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**THE AFRICAN STATES AND THE ECONOMIC DEVELOPMENT:  
STUDY OF THE STRUCTURE OF DOMINANCE FOR INFORMAL  
MOTOR MECHANIC ENTERPRISES IN ZAMBIA.**

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## 1. INTRODUCTION:

The planet Earth is consciously recognized in the 21<sup>st</sup> Century as home and place to live and work by the many people. The Migration is a process or structure of dominance in Africa that takes or moves the people from one scarce geographical area to an abundant area. The progressive African leaders inspired the rural to urban migrations almost 50 years ago. Today the African Peoples themselves have fallen into the trends of movements to places of abundance. After political independence, the Progressive African Leaders aroused their citizens to move to urban areas. In the 1960s, President Kaunda inspired and stimulated Zambians to move and settle in areas of opportunities and great quantities. Thus today in 2023, every Zambian with education and without much skills is migrant. African and Zambian peoples formally and informally plan the movement or relocation from one scarce area to an ample urban space. The life and energy of the young people is recognizable and predictable reservoir of abilities, talents and possibilities for an African urban life.

The paradox and enigma of native and extraneous migration, however, is that there is little wage employment in African urban areas in Developing Countries. 50 years of political independence and with constrained formal wage economy, has forced and stimulated urban dwellers and citizens to create a second economy as a source of subsistence urban survival. The objective of this paper, therefore, is to examine and analyze the structure of dominance of migration and the second entrepreneurship among the young people in Zambia. The root of this article is planted into the self-discovery and realization that urban settlements are a plentiful and areas of opportunities. Zambians have created a vision that where many people are, there is a market and a Kwacha earner. The young people move to abundant space to nature and structure their living.

I initially conceived this paper to examine firstly the informal or second economy of motor vehicle cleaning and panel beating, spray painting, mechanical servicing and repairing on Panganani Road in the City of Lusaka. Secondly, I had planned to investigate the casual house building work in the townships of Lusaka. Lastly, I intended to conduct, for this piece of paper and for this Conference, the un-regular work of Information Communication Technology (ICT) by computer skilled youths in the residential areas of Lusaka. But as I

started the investigations, I noted the paradox and complexities of un-envisaged motor vehicle works on Panganani Street. I, therefore, selected the easy-going motor vehicle refurbishment works on Panganani Avenue for this **New Generation National Building Conference**.

## **2. THE SOCIAL RESEARCH METHODOLOGY:**

The primary research methods for this paper is based first on historical researches in the Southern African Development Community (SADC). I started my first research in parallel trading on the selling of cigarettes or “mishanga” by the youth in Zambia. The schgiil leavers sold cigarettes to smokers at bus stations in Lusaka. Secondly, the methodology used to collect the data for this paper, due to complexity of the study, is by and through observations, listening and asking young men preparing the smashed cars, buses, minibuses, pickups and variations of models of vehicles for spray painting on Panganani Road. The final research step, therefore, has been recording the observed data.

This Paper, therefore, has a long historical background of investigations. First as stated above, I conducted research on mishanga as argued above by youths within 1986-1987. Secondly, I gathered data with a colleague on rural urban migrations in Zambia. Thirdly, I examined the casual traders in the Eastern Cape in South Africa in 1992-1994. Finally, the Organization of the Social Science Research in Eastern and Southern Africa (OSSREA) provided me a Senior Research Grant to conduct survey study on **Informal Cross Border Trade in the Southern African Development Community (SADC) in the new Millennium**. All these researches focused on individual vendors or the equivalent informal trade. Despite the constraints on employment creation, I have observed the reluctance of African Governments to inspire the traders in the flexible employment. The African governments have maintained the colonial attitudes and laws that informal work for urban remuneration by the unemployed in Africa is banned. The complex question is why is this initiative undertaken by the people without formal wage employment not allowed? Why are the people without wage work not allowed to collect money for urban survival in African Countries?

The title of this presentation is **the African States and the Economic Development: The Study of the Structures of dominance of the Informal Enterprises**. The subheadings of this paper are the introduction, the research methodology, the capitalist structure of dominance for the informal sector, the description of on Panganani Road. The hints and visions for this article will **primarily** be on the entrepreneurship of self-employment of auto cleaning and panel beating, spraying and painting, mechanical repairers and motor services on Panganani Road on urban survival in the City of Lusaka. Upon my return to Zambia in 2012, I saw the spread of the parallel trade into the other similar industries. Why are the youths, men and women fashioning the dreams and skills beyond the parallel or vendor trade?

### **3. THEORIES OF THE URBAN INFORMAL STREER ENTERPRISES:**

The philosophy of urban informal street (UIST) or matching business enterprises is contrasted with that of the official or commonly known as first capitalist economy. The scholars of the second urban economy (SUE) and the informal urban economy (ILO-UNDP 1972; ILO\_JASPA 1988; Mijere 1987; Yankson 1991; Matsebula 1996; Mijere 2008) witnessed that this urban street trade and parallel urban road businesses is contingent or interwoven with urban capitalist formal businesses. Significantly, the European nations in colonizing Africa, brought along and imposed capitalist industrial business. This new mode of production and trade is swallowing the African subsistence economy. The formal or fist sector is recognized and regulated by national governments by both the Developed Nation States and the Developing Countries. First, the economic activities and incomes of the formal or prescribed sector are regulated and controlled by national governments to provide goods and services within its own realm and in the territory of the matching economy. The city or town, on the other hand, offers both subdivisions with the customers, and the supporting infrastructures. The second businesses, on the other hand, purchase their merchandises from the formal wholesale and retail shops in African Cities.

The wage employees and the street salespersons themselves and even the unemployed are the customers or clients of the urban casual retailers (Mijere 2008: 17). Mulinge 1998 and Mijere et al. explored the differences between the official and unofficial divisions of the economy. The major characteristics, in the African context, of the easy-going economy refers to the

urban economic activities that offer complex competitiveness to the capitalist systems. The non official urban work activities operates outside the national wealth system. Some of the above scholars have recorded various concepts such as parallel trading, unrecorded selling, black market, secondary sales and “juu kali” a Swahili word meaning “under the hot sun” to describe the informal locations of the economic activities. Indeed and in the 21<sup>st</sup> Century or more than 50 years of political independence, we may ask, why are many countries on the African Continent reticent on this blooming economy? Can academic researchers entice or persuade progressive African leaders to enact a legal instrument to reformatize the parallel enterprise or the second economy?

The second economy, to date, has sketch its features from the primordial International Labour Organization of 1992:6) and Matsebula (1996: 12) research output. The ILO Document characterised 16 informal vending common profiles: We have listed them in Box 1.

1. Easy entry;
2. Self-employment;
3. Non-enumeration in official records;
4. Low division of labour;
5. Low capital intensive;
6. Flexibility in times of operations;
7. Low incomes and elementary or non-bookkeeping;
8. No separation between business inputs from household inputs;
9. Reliance on indigenous resources;
10. Usage of adapted skills and technology;
11. Ubiquity;
12. Informal acquisition of skills and technology;
13. Small scale operations;
14. Markets faced with competition from either informal or formal;
15. Linkages to other sectors; and
16. Low usage of formal credit.

**Box 1: The Characteristics of the Informal Profile**

The growth of the analogous trade and creativities in the cities, towns and cross-border in the African countries have not much transformed the nature and character of these occupations. These jobs and callings have remained and are small, not organized and flexible. The apparent change is firstly in the enlargement of the space where these works is done. Secondly and perhaps more significantly, is the acceptance of the public and the lenience of the African regimes. The unemployed involved in these informal occupations and trade are

nervous. They fear that the national governments, municipal councils, the police and the soldiers might impound on them. The people in the unconventional urban inventiveness or get-up-and-go, however, know that they have one weapon in their hands which they can use. This weapon or bat is the ballot box. They hold tightly to and nurture this weapon. Lastly, they toil and know that the first and the second division of the economies are two faces of the capitalist paradox of development in the Third World.

#### **4. THE CAPITALIST STRUCTURE OF DOMINANCE IN ZAMBIA:**

In my Doctor of Philosophy Dissertation 1985, I argued that the international and colonial industrial or capitalist systems imposed the structures of dominance not only in African states but also in the Third World. Before the adopting the new name of “Zambia” in 1964, the structures of economic dominance had been jealously established on Northern Rhodesia by the British South African Corporation and the British Colonial Government. Concretely, Anglo American Corporations and the Roan Selection Trust (RST) planted the structures or edifices of control in the Copper Mining Industries. These forces characterized by three types of surplus distribution established permanently: (1) the export of raw material and the export of profits and investment income to industrialized countries; (2) the consumption by a small mine labour force concentrated in modernized enclave the Copperbelt and the Southern Provinces; and (3) the productive investment, embodying capital intensive techniques concentrated in sectors other than those producing capital goods (N Mijere 1985: 4). The international forces created the structures of economic dominance not only in Zambia but also in the African States. At political independence, therefore, the colonial masters jealously hedged in two paradoxes into the emerging African States: the western capitalist structures of dominance and the democratic techniques of choosing new and modern leaders in Africa. At the precarious moments of the political struggles, the overseas governments invited the progressive nationalist leaders to their capital cities to design the systems of governance. These arrangements were enshrined in the new legal constitutions.

This second or prompt economy emerged account of two fundamental and developmental principles: (1) the ownership of the political. But in 1968 after political Independence, President Kaunda noted that Zambia attained only the political administrations authority in 1964 and not the ownership of major means of production. Thus in 1968, Kenneth Kaunda

confirmed this and said: “Several times before, I have declared in very clear terms that political independence without matching economic independence is meaningless. It is economic independence that brings in its wake social, cultural and scientific progress to men” (Kaunda 1968: 1). Secondly, Kaunda and his UNIP leaders embarked on the fundamental search for alternate model of economic ownership to that of the capitalist system. Following the footsteps of President Julius Nyerere of Tanzania, Kaunda labelled the Zambian model of alternative or substitute of capitalism, Zambian Socialism or Humanism. He described the ideology of Zambian Humanism in the following word: “Remember that the most important thing to this nation is **MAN**: man you, man me, and man the other fellow. Everything we say and do revolves around man. Without him there can be no Zambia, there can be no nation. That is why we say man is the centre of all activities”. Under the humanistic philosophy and contrary to the Western capitalist economic system, Kaunda changed the political economy of Zambia.

Enigmatically, the Government of the Movement of the Multi-Party Democracy in partnership with International Monetary Fund (IMF) and the World Bank (WB) liberalized the Zambian Political Economy (Fundanga et al 2002:). This reversal or change of the Zambian socialist political economy by the Movement of the Multi-Party Democracy ushered in the entrepreneurial free market and labour economy in Zambia.

Since 1991, the Zambia political economy operates under the structures of control of the liberalized and free economy. While I hypothesize, under this political economic development enigma, that the liberalization of the Zambian economy or third and Third World free markets has restrained the creation of wage labour employment. This restriction has decolonized the Zambian thoughts and stirred the comprehensive growth of the informal sector in African urban areas. In the City of Lusaka, one cannot deny the rise of the casual or second economy on subsistence urban employment. I have perceived the change of mind among the youths in Zambia on the Short (0.900mt) Panganani Highway and Short Chifinga Road. These two Roads have facilitated the growth of both official and unofficial infrastructures for motor industry businesses and the second economy in Lusaka. \*\*\*



## 5. THE RISE OF THE SECOND ECONOMY IN ZAMBIA:

Many progressive African leaders yearned and searched for nation or state economic ownership of the means of production in the 1960s. The fiasco for economic liberation by the Developing African states from structures of capitalist dominance is steered and directed by the Colonial Masters of the Third World countries. The Colonial Masters held steadily, during and after they gave up ruling African countries, to the independence and more than 50year of constraints, the unemployed are canvassing into occupations of parallel industries and trades. Thabo Mbeki, the second South African President, has branded these non-formal occupations the “**second economy**”. By naming it the second economy Thabo Mbeki contrasted it to the first and capitalist national economy.

By 2023, the second or instant economy has branched off and extended in nearly all sections of the industrialized political economy in African countries. The Zambians, in formal employment and those not employed, those skilled or trained and unskilled engaged themselves in this parallel economy on full time bases. The brick layers schooled in brick building, carpenters, information communication technologists, and motor mechanics, and plumbers and street seller create for remuneration jobs to earn a living in this second economic activities. **They are, however, facilitated by the individual** folks who are formal employment and have money to pay casual workers in developing countries.

The source and facilitator of both the formal salary employment and easy stipend labour are two classes of people in large urban settlements of Developing countries. The first strata comprise of people employed by the public and private sectors. The national government pays salaries to the government workers and civil servants at the end of the month. But the public institutions, in Third World, have major constraints and complex challenges on job creation and remuneration. After independence, the citizens await for wage employment from the African national regimes. The public administrations, therefore, have to provide money for the workers. African regimes impose restricts in the amount of money they give to their workers. Lastly the national governments are unable to give appropriate resources and proper conditions of services to the employees and workers in rural and urban dwellers. In Developed Countries, however, the wage labourers in formal wage employment engage in moonlighting. The moonlighting here refers to people in formal employment, but working in

a second occupation on part time during their free times. They seek and perform in second jobs to supplement their official incomes.

In Developing Countries, however, the many unwaged or redundant people build their own part time and contract work for their urban survival. The people and redundant workers, in the Third World, are assisted by the invention of the cellular telephone. Firstly, these individuals explore and quest for goods to buy and to sell by calling the shops and the providers of goods in the urban street markets. The citizens, likewise, who have urgent tasks to be done, call the artisans to perform toils. The employer and those who offer jobs negotiates and agrees on the remuneration to be paid.

The former political and economic colonial masters, therefore, slowly and systematically constrained their investments into Zambia. The collapse of Marxist-Leninism in Eastern Europe in 1989 triggered the reverse of the search for alternatives to the capitalist political economy (Mijere 1992: 45). Thus in 1991, the Government of the Movement of the Multi-Party Democracy defeated the UNIP Government and reversed the socialist agenda in Zambia. The second group of Zambian leader with the support of the IMF and the World Bank privatized and liberalized the Zambian Political Economy. This return to the capitalist economy and the acceptance of the conditionalities for the loans to stabilize the Zambian economy ushered in the increase of the Second Economy.

Before the liberalization of the Zambian economy, The UNIP Government, heavy-handed and keenly protected the institutions and activities of the former businesses in Zambia. The Government in Lusaka did not want anyone to undermine the legalized former businesses. The youth, however, perceived the contradictions of job making for the Zambian population. The youth and the school dropout performed the hidden cigarette selling on the streets and bus stations. The young people and customers called this street selling of cigarettes “mishanga selling”. The “Mishanga Selling” referred to reeds selling in the Chew Language.

The school leavers sold these mishanga or cigarettes in a hidden tactics because of the reign of unemployment in Zambia caused by capitalist structure of dominance. The Western Capitalist Countries refused to invest and create jobs in the official political economy in Zambia. Secondly, the Zambian Government, on its part, decided to take ownership of the Zambian political economy from 1969 and 1972. In 1991, the Movement of Multiparty Democracy defeated UNIP Government at the Ballot Box. President Chiluba and his colleagues campaigned for the liberalization and privatization of the Zambian Economy. The Government of the MMD became the beacon of economic liberalization in Zambia. As a consequence of this decision, the New Government reversed the search for substitute measures of political economy and accepted for the second time the capitalist structures of dominance. Thus the President of the MMD, Mr Frederick Chiluba implemented liberalized conditionalities suggested by the foreign institutions. The MMD Regime privatized the state owned companies and removed government subsidies on essential commodities. In this new environment, the increase of the number of unemployed people became the natural results of these capitalist measurements. Secondly, and perhaps positively, these hash actions and trials spurred energy and will for self-determination among the unemployed in Zambia. The MMD beacon of economic liberalization became the birth-pang and the kindergarten or “makuwa” of the second or parallel economic activities in Zambia.

## **6. THE DESCRIPTION OF PANGANANI ROAD:**

The name of the Road “Panganani” is a Chew verb “kupanga”. In the Chewa Language kupanga is to make something. The word “panganani” first translate or construe into “making or make yourselves”. Secondly Panganani is a Chewa proverb inferring to agree or plan. Here the word Panganani is a saying rendering “indorse to do something” or “agree or resolve to do something”. The something that you accept is secret or not known. This name may have been given to the Road after political independence may be to replace the European Name “Striffle Way”. The translation or significance of the change of the name of the Road after political independence is unclear and not known.

The Road or Street Panganani exists in Lusaka. It branches off from Lumumba Road or High Way. The Road is about 0.90 metres kilometre long. Coming from the North on Lumumba Road, Panganani Street is the last left turn before Kalambo Road Traffic Lights. Immediately

on its right hand side is Engen Petrol Station and on the Left hand is the building of the Patriotic Front Party Office. But travelling or walking on foot from the South side of the Lumumba Road, Panganani Road is the first road on the right hand side after Kalambo Traffic Lights. At the Kalambo Road Traffic Lights, a travelling worker or a driver may see on the Right Hand Side the Engen Petrol Station and on the Left Hand Side Patriotic Front Party Offices. The Street is a one lane Road on both sides. First one may observe and recognize that the lane has been tarmacked but now the Avenue is damaged in several places. Secondly, Chifinga Road is a one way Road branching off on the right hand side of Panganani Street coming from Lumumba Avenue. Thirdly, one will perceive the intensity of the Road. The motor vehicles being driven; smashed vehicles on both sides of the Street being worked on by young men; men trading carrying sacks or bag containing motor spares; young men running around looking for spare parts; young men and women walking on foot and selling fruits, foods and varieties of goods, and other wanderers walking on the Boulevard. Up north Panganani Road or Street forms a T Junction with Ngosa Musonda Road. Almost half way of the Street on the right hand side, Chifinga Street starts from Panganani to join Kalambo Road. Kalambo Road or indeed, a short Highway in the City of Lusaka. First on the main Avenue of Cairo Road at Kabwe Roundabout westward rise Kalambo Road and glides into Lumumba Highway. But immediately on the left of Kalambo Avenue, derive the One Way Chachacha Road. The One Way Chachacha Road is parallel to Cairo Road or Great North Road and moving South to discharge traffic flow into the Double Lane Ben Bella Road. Secondly on the same left originate the Double Lanes Freedom Way pouring into and admitting traffic flow from the Ben Bella Road or Boulevard to Kalambo Short High Way. On the West, Kalambo Street cuts the cross with Lumumba Avenue. At Kabwe Roundabout on Cairo Avenue on the eastern side, Kalambo Road is called the Great East Road. The Great East Road meanders on to the City of Chipata, the Capital of the Eastern Province. From Chipata, The Great East Road or Umodzi ku Malaŵi glides into the Republic of Malaŵi until the Indian Ocean. Kalambo and Panganani Avenues are within the Central Business District of the City of Lusaka. Panganani Way and Chifinga are vigorously active and crowded for all seven days a week on second or equivalent economy. One person who has worked on varieties of motor activities on Panganani Street since 1974 echoed to me that the second motor business has matured and become fully-fledged on Panganani Road in Lusaka.

The collection of the data from people looking for customers is a complex exercise. The people in the informal sector are always engaged. The population of the people in the second automobile economy, on Panganani Road, fluctuate. On Panganani Avenue is the beacon not only of the automobile business but of all moving shops and hawking restaurants. The people are busy working, selling, asking questions and looking out for work. To figure the population, therefore, we counted those actually working on vehicles. We enumerated 393 people and 321 automobiles on a particular day. We drew a sample not of the people but of the institutions for the study. As vehicles floor in everyday, this number should be taken with caution. Panganani Road is a functioning place, we collected of the data by observation, asking question and writing the responses as we went along.

## **7. THE MIGRATION MOVEMENTS IN THE THIRD WORLD:**

The African Progressive Political Leaders, after political independence, have promoted and established the free movements and settlements of the citizens within their countries. But, in this epoch, the enlightened Africans from other independent state migrated to semi industrialized states on the African Continent. Today, however, we are observe and read tales of adventurous African asylum seekers or refugees taking boats into the European Union (EU). But despite, the United Nations Declaration of Human Rights(UNDHR) and the United High Commission Refugees(UNHCR), some Africans and EU states are resistant to accept these migrants into their states. They claim that these asylum seekers are not refugees. In the era of constrained wage employment, others national leaders ascertain that the African wanderers or migrants will undermine their economies. Many Africans in the 21<sup>st</sup> Century are creating the mind or thinking of “One Planet One Home”.

Before the decolonization of African states and within the context of ethnic or tribal states, however, the European colonizing governments operated the selective and limited male migration patterns. Alifeyo Chilivumbo and others in Population Growth and Environmental Degradation in Southern Africa, a book edited by Ezekiel Kalipeni (1994), stated “the population movements in Zambia increased dramatically when Zambia became incorporated into the world capitalist system at the end of the 19<sup>th</sup> century. Chilivumbo observed that it was the capitalist labour demand that transformed the nature of population movement: During the initial stages in the development of the money economy, in Southern Africa, there was a

rapid increase in migration. Rural manpower was channelled into more productive exploitative processes which was to generate more capital and profit for the mine owners in Katanga of DR Congo, the Zambian Copperbelt, Zimbabwe and the Rand in South Africa. Some worked on large scale farming enterprises or industrial projects, such as railway construction. Without this labour, mines, estates, railways and such other industrial ventures would not have developed” (Kalipeni, E 1994: 149).

Although, Chilivumbo et al. noted a “rapid increase in migration in Zambia”, the British South African Company (BSC) and the British Administrations firstly steered selective and contractual or cyclical labour migration for men. These administrations followed the choosy recruitments process of labour because of the labour shortages in African emerging colonial states. They recruited male labour for contract periods of six months and or one year. After the men served their labour contracts periods, the colonial governments and employers brought the men back to their villages in the rural areas (Kalipeni E 1994a; 150-151). Secondly, the BSC and British Colonial Administrations, with the support of the tribal Paramount Chiefs and Sub Chiefs, inhibit and restricted the majority of women to the rural areas. Political scientists, however, have identified these cyclical labour recruitments and movement processes as “a nursery for future political activism” in Southern Africa. The returned men labourers boasted about new urban ideas and behaviours to the rural villages.

In the first decade of the decolonization, the progressive African leaders, however, had other unyielding states anxieties after political independence. First, they feared to rule and govern their new states with the majority of the British Civil Servants. Secondly, the leaders of the ruling parties, dreaded the criticism from the opposing parties. The Opposition Parties would ask: What is the meaning of political independence without the Africanization of the Civil Servants? Thirdly, the nationalist founding leaders maintained that they achieved political leadership. But what about the economic leadership? Fourthly, they wanted to create wage employment and better life for their citizens. Lastly and perhaps most importantly, they consciously cherished to mould national states out of the then existing tribal states in Africa.

The Independent Government of the United National Independence Party (UNIP) introduced and initiated the free movement and settlements of peoples in Zambia. In the 1960s, the Zambian Government, under the Act of zambianization, ignited the free movement among the Civil Servants and the teachers. The Nationalist Government asked, as an example, the newly graduate primary and secondary teachers to choose and select a school where they wanted to teach after graduation in Zambia. The Government provided them with transport facilities and allowances for travel of the civil servants and teachers to move to the offices and schools which elected. These policies ignited in the hearts of Zambian a yearn for internal migration.

### **8. THE FINDINGS ON THE SECOND AUTO WORKS:**

The researchers focused and paid attention in collecting the data for this New Generation Nation Building Conference on **Panganani Avenue**. We spotted first that Panganani Road has become firstly a Center or Hive for Motor Vehicle refurbishing works in the City of Lusaka. Secondly, we witnessed that most drivers, motor vehicle spare parts, are buyers and sellers, unofficial food and fruit vendors, and those walking on the Street consider that Panganani Short Avenue (of only 0.900Metres) is the heart of the of first motor vehicles fashioning business enterprises.

In this investigations on Panganani Highway, we noted that many skilled casual people gather here on their Street Slot to wait for bashed vehicle for repairs. Secondly, using their dextral eyes, they signal to moving vehicles that they perceive needing attention. Thirdly, other young people continue the works that they did not complete the day before. Lastly and on luck days, many automobile stop at the appropriate slots on the High Way. Most of the regular and workers on Panganani Way know at what slots or open garages are the skilled people. Secondly, the 0.900 meter Street is a shop for the motor industry spares. Thirdly, Panganani is the Lane for initiation and skills motor training for the youths. Lastly the Road is a conveyer belt of the Developed and Developing economy in the City of Lusaka. The boulevard is facilitating the youths in the two business structures of dominance, to warmly among themselves steer and manage the formal and self-propelled businesses on automobile rejuvenating processes.

There are many infrastructures, jobs and training facilities in motor macro and micro works in Panganani Road. Firstly, youths give a signal to automobile drivers on Panganani Road. They ask “can I attend to your vehicle”? Some drivers do not understand the sign and do not stop. But those that halt, a conversation begins. The match auto specialist and driver chat and resolve what can be done on the vehicle. They may settle on the following auto works: Partial or Full Service, Full Car Paint, Touch Up, and Spray Paint, Car Repairs, and Replacements of Spares and Auto Service. After they converge, they negotiate on the contract and payments. The youth coax the driver where to buy the bits and pieces and the paints. The automobile mechanic on the second economy are persuasive and quick in providing auto services. In the negotiations, they may agree on 12 tasks for a full car paint or the touch up car paint shown in the figure below.

1. Procuring Sand Paper for rubbing the hollows;
2. Ordering of and Buying the Bonds;
3. The cleaning of the dents with sand paper, water, and thinners;
4. Panel Beating the Vehicle;
5. Buying of Thinners for cleaning the paints;
6. Covering the Glasses with Newspapers in readiness for the Motor Car for Springing Paints;
7. Precise Ordering and Buying of the right Colour for the Vehicle;
8. Flair of Mixing the Paint for the Automobile; Purchasing of Measurable Size for the Paint;
9. Driving Vehicles to Booths for the Spring Paint;
10. Exact Spraying or Painting; and
11. The Gift of Finalizing the Job for automobile;
12. In the second economy, the crafters do not require readings.

**Box 2: The Acts Required to Spray Paint Vehicles on Panganani Road:**

All these activities would be in the unwritten contract between the young man and the owner of the vehicle. The parts or spares are available and bought at affordable price on the foundations of Panganani. The young mechanics search for replacements and meticulously execute the repairs without a book or paper. There are no readings and no writings; just talking and listening. These youths of automobiles, amazingly, collect these from the varieties of formal and informal shops here on Panganani Road Motor Centre.



As we indicated above, Panganani Road has first Chifinga Road branching off on the right hand side and pours traffic into and from Kalambo Short Avenue. Secondly at the northern end, Panganani Way forms a “T Junction” with Ngosa Musonda Road. Thirdly, the Road has two Closures: the Nash on the left and the Lusaka Municipal Mechanic Shop Complex on the right hand of the Road. This research examines the Second or Parallel Auto Economy in rivalry to the First auto Capitalist Economy on the Panganani Road. This Avenue has one Lane from Lumumba Avenue leading to Ngosa Musonda Road; and one Lane from Ngosa Musonda Road to Lumumba Highway. Along both sides of the Lanes are bashed automobile vehicles stationed there for repairs.

### **9. THE CHARACTERISTICS OF THE INFORMAL AUTO WORKERS:**

The constant movements of people on Panganani Road varies. There are formal and informal permanent workers on Panganani Road. The former workers and officers are operate in the buildings and Offices. The informal or casual workers may be divided in three categories. The first group of these casual automobile workers are found on their slots on Panganani Road. When they are not working, however, they sit on their spaces to wait for the vehicles to come. Some of these easy mechanics walk around in search of spare parts and others may be sent to purchase replacement parts. The second strata may be vendors who are selling spare parts of motor cars. Other belonging to this third group may be hawkers retailing goods and foods of various kind. The researchers of the relaxed automobile worker had to be careful on who did they want to count. We estimated the population of those working on this Street of Panganani. We chose the people actually working on or fixing the motor vehicles or assisting in that job. We sketched a population of 393 automobile natural workers. We found a challenge to identify the auto specialization of these people. We, therefore, just named them auto workers. Secondly we tallied 321 motor vehicles being worked on and those on waiting for their turn on Panganani Road. In the enumeration of vehicles too, we were unable to separate the types of motor vehicles.

### **10. THE REGISTERED AND NON REGISTERED FOUNDATIONS:**

The Panganani Short Road possesses three structures of automobile dominance. The first are the Two Zambian Prescribed Garages; the second consist of the three Multi-Purposes Shelters; the Third are the Two Open Air Motor Shops. In additions, there are the specialists

themselves operating on the automobiles. This study speaks on these **four** and not on the replacements of windscreens and glasses on the northern part of the Road.

### **10.1 The Two Registered Garages:**

The Two (2) Zambian registered Garages are: **John Turner Auto Repairs & Body and Body shop, and Status Motor Limited**. The John Turner is on the right hand side and is immediately after the Engen Petrol Station from Lumumba High Way. While the Status Motors Limited is on the right hand side from Lumumba. The garages are secured by a wall fence and a watchman. They do not open on Public Holidays and pay taxes to the Zambian Government. The Status Motor Limited is located in the Fourth Building on the left hand side of the Panganani Avenue. These two Authorized Garages in Zambia deliver the standard automobile services. They give accredited auto services of: panel beating, spray painting, fibre class repair, mechanical repairs and oven baked, auto mechanical repairs. Each of these garages possesses a compressor and a Gun for spray painting the bashed vehicles. The John Turner Garage is on the list of approved General Insurance Companies in Zambia. These job and the lists of the General Insurance are written on the Main Gate for the Government Officials and Public. These garages are what our research labels as former or firsts economy garages. They follow the standards of the formal capitalist systems in Zambia. The two auto garages provide the clients specialized panel beatings, oven baked, spray paint, auto mechanical repairs and general services.

### **10.2 The Formal and Informal Establishments:**

The second groups are the three garages on Panganani High Way. These Three are: **Spiral Engineering, the 2020 Vision Auto, and the Four Stars**. They are situated on the right hand side of the Road from Lumumba Avenue. The first Booth is after the former John Turner Garage. The three Booths are:

The first Garage, perhaps the oldest building, is Spiral Engineering with a fence of iron bars. The original owner, Mr Styffle, constructed the building, planted a Jacaranda Tree and wedged a chain on it. The Jacaranda Tree is in front of the main door. Oral historian

nicknamed the Styffle Path Way before the present Panganani Road. Mr Styffle is a Motor Mechanical Engineer by profession. One panel beater and a spray paint employee of the owner reported that Mr Styffle was first auto mechanics on “Styffe Way”. In 1973, Styffle bought a Compressor and a Spray Painting Gun. He started by renting the Compressor and the Spray Gun to Zambians to repaint their bashed vehicles and those of their friends. When Mr Striffe became rich he left Zambia and went to South Africa. But a sister of the Governor of the Bank of Zambia took over his work of collecting moneys through a Compressor and a Spray Gun. This, he concluded, is the embryo of the automobile industrial businesses on the 900 Meter Short Panganani High Way.

The current Manager rented and changed the name of Striffle to Spiral Engineering in 2010. The premises has three or four places on the sites. The Engineer or Manager uses one room for his Office, engineering and making vehicle parts. In the second space, he organizes the spray painting of set up vehicles; and lastly, the ragged third ground, is for preparations of vehicles for spray painting. The Manager of Spiral Engineering, therefore, has One Compressor and Three Guns for the portraying jobs. The manager engages convenient workers for the various vehicle tasks on the grounds of Spiral Engineering. The services that the Manager of Spiral Engineering Limited and the names of Insurance Companies accredited to it are not listed. **Spiral Engineering Limited: General Machining Specialist** is inscribed on the Building.

The **2020 Vision Auto Works Cooperative Society** is the second place for motor vehicle repairs, general service and paintings. This Cooperative Society was launched in 2020 and it has three Rooms. The Zambian Government registered the Society as a Cooperative consisting of 14 Members. The 2020 Vision Auto Cooperative Society ground has three rooms. One room is an office, the second a Booth for spray painting automobiles; the third is a broad space for the preparations and services. The Open and Half Sheltered Open Ground, a varieties of specialized auto functions. Each of the 14 members are qualified or specialized in two or three divisions of the automobile functions and offer these specialized tasks to the clients. The auto functions comprise car repairs, preparations of automobiles for painting, air conditioning, repairing and fixing of locks of

cars, and motor vehicle services. This is a unique and vibrant establishment. The Cooperative Society offers space for the operations of the vehicles on Panganani Road.

At the launch, the 2020 Vision Auto Cooperative Society the members resolved on the operations that:

1. They elect a Chairman for five years.
2. A member of the Cooperative Society should be assigned to manage the Cooperative auto mobile businesses for at least one week;
3. The members should not receive remunerations for a period of five years;
4. The members are entitled to use personal auto works on the premises of the Cooperative Society to earn money for subsistence.
5. All the members should be in the Booth of the Cooperative Society during working hour or at least on Panganani Road administering to their auto businesses.

The membership duties and responsibilities to the 2020 Vision Auto **Cooperative Society Limited** are to provide variations of specialized auto services in preparing the motor cars for painting, panel beating, buying and selling thinners, replacing parts, air conditioning, mixing appropriate paints and spraying and painting the thumped vehicles in Lusaka. The Cooperative Society, therefore, has multiplicities of auto functions on Panganani Road. First, they receive bashed vehicles from the Panganani Road and the City of Lusaka. These automobiles come with arrays of requirements. They want to be sand paper, panel beaten and painted. Before painting, the casual workers cover the Windscreen and glasses with Newspapers. The second class of vehicles accepted into the 2020 Vision grounds are those prepared by skilled young people on the Panganani, Chifinga and on Ngosa Musonda Roads for painting and completed. These panel beaters who bring the vehicles may come with their ready-made paint to the Booth. The sprayers pour the paint into the container of gun and paint the vehicle. Others people drive their vehicles to the Booth without paint. They ask the specialists on the premises to prepare the paint. Once the paint has been mixed, they pay for the paint, and drive the car into the Booth for finalizing. Some young men come to the premises of 2020 Vision Society to purchase just thinners or just mixed paint. They take these to another space for painting. Other youthful and grown up people drive in and they know nothing. The variations of skills for the convenient managers, the youths, workers and peoples on Panganani have to check and advice. They expose people to the auto mobile works in meeting their requirements and budget.

For the auto tasks of preparing, servicing, spraying painting, and replacements of parts, the 2020 Vision Society hires young people to perform the assorted auto jobs. They are given remuneration for the work done. An easy going worker of 2020 Vision Society said “Panganani is Kachere Tree. We just meet and share”. Indeed the Theme of Panganani is sharing. The peoples share many things here. But perhaps most appreciably, this bare and open space or ground is training “initiation” for these youth and peoples in auto mechanic learnings and teachings. The general functions of the auto works requirement and the cost of goods:

**Table 1: The Auto Works Requirements and the Cost of the Goods:**

<b>No.</b>	<b>Auto Requirements</b>	<b>Pricing</b>
1.	Touch up: Fender, Bumper 7 Don	K 40.00
2.	Touch up: Bonnet, Roof	K 50.00
3.	Corolla: Vitz & Duer	K250.00
4.	Corolla: WT- Allion, Mark X, T1 Group	K270.00
5.	Hilux, Nissan without Canopy	K300.00
6.	Hilux, Nissan with Canopy	K350.00
7.	Stone Chips Long Chassis	K150.00
8.	Stone Chips Short Chassis	K130.00
9.	Toyota Hiace, Voxy, Harrier	K300.00
10.	Canter Short Chassis	K400.00
11.	Coaster Rosa	K500.00
12.	Hilux Single Cab ¼ Panel	K 50.00
13.	Head Knife	K 30.00
14.	Window Touching & Mirror	K150.00
15.	Brake Caliper each	K 30.00
16.	Rims each	K 30.00
17.	Chassis Long Stone Chip	K200.00
18.	Chassis Short Stone Chip	K150.00

### **HELP US TO HELP YOU!**

Although the 2020 Vision Auto Cooperative Society, has been in existence for two and half years, the name of the Cooperative is not written on the Gate. Secondly, the auto services that the organization offers to the clients on Panganani Road are not listed anywhere. Thirdly, the membership and its qualifications are not shown by the Society. Lastly, the foremen do not provide receive for jobs and sales. The foreman of Society has a note book in which he record the vehicles served and the money paid. The manager, however, told the researcher that the Company pay tax to the Government and are listed by the Insurance Companies. Indeed, these type of Companies are like an informal business. The Societies, however, blends the formal as well as the informal occupations to the clients.

**The third Garage** of the informal auto tasks is **the Four Stars Garage**. The Company Building is of solid structure and has two rooms for the activities of spray painting. Besides the two rooms, the front of Building is used as a preparations bay for automobiles. The Company has only posted its name on the wall: **Four Star Panel Beating and Spray Painting**. The Four Stars are the Owners and are the Executive of the Company. Like the 2020 Vision Auto Cooperative Society, Four Stars Company provides similar auto services on the Road. Secondly, the Company directly receives motor vehicles to prepare them for spray painting. These automobiles are contracted by a specialized manager. After he is receives the money for the contract he performs the same as the Spiral Engineering and the 2020 Vision Auto.

We have noted that these three Companies: **The Spiral Engineering, the 2020 Vision Auto Cooperative Society and the Four Stars** are wholesome automobile institutions. They provide ranges of matching services to vehicles on Panganani Road. In addition, they share the costing system. In 2023, the three Companies shared the document stipulating the prices of assorted auto tasks as shown in Table 2. The Companies have fixed or glued the paper on the wall for the clients and the passer-by. The payments to the auto performers of these occupations are not receipted. These are indeed the trends for the parallel enterprises in the Third World Countries. **Can these systems of operations be used in the Developed Nations of the capitalist system? Scholars to suggest that the second economy balance the modern capitalist skills and the tradition easy-going ways.**

#### **11. MICRO FLEXIBLE AUTO SHOPS ON PANGANANI ROAD:**

The fourth clusters are the small and open air flexible establishments or auto spare shops. They provide sale bits and piece for the restrained necessities for automobiles on Panganani High Way. We noted that they are multiplicities of these establishments on the Roads. But we have restricted study to three micro shops administered by young people or children to oblige the Clients. They all retail the same elements **shown in Table below**.

We shall sketch these micro institutions: the first deal is on the right hand side and the second is on the left side of the Road in a two Story Building, Panganani Business Park. The third flexible shop is between Status Motor Limited and Nash Complex. The place of business has two sales persons. These enterprises display their sales items on the open Panganani Street. The sales person of the second “juu kali” shop related to us that he collects the items from their Yard or Shop on Chifinga Road. They do not place a tag to identify their shop. The sales or deals are the trade markers or emblems. The items for deals are placed in the metal boxes and metal drums for security during the day and the night. The two shops operators store or pile their Drums and Boxes in the first floor of Panganani Business Park. The first floor of Panganani Business Park is a warehouse for boxes, drums housing business entries and vehicles in the night.

The sale persons on Street Spaces of Panganani Boulevard retail assorted and auto bits and pieces of needs. The mechanics or motor engineers on Panganani, Chifinga, Nash and Lusaka Municipal Council Complex come here to purchase automobile mix paints and related accessories. In ratings, the first necessary thing, on this Road, is automobile paints. The **Panganani know that there are four main colours** but everybody has acquired wisdom and dint to mingle paint appropriately. Secondly, youths with the flair of mixing paint do it just with their skilled eyes. Lastly, the adolescences with their hand and eye for spring squarely the paint on the vehicles. The people with contracts to revamp the vehicles, walk to the selected places to give samples and buy mixed paint and the required articles to make the automobile ready for the paint. They come with a sample or bring the colour at the shops for examinations. The sales persons at the three little shops, on Panganani Way, have stocks and the minimum measurements the people may want for their works. The open air smallest shops offered the items in Table 3:

**Table 2: Micro Pricing of Automobile Items for Preparations:**

No.	Name	Quantities	Price
1	Sand Paper (Rough)	1Mt.	K15
2	Sand Paper (Smooth)	1Mt.	K15
3.	Body Filler	10 Mgs	K25
4.	Coca Cola	¼ Lt.	K15
5.	Mix Paint	¼ Lt.	K95

6.	Auto Glue	2 Mgs	K5
7.	Hardener	10Mm	K20
8.	Water Paper	1	K1
9.	Production Paper	1	K15
10.	Painting in Booth		K200
11.	Prime	1 mil	K20

These flexible shops first store the above materials Four Drums and six metal boxes. The drums and metal boxes serve as securities. The vendors are the only people to open and sell the pieces in these drums and boxes.

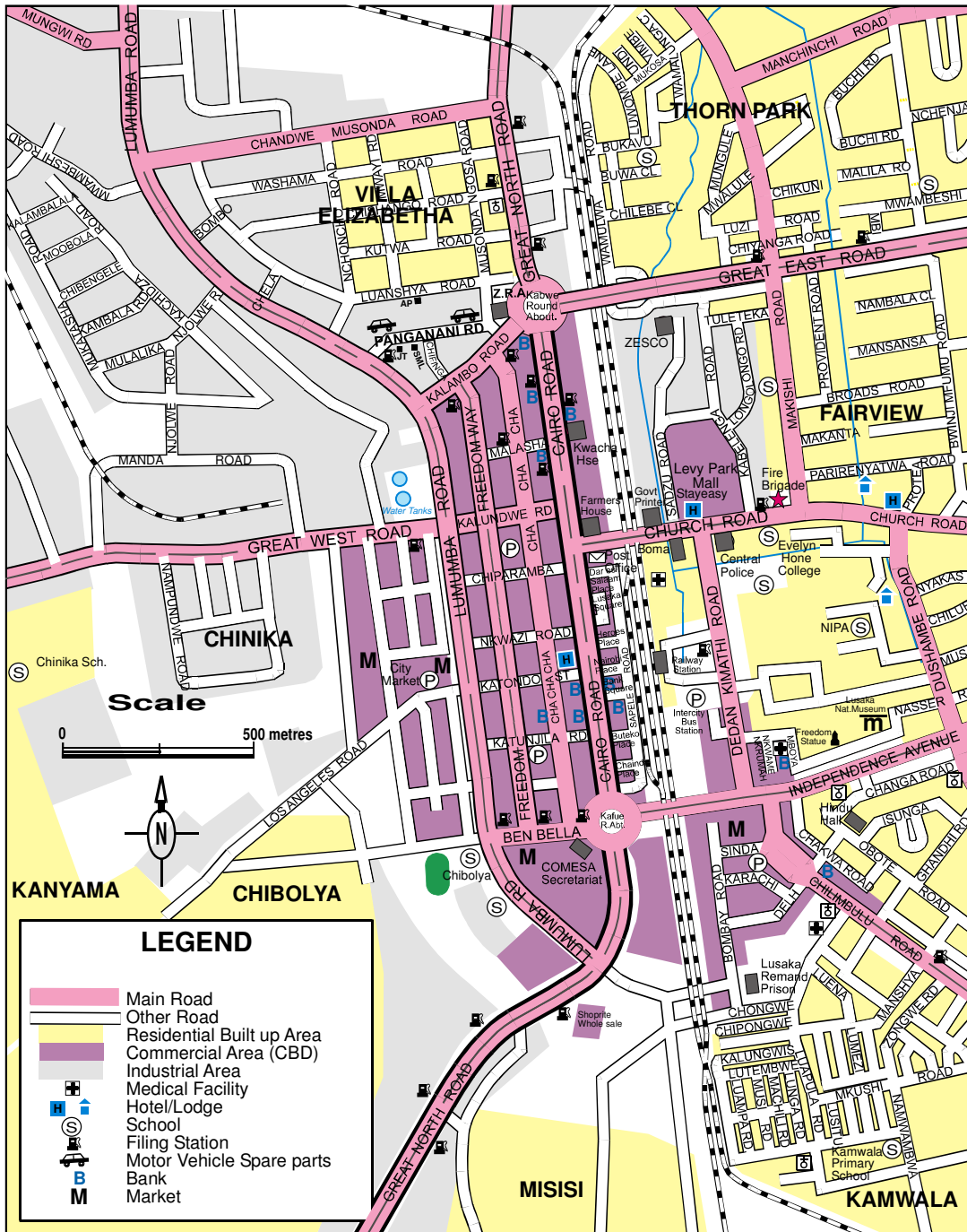
## **12. CONCLUSION:**

The title of this paper is The African States and the Economic Development: The Study of the Structure of Dominance for the Second Motor Mechanic Enterprises in Zambia. The study has outlined the surge of urban street trade into the second motor mechanic enterprises in Zambia. The researchers have based this paper from the historical perspective. The origins of this second sector industrialization started with the Zambian political independence in 1964. The progressive leaders, at the time, encouraged the people to migrate to urban areas and to potential areas for their better life and moulding One Zambia One Nation. We referred to our earlier studies of the mishanga seller, the urban rise of parallel traders and the unofficial cross border traders of the periods 1987-2009 in Southern Development Community. Secondly, we observed the rise of unemployment after the liberalization and reprivatisation of the Zambian economy in 1991. We have argued that this surge has instigated and compelled the youth minds and hands to create the alternative economic activities in rivalry with the structures of the capitalist dominance. We have perceived that the works of both the formal auto garage, informal motor booth and auto shops are invariably functioning on Panganani Road to support the Zambian people. We have hinted that the second sector uses selectively the capitalist and traditionalist modes of activities. Can the official and nonofficial activities promote development and industrialization in Third World Countries? The advancement of the Third World cannot be dependent on one ideology. The development of the modern complex world may come about through the diverse modes of productions and services.



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**Map 1: Lusaka Central Business District**

