagar, Budgam, Pulwama, Shopian, Anantnag and Kulgam.
3) Ladakh Region: Kargil and Leh.

Results and Discussions

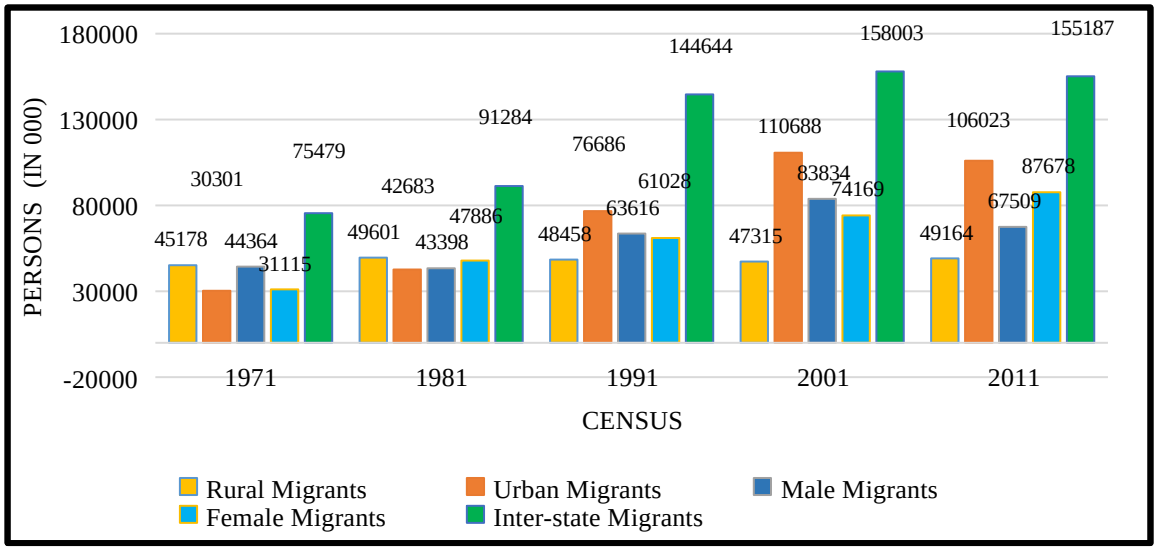
Census of India (1981, 1991, 2001, 2011) defines, "Inter-state migrant is a person whose last residence is in India but beyond the state of enumeration". The distribution and flow of inter-state migration is uneven in not only at the national level but also at the regional level. The spatial distribution of interstate migrants at district level is an

important component of migration studies. It gives an insight about the overall scenario of different migrants both from their origin and final destination of stay.

Census wise Distribution of Inter-state Migrants in Jammu and Kashmir and Ladakh

Figure 2 reveals that migrants in the Union territory of Jammu & Kashmir and Ladakh (erstwhile J&K State), has an inclining growth in the number of interstate migrants from the census of 1971 to the census of 2001 while slow decline in the migrants recorded in the census 2011 respectively. In the earlier censuses of 1971 and 1981, the rural migrants dominated the urban migrants while in the later censuses of 2001 and 2011 the urban migrants dominated the rural migrants respectively. Both the male and female migrants recorded a fluctuating pattern in the course of time, the female migrants overcame the males in the census 1981 and 2011 and vice versa. The country as a whole recorded downfall in the interstate migration from the census of 2001 to 2011, so is the case in the study area with a downfall of 3.23 percent from 2001 to 2011 respectively. The decline in the rural migrants could be the reason of rural employment by National Rural Employment Guarantee Act (NREGA). Though studies have revealed decline in the rural employment despite NREGA (Chowdhury, 2011). The size of migration has decreased due to increasing socio-political constraints (Kundu and Gupta, 2002: India, 2001). Scholars have recognized this dropping in population motion to increase in transport facilities, which has made commuting to workplace gradually more at ease over the period (Hassan and Daspattanayak, 2007). During the course of the study, the largest number of inter-state migrants are found in the census 2001, followed by census 2011, the lowest number of migrants is recorded by census 1971.

Figure 1: Distribution of inter-state migrants in J&K & Ladakh (1971-2011)



Source: Census of India. Note: Census 1991* is assumed (interpolated) by graphic method

As illustrated in **figure 2** it can be concluded that there was an increasing pattern of interstate migrants from the census 1971 to the census 2001, though there is decrease in the pattern of migrants from 2001 to 2011 with a decrease of 2816 persons. The rural interstate migrants did not highlight any significant change in the pattern in the study area. The highest number of rural migrants are found in the census 1981, followed by the census 2011 and the lowest number of rural migrants was recorded in the census 1971 which accounts about 45178 persons. So far as the number of urban migrants is concerned, the highest number of migrants is recorded in 2001 whereas the lowest number is recorded in 1971. Although, there is increase in the pattern of migrants from 1971 to 2001, the census 2011 recorded a fall of 4665 persons in the growth of urban migrants.

Between the male and female inter-state migrants, the census 2001 shows the highest number of male migrants while as highest number of female migrants is recorded in 2011. Furthermore, the lowest number male migrants is recorded in the census 1981

while the lowest number of female migrants is recorded in the census 1971 as shown in the **(Figure 1).**

Table: 1 Patterns of Interstate migrants with total migrants of the region

Census	Interstate In-migrants	Rural Migrants	Urban Migrants	Male Migrants	Female Migrants
1971	8.33	59.85	40.15	58.77	41.23
1981	8.29	54.00	46.00	47.54	52.46
1991	9.45*	38.88*	61.52*	51.04*	48.96*
2001	8.75	29.94	70.06	53.05	46.95
2011	5.52	31.68	68.33	43.50	56.50

Source: Census 1971, 1981, 2001 & 2011. (1991 %age calculated from the assumed values).

Table 1 depicts the percentage of interstate migrants with respect to the total migrants of the region of corresponding census years. An analysis of the above table reveals that there is a slow declining pattern of migrants from 8.33 percent in 1971 to 5.52 percent in the census of 2011. In addition, there is a remarkable decline in the rural migrants as well. Whereas, there is significant increase in the urban migrants from 40.15 percent in the census 1971 to 68.33 percent recorded in the census of 2011. So far as the male and female migrants are concerned, there is a fluctuating pattern in the migrants during the given course of study.

Spatial Distribution of Inter-state migration in J&K and Ladakh

Table 2 displays that the lowest flow of interstate migrants is recorded in the Ladakh region (now Union Territory) with 1.47 percent, including 2.82 percent of males and 0.44 percent of female migrants respectively. Studies reveal that district Jammu and Srinagar are the most urbanized districts of the study which record more than 30 percent of urbanization growth according to census of India, 2011. The urbanization level varies from less than 10 percent in 10 districts out of 22 districts while Srinagar district alone with 98 percent of urban population, (census of India, 2011). The number of towns in Jammu region is (56 towns), Kashmir region (62 towns) and Ladakh (4

towns) respectively. So Kashmir and Jammu regions share 63.43 percent and 34.77 percent of urban population as per census of India 2011. The subsistence nature of urbanization in the study area forces the migrants to urban areas (Jammu & Srinagar) for the motive of employment/work. The Jammu region attracts more migrants than other two regions for lesser distance from the source states. Most migrants move only short distances, (Ravenstein, 1989).

Table: 2 Division/UT wise distribution of Interstate Migrants

Division/UT	Total Migrants	%age	Male Migrants	%age	Female Migrants	%age
Kashmir	15999	10.31	5294	7.84	10705	12.21
Ladakh	2289	1.47	1903	2.82	386	0.44
Jammu	136899	86.22	60312	89.34	76587	87.35
Total	155187	100.0	67509	100.0	87678	100.0

Source: Census of India

Table 3, 4 and 5 shows the distribution of migrants in at district level in Jammu and Kashmir. An analysis of the **table 3, 4 and 5** reveals that in all the 22 districts of the study area, the Jammu district recorded the highest number of interstate migrants (49.64 percent), which is followed by the Kathua (14.39 percent), Udhampur (9.95 percent), and Samba (8.20 percent) are the leading district of migrants in the Jammu region as well as in the study area of Jammu & Kashmir and Ladakh respectively. While the districts of Ramban, Kishtwar and Poonch are least interstate migration destinations respectively.

Table 4 reveals that Srinagar district is the only leading destination of interstate migration followed by district Baramulla and Anantnag among the districts of Kashmir region when it comes in proportion to the total migrants of the study area. In terms of migrants considered in Kashmir valley, a significant percentage of migrants has been recorded in the district of Budgam, Kulgam and Kupwara **(Table 4 and Table 5).**

Table: 3 District wise distribution of Interstate Migrants in (Jammu Division)

Districts	% age of Migrants to the total Migrants of J&K and Ladakh	% age of Migrants to the total Migrants of Jammu Division
Poonch	0.71	0.81
Rajouri	2.39	2.71
Kathua	14.39	16.31
Doda	0.44	0.50
Ramban	0.20	0.23
Kishtwar	0.51	0.58
Udhampur	9.95	11.28
Reasi	1.79	2.02
Jammu	49.64	56.28
Samba	8.20	9.29
Total	155187	136899

Source: Census of India 2011.

Table: 4 District wise distribution of Interstate Migrants in (Kashmir Division)

Districts	% age of Migrants to the total Migrants of J&K and Ladakh	%age of Migrants to the total Migrants of Kashmir Division
Kupwara	0.82	7.91
Baramulla	1.53	14.86
Bandipora	0.56	5.43
Ganderbal	0.66	6.43
Budgam	0.92	8.90
Srinagar	2.97	28.83
Pulwama	0.67	5.49
Shopiyan	0.33	3.20
Kulgam	0.81	7.88
Anantnag	1.14	11.07
Total	155187	15999

Source: Census of India, 2011.

In Ladakh region, the twin districts of Leh and Kargil, the district Leh is the most attracted district for interstate migration as recorded in the **(Table 5).** Since the region is largest in terms of area and record two largest districts of the study area, still it record a small amount of migration, because of cool climatic conditions, rugged terrain,

inaccessibility and distance from the source destinations as well some other related issues.

Table 5 District wise distribution of Interstate Migrants in (Kashmir Division)

Districts	% age of Migrants to the total Migrants of J&K and Ladakh	% age of Migrants to the total Migrants of Ladakh
Leh	1.36	92.09
Kargil	0.12	7.91
Total	155187	2289

Source: Census of India, 2011.

Gender wise distribution of Interstate Migrants

Table 6, 7 and 8 displays the male & female migrants in proportion to the total male & female migrants in J&K and Ladakh and migrants in proportion to total migrants with their respective divisions. Table 6 reveals that In Jammu region, the district Jammu is the leading district in terms of both male and female interstate migrants in the whole study area as well as in the Jammu division. The male migrants have dominated the female migrants in the district. The other leading districts are Udhampur, Kathua and Samba respectively. The district Kathua and Samba recorded larger percentage of female migrants compared to the male migrants.

Table: 6 Distribution of Interstate Male & Female Migrants in Jammu Division

Districts	% age of Male to the total Migrants of J&K and Ladakh	% age of Males to the total Migrants of Jammu Division	% age of Females to the total Migrants of J&K and Ladakh	% age of Females to the total Migrants of Jammu Division
Poonch	1.11	1.23	0.41	0.47
Rajouri	2.96	3.31	1.95	2.24
Kathua	7.06	7.90	20.03	22.93
Doda	0.48	0.53	0.41	0.47
Ramban	0.19	0.21	0.21	0.24
Kishtwar	0.48	0.53	0.55	0.62
Udhampur	14.16	15.86	6.69	7.66
Reasi	2.29	2.55	1.39	1.60
Jammu	53.67	60.07	46.55	53.29
Samba	6.97	7.79	9.15	10.48
Total	67509	136899	87678	76587

Source: Census of India, 2011.

In Kashmir division **(Table 7),** Srinagar district received the largest percentage of both male and female interstate migrants followed by the districts of Baramulla and Anantnag. The male migrants dominate the female interstate migrants in the district. The females dominate the males in the districts of Baramulla, Anantnag, Kulgam and Budgam respectively.

Table: 7 Distribution of Interstate Male & Female migrants in Kashmir Division

Districts	% age of Male to the total Migrants of J&K and Ladakh	%age of Male Migrants to the total Migrants of Kashmir Division	%age of Females to the total Migrants of J&K and Ladakh	%age of Females to the total Migrants of Kashmir Division
Kupwara	0.28	3.61	1.23	10.04
Baramulla	1.14	14.54	1.83	15.02
Bandipora	0.40	5.12	0.68	5.59
Ganderbal	0.93	11.81	0.46	3.76
Budgam	0.21	2.68	1.46	11.98
Srinagar	3.68	46.90	2.43	19.89
Pulwama	0.20	2.49	0.85	6.98
Shopiyan	0.07	0.83	0.53	4.37
Kulgam	0.77	9.84	1.43	11.68
Anantnag	1.17	2.17	1.31	10.70
Total	67509	5294	87678	10705

Source: Census of India, 2011.

Table: 8 Distribution of Interstate Male & Female migrants in Ladakh Region

Districts	% age of Male Migrants to the total Migrants of J&K and Ladakh	% age of Male Migrants to the total Migrants of Ladakh Division	%age of Females to the total Migrants of J&K and Ladakh	% age of Females to the total Migrants of Ladakh Division
Leh	2.67	94.75	0.35	79.02
Kargil	0.15	5.25	0.09	20.98
Total	67509	1903	87678	386

Source: Census of India, 2011.

In the twin districts of Ladakh division, the district Leh dominated the Kargil district as a destination for interstate migration. It showed domination in males migrants whereas

the district Kargil recorded the domination of female migrants with respect to the total migrants of the Ladakh division respectively as recorded in the **(Table 8).**

District-wise distribution of Interstate migrants via Z-score

Z test was applied in the study to find out the spatial distribution of interstate migration in J&K and Ladakh. The Z-score measures standard deviation from the mean, it may be positive or negative (positive above mean, negative below mean, value zero is equal to the mean). **Table 9** gives the overall overview of spatial distribution of migrants in the region as a whole. **Table 9** reveals the district-wise Z- score values of the interstate migrants in Jammu & Kashmir and Ladakh, which ranges from the highest 4.21 score in Jammu to the lowest -0.41 score in Kargil.

Table: 9 Computation of Z-Score of District-Wise Distribution of Interstate Migrants

Districts	Z-Score of Interstate Migrants
Poonch	-0.36
Rajouri	-0.20
Kathua	0.92
Doda	-0.38
Ramban	-0.41
Kishtwar	-0.38
Udhampur	0.50
Reasi	-0.26
Jammu	4.21
Samba	0.34
Kupwara	-0.35
Baramulla	-0.28
Bandipora	-0.37
Ganderbal	-0.36
Budgam	-0.34
Srinagar	-0.15
Pulwama	-0.36
Shopiyan	-0.39
Kulgam	-0.35
Anantnag	-0.32
Leh	-0.30
Kargil	-0.41

The whole range of interstate migration have been arranged into three categories: high (above 0.35), medium (0.35 to -0.35), and low (below -0.35) (**Table 10 & Figure 3)**.

Table 10 Levels of Interstate migrant regions in J&K and Ladakh

Category	Z-Score	No. of Districts	Name of the Districts	Regions
High	Above 0.35	04	Jammu, Kathua, Udhampur, Samba	Jammu
Medium	0.35 to -0.35	07	Srinagar, Rajouri, Reasi, Baramula, Anantnag, Budgam, Leh	Jammu, Kashmir & Ladakh
Low	Below -0.30	11	Poonch, Doda, Ramban, Kishtwar, Kupwara, Bandipora, Ganderbal, Pulwama, Shopian, Kulgam, Kargil	Jammu, Kashmir & Ladakh

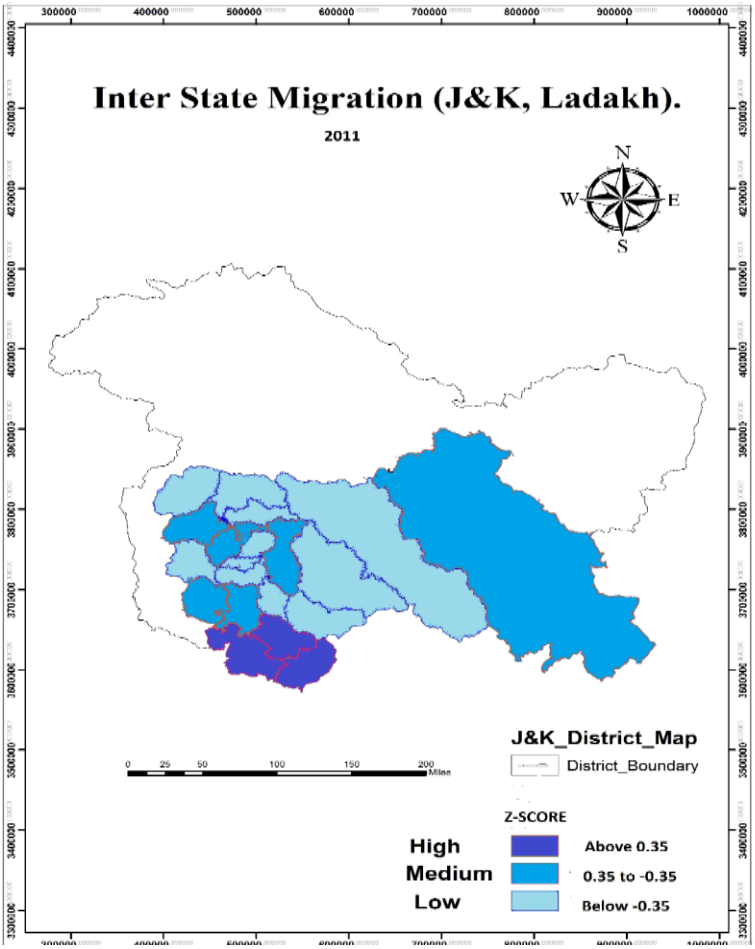


Figure: 2 Levels of Inter-state migration in J&K and Ladakh

In **Figure 3 and Table 10,** whole area has been divided into three categories based on the z-score computation, when the distribution is assumed normal, the results reveal most of migrants reside in the southern part of the study area, namely in the districts of Jammu, Udhampur, Samba respectively in Jammu region due to the possible reasons of less distance from the source regions as most migrants move less distances. In Kashmir region, Srinagar being the most urbanized district as well as having the status of the largest city in the region is the most attracted destination, followed by Anantnag, Baramula, and Budgam. The districts like Rajouri, Reasi and Leh are the moderately migration distribution areas whereas the districts of Kargil from Ladakh, Kulgam, Shopian, Ganderbal, Pulwama from Kashmir and poonch, Doda, Ramban and Kishtwar from Jammu are the least migration destinations in the study area.

Conclusion

To summarize, it is concluded that there has been a changing scenario of interstate in-migration from 1971 to 2011 in the UT of J&K and Ladakh. Although, there is more than double increase of migrants from 1971 to 2011 in the region as a whole but there is slight decline in the interstate migrants recorded from 2001 to 2011, which is a national concern as well. The study also reveals significant decline in the rural migrants and significant incline in the urban migrants mostly up to the census of 2001 whereas fluctuating pattern has been recorded in both the male and female interstate migrants in the study region during the given time period.

Regionally, the Jammu region is the most significant destination of interstate migrants than Kashmir and Ladakh. This can be attributed to the less distance to the source states as well as easy access from rest of the sates of India. District wise analysis reveals that Jammu district is the leading source of migrants from different parts of India. The reason being the most urbanized district in the region and other factors as well. It is followed by Kathua, Udhampur and Samba. In Kashmir valley, Srinagar district is the most dominant destination for interstate migration which is the most urbanized district

followed by districts of Baramula, Anantnag and Budgam respectively. In the Ladakh region, Leh dominates in interstate migrants.

In terms of male and female migrants, district Jammu and Srinagar recorded majority of male migrants while Kathua, Samba, Baramula, Anantnag and rest of other districts recorded majority of female migrants. While concluding, the Jammu region with district Jammu, Kathua Udhampur and Samba is the high scoring region of interstate migration while Srinagar, Rajouri, Reasi, Baramula, Anantnag, Budgam and Leh are medium migration areas and Poonch, Doda, Ramban, Kishtwar, Kupwara, Bandipora, Ganderbal, Pulwama, Shopian, Kulgam and Kargil are lowest destinations of interstate migration in the Jammu & Kashmir and Ladakh UTs.

References

Bell, M. (2003). Comparing internal migration between countries: Measures, data sources and results.

Bhagat, R.B., (2005). Conceptual Issues in Measurement of Internal Migration in India. IUSSP XXVth International Conference, Contributed Papers, France, July 18-23.

Census of India. (1971), Migration, D-Series, Office of the Registrar General and Census Commissioner, India.

Census of India. (1981), Migration Tables, D-Series, Office of the Registrar General and Census Commissioner, India.

Census of India. (2001), Migration Tables, D-Series, Office of the Registrar General and Census Commissioner, India.

Census of India. (2011), Migration Tables, D-Series Table, Office of the Registrar General and Census Commissioner, India.

Chandna, R. C., (2002), A Geography of Population, Concepts, Determinants and Patterns, Kalyani Publishers, New Delhi.

Chowdhury, S. (2011). Employment in India: What does the latest data show?. Economic and political weekly, 46(32), 23-26.

Hajam, F.A, Rashid, S. Rather, J.A & Ganai, M.I. (2023), Micro Level Analysis of Wage & Self-Employment Schemes in Rural Kashmir, J & K, India, In, Journal of Geographical Studies, Vol.7.
DOI: https://dx.doi.org/10.21523/gcj5.23070102

Hajam, F.A, Rather, J.A & Hajam, L.A. (2021), A Study on Evaluation of Mahathma Gandhi National Rural Employment Guarantee Act in Rural India: A State Level Analysis, In The Journal of Oriental Research Madras [Vol. XCII-LXVII]; ISSN : 0022-3301.

Hajam L.A, Rather J.A, Hajam, F.A, Wani, G.F & Lone, A.H. (2021), Spatial Variation and Reasons of Inter-State In –migration in J & K and Ladakh (India), In Gulzar, F., Gul, S. Gulzar, S. & Fayaz, A. (eds.) Migration: Global & Local Perspective Dilpreet Publishing House, New Delhi-18. ISBN: 978-93-89236-07-1.

Hassan, M. I., & Daspattanayak, P. (2007). Internal migration in India: some emerging patterns in the post reform period. Geographical Review of India, 69(1), 69-76.

Husain, M., (2002), Human Geography, Rawat Publications, Jaipur.

Kadi, A. S., & Sivamurthy, M. (1988). Interstate Migration in India: 1971-1981. Canadian Studies in Population [ARCHIVES], 37-50.

Kundu, A. and Gupta, S. (2002), Declining population Mobility, Liberalization and growing regional imbalances: The Indian Case, in Kundu, A.(ed.) Inequality, Mobility and Urbanisation, Manak Publishers, New Delhi, pp. 257-274.

Kundu, A., & Gupta, S. (2000). Declining population mobility, Liberalization and growing Regional Imbalances–The Indian Case. Inequality, Mobility and Urbanization, Indian Council of Social Science Research and Manak Publications, New Delhi.

Lee, E. (1966). A Theory of Migration. Demography, 3(1), 47-57, accessed at: https://emigratecaportuguesa.files.wordpress.com/2015/04/1966-a-theory-of-migration.pdf

Lusome, R., & Bhagat, R. (2006, June). Trends and patterns of internal migration in India, 1971-2001. In Annual conference of Indian Association for the Study of Population (IASP) during (Vol. 7, p. 9). Thiruvananthapuram: Indian Association for the Study of Population (IASP).

Mukherji, S. (1991); The Nature of Migration and Urbanization in India: A Search for Alternative Planning Strategies, Dynamics of Population and Family Welfare, Mumbai, Pp. 203-245.

Ravenstein, E. G. (1889). The laws of migration. Journal of the royal statistical society, 52(2), 241-305.

Rather J.A, & Raouf, Z.A (2013), Spatial distribution of Sex Composition in Jammu and Kashmir, In Kashmir Journal of Social Sciences, Vol.5, pp. 129-146.

Rather J.A, & Raouf, Z.A (2015), Carrying Capacity of Land: Population and Food Balance in Jammu and Kashmir, In Farasat A. Siddiqui (ed.) Population Dynamism and Resource Utilization, Academic Publications, Delhi-94 ISBN: 978-93-83931-18-7.

Singh, D.P. 1998. Internal migration in India: 1961–1991. Demography India 27(1): 245–261

UN ESCAPE (1991) United Nations Digital Library. https://digitallibrary.un.org/record/205493?ln=en.

Ray, M., & Dutta, A. (2019). Economic reform, uneven regional development and internal migration in India. Migration and Development, 8(2), 281-300.

Upadhya, C., & Rutten, M. (2012). Migration, transnational flows, and development in India: a regional perspective. Economic and Political Weekly, 54-62.

Das, K. C., & Saha, S. (2013, March). Inter-state migration and regional disparities in India. In Conference Proceeding. Population Association of America Annual Meeting.

Srivastava, R. (2011). Internal migration in India. Human Development in India.

Bhagat, R. B. (2017, September). Migration and urban transition in India: Implications for development. In United Nations expert group meeting on sustainable cities. Human mobilities and international migration.

Bhavnani, R. R., & Lacina, B. (2015). The effects of weather-induced migration on sons of the soil riots in India. World Politics, 67(4), 760-794.

Chandrasekhar, S., Naik, M., & Roy, S. N. (2017). On the importance of triangulating data sets to examine Indians on the move. Economic and Political Weekly, 52(47), 60-68.

Geiger, M., & Pécoud, A. (2013). Migration, development and the 'migration and development nexus'. Population, Space and Place, 19(4), 369-374.

Kundu, A., & Sarangi, N. (2007). Migration, employment status and poverty: An analysis across urban centres. Economic and Political Weekly, 299-306.

McKenzie, D. J., & Yang, D. (2014). Evidence on policies to increase the development impacts of international migration. World Bank Policy Research Working Paper, (7057).

Mohanty, S. K., Mohapatra, S. R., Kastor, A., Singh, A. K., & Mahapatra, B. (2016). Does employment-related migration reduce poverty in India? Journal of International Migration and Integration, 17, 761-784.

Nayyar, G., & Kim, K. Y. (2018). India's internal labor migration paradox: the statistical and the real. World Bank Policy Research Working Paper, (8356).

Nyberg–Sørensen, N., Hear, N. V., & Engberg–Pedersen, P. (2002). The migration–development nexus evidence and policy options state–of–the–art overview. International migration, 40(5), 3-47.

Srivastava, R., & Sutradhar, R. (2016). Labour migration to the construction sector in India and its impact on rural poverty. Indian Journal of Human Development, 10(1), 27-48.

Rajan, S. I., & Bhagat, R. B. (2021). Internal migration in India: integrating migration with development and urbanization policies. Policy Brief, 12, 59.

Nair, P.S., and Narain, V. 1985. Internal Migration in India: Demographic Knowledge and Policy Issues. IUSSP Seminar on "Policy Formulation, Implementation and Evaluation: The case of East, South and South East Asia", Contributed Papers, Bombay, India, January 24-28.

Premi, M. K., (1990. "India". In Charles B. Nam, William J. Serow, and David F. Sly (eds.), International Handbook on Internal Migration. New York: Greenwood Press.

Dang, N. A. (2005). Internal migration: Opportunities and challenges for the renovations and development in Vietnam. Social Development Programme, Viet Nam–Asia Pacific Economic Center. Hanoi.

Deshingkar, P., & Grimm, S. (2005). Internal Migration and Development: A Global Perspective-International Organization for Migration (IOM).

Bhagat, R. B. (2017, September). Migration and urban transition in India: Implications for development. In United Nations expert group meeting on sustainable cities. Human mobilities and international migration.

Singh, A., Hajam, F. A., Ahmed, R., Ahmed, P., Singh, H., & Khan, R. (2023). Geographical analysis of cropping pattern in Kashmir valley, India. Sustainability, Agri, Food and Environmental Research, 13.

Qazi, S. A. (2005). Systematic geography of Jammu and Kashmir. APH Publishing.

Rashid, S., Rather, J. A., & Hajam, F. A. (2022). Functional fruit market centres: Their spatial distribution and hierarchical organization. Spatial Information Research, 1-9.