An Exploratory Evaluation of the Employment Role of Commercial Cart Pushing in Metropolitan Lagos

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ABSTRACT

This paper is an evaluation of the employment role of Cart Pushing in Metropolitan Lagos and how it sustains the operators and by extension family members. Currently, Lagos accommodates 65% of industries in Nigeria, which account for the attraction of people from every part of Nigeria in search of jobs. The consequence could be daily observed in the ever growing number of unemployed people aimlessly roaming the streets of Lagos. The reality of not having a job by these migrants has stimulated so many innovations; one of such is the ever growing number of commercial cart pushers with various types and designs meant for different purposes. Data used for this paper was collected through the use of structured questionnaires administered on commercial cart pushers that operate within the Okokomaiko/Mile2 traffic corridor. The paper evaluated some of the factors that significantly influence the profit profile of operators through Pearson Correlation Coefficient. The paper has captured the various types of carts, their designs, volumes and the different wares they move and their modes of operations. The paper revealed the ethnic dimension of this business and observed that most of the operators are of northern extraction. The paper examined its contribution to the GDP of the state through payment of taxes and other levies. Finally the paper posits that improved management of this line of business could take the form of increased availability of carts through reinjection of profit into operations, improved finances through soft loans from the various micro finance banks.

JEL. Classification: E24, J24, O15.

Keywords: Cart, Attraction, Unemployed, Migrants, Sustainable, Profits, Generator, Reinjection.

1. INTRODUCTION

Cart pushing is a form of informal employment which abounds all over the world. Informal employment is variously referred to jobs or activities in the production and commercialization of legal goods and services that are not registered or protected by the state. Categories of informal workers common in both developed and developing countries include casual workers in restaurants and hotels, sub-contracted janitors and security guards, casual or day labourers in construction and agriculture, piece-rate workers in sweatshops, temporary office helpers, and off-site data processors. Most workers in all of these categories of work are informally employed, without secure contracts, worker benefits or social protection (Chen 2003). Informal workers are excluded from social security benefits and the protection afforded by formal labor contracts (ILO and WTO 2009). Persistent informality can be found more in developing and emerging economies.

The share of informal employment activities tend to increase during economic recession, since informal work can act as a buffer when people are laid off in the formal sector or cannot secure employment; yet it is not a substitute for gainful and secured employment in the current recession faced by many developing countries (Chen 2003; OECD 2004; Santana and Loomis 2003).

This paper therefore focuses on cart pushing as a form of informal job in metropolitan Lagos. From its genesis as a fishing and agricultural village, metropolitan Lagos has grown to become the most urbanized centre in Nigeria. It functions as a melting pot for regional and international trade, serving as the commercial and industrial hub of the country and as a center for all categories of people (Adalemo 2005; Oni 1992). As the economic hub of Nigeria and with its triple gateway status (air, road and water) metropolitan Lagos has become a haven for people from all walks of life and has thus rapidly increased its population. The population of metropolitan Lagos which is variously estimated in excess of 12 million people (Asenime 2008), is the highest in the country. It is also estimated that more than 300,000 people enter metropolitan Lagos yearly of which majority of them are job seekers in the informal sector; a place where many people, including young adults are paid near-starvation wages to perform menial tasks. Yet many Nigerians still prefer to take their chance in the metropolis rather than eke out a living from the surrounding villages and towns.

According to Fasakin (2000), the astonishing pace of urbanization in Nigeria especially in Lagos was due to the economic decline which started in 1981 as a result of the fall in crude oil prices which led to liquidity squeeze both in the rural and urban areas. Consequently, the Government was unable to execute most of its economic and social programmes. The situation, however, was very serious for the marginal firms which had no other option, but to cut down on their workforce. In order to remedy the situation, the SAP was introduced in July 1986 (Augustus and Gbosi 1996). Modern economic analysis has shown that when people cannot find opportunities in traditional wage employment due to poor liquidity, the need for subsistence, demands they find work somewhere else, especially in the informal sector. This scenario has been variously described as involuntary unemployment

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The import of this therefore, is the overwhelming unemployment situation faced by these migrants and a large part of the existing population. Many, of whom, when they are eventually employed, are either underemployed or paid wages that are barely enough to provide their sustenance. A communiqué from a conference on 'tackling poverty, unemployment with improved food security' organized by oceanic Bank in 2009, estimated that unemployment in Nigeria is about 65 to 70 percent. The communiqué submits that there is already a consensus that the poverty level in Nigeria is high with the majority of the citizens living below the poverty line (Egwuoniso 2009). Most of these people do not possess specific skills and therefore are unemployable. The combined effects of these factors have informed the need for many Nigerians to resort to "survival jobs", or informal jobs one of such is commercial cart pushing especially in metropolitan Lagos, which has gained increased popularity in recent times.

Commercial cart pushing involves the use of carts of various designs mostly fabricated with metals and sometimes wood. They are used to convey goods at specific charges in market places, major bus stops and in areas where building materials and heavy goods mostly fairly used goods are sold. The increasing number of commercial cart operators in the Okokomaiko/Mile2 traffic corridor is due to the attraction of the various markets and other commercial activities in the area. For instance, the Alaba international market where electronics, building materials, food items etc are sold is a haven for cart pushers. They assist the traders, buyers and suppliers to move goods. Other areas in the corridor where they are found in large numbers are the Mile2 International parks, Okokomaiko market, Agric and Volks. Their spatiality has an ethnic coloration. Ethnographic analysis shows that about 60% of the operators in the Alaba International Market area are of eastern extraction and aged between 19-23 years.

In order to evaluate the employment role of cart pushing, it is expedient first, to know if they make profit and the factors amongst others that may affect their profitability. These factors include: alcohol intake, unionism, age of operators, age of the cart, time of operations, resumption time, types of goods carried, availability of another job, and health conditions of the operator. Analysis of Profitability indicates that operators usually declare high daily profits compared to the amount invested in operations. Also, an evaluation of the employment role of cart pushing reveals that a cart pusher has at least one dependent, this account for 52% of operators.

Past efforts by the Lagos government and the organized private sector at alleviating poverty show that cart pushing was never considered in their various projects; while government distributed sewing machines, motor bikes, tools etc. In spite of these anti-poverty measures, the level and severity of poverty seems to have increased in Nigeria and more in Lagos State due to uncontrolled urbanisation. Analysis of the living condition of Lagosians shows that from 1980 an estimated 28.1% of the population lived below the poverty level, and that figure, as variously estimated has risen above 50% in 2010. The implication is that these poverty alleviation measures have made little impact in the lives of the people. This is because Government is yet to understand the structure of urban poverty.

Currently, in recognition of the role of cart pushing as an employment provider, the Lagos state government has attempted to integrate those (Cart pushers) into their poverty alleviation programs, without a thorough understanding of its structure and profile of operators. This, sadly, has not made much impact on the lives of operators and the way the business is operated. This development has left cart pushing at a sedentary level which makes it difficult for it to be appropriately regulated or taxed.

Therefore this study has been conducted to evaluate the employment role of cart pushing, profitability, socio-economic characteristics of operators, and their possible contribution to the GDP, Institutional responsibilities, and suggest for improving their operations, efficiency, standardization and taxation.

2. BRIEF REVIEW OF THE LITERATURE

Several literatures that contribute to the issue of informal jobs include the submission by ILO and WTO (2009), which opined that in many developing countries, majority of workers are employed in the informal economy with low incomes, limited job security and no social protection. Despite these, the OECD (2004) submits that many people depend on informal employment for a living, but informal work has serious consequences for both individuals and society. Beyond earning levels, informal employment makes basic rights vulnerable and difficult to defend. As such, it can be a major cause of poverty in other ways besides income. Most of those who work informally are insufficiently protected from the various risks to which they are exposed: illness or health problems, unsafe working conditions and possible loss of earnings. For example in Brazil, although not covered by official protection, workers having precarious employment, such as self-employment, home-based or contingent jobs, are more likely to be in dangerous occupations than formally hired individuals (Santana and Loomis 2003). Workers with precarious jobs are also less likely to report injuries or have an awareness of work hazards and they receive less training and supervision (Quinlan et al. 2001 in Santana and Loomis 2003).

In the unregulated informal sector of the economy, where precarious job contracts prevail, illegal small enterprises are commonly involved in rudimentary operational processes, in which safety is not carefully controlled, which in turn may contribute to an even higher occurrence of work-related injuries and diseases (Loewenson 1998 in Santana and Loomis 2003). This is particularly important for the poor, whose labour is by far their most significant asset. For instance in Dhaka, Bangladesh, about 380,000 people are directly employed as cycle-rickshaw pullers, and another 80,000 are employed in ancillary services related to cycle-rickshaws, together accounting for nearly one-fourth of all employment in metropolitan Dhaka. In all of Bangladesh, cycle-rickshaws in 1988 were estimated to provide employment for over one million people and ancillary employment to another 250,000, representing about 3.5 percent of the nation's recognized labor force. They represent people without protection in cases of hazards and nothing to fall to if they become incapacitated (Replogle 2006). In a Related, development, Ogoh-Mesarawon (2009) in a World Bank study reveals that one out of every five adult in Nigeria is unemployed and just one out of every ten university graduate gets a job. It's not uncommon to see young people in Nigeria out on the street, looking for work. As to the cause of unemployment and informality is concerned the issue of deregulation often advocates in developing countries like Nigeria. On this issue Augustus and Gbosi (1996) posit that deregulation is associated with high levels of unemployment. Thus, there were available analyses of developments in the Nigerian labour market during the period, 1980-93. Available data show that Nigerias' unemployment rate declined marginally under deregulation as opposed to regulation. Despite this development, unemployment still remains a critical issue in Nigeria today.

3. METHODOLOGY

Data used for this paper was derived from field surveys conducted by 500 Level students of the school of transport of the Lagos State University, Nigeria and supervised by their course instructors. The survey was conducted along the Okomaiko/Mile-2 traffic corridor with Ikorodu road Traffic corridor as a control. These corridors accommodate two major markets and several points of commercial activities. A total of 350 cart pushers out of the 600 registered members of the cart pusher unions were interviewed, through the use of structured questionnaires, in a guided random sampling technique.

In order to have a good representation of the target population, each cart type was identified and enumerators ensured that each cart type was accorded equal attention. In some markets or commercial points, certain cart types were predominant due to the nature of business or types of goods, in such cases, enumerators interviewed all the other cart types and interviewed as many as the dominant cart types found.

The paper evaluated Forty (40) possible variables that may significantly influence the profit profile of operators through a regression analysis and also determined its economic role as employment generator. The following are the variables used in the analysis:

1. Sex:
2. Age: (AGE)
3. Family size (FAMSI)
4. Educational level (EUULEV)
5. State of Origin (SOFORI)
6. What is your motive of entering the business (MOTEB)
7. Have you worked somewhere before taking up this job? (Initial BIZ)
8. Do you take alcohol? (ALC)

9. How many bottles daily do you consume? (NoBOT)
10. Are you the owner of the cart? (CATOW)
11. If no, what is your relationship with the owner? (RELAWOWN)
12. Do you have another business? (ANOBIZ)
13. If yes name what kind of business (TYPOFBIZ)
14. How old is your cart? (AGOCART)
15. What types of cart do you use? (TOC)
16. How did you purchase it? (MODEPUR)
17. What year did you start this business? (STARBIZ)
18. What are the common problems facing you in this business? (PROBLEMS)
19. Are you required to obtain permit from the local government? (LGPERM)
20. How much did you pay to union and local government? (UNIDUES)
21. How did you source for the loan? (SOLOAN)
22. How much do you make in a day? (DAILYINC)
23. How much do you think is your daily profit? (DAILYPROF)
24. How much do you spend every day to operate? (DOPRAMT)
25. How do you get your spare parts? (SOUSPP)
26. Did your customers sometimes refuse to pay?
27. If yes why? REFTOPAY)
28. Does the condition of road affect your operations? (RDCOND)
29. Do you belong to the union of cart pushers? (CARTUNI)
30. What common sickness affects those of you in the business? (COMILNES)
31. How much do you spend on treatment monthly? (MONTREAT)
32. When do you start work every day? (STARTWK)
33. When do you close? (CLOSTIME)
34. Where do you operate daily? (OPRLOC)
35. What is the weather hazard? (WEHAZ)
36. Can you repair your cart? (SELFREP)
37. If no, how much do you spend on repairs monthly? (MOREP)
38. Do you usually have accidents? (ACCIDENT)
39. What type of accident? (TYPACCID)
40. If yes how many times a year? (NOTYRLY)

4. FINDINGS

4.1 Socio-economic Characteristics of Cart Operators

The general societal believe that certain jobs are meant for men was aptly revealed in table 1, whereby a vast majority of the operators are men with at least one dependent, and most of them are aged between 19-23 years with almost half of the operators educated to at least primary school level. The table also revealed that a large pool of the operators never attended formal school; this may be because no special skill is required to enter into this business. Various economic analyses on the impact of education on vocational choice: shows that people with higher formal education are more likely to go for jobs with high cerebral inclination; in like manner, vocations that do not require special skills may most likely attract persons with little or no formal education. This could possibly be responsible for the increasing numbers of cart pushers in the metropolis:

Ethnographic analysis of cart operators shows that averagely across all the markets and locations sampled in this study, more than half of the operators are of Northern extraction

followed by operators from eastern Nigeria. The presence of operators from other West African countries and the south-south of Nigeria do not follow any significant pattern, this also applies to operators from western Nigeria. Also, more than half (58.2%) of the operators have had previous work experience before venturing into cart pushing. These are people who may have lost their jobs as a result of retrenchment, company closure, dismissal or retirement.

Table 1: Socio-economic Characteristics of Cart Operators

SEX	%	AGE	%
Male	97.05	<18 yrs	7.76
Female	2.94	19-23 yrs	59.22
		24-28 yrs	22.33
		29-33 yrs	6.79
		34-38 yrs	2.91
		>39 yrs	0.97

Family size	Educational level (%)	Educational level	%
<2	52.08	None	36.27
3	21.875	Primary	48.03
4	10.41	Secondary	3.92
5	8.33	Technical School	11.76
>7	7.29		

Source: (Field Survey 2003)

4.1 Attraction to the business

Most unskilled jobs are usually done by people who may have lost their initial sources of income. This paper reveals that lack of employable skill is the major motive for going into cart pushing, while others joined other family members, rather than the urge to make quick profit. This underscores the high level of poverty in the country which is more severe in rural areas. Table 2 shows average income by sector and sex in Nigeria between 1997 and 1999. The higher level of poverty in rural areas has forced many people to migrate to urban areas without necessary employable skills that will enable them secure jobs; this has increased the pool of unemployed and unemployable people in metropolis.

Table 2: Average Income by Sector and Sex

Sector	1997/98 Male	1998/99 Female	All	Male	Female	All
Urban	N1,664	N1,275	N1,590	N2,104	N1,611	N2,006
Rural	N878	1N,356	N937	N958	1N,039	N970

Source: (NBS 2003)

Additionally, table 3 and 4 reveal a noticeable feature of poverty in Nigeria which has been rising since 1980; a development that has exerted increased anxiety in the populace engendering the need to engage in any survival vocation like cart pushing. A close examination of table 4 shows that poverty level is higher in the rural areas accounting for about 63% as against 43% in the urban areas, also poverty level in the west accounts for 43% and if compared to 35.7% in the south-south and 27.6% in the south east. The increase in poverty in the South west is due to the Lagos factor, which, by virtue of its population has many poor and unemployed people. It is variously estimated that the number of poor people in the state exceed

8 million, more than the population of many states. The level of poverty recorded in the North generally which averagely stands at 70% since 2004, could explain why majority of cart pushers in Lagos are of Northern extraction. They migrate down west especially to Lagos which is believed to have the capacity to 'provide jobs for all'.

Table 3: Poverty trend in Nigeria

Year	Estimated Total population(Millions)	Poverty Incidence (%)	Population in Poverty (millions)
1980	65	28.1	17.7
1985	75	46.3	34.7
1992	91.5	42.7	39.2
1996	102.3	65.6	67.1
2001	125	70.0	87.5
2003	132	70.0	92.4

Source: (Tomori 2005)

Table 4: Spread and trend in poverty levels 1980-2004

SECTOR	1980	1985	1992	1996	2004
National	27.2	46.3	42.7	65.6	54.4
Urban	17.2	37.8	37.5	58.2	43.2
Rural	28.3	51.4	46	69.3	63.3
Zone					
South-South	13.2	45.7	40.8	58.2	35.1
South-East	12.9	30.4	41	53.5	26.7
South-West	13.4	38.6	43.1	60.9	43
North-Central	32.2	50.8	46	64.7	67
North-East	35.6	54.9	54	70.1	72.2
North-West	37.7	52.1	36.5	77.2	71.2

Source: (NBS 2003)

5. CART OPERATIONAL STRUCTURE

5.1 Types of Carts, designs and wares carried

Cart types and designs vary with the wares they carry and vary from location to location. This is because Lagos has specialized markets, the kinds of goods sold therefore determines to a very large extent the dominance of certain cart types. For instance, in Idumota, Slip carts are common because of the bales of clothing materials they carry. Fig. 2 shows that these type of carts are mostly used in the metropolis too they represent 33.3% of the carts in the Metropolis, followed by wheel barrows (27%), while wooden carts, extended water type and waste type represents 10.6%, 20.3% and 7.7% respectively. In Mile 12, Ketu and Iyana-Iba wheel Barrows are dominant because they are food markets. In Owode, wooden carts (normally refer to as trucks) are dominant because it is a scrap metal market. In Shomolu, where portable drinking water is scarce, metal carts with motor cycle wheels designed to hold ten 20 litre Jerry Cans are dominant in the area (see plate 2), they are used to sell water to homes and restaurants and the trend continues all over Lagos.

Plate 1: Wheel Barrow

Plate 2: A metal cart used to supply water

5.2 Operations

The Cart pushing "industry" is a service trade which depends on the activities of the markets they service. Most markets in Lagos open by 7am but full swing activities don't commence till 9am. This means cart owners must operate within the market time period. The study shows that majority of cart pushers (37%) resume work by 7am. While those who resume by 10 am and those who resume without schedule, do not own personal carts, they usually relief the main operators or family members during short periods of rest. Although, markets in the metropolis officially close by 6pm, the study however shows that a significant number of cart pushers close operations between 5pm-8pm.

5.3 Ownership

Most operators own their Carts, Table 5 however shows that some cart operators rent on daily basis from their fathers or other family members, while only 5.7% hire from or work for a friend. Others include operators who work for or hire for Neighbours (9.4%) and finally those who get their carts from professional rental groups make up the bulk of the operators, they represent 26.4%. This group of professional rental "companies" may have a "fleet "of 20 carts of different configurations and designs meant for different wares and rent out carts for fees between N100-N250/Day,

Table 5: Cart Ownership and their relationships

Cart Ownership	Percent	Relationship with owner	Valid
Yes	69.9	Father	22.6
No	30.1	Friend	5.7
		Uncle	15.1
		Brother	13.2
		Distant relative	7.5
		Neighbor	9.4
		Rental owner	26.4

Additionally, the study revealed that more than half of cart owners bought the carts without loans, while a small group of operators (5.8%) took loans from family members or from local loan operators. These groups may not get loans from banks due to collateral problems.

5.4 Wares Carried and Amount Charged

The amount charged by cart operators is a factor of the sizes of wares, type of carts and the distance. For example, a vast majority of wheel barrow operators that convey full load of yams charge between N100-N150 for a distance of about 60m and an additional N50 or N100 may be added if the distance exceeds that. Also, majority of the extended metal cart operators charge above N300 for the same distance due to the size and nature of goods. A typical example could be found at Alaba International Market, where the large sizes of wares and the worsening traffic condition have forced prices up (plate 4) the average charge is N500 and some time charges could go as high as N800-N1000 if the distance exceeds 200m.

Also, the study observed that some cart pushers go beyond the immediate vicinity of the markets where they usually operate (plate 5), for instance many cart operators ply the Badagry expressway to convey goods that commercial pickup vans would not want to convey because of the amount the ware owners are willing to pay. Also, cart owners have been seen to move from Mile 12 market to Ikorodu to sell yams. The cart operators convey such wares for half the amount the vans would want to charge.

Plate 4: Cart pusher at Alaba International Market


Plate 5: Carts used to convey construction rods

5.5 Membership of Union

Cart operators have been able to enforce the list of "prices" which they established for themselves through their unions to defend their trade against exploitation by the patronizing public and pay between N160-N200 daily both to the union and the Local Government agents, while a few of them pay between N100-N150. The difference in union/LG dues is due to the difference in cart designs, types of areas and above all the location. It should be mentioned here that Local government agents and some unscrupulous union officials in the various locations harass operators and most times forcefully extort money and impose indiscriminate dues on them and most of such monies never get to the Local government or union coffers. These usually engender conflicts among operators and LG agents and union officials.

5.6 Safety Issues

Cart pushers like many pedestrians are subject to accidents almost on daily basis. Part of this could be attributed to the road design which did not make provision for Non Motorized Transport and pedestrians. The implication is that carts compete for road space with other vehicles and accidents often do occur. This has caused about 55% of operators to be involved

in accidents, mostly caused by *Okada(commercial motor cyclists)* riders, and most of them (35%) have had accidents at least 3 times within a year. Accidents reduce productivity of operators and may put them out of business for a long time thereby compounding their problems**.**

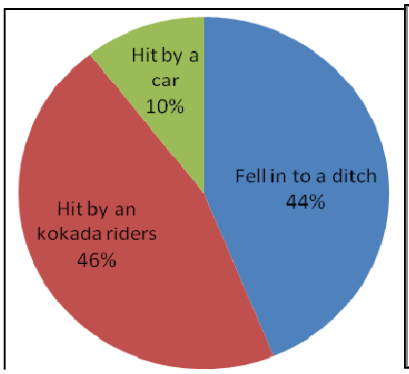

Fig. 6: Carts operators Accidents

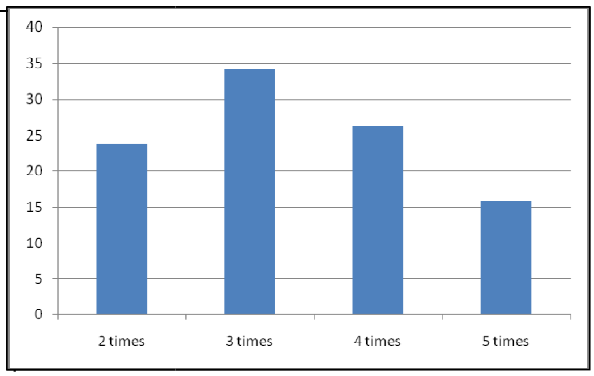

Fig 7: Frequency of Accidents

5.7 Discussion

The employment generated by cart pushing falls critically into the informal sector of the economy of the state. Cart pushing by its nature, is difficult to measure due to its non-regular operational methodology. The paper evaluated certain variables that affect daily profit of cart pushers.

5.7.1 Analysis of Profitability

The statistical analysis and the significance of the influence of some variables that affect daily profit of Cart Pushers as shown in Tables 6 and 7 reveal that the matrix (Table 6) shows that there is a relationship between the dependent variable (the profitability) and each independent variable as well as the correlation among the independent variables. The correlation between the dependent variable and each of the independent variables showed that there is a significant ($p \leq 0.05$) and ($p \leq 0.01$) positive correlation between daily profit of cart pushers (Q_0) and the age of cart pushers (X_3), years of purchase of cart (X_{18}), problems facing cart pushers (X_{19}), daily income of cart pushers (X_{22}), daily expenditure of cart pushers (X_{24}) and refusal of customers to pay (X_{26}). These variables were selected because of their significant probability of 0.006, 0.004, 0.000, 0.001, 0.006, and 0.000 respectively. This implies that as these variables X_3, X_{18}, X_{19}, X_{22}, X_{24} and X_{26} increase; the daily profit of cart pushers also increases. Based on the criterion (less than or equal to 0.05 and 0.01), six variables, the age of cart pushers, years of purchase of cart, problems facing cart pushers, daily income of cart pushers, daily expenditure of cart pushers, and refusal of customers to pay, were critical and did play a crucial role in the variation in the daily profit of cart pushers. There are sufficient evidences for these relationships.

While X_3 (age of cart), years of purchase of cart (X_{18}), daily income of cart pushers (X_{22}) were observed to have weak positive relationships, with the daily profit of cart pushers X_{19} (problems facing cart pushers) and X_{24} (daily expenditure) of cart pushers exhibited a fairly strong and moderate relationship with the daily profit of cart pushers respectively. However, sex (X_1), family size (X_3), Educational Qualification (X_4), process of cart purchase (X_{17}),

requirement for permit from Local government (X_{19}), time to start work daily (X_{32}), owners' repair of cart (X_{36}) and accident occurrence were inversely related to the daily profit of the cart pushers. This implies that as these variables reduces, the daily profit increases. Other independent variables included have weak negative and insignificant relationship.

In summary, table 6 and 7 have revealed that the most significant variable that could enhance the daily profit of Cart Pushers in the study area are owner repair of cart, age of cart, daily expenditure of cart pushers, permit from local government, daily income of cart pushers; educational level, and problems confronting cart pushers. The other significant variables by the stepwise multiple regression, have inverse negative impact. However, experience shows that the certain factors such as family size, motive for entering business, cart ownership, amount paid to local government, sources of loans, closing time, and types of accidents, do not have any significant impact on profitability. Livelihood provided by cart pushing has increased the threshold of informal jobs and have secured many, the ability to feed themselves and house their families.

Table 6: Factors that affect Profitability

Factor	Positive
Age	0.345
Initial Business (INIBIZ)	0.075
Alcohol Consumption (ALCOHOL)	0.027
External Source of finance (EXFIS)	0.076
Age of Cart /Year of Purchase (YOP)	0.245**
Type of Cart (TOC)	0.090
Year of Purchase (YOP)	0.225**
Problem facing Cart (PFC)	0.483**
Amount made in a day	0.236**
Daily Operational Amount	0.261**
Means of getting spare parts	0.028
Occasional refusal of Payment by customer	0.041
Why they refuse to pay	0.261**
Impact of road Condition on operations	0.144
Common Illness	0.118
amount spent on treatment Monthly	0.037
Amount spent on repairs	0.167
Frequency of repairs	0.181

** High Positive Significance

Table 7 Factors that affect profitability

Factor	Negative
Sex	-0.057
Family Size	-0.012
Educational Status	-.0525
Motive of entering Business	-0.025
Cart ownership	-0.081
Relationship with owner	-0.198
Mode of Purchase	-0.385**
Government permit	-0.387**
Amount paid to LG and Union	-0.045

Loan Source	-0.042
Membership of union	-0.309**
Daily Start of Work	-0.473**
Closing Time	-0.039
Weather Hazard	-0.159
Self-Repair of Cart	-0.494**
Do You Usually have accident	-0.276**
Type of Accident	-0.091

**Inverse Significance

6. CONCLUSION

Paper therefore has revealed the employment role of cart pushing, profitability, socio-economic characteristics of operators, and their possible contribution to the GDP, Institutional responsibilities and suggestions for improving their operations, efficiency, standardization and taxation. Cart pushing is an informal business which is a response to the need to survive by the public. It does not require any special skill, it is a strength based activity only meant for the fit. Its relatively very low capital for entry and the daily profit is a strong attraction for many uneducated and unskilled youths. The study has shown that educational status, family size, motive of entering business are not significant factors that affect profitability, rather the most influencing factor that impacts on profitability is the problem facing cart pushers such as riots, personal expenses, and extortion. The result is consistent with the arguments of Somuyiwa and Somuyiwa (2010) that non-motorized transport, cart pushing included, depends on availability and relative price of non-motorized vehicles and spare parts, infrastructure, road safety, and image of non-motorized vehicles to mention but few. Midgley (1994) affirmed that non-motorized transport form the back bone of transport system for the poor in many cities for both personal and good movement. Somuyiwa and Somuyiwa (2010) further confirmed that non-motorized transport system is the most sustainable transport mode being non-polluting modes, most vulnerable to large scale road building programs. Consequently, the study has filled gap in knowledge on the contributory roles of cart pushing transportation to employment generation despite criticism against cart-pushers operations in some part of the city. Perhaps if a stronger policy of protection of cart pushers is put in place, it could mean higher profit and more employment for many jobless youths.

7. RECOMMENDATIONS

Strong advocacy for better recognition by the government is highly recommended. The ministry of Agriculture and cooperatives can assist them strengthen their unions to access soft loans from Micro Finance Organization (MFO) to enable them to acquire new carts and maintain old ones. Government could provide separate protected lanes for them to secure their passage and safety. Government can secure manufacturing quotas from firms that deal on metal material to make good quality and affordable carts available to them for purchase at subsidized rates. This paper suggested that an established partnership between microcredit institutions and the union of cart pushers will help to reduce discrepancies in the opportunities available to this group of people.

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APPENDIX

Plate 1: Cart Pushers are not recognized as road users

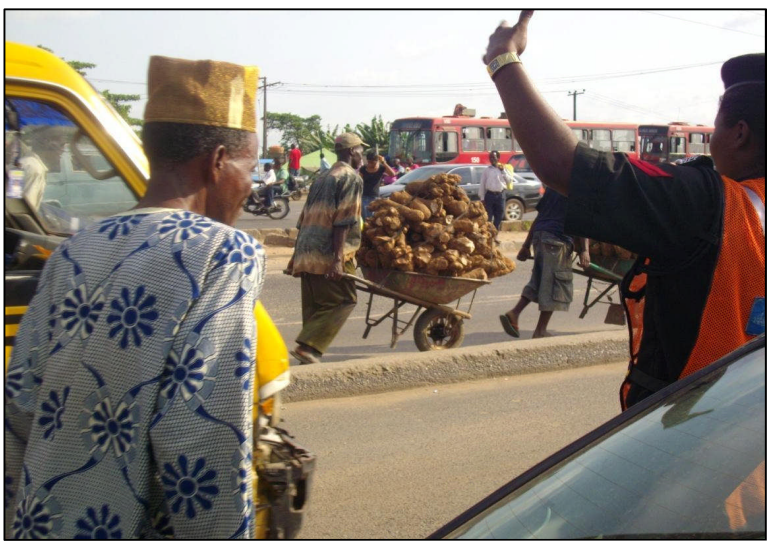

Plate 2: Cart Pushers compete with other road users

Plate 10: Cart pusher competing for road space with motorists

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