

**THE POLITICS OF RAILWAY TRANSPORTATION AND
DEVELOPMENT IN GHANA: A CASE STUDY OF
NSAWAM AND AKIM ACHIASE JUNCTION RAILWAY
STATIONS**

BY

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DECLARATION

I, Richard Andoh, declare that this thesis is the outcome of investigation carry out towards the awards of the Master of Philosophy (M. Phil) Political Science in the Department of Political Science, University of Ghana.

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ABSTRACT

Railways are significant for the realization of innovation, creativity, and development. Railways contribute to social enthusiasm in addition to market competitiveness by conveying millions of consumers as well as personnel to urban places and villages around the world. All over the world countries are recognizing the important role that railways contribute to their economy. In the 1950s, Ghana's railway transport was considered to be one of the best on the continent of Africa. The railway was a major transport connecting to the major cities of the country. Railway transport was very efficient, reliable, affordable and safe. The most important aspect of it was how it refurbished the local economy of traders and the conveyance of agricultural products from the production source to the market centers.

This scholarly, therefore, examined the politics of railway transportation and development in Ghana. Particularly, its emphasis is on the impact of the railway transport on the people of Nsawam and Akim Achiase railway stations. The study looked at the role of the state in transport provision and the justification for the state involvement in transport issues. The research moreover underlines the political interference regarding the revamping of the railway sector in Ghana. The study, therefore, clinches that by the canons of contemporary economic models, reliable railway systems, if well executed would transform the way nations participate in its trade activities and accelerate the speed at which development would take place for the betterment of its people.

Keywords: *politics, railway transportation, development.*

DEDICATION

This work is dedicated to the Almighty God.

LIST OF ABBREVIATIONS

CPP – Convention Peoples Party

ECMT– European Conference of Ministers of Transport

GDP– Gross Domestic Product

GRC– Ghana Railway Corporation

GRL– Ghana Railway Limited

NDC – National Democratic Congress

NPP – New Patriotic Party

PPP – Public Private Partnership

SOEs– State-Owned Enterprises

SPSS – Statistical Package for Social Sciences

CITIC– China International Trust Investment Corporation

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CHAPTER ONE

GENERAL INTRODUCTION

1.1 Background to the study

Railways have always provided the catalyst for countries' industrialization and economic development (Stover, 1997; Majewski, 2006; Adede, 2011; Yeboah, 2017). In the advanced countries that have developed transportation systems, the railway has served as the essential mechanism for accelerating economic growth (Richards & MacKenzie, 1986; Adede, 2011; Sinha & Sarma, 2016; The Economic Times, 2017). Nations such as Russia, India, Hong Kong, Japan, China, Australia, USA, and others have seen a remarkable improvement in the lives of their people, their economic development with the effective utilization of railways as a major means of transport. For example, According to the Economic Times (2017), one of the fundamental drivers of India's economic transformations have been underpinned by the reliance of the railway transport system. Likewise, in Hong Kong, China and Japan railways are recognized as the mainstay of the nation's transport economy and therefore have developed their authorized lorry transport and public road infrastructure in all-inclusive structure with their railway facilities (Ng, 2000; China Daily 2010). Therefore, by the canons of the contemporary economic models, reliable railway systems, if well executed would transform the way nations participate in its trade activities and accelerate the speed at which development would take place for the betterment of its people (Adede, 2011; Crensil, 2015).

Soon after independence, Ghana rolled out a relatively robust railway system that connected the coastal industrial cities to resources producing areas in the country (Nketsia, 2009; Kwakye, 2013; Yeboah, 2017). Railway transportation stimulated the economic activities of mining, timber and cocoa growing areas in the country (Tsey, 1989; Olievschi; 2013). Throughout the 1950s and 1960s, railways were the most preferred means of transportation among the petty businessmen and women in the country (Yeboah, 2017; Field Survey, 2018). However, due to the long years of neglect by successive government, today many people in Ghana have never dreamt of using the railway system as an alternative when it comes to transportation (Field Survey, 2018). The transportation system the „trotro” is predominantly owned by private owners, hence bridging the gap in our poor transportation system notwithstanding the Governments effort to surge the transport market with buses introduced by successive Governments.

In recent times railways have gained attention in the development discourse of emerging countries. Many scholars (Sturgis, 2015; Yeboah, 2017; Keddy, 2017) stakeholders (Nketsia 2009; Gyamfi, 2017) policy analysts, (Kwakye, 2013; Cudjoe, 2017) and among others have expressed the need for governments to look at railways as an alternative mode of transport systems. The World Bank (2011) posited that investing in railways in those places where rail has a competitive advantage can contribute to economic growth and development. Railway transportation is therefore proven to be indispensable to the political economy of countries (Tsey, 1989; Nketsia, 2009; World Bank, 2011; Sturgis, 2015; Gyamfi, 2017; 2017).

The revival of the railway transport will serve as a significant module in tackling indigent as well as communal fairness objectives whereas guaranteeing considerable entrance to communal facilities such as health care, education, marketplaces, and occupations in addition to leisureliness which are indispensable for human lives (Rittner & Kirk, 1995; Sanchez, 1999; Mbara, 2002; Bullard, 2003). Undoubtedly, revamping of the railway transport systems will enhance economic growth and social well-being, specifically, incorporating rural and inner-city economics, upholding regional incorporation, foreign investment attraction, and reaching intercontinental markets.

Transportation capacity in Africa is presently destined for road transport. According to the United Nations cited in Sturgis (2015), goods constituting 80% as well as persons constituting 90% are moved through motor buses making a large number of Africa's expansive metropolitan centers clogged in crowded blockage. Because the continent's towns keep on expanding, financing in other methods of transportation will only become more important. According to Sturgis (2015), in the next 35 years, the metropolitan inhabitants of Africa will multiple. Thus, in 2020 the region will end up to be most swiftly escalating continent worldwide. This would thereby impose a high demand for mobility. In view of the mobility difficulties emanating from large deficits of numerous national transports systems, governments of Africa have devised several policies to provide transportation necessities. For instance, the Uganda-Kenya railway, which began over a hundred years, would be invigorated by 2017 (Sturgis, 2015). Ethiopia has reopened its 450-mile colonial-era rail line with the cost of 3.4 billion dollars fund from Chinese

bank (BBC News, 2016). There are plans underway by the African Union to connect railways in the region (Jedwab & Moradi, 2011).

1.2 Statement of the Problem

Ghana's railway transportation was regarded among the greatest railway systems on the continent of Africa in the 1950s. According to (Yeboah, 2017 p. 36), before 1957, there was a well -functioning network of railway lines connecting to the hinterland to the port cities of Sekondi/Takoradi and Tema. However, after independence and the overthrow of Dr. Kwame Nkrumah and the CPP government, several initiatives have been adopted by successive governments to bring back the dormant state of the railway transport system. Governments have time and again touted its plans for the rejuvenation of all-important sector but nothing significant has materialized. This oversight leaves an important fissure in the nation's economy as economic growth will depend on the efficient and effective rail transport system (Nketsia, 2009; Kwakye, 2013; Gyamfi, 2017). It is generally argued that reviving of the railway transport system would help solve the transportation shortfall that Ghana is facing, in addition to realizing environmentally friendly as well as energy saving purposes for industrial growth (Keddy, 2017).

Efforts to rehabilitate Ghana's Railways began in 1983 under PNDC/NDC administration, devised a Transport Recovery Programme as an integral part of the Economic Recovery Programme. For example, from 1983-1988, 73.7 million dollars financed by the World Bank were used to rehabilitate the Western Railway Line. From 1988-1995 42.96 million dollars were used to

intervene, the Eastern and Central railway Lines (Martin & Micoud, n.d). However, the problems of railway sector still persisted.

The NPP Government under John Agyekum Kufuor gave a substantial attention to the railways making it one of the fundamental arguments of its flagship program. In 2003, the pledge to construct and revamp the railways led to the establishment of the Ministry of Harbours and Railways by the government. Mills/Mahama administration also paid attention to the railway transport sector by allotting monies to bump up this significant transport system. In 2010, the government signed a six billion dollars (\$6 billion) agreement to restore the remaining lines and construct railways across the nation's northern belt. This would have made it the biggest railway venture in Africa but did not materialize (Jedwab & Moradi, 2011).

In spite of the despicable past intervention by previous government to revamp the railway sector, the NPP Government under Nana Akufo Addo has yet created, Ministry for Railways and development. Sixty-one years after independence concerted efforts by sequential administrations to improve and sustain railway transport systems have wrecked in the normal counterproductive of state ownership.

A study conducted by the Trans- Africa Consortium (2010), a prominent research organization on the transport related subject; ,, beside one or two outstanding enterprises, practically everything concerning state-owned, as well as the management of state transport companies, stopped to function throughout Africa in the 1990's. This is as a result of unwarranted politicization, functional ineptitudes, and insufficient subvention to sustain

transport facilities. Some researchers have although given certain interest to State's transport matters however utmost of the investigations on transportation relied on road traffic gridlock, mode choice, and transport unionism (Yobo, 2013). In spite of these remarkable ones, little has been investigated on railway transportation in Ghana; particularly pertaining to the policymaking affairs of the government. The rationale of this research is to scrutinize Government's unremitting attention towards the delivery of railway transportation in Ghana. Unambiguously, the research tries to fathom why Ghana Government has sought to re-engage itself in the development of the railways despite long years of neglect.

1.3 Research objectives

The objective of the study is to

- Investigate the impact of railway transportation system on the economic activity of Nsawam and Akim Achiase railway stations.
- Ascertain the role of the state in the transport provision.
- Examine the justification for state intervention in transport issue.
- Examine the challenges that confront the state in revamping the railway sector.
- Find out innovative recommendations for the railway sector in Ghana.

1.4 Operational Definitions

1.4.1 Politics (the)

Politics in this study denotes the activities of government or state actions in providing railway transportation system as part the of state's comprehensive

public service and social responsibility. This operationalized delineation of the word “politics” is connected with the classical delineations of politics develops from the Greek term „polis“ denoting city-state (Modebadze, 2010; Kurian, Alt, Chambers, Levi, & McClain, 2011). Therefore, politics is mainly explained vis-à-vis the actions of the government or the state (Modebadze, 2010).

1.4.2 Railway Transportation

The definition of railway transportation is quite limited in transportation literature. However, in this study, railway transportation refers to means of transportation whereby trucks run on trails (bars or train track). The system is known as train and is commonly cause to move by means of a locomotive device running on an electrical energy or on fuel (The Economic Times, 2017).

1.4.3 Development

The term development is very subtle and difficult to define in standard terms (Oyugi, 2000). In this study, therefore, development refers to the transformation of the quality of life including social, economic, and political advancement of a country. According to Seers (1972), before one can say there is a development; one has to scrutinize carefully certain indicators like poverty, unemployment, and inequality. He maintained that if these three variables show a decline, then there is a development. According to Todaro (1985), development is a multifaceted concept encompassing the restructuring as well as the changing direction of the entire political economy. Todaro contended that progress is a human realism as well as attitude where humanity

partakes, from side to side certain amalgamations of socio-economic and socio-political process to secure the approach of attaining an improved condition of life. This definition is commended for its broader understanding of the development model as it is connected to social, economic as well as a political transformation of a country.

1.5 Significance of the study

- This scholarly will help adequately by providing valuable information that would inform policymakers, transport architects, as well as other transport stakeholders and device, the means that will support an effort to develop workable railway transportation in Ghana.
- Also, the study will serve as a source of knowledge for future research and contribute immensely to academia.
- The outcome of the study will also inform the central government and the private sector as to how to collaborate to ensure effective and efficient railway transport systems in the country.

1.6 Location of the study

This research is situated under public policy making a significant subfield of political science with special emphasis on railway transportation policy, by investigating the politics pertaining to railway transportation in Ghana.

1.7 Organization of the study

This scholarly is structured into seven major sections. Chapter one is the General introduction- comprising contemporary background to the study; problem statement; research objectives; research questions; operational

definitions; location of the study; significance of the study and; organization of the study.

The second chapter provides the Literature review. This entails a review of the appropriate and contemporary literature on transportation. It discusses the role of the state in transport provision, the justification for state involvement in transportation; definition of railway transportation; the history of railway transportation in Ghana; historical performance; past and present intervention of the railway sector; and railways and development.

Chapter three is the theoretical context on which the study situates itself and research questions.

Chapter four will be Research methodology. It outlines the techniques employed in the investigation. Sub-sections for example, research design; the collection of data; data analysis as well the budding restraints in addition to the difficulties found in the selected approaches methodically discourse.

Chapter five will cover data presentation and analysis and provides the research findings regarding the indicated research goals. The next chapter is research findings and discussion. The final chapter is will be summary of the study, conclusion, and recommendations.

CHAPTER TWO

LITERATURE REVIEW

2.1 Introduction

This study has reviewed a lot of literature and has helped to inform the work. The literature review is organized along the following sub-headings. They have been discussed hereunder relevant sub-headings outline below. This includes the state role in transport delivery; justification for the involvement of the state in transportation issues; definition of railway transportation; history of railway transportation in Ghana; the historical performance of railway transportation in Ghana; past and present intervention of the sector; and railways and development.

2.2 The Role of the State in Transport Provision

It is a fact-finding that transport provision is a major task of the government; undeniably a fundamental role, even in a classical liberal or one who believes in a free market would be struggling to dispute the fact. Nevertheless, any thoughtful role of the State's responsibility in transport provision must first start to recognize the state's involvement in transport matters. Globally, research posits that governments are greatly involved in providing, regulating, organizing, forecasting and managing transport systems for the state (ECMT, 2004; Docherty 2004; Washington State Legislature Joint Transportation Committee, 2011).

Effective public policy towards transportation is a substantial duty of the state. Such policies, therefore, need to be supported with proper statutes that ensure

that resources are provided to support such state programmes. (ECMT, 2004; Marsden & Rye, 2010). Docherty, (2004, p. 258) emphasized, that „the administration of the movement of goods and services is the core of the policies governing transport systems globally“. Ubbels & Nijkamp (2002); Sundeen & Reed (2006); AFD & MEEDDM (2009) scrutinized these government guiding principles concerning transport.

Ubbels & Nijkamp (2002) and AFD & MEEDDM (2009) argued government subsidy is a key foundation with which numerous state transports is funded. Irrespective of the political and governmental structure of a nation, state bureaucracies are significant champions of transportation. This comprises the delivery of facilities as well as the expansion of required infrastructure such as railroads, roads, stations as well as water transport network services so as to provide subventions on fuel, and so on. Trans Africa Consortium (2010), World Bank (2011) and Sturgis (2015) have observed governments“ determinations and commitments to developing workable railway transport. Concentrating on Africa (Jedwab& Moradi, 2011) scrutinized government efforts to provide workable railways to connect railroads in the region. Adede (2015) and The Economic Times (2017) contended that India“s Railway transport is among the best and efficient railway network globally. Indian railways dated back during the colonial days currently carries over 22 million passengers a day with reliable railroads. The scholarly opined that the Indian Government provides venture priority to many transport facilities – such as black and yellow taxis, auto rickshaws, cycle rickshaws, bicycles among others that aids in public transport. Accordingly, in India, in the city of Mumbai, the governments have constructed more than 50 skywalks to further

advance the transport conditions for pedestrians (Shanker, 2008). This has helped facilitates the mobility and reduction of traffic. Trans Africa (2010) has observed twenty nations in Africa to appraise policies designed to improve their workable transportation networks. The research exposed, among other things, that governments of Ivory Coast and Senegal have begun initiatives as well as incentives policies to reorganize their transport base with transport rejuvenation guidelines, backed by state subsidy. For instance, the government of Ivory Coast, frequently renew the license of Transport Companies in Ivory Coast to ensure satisfactory services. Because of this, there has been a momentous decrease in the functional as well as technical costs of Transport Companies whereas refining quality delivery (Trans Africa, 2010).

Aworemi's (2008) exploration likewise scrutinized the causes of poor performance of state-owned transport in Nigeria. The research employed quantifiable approach by means of several variables method established to find out the reasons for the state inability to intervene in transportation. According to Aworemi (2008), state-owned transports are generally bedeviled with a number of problems such as poor guiding principle on a fare, inadequate budget retrieval as well as overstaffing. Aworemi's (2008) investigations pinpoint political interference and maladministration as major challenges facing the state-owned transport and recommended among others, an applicable guiding principle for well-organized transportation administration.

Some nations globally have entrusted the power and funding of state's transport into the hands of the local council. For example, in Nigeria and South Africa, state transports are in the hands of the local council (Oni, 1999; AFD & MEEDDM, 2009). Sundeen & Reed (2006), Aworemi (2009) as well

as Litman (2012b) substantiate those local councils are also engaged meaningfully in the running, controlling as well as regulating state-owned transport. Thus, Sundeen & Reed (2006) have contended that local council involvement and concerns in transportation issues are significantly increasing. (Sundeen & Reed, 2006, p. 17) research that centered in the USA posited that: \$12.7 billion was disbursed to the local councils meant for shallow transport by the federations in 2002. In all, the federations envisioned \$11.8 billion meant for public road objectives and \$99 million designed for public transportation as well as \$821 million for supplementary local objectives. \$2.1 billion in local motorized-petroleum tariffs and other bus receipts were received by the local councils. \$1.7 billion toll revenues were collected by the local councils (Sundeen & Reed, 2006, p. 17).

In recent days, considerable fiscal encumbrance for transport ventures falls on national and subordinate units (Sundeen & Reed, 2006; Litman, 2012 b). According to Sundeen & Reeds (2006), subordinate units in over 32 federations in the USA are in charge of governing transports authorization as well as registration of levies.

The investigation made by Oni (1999) in metropolitan transport systems likewise discovered that the management of metropolitan transport in Nigeria is in the authority of three stages of administration namely, central, states and subordinate units. Though, the subordinate units principally manage the country's metropolitan transport by 66% portion of inner-city highways, while central as well as the federating unit controls just 27% as well as 7% correspondingly. A subordinate unit, as well as federating unit entities, controls a majority of city highways transportation in Nigeria. Ubbels &

Nijkamp (2002) however, indicate somewhere else that public facilities – particularly state transport at least, in Europe have suffered reduced government monetary backing in contemporary years. Sources of government fund devoted to finance state transport are increasingly becoming unsatisfactory, constrained and unreliable (ibid). In a study conducted by Pucher, Hyungyong, & Kim (2005) and Sundeen & Reed (2006) in USA and India, revealed that this idea of states’ shrinking duty in state transport is unhealthy. Ubbels & Nijkamp’s (2002) assertion is useful however unsuccessful to clarify reasons for deteriorated governmental monetary backing for public transport.

In the view of Teisman & Klijn (2002), Sundeen & Reed (2006), Medda (2007) and Macário (2010), from the contemporary capitalist viewpoint, observed that the delivery of the state transportation system is the responsibility of the state. Their study evidenced that a lot of nations are nowadays realizing the importance of public-private partnerships (PPP) approach, as well as other kinds of joint ventures, to finance as well as supporting the required transport ventures. These researchers give numerous explanations to substantiate the increasing partnership among state powers as well as the private sector in the provision of transport facilities. Frequently, financial limitations and absence of expertise are claimed as key explanations for considering PPP opportunities for state transport issues (Teisman & Klijn, 2002; Medda, 2007; Macário, 2010).

Governments hence work together with private investors to relish extra funds to meet the increasing call for state transport systems.

Harker (1988) discourses that the delivery of state transport has continued mostly a governmental commitment. On the other hand, in a period of a global outcry to moderate national burden, a significant portion of state transport need to be given to individual entities. In the view of Harker (1988 p. 96), the matter of free-market economy sharing raises the argument as to the extent, if the government allows individual business owners to get involved in providing transport facilities. The assertion made by Harker (1988) concerning individual entity in the participation of transport business, there is a preceding purpose to construe that states behave like capitalizer as well as at times nationalizer of state transports. Pucheretal (2004) and Pucher et al, (2005) nevertheless emphasized, states globally hardly privatize the railway systems whereas there are substantial understandings of transport facility denationalization. Research conducted by Sundeen & Reed (2006) and Huerta (2012) have studied state transport finance impediments in the USA. According to Sundeen & Reed (2006), in spite of the vibrant transportation to the economy of the USA state legislators find it difficult to disburse sufficient monies for the state to relish the essentials of transportation. The work underscored; „Inside national government, individual legislators may be reluctant to back financing devices that possibly will be detested with voters“ or those that they observe would openly profit only small number of people (Sundeen & Reed, 2006, p. 21).

Why politics? The work of Huerta (2012) in transportation finances added to the investigation of Sundeen & Reed (2006) which centered on the cities of Los Angeles and New York City. Her scholarly upholds Sundeen & Reed (2006) previous statement that greater number of Americans believes state

transport as welfare that profits merely certain portions of the county. Because of that, those below the „upper class (middle-class voters) perceive transportation as a transit approach hence they hardly patronize and consequently suggest a decrease in the state“s obligation to back state transport networks (Huerta, 2012, p. 13).

The studies of Huerta (2012) nevertheless, were quiet based on the philosophical principles that buttress the interpretations of the people below the upper group of the country. The investigations of (Sundeen & Reed, 2006) and (Huerta, 2012) were observed in an advanced nation which is the US. Yet, the recent scholarly currently going on centers on Ghana which is a less developed nation will definitely make improvements in the transport sector.

Concerning state duty as the “financial controller” in the transport business, research places emphasis that the state is the manager and economic supremacy (Kverndokk & Rosendahl, 2010); competitive negotiator; and price controller (Cervero, 1990; Deakin & Harvey, 1996). Guiding principle techniques, among others, energy levies to control the ingestion of fuel in the transport sector have been investigated by Kverndokk & Rosendahl (2010). The world is divided into two economies; closed economy as well as open economy assumed by the research and studied diverse guiding principle techniques and its impact in both monopolistic and competitive worlds.

Deakin & Harvey (1996), discoursed states“ duty as controller of prices in a more cleverly way by centering the value of pricing measures in some sorts of transportation. The classifications include; Vehicle Mile Travel fees, parking charges, emission levies, energy levy upsurges as well as congestion pricing.

According to Deakin & Harvey (1996) state maintained more and carries out policy actions among others to succeed in political, market, eco-friendly as well as fuel purposes. An investigation conducted in the USA clinched that, well planned and executed transportation pricing policy measures may possibly lessen overcrowding, chemical emission, energy consumption, and simultaneously generates proceeds (Deakin & Harvey, 1996, p. ix). The survey discourses that the transport proceeds may perhaps give funding to other transportation ventures.

Pucher (2004) likewise supported AFD & MEEDDM (2009), state officials regularly kept fares at low and hence do not certainly reproduce the actual prices to meet the wishes of those within the low-income bracket. According to Pucher (2004, p.2) however, probing India's transport upheld that; with the key percentage of Indian metropolitan people faced with dearth, state transport charges have been exceedingly low due to the pressure from the people. This specific task of the state as a controller of fares ensures that firms, principally private transport firms do not take advantage of those who patronize their services (Ogus, 1994; Oni, 1999).

(Lave, 1968; Short, Boyle, Shackelford, Inderbitzen, & Bergoffen, 2007) researches posited that improving transport security has been the duty of state governments. Security generally refers to the welfare of the people and a major effort of state institutions in charge of transport. According to Bliss & Breen (2012), road protection development needs political determination, vigorous state rights in addition to governance. They again contended; in order for the transportation business to thrive well, there must be a protective institution as well as „executive wing“ enclosed in statute and wholly

reinforced by the state to ensure workable subsidy and distribution ability. Bliss & Breen (2012, p. 52) scholarly emphasizes; lack of state participation, strategies intended for transport protection campaign will habitually be „unreal and untenable“. A total sum of government establishments is involved in putting as well as guaranteeing protection principles for transport. Similarly, government establishments such as the police aid in road protection guidelines by applying road traffic rules. Lave (1968) maintained more that depending only on the market, together with the laws and protection packages, will not yield the anticipated degree of protection objectives of the country's transportation. The study methodically pinpoints means where government commitment possibly augments or equally alternates the actions of the forces of the market in realizing transportation safety. Lester (1968) therefore contends support for state order, permitting in addition to responsibility regulations to guarantee safety maximization transport.

Milton (1980) and Harvey (2005) nevertheless dispute in contrast to rigid state's uninterrupted supervisory business participation. The debate embedded around is that stringent government directive possibly will curtail societies' trade freedom in the production of goods and services (Milton, 1980; Harvey, 2005). As stated by Lave (1968), government controlling institutions may possibly be induced or frightened politically, by means of public response to activities in order to move away from state's obligation. Government bureaucrats must hence be warned in contrast to hostility if transportation supervisory purposes desired accomplishments.

2.3 Justification for State Involvement in Transport Issues

Through inquiry towards government involvement in transportation issues, Docherty (2004) expounded the reasons governments appeared embracing dominant positions in the provision of services, particularly transportation provision, in latest years. Among other things, the study, maintained; „state participation in transportation has continually been some of the pressing business disappointments“ (Docherty, 2004, p. 258). In a capitalist economy, facility delivery in terms of transportation lacks both quality and quantity. However, in many instances, the free market economy has proven to be one successful way of managing economic resources (Pucher, 2005). The evidence surrounds that both public and private-owned transport operators faced financial difficulties and therefore always consult the state for assistance. (AFD & MEEDDM, 2009).

Docherty (2004) maintained more, whereas agreeing with Winston (2000), that state involvement in transportation issue is reasonable because of the huge cost of involved in expanding transportation set-up. The delivery, as well as protection of many transport setups for example railways, ports, highways, and airports, requires a huge sum of money which the individual entity is improbable to subsidize otherwise possibly will completely not interested in its growth (Winston, 2000; Docherty, 2004). The state therefore generally agrees to take such challenge and obligation as part of its firm commitment to provide services to its populace. Similarly, such government involvement in transport provision evades „profligate competition“ and redundant replication of properties for example individually owned, comparable railroad connections“ (Docherty, 2004, p. 529).

Another consideration supporting government involvement in transport provision is decisively embedded in societal fairness models (Litman, 2002; Lucas, 2006; Cervero, 2011). Societal fairness frequently needs supports underprivileged persons, for instance, disabled, infirm, low-income earners, and the aged. (Litman, 2002). According to Cervero (2011, p.4), state involvement in the provision of transport is a way by which the state offers its social responsibilities. Cervero (2011) thus supported Litman (2002) and Docherty (2004) that the delivery of state transport structures as well as facilities is effective as well as publicly fair than the capitalist economy. States then intercede one way or the other (exclusively or working together) in the provision of transportation services to enhance the mobility of people to businesses, education, hospitals, among others for the helpless as well as those disadvantaged who regularly rely on state transport (Docherty et al., 2004; Cervero, 2011). Government involvement in transport business reasonably serves as a social policy tool that assures citizenry a decent living.

Carefully linked to the social rationalization for government's participation in transportation is a situation consistently as Bullard (2003), Dombroski (2005) and Cervero (2011) support. A survey conducted by Mathew Dombroski in 2005, propel an argument for an existing freedom of transportation. He strongly contended that the freedom to movement and free will of mobility is a fundamental claim for everyone and needs to be safeguarded. Dombroski (2005) thus maintained for more communal backing for the improvement of public transportation arrangements as a way of improving the serious immobility the citizen's encounter every day. Cervero (2011) posited such debates are engrained in the notion that transportation is important to mankind

similar to sanitation, healthcare, or good drinking water. Transportation fairness is thus in accordance with the goals of the wider human rights society (Bullard, 2003). Besides economic and public debates, ecological purposes influence on state's to back state transport modes that are ecologically viable. Carbon dioxide emanations from the exhaust pipe of automobiles make up the utmost percentage of transport associated with greenhouse gasses (IEA, 2005). Lucas (2006), Marsden & Rye (2010) as well as Docherty (2004) upholds that the reason for government involvement in transportation issue is becoming far powerful as a result of a global appeal to discourse transport problems associated with the emanation of greenhouse gasses. The potent of this debate closely followed in the arguments posited by Cervero (2011, p. 4). State transportation manages and uses less road space as well as fuel resources and therefore decreases chemical emanations resulting in environmental pollution. There has been supporting for state transport system because it reserves energy as well as little carbon dioxide radiations and accepted widely adaptable as well as inhabiting small area (AFD & MEEDDM (2009, p. 3).

Research conducted by Diana & Daraio (2010, p. 1) on transportation guiding principle practicality, concisely clinched; declining eco-friendly effects, ensuring societal parity in addition to proper land utilization regularly establish the prime explanation of government involvement in transportation issues. According to Diana & Daraio (2010), certain indexes such as availability development, modus change, as well as eco-friendly effect to suitably solve the specificness of public transportation as a ground involvement of state clouts.

2.4 Railway Transportation

Before explaining railway transportation, one has to begin with the comprehensive word “transportation” in general. Nevertheless, transportation is very difficult to define. Schulz (2004) interprets transportation in the broadest logic not only to embrace the transportation of consignment and the movement of people, however identifying how information is disseminated, capital as well as labor, and also the modes of getting the required resources and chances. Putting the word “transportation” in this context, widens the opportunity to incorporate other means of transports such as walking, cycling as well as the use of animals (Rahman, D’Este, & Bunker, 2008; Krizek, Handy, & Forsyth, 2009), and contemporary ways of transmitting information through electronic means such as the use of phones and internet (Schulz, 2004).

Transport can be defined as a “system” involving two foremost modules that are the vehicle, generally denoting as the “carrying component” as well as a pathway denoting a “way”. For this reason, transportation encompasses infrastructural module in addition to servicing module. The second module is made up of the carrying component for example train, vehicle, airplane, or water-borne vessel while the infrastructural section signifies the railroad, burrow, roadway, and a lot to mention a few. There cannot be effective transport implementation without well-trained workers. Thus, for Mbara (2002, p. 3) the third most important module for transportation networks is „suitably trained workers“.

The meaning of “railway transportation” in the transportation works is somewhat inadequate. Nevertheless, in the literature all over, railway transportation is commonly used to refer to the transportation system where rail users traveled by railway wagons (The Economic Times, 2017). Also, it is normally called „train“ transportation. Contrary to road transportation, whereby cars move on constructed roads, train tracks (rail lines) moved on guided railroads. The footpaths generally are made of metal bars, fixed with bonds in addition to a ballast, on which the train tracks, commonly fixed with rails wheels moves. There are further distinctions for example slab path that bars are clipped to a fixed footing lying on a designed surface (Jones, 2012).

Railways are administered by Railway Corporation and provide transportation services among train stations or cargo consumer services. A locomotive engine is powered by electricity or fuel (Duffy, 2003). Tracks are mostly supplemented using signaling method.

2.5 The History of Railway Transportation in Ghana

The history of railway transportation began when the conclusion became a reality in 1896 to build a railway network for the people of Gold Coast, to provide a means of transporting heavy mining equipment to the Tarkwa Mines, which was attracting substantial attention (Crentsil, 2015). The railway had its control center at Sekondi in 1898 and as at 1901 66km train path was constructed between Sekondi and Tarkwa. Subsequently, 133km railroad construction was made between Tarkwa and Obuasi in 1902. Additionally, in 1903 68km railroads was made through Obuasi to Kumasi.

As at 1912, the initial part of the Eastern railroad between Accra and Mangoase had been accomplished and 29km branch from Tarkwa to Prestea was also completed simultaneously. Accra and Kumasi railroad was completed in 1923 and by 1944; 73km rail lines from Dunkwa to Awaso had been completed. Between 1954 and 1956 the Achimota Junction and Tema railway line of 16.5km also Achiase and Kotoku of 81km railway lines had been constructed respectively.

After constructing the harbor in Takoradi, railways and the ports combined were controlled by Ghana Railway & Ports Authority. The government of Ghana separated the two in 1976 and re-engineered it into the Ghana Railway Corporation. The enterprise from accounts relished the position of a public corporation up to 2001 when they changed it to a Public Company; it became the Ghana Railway Company Limited (GRCL).

2.6 Historical Performance of Railway Transportation in Ghana

The commencement of the railway transport contributed immensely to the growth of Ghana's transport sector. Africa rail Limited (n.d.) indicated that railway patronage improved significantly from 47,388 tonnes in 1906 to 298,593 tonnes in 1916, signifying 530% growth. As of 1926, it improved by 169% to 805,227 tonnes. Between 1906 and 1926 rail user comparably revealed an increase of 689,292 to 1.5 million passengers.

From 1960 to 1971 the railway sector achieved its topmost performance comprising 2.3 million tonnes of freight and 8 million passengers. In 1983, cargo delivery reduced significantly as low as 357,000 tonnes. The patronage of passengers fell to as low as 546,000. The reasons accounted for this

include; lack of proper management of the rail system, changes in the global economy, steady fall in the values of commodities and deterioration of the railroads, scanty number of wagons and stiffer rivalry in the road transport sector mostly caused this phenomenon. In 1983, efforts were made to revamp the railway sector (Africa Rail Limited, n.d.).

As a result of resuscitating the Western line and the purchasing of new engines, cargo movement improved greatly in 1998, from 816,000 tonnes and in 2003, 1.87 million tonnes. The intervention did not last as a result inadequate subsidy and consequently abortive to make the anticipated effect. This again, therefore, led to the reduction of 1.76 million tonnes of cargo transport in 2004.

In the year 2005 newly procured wagons together with some repaired wagons were used. Thus, cargo transport improved to the maximum of 1.76 million tonnes contrary to the expected freight of 1.40 million tonnes, however, began deteriorating steadily afterward. As at the year 2007, the overall cargo movement had dipped to 1.14 million tonnes.

In 2006, a bulk of cargo transport for manganese peaked at 1.22 million tonnes and declined steadily to 854,000 tonnes in 2007. In the year 2002, Bauxite enjoyed 655,000 tonnes in freight transport. Agricultural products, as well as other commodities likewise, had favorable transportation than timber as well as cocoa.

Between, 1998 to 2003 following the same trend for cargo transport, passenger transport also declined and suddenly improved in 2005 with 2.5 million rail users due to the intervention of the government restoration and at

that point started an incessant deterioration owing to the sustenance of the rehabilitation efforts.

2.7 Past and Present Intervention of the Railway Sector

The efforts to rehabilitate Ghana's Railways began in 1983 under the PNDC/NDC devised a Transport Recovery Programme (TRP) as an integral part of its Economic Recovery Programme (ERP) and centered around three phases. The first phase started from 1983 to 1988 and with the cost funding of \$73.7 million by the World Bank in the Western Railway Lines. The second phase also began in 1988 to 1995 as well bankrolled by the World Bank with \$43 million interventions on the Eastern Line and Central Line. The third phase of 1995-1998 was envisioned to wrestle the problem of the lack of wagons (Martin & Micoud, n.d.).

In the course of the phase one only poorly dented rails were renewed and the difficulties connecting to signaling, wagons and lack of workshops continued unsolved. The railway line in the Eastern, which was important for transporting cocoa did not only continued to have impaired tracks and conduits, however, had obstacles in procuring spare parts for the maintenance of the radio signal system, since the parts needed were either outdated or excessively luxurious (Republic of Ghana, 2013).

On the other hand, in the mid-2000 another rehabilitation programme began. The Ghana Railway Corporation (GRC) procured 26 new main line engines and 100 steel railway wagons financed by numerous International Development Banks, specifically the KFW Bank in (Germany), AFD Bank in

(France) and JBIC (Japan). However, the German Government provided an amount of 5 Million Deutschmarks.

Again, in 2000, some repairs were executed on the Western Line. The first contract of 18 months was awarded to Hoeking Rail based in Britain a subsidiary of John Mowlem followed by a second a further 18 months for the rehabilitation of the Western Line. The second contract was concentrated on the Port facility at Takoradi and a section to the north and tackled derailment-prone curves and joint resetting.

The GRC at the beginning of 2005 contracted two Contractors to embark on some rehabilitation work on Dunkwa-Awaso Line, which was 65.2km and the Twifo-Kyebebi to Dunkwa Line which was 30.2km at a cost of \$2 million provided by Alcan GRC. The two contractors were Holdtrade Company based in the UK and Abatech Ghana (Republic of Ghana, 2013).

Some other maintenance has been also carried out with the rehabilitation of the tracks between Accra and Kotoku Jcn (31 km) on the Eastern Line. The branch from Achimota (7.2km) to Asoprochona (19.3km) was rehabilitated and opened in December 2007 with refurbished and renewed railroad by ex-President Kufuor. It is on record that the rehabilitation was financed somewhat with external loans and money from the HIPC funds (Crentsil, 2015).

In 2008, in an effort to rejuvenate the sector, two diesels multiple units, was procured from China CRN Corporation Tangshan Plant ushered in shuttle services from Accra to Tema, and in October 2010, the late President John Evans Atta Mills initiated the diesel train service, valuing \$23 million for the reconstructed Accra-Tema rail network (Crentsil, 2015).

In 2014, Presidents John Dramani Mahama of Ghana and Faure Gnassingbé of Togo together opened the Ghana-Togo railway, positively demonstrating that the rail line will ensure comfort, and a speedy conveyance of clinker and other raw materials for cement production from the Lome Port to the Diamond cement factory at Aflao. The 3km railway line, which was constructed at the cost of US\$8 million, was to link the Diamond Cement factory at Aflao in Ghana to the Togo railway grid, allowing the Diamond Cement Ghana Limited have access to the Lome Port in Togo. This was likewise to guarantee and help the easy conveyance of the cement manufactured from the factory to the port and into the country for onward supply to other regions (Crentsil, 2015).

At the moment, the commitments to rehabilitate and construct new railways lines have been underscored by the current administration with the establishment of the Ministry of Railways and Development. According to the Sector Minister, in the subsequent four years, the country will spend about \$7.8 billion equivalent to 30% of the GDP on the constructing the railway sector (Daily Graphic, 2017 p. 3).

2.8 Railways and Development

Railways are significant for the realization of innovation, creativity, and development. Railways contribute to social enthusiasm in addition to economic competitiveness by conveying millions of consumers as well as personnel to urban places and villages around the world. By the canons of contemporary economic models, reliable railway systems, if well executed would transform the way nations participate in its trade activities and

accelerate the speed at which development would take place for the betterment of its people (Adede, 2011; Crentsil, 2015).

Revamping of the railway sector will improve and provides socio-economic welfares as a convenience and profit-making events will improve to help economic integration at all levels. The rejuvenation of the railway sector will draw people closer to the railway routes emerging communities as well as towns to benefit from the railways. This will enable the people to increase their purchasing power as they will participate in countless commercial activities. For this, the World Bank, 2011, ; Kwakye & Olievschi, 2013; Sturgis, 2015; Gyamfi, Yeboah & Keddy, 2017 have maintained that revamping of the railway transport systems would support the socio-economic development of the country, specifically, incorporating rural and inner-city economics, upholding regional incorporation, foreign investment attraction, and reaching intercontinental markets.

Railways are very significant means for transportation. In Northern America especially, in the USA and Canada, it is a common scene to glance multitudes if not even hundreds of rail wagons clinging along the thousands of miles of railroad in both metropolitan and rural neighborhoods (Stover, 1997; Riley, 2002). Some nations similar to India, utilize the railways not only as a mode to transport goods amongst very distant places, however, as a free manner of transport for hundreds of persons that climb aboard and sit in, hang on and ride on top of the coaches. Thus, in India railways are the foremost method of transportation for consignment and passengers and they played a significant change in transport business. Railways in India transport over 22 million passengers every day and over 8 billion annually (Indian Railways, n.d.; The

Economic Times, 2017). Thus, the railway network in India has bound the social, cultural and economic fabric of the country and therefore shaping a sensation of togetherness among Indians (Adede, 2011).

With regards to employment creation railways is one of the biggest employer industries in the world (Adede, 2011; The Economic Times, 2017; Daily Graphic, 2017, p.7). For instance, according to the Sector Minister, in India, besides farming, the railway sector is the next most important employer and employs over 1.4 million people (Daily Graphic, 2017, p. 3). In this regard, the railway sector, if revamped would create job opportunities for the people. Assuming having railway networks connecting to all the regions of the country, there would be massive employment opportunities for the unemployed Ghanaians. Currently, with 64km²s of railway lines, the sector employs about 1,400 people (Daily Graphic, 2017, p.7).

In terms of revenue generation railway sector generate a considerable amount of revenue for any country that operates railway systems (Adede, 2011; Crentsil, 2015; Yeboah, 2011). Globally countries that have had their railways systems put in place have had the opportunity of accruing their revenue base. Countries like USA and Canada generate substantial revenue from the railway sector (The Statistics Portal, 2016). In India, the railway sector is a major priority investment area because of its colossal revenue generation. The Indian railway sector generates more than \$20 billion annually (Indian Railway, n.d.). It is expected this year that the sector would have earnings of \$29 billion consisting of \$18 billion in freight revenue and \$11 billion passenger revenue with an operation of 96%. Kumar and Shagun (2009) and Kerr (2006) have therefore posited that the massive revenue generation has moved India from

„bankruptcy to billions“. In Ghana, therefore, the revamping of the railway sector would offshoot economic growth and generates revenue. The revenue generated can be put aside as a sovereign wealth fund and can be used to engineer other economic venture for the development of the country (Yeboah, 2017; Daily Graphic, 2017 p.7).

A significant contribution that the railway will have on the development of Ghana is that it will reduce the effect on the physical surroundings. Railway transport will enhance the ease of the movement of goods and services that would otherwise be transported by vehicles (Yeboah, 2017). The railways will have the propensity to convey bulk consignment and a large number of goods and services compared to road vehicles, thereby resulting in effective fuel consumption and reduced exhaust fumes and other radiations. This will improve atmospheric conduction and the reduction of greenhouse gas emissions (responsible for global warming).

In spite of the above benefits that railways offer to the development of a country, it also has some constraints and limitations (Adede, 2011; Crentsil, 2015). One of the major constraints of railway transport is heavy funding or cost. Railways need high investment to build and maintain and the cost is very huge when a full railway system is to be constructed (Daily Graphic, 2017 p.7). The construction and development of railways need heavy funding than other transport modes.

Also, railway transportation cannot make available house-to-house provision since it is only connected to a specific railroad. Between packing and delivery encompasses enormous charge, deterioration in addition to time wasting.

CHAPTER THREE

THEORETICAL FRAMEWORK

3.1 Introduction

What is a political theory? A theory is logical forms of exposition with reasons surpassed to offer to us lasting inquiries enduring to aid us to assess present situations, and craft answers as we anticipate near the forthcoming. Hunt and Arnett, 2003; Osuala, 2007 hold the belief that theory is important because it helps upsurge methodical thoughtful of a subject and must have the ability of equally clarifying as well as foreseeing events. Thus, the theory offers the framework for social science research. For Osuala (2007), it is generally accepted that exploration, as well as theory, are inseparable. According to Theodoulou and O'Brien (1999), without a theory, a complete investigation work would be worthless.

3.2 State Capitalism and Public Private Partnerships

This study uses State Capitalism and Public Private Partnerships philosophy as the basis for explaining the state involvement in the railway development in Ghana. One of the economic models of the 21st century has been state capitalism. Countries such as China, Russian, India, Singapore, and Dubai among others are state capitalist countries. State capitalism is associated with Murray (1973) Hagel & Grindle; (1977); Morales & Sachs (1990); Bremmer (2010); Chomsky (2011); Musacchio & Lazzarini (2012); and Thompson (2016).

State capitalism has a long history. Emerging countries have at all times used the state to spearhead economic development or at any rate, to safeguard their fragile businesses. The US for example, after the war of independence, led a blueprint to get their undeveloped economy by safeguarding its infant industries with tariffs. There were circumstances of Germany in the 1870s and Japan and Korea in the 1950s. Currently, the developed countries have many varieties of state capitalism. For instance, the French government maintains 85% of EDF, an energy consortium, the Japanese government has 50% of Japan Tobacco, and Germany government 32% of Deutsche Telecom (The Economist, 2012).

That notwithstanding, the “system” (state capitalism) generally encompasses political and economic model whereby state-owned businesses are controlled by the organs of the government in a capitalist manner. In the view of Chomsky (2011), state capitalism is an economic activity in which huge businesses reckoned “too big to fail” are giving state funding. Conversely, the „system“ is used to denote a corporation of a state as well as huge firms whereby the government intercedes for big enterprises at the expense of users (Murray, 1973; Bremmer, 2010; Musacchio & Lazzarini, 2012).

In this method, government functions as an economic enterprise with the motive of accruing wealth as well as given directions to venture in a manner of either a mixed-economy or a capitalist economy. This ideal, therefore, defines the method whereby government intercedes in the industry to safeguard the attention of positive planned areas of the economy, and moreover finances in huge industries to make „state champs“ (Bremmer, 2009, p. 3.). That polity mediation intention tries to heighten indispensable delivery of national

facilities although guaranteeing business directive. Nonetheless, the state does not openly involve in the administration of businesses (Musacchio & Lazzarini, 2012). State associated businesses nevertheless, are arranged alongside shared as well as trade regulatory habits.

An utmost significant characteristic of the „system“ ideally is the magnitude of state’s involvement in businesses and the justification for that involvement.

Bremmer (2010) expounds that state capitalism is, therefore, explains as:

In state capitalism, the state’s employ several national corporations to manage the utilization of national resources that the states regard as valuable assets and to generate and keep a lot of people in employment. The state partners well-endowed private entities to control certain sectors of the economy. They use what they call „sovereign wealth funds“ and channel their surplus monies in a manner that enable governments to generate more wealth. Ultimately, the government is capitalizing all economic activities to generate an economic fortune in favor of the political class. And ultimately, the main aim is not for market gain (expanding the economy) however for partisan advantage (expanding political supremacy as well as the survival of political leadership). This is a capitalist system where the state spearheads economic activities and utilizes the system mainly for political advantage.

Under the system, government acts like a dominant market player and utilizes the market largely for partisan advantages“ (Bremmer, 2009). According to Bremmer (2010), government finances tactical areas, for example, railway transit, among others; creating further availability to employment opportunities and furthermore to generate earnings for the country. However, a

fundamental objective of the government's venture actions is motivated governmentally instead of complete market purposes. The purpose of this is to protect the survival of leaders in governmental office (Bremmer, 2010).

Currently, the Republic of China, as well as Russia, remains distinctive examples of prominent practitioners of the model in this epoch. For example, a unique feature of the model in China is the dominant position of over hundred big, state-owned enterprises (SOEs) in the hands of the Chinese government in strategic businesses for example transportation, steel, and telecom (Bremmer, 2009; Musacchio & Lazzarini, 2012). Even though merely a few of the companies, for instance, Sinopec as well as China Mobile, have come to be extensively recognized by the global North, government sector controls key businesses in China and is gradually dynamic in the worldwide economy. These internationally important SOEs are China's national champions. Likewise, in Russia, the government preserves golden shares in more than thousand companies (Musacchio & Lazzarini, 2012). As concisely postulates by Bremmer (2009, p. 3), „at all huge enterprise needs to obtain favorable connections with the government so as to flourish in Russia“.

The state capitalist ideal although not a contemporary phenomenon, is globally gaining popularity. The Norwegian, Brazilian and Indian governments, for example, are agreeably acquiring participatory dividends in several comprehensive businesses and making state champs (Musacchio & Lazzarini, 2012). In some global south countries, most governments are becoming influential owners and desire to exert supremacy over their share ownership (ibid). This political and economic ideology of the state is therefore featured

by the control of state-owned industry, in addition to privately owned however government-considered state champs.

Morales and Sachs (1990) and Musacchio and Lazzarini (2012) are of the notion that notwithstanding the resilient positive effect of the ideal, governments globally, specifically in China as well as Russia, have received a reasonable portion of intellectual denigrations. It is disputed that the system-infused developments create disproportionate state interference in an economy as result of „infusion of political affairs“ (Bremmer, 2009, p. 2) into pure market policymaking. This regularly produces inequality, incompetence, political favoritism and dishonesty, which are further possible to hamper economic growth and development (Bremmer, 2009).

In addition, those who oppose the system have emphasized that development project authorized by the government under the system react further to unproductive market problems such as state superiority, and the security of the state instead of viability standards (Morales & Sachs, 1990). Consequently, governmental deliberations supersede market practicality.

Notwithstanding the denigrations heightened against the ideology, there is no much reservation that the ideal is contrary to this scholarly. State capitalism emphasizes the state essential obligation; delivery of national goods, although simultaneously compromising advantages linked with the private entity supervision of the factors of production. In any perfect environment, government involvement in transport delivery in that market modus in all possibility will improve movement and availability of national goods and services, while simultaneously building home mass support for the political

group. The state capitalism principles, therefore, guarantee for the creation of railway transport as a collective public and individual business to appreciate state support and significant economic gains over their private sector entrants” in the transportation business (Bremmer, 2009, p. 6).

3.2.1 Public -Private Partnerships

The quest for the development of railways requires capital injections which the state alone cannot provide in Ghana. Therefore, there has been a shift from whole state capitalism to Public-Private Partnerships in which state combines their energies /resources with private entities to achieve what the state wants to accomplish for its citizens. Public Private Partnership can generally be defined as a cooperative arrangement amongst two or more public and private entities usually of a long-term nature (World Bank, 2007). In the Ghanaian context, according to (MOFEP, 2011) PPP is defined as a contractual agreement between a public entity and a private sector party with a clear arrangement on shared objectives for the provision of public infrastructure provision and services traditionally provided by the public sector. Generally, in the PPP contract, the private sector party performs part or all of a government’s service delivery functions and assumes the associated risks for a significant period of time. PPP has numerous benefits in the provision of infrastructure and services. Primarily, it enables the government to provide better infrastructure and services through the use of private sector financial, human and technical resources, thereby, freeing government resource for other equally important uses (MOFEP, 2011). However, Weimer & Vining (2017) maintains that PPP can evolve into monopolies motivated by rent-seeking behavior(s). In the view of Kopp-Moini (n.d.), PPP, especially on railway infrastructure, are expensive

to evade budget constrictions that cost more to the taxpayer at the end of the day.

Governments have used such a combination of public and private arrangements throughout history. The late 20th century and early 21st century have seen a clear trend towards governments across the globe making greater use of various PPP arrangements (Baker, 2008). In Japan, India, and China, PPP has been one of the major policies of the government to maintain and build public infrastructures. For example following Japan's railway transformation in 1987 and resultant denationalization of the previous Japanese National Railway, currently approximately half of Japan's Two Hundred (200) railway corporations are owned by the private sector and the biggest railways in Japan are also private companies (Wunderlich & Mayer, 2017). In China, there more than Fourteen Thousand (14,000) existing PPP projects costing \$2.69 trillion in aggregate value (Business News, 2017). For instance, Shantou municipal government signed a 50-billion RMB PPP agreement with the CITIC group to develop massive infrastructure in the southern district of China. In Canada, at lower levels of government PPP have been used to build major infrastructure projects like transit systems, such as Viva Rapid Transit and, Ontario Highway 407 and to build public buildings such as schools (Caldwell et al 2017).

Like many other developing countries, the Government of Ghana has also demonstrated great interest in the PPP concept (MOFEP 2011). In line with the government transport policy against the backdrop of the NEPAD initiative, the government intends to redevelop and expand the current railway networks to other parts of the country. In order to attract private investment into the rail

transport sector, the Government of Ghana has since 1997 accepted rail concessionary as the preferred Public Private Partnership.

Despite the prevailing challenges, PPP on railway infrastructure is undeniably sustainable within the Ghanaian environment, however; the model needs to be properly restructured before it can be effectively carried out. The important issues that experts have to look at in order to be successful include transparency and competition, satisfactory legal framework, right project identification, capacity building, broad stakeholder participation, as well as applicable risk allocation (Osei-Kyei & Chan, 2015).

3.2.2 Research Questions

Following the theory within which the research is situated, the investigator interrogates the ensuing questions to guide the research:

1. What has been the role and efforts of the government in transit provision?
2. What is the justification for the state involvement of transport issue?
3. What impact has the railway had on the development of the people?
4. What challenges confront the state in its efforts to revamp the railway sector?
5. What relevant policy recommendation can be made for the railway sector in Ghana?

3.3 Summary

The section offers the hypothetical context in which the full investigation is located, and how it aids in comprehending in addition to clarifying the

phenomenon which is being studied. The section has so far observed certain arguments of the duty of the state in transport delivery, both in industrialized and unindustrialized states. It also scrutinized the justification for state involvement in state transport delivery.

The review moreover positioned the argument of transportation in its precise framework of the Ghanaian experience of state- funding transport, by means of probing the development of Ghana's railway transportation.

The succeeding section of this exploration will feature the Research Approaches to be adapted to capture the experiential facts, together with comprehensive research approach employed, methods of collecting data, and the structure of exploring data as well as budding constraints of the scholarly.

CHAPTER FOUR

RESEARCH METHODOLOGY

4.1 Introduction

This section defines the facts of the research strategy championed to carry out the real investigation. Besides, it contains the procedures of data collection, the selection of sample as well as the context of exploring data used. According to Younus (2014), there are two phases of research methodology specifically, designing as well as implementation. For this reason, this scholarly is subject to budding constraints as well as difficulties which are probable to encounter in the designing and implementation of the study (Biggam, 2008; Simon, 2011). Thus, the backbone for any research exploration, therefore, depends on the Research methodology (Saunders, 2009).

4.2 Research strategy

A research strategy is an inclusive design for finding solutions to the inquiries of a study being investigated as well as for managing some of the problems faced in the course of the process of the research (Polit & Beck 2004:49). Research strategies are advanced in order to give a distinctive prerequisite of the research. Research strategy can, therefore, be seen as a design or the blueprint for conducting research (De Vos, 1998).

It is generally accepted that the quality of any research project depends on gathering relevant information that would be used to solve a stated problem. The validity and reliability of collecting data determine the quality of data

collection and the results obtained (Kirk & Miller 1986). The research approach espoused for the implementation of this work is quantitative study and it employed descriptive survey design.

Quantitative methodology is concerned with numbers and quantities“ designed for creating logical interpretation (Biggam, 2008, p. 86). A quantitative research offers itself to exploring happenings that need detailed quantity as well as quantification frequently involving a laborious in addition to orderly strategy (Polit & Beck 2004:729). Quantitative strategies have a tendency to be accurately planned to enrich neutrality. A quantitative investigation largely depends upon figures sum up into statistics that allow the investigator to construe acquired data and arrive at assumptions (Cormack 1996:113).

A feature of this scholarly is in conformity with the quantitative study model. Its emphasis remained brief as well as constricted. The investigator restrained himself by improving the outer shrewdness of the work. He utilized a well-designed survey that allowed him to measure the answers as well as conducting statistical exploration. Proper data collection methods were designed by the investigator to uphold objectivity. Moreover, a detailed literature review that served as a foundation for the crafting of the questionnaire for data gathering were employed. The literature review and the crafting of the theoretical framework were derived to enhance objectivity in problem conceptualization. The literature review assisted the investigator in evaluating the deepness as well as the extensiveness of existing data regarding the problem of the research (Wood & Haber 1998: 157).

In this current research the investigator well-thought-out the utmost appropriate inquiry strategies to be a non-experimental. Thus, a survey is used to describe any exploration action where the researcher's data collection is obtained from a segment of respondents for the motive of scrutinizing the characteristics, thoughts or plans of the respondents (Couchman & Dawson, 1995). The reason why a descriptive strategy was chosen is that it has a high degree of representativeness and the comfort where an investigator may possibly get data from the respondents (Polit & Beck 2004:50).

The case study method was adopted due to its relevance to the study. According to Yin (1984), the case study research is appropriate for current issues in their life circumstances. A case study research method is an observed investigation which explores a present occurrence in an actual situation; once the phenomenon between the boundaries as well as the context are evidently not clear; hence the need to use multiple sources of evidence (Yin, 1984). Railway transportation system has become a contemporary issue especially for global south countries whose economies are dependent on road transport. A case study of Nsawam and Akim Achiase Junction railway stations was appropriate for the study because the Nsawam railways are quietly working while that of Akim Achiase Junction railways has been abandoned and hence people have different perspectives on the issues of railway transport. Therefore, the outcome of the study could be good for generalization. It is also useful when several shreds of evidence are necessary for the study. It is flexible and less time consuming and helps the researcher to be well delved into the topic under the study and obtain adequate information necessary for generalization (Yin, 2009). According to Crabtree and Miller (1999), case

study method of research generates cordial relationship among the researcher, the study area, and the other participants. The case study method has not been in use without a challenge. There is the difficulty that using the information obtained in a situation or entity for generalization may not be the true picture of what is pertaining in another situation or organization.

4.3 Population and sampling

Polit and Beck (2004) defined population as the all-inclusive gathering of a set of standard cases designated for a study. For Polit and Beck (200), the target population is the cumulative cases in which the investigator would like to make simplifications. Railway workers were used as the target population. This is because they are knowledgeable in the area of investigation and the fact that they had been workers of the railway sector. The accessible population was One Hundred and Forty (140) railway workers from Nsawam railway station and One Hundred and Twenty (120) previous railway workers from Akim Achiase junction railway station. Generally, an accessible population can be defined as the segment of the population whereby the researcher can have reasonable access. One Hundred and Twelve (112) respondents were used as the sample size for the study. The sample size of this study was determined using the formula applied by de Vaus (2002). The formula used to arrive at the sample size was;

$$n = \frac{N}{1 + N(e^2)}$$

Where

n= sample size

N = Population (target)

e = confidence interval or margin of error (which is ± 5% i.e. at 95% confidence level), 1 is the constant (de Vaus, 2002; Israel, 2012). Therefore,

$$n = \frac{140}{1 + 140 (0.05)^2}$$

$$n = \frac{140}{1 + 140 (0.0025)}$$

$$n = \frac{140}{1 + 1.35}$$

$$n = \frac{140}{2.35}$$

$$n = 60$$

Therefore the percentage of the size (n) in terms of the total population was calculated as sampled population divided by the total population and expressed in percentage terms i.e.

$$\frac{n}{N} \times 100$$

$$\frac{60}{45} \times 100$$

$$140$$

$$= 43\%$$

Therefore, the sample size as percentage of the total population for Nsawam railway station was 60.

$$n = \frac{N}{1 + N(e^2)}$$

Where

n= sample size

N = Population (target)

e = confidence interval or margin of error (which is $\pm 5\%$ i.e. at 95% confidence level), 1 is the constant (de Vaus, 2002; Israel, 2012).

$$n = \frac{120}{1 + 120(0.05)^2}$$

$$n = \frac{120}{1 + 120(0.0025)}$$

$$n = \frac{120}{1 + 1.3}$$

$$120$$

$$n = \frac{\text{-----}}{2.3}$$

$$n = 52$$

Therefore the percentage of the size (n) in terms of the total population was calculated as sampled population divided by the total population and expressed in percentage terms i.e.

$$\frac{n}{N} \times 100$$

$$\frac{52}{120} \times 100$$

$$= 43.3\%$$

Therefore, the sample size as percentage of the total population for Akim Achiase Junction railway station was 52.

The purposive sampling was used to select sixty (60) respondents from Nsawam railway station and fifty-two (52) respondents from Akim Achiase junction railway station. Hence, a total sample size of one hundred and twelve (112). The adoption of this technique was due to the fact that the purposive sampling technique helps to select specific respondents who are knowledgeable in the area of investigation (Palys, 2008).

4.4 Data collection

The scholarly focused on taking quantitative data. Nevertheless, the thesis utilized primary and secondary methods to collect data. A questionnaire is a self-report system consisting of a structured list of questions in a pencil- and- a paper design used to gather information from the respondents (Polit & Beck, 2004; Jupp, 2006). For Brown (2006), a questionnaire is any inscribed tool which gives respondents sequential questions of which they are to respond whichever by means of writing their answers out or choosing answers from among existing ones. Questionnaires were the main instrument used in collecting primary data. According to Frankel and Wallen (2000), the use of questionnaires is one of the most consistent and reliable ways of collecting data for a social research. The field survey was mainly used to gather primary sources of data. In all, the researcher administered questionnaires to hundred and twelve (112) railway workers in both railway stations. Questionnaires were used because it allowed the researcher to collect data from a larger population and also the respondents can read and write. A structured questionnaire was employed because it enhances objectivity and supports statistical analysis. The questionnaire for the study included self-developed closed-ended and open items. Two sets of questionnaires were developed for Nsawam railway workers and Akim Achiase Junction former railway workers respectively. The railway in Akim Achiase has been abandoned whiles Nsawam is quietly working, therefore, the need to construct different questionnaires for respondents. With the help of literature review, the researcher was able to construct the items. The investigator thus sought permission from the authorities through a cover letter. A covering letter is an

important component of the questionnaire (De Vos 1998:157). The cover letter entailed the details of the nature of research study and the value of the respondents' involvement.

As mentioned earlier, the substance of the inquiry was obtained from a secondary source of data and thus congregated to form the essence of the inquiry. Journals, newspapers, books, in addition to working documents on transport, were the secondary sources of data. Electronic sources included Sage, Jstor, and Google Scholar was equally used. The secondary data together with the primary source of data helped to provide a prolific image of the politics of railway transportation and development in Ghana.

4.5 Data Analysis

An important feature of the research is the technique whereby the fact-finding data collected was scrutinized and construed. According to Tukey (1997), data analysis can be defined as „techniques for analyzing facts, procedures for construing the outcomes of such procedures means of designing the collecting of data to make it's easier, more accurate and all the apparatus and outcomes of (mathematics) statistics which apply to analyze data". The research was descriptive in nature and therefore involved statistical calculations. For Polit and Beck (2004) descriptive statistics allow an investigator to decrease, summarize and describe quantitative data obtained from observed evidence. For the enhancement of data control, the investigator coded respondents' responses in preparation of data capturing by the use of the SPSS. This process quantified the information gathered by providing frequency tables, pie charts, and bar graphs and this formed the basis of the reports.

4.6 Research Limitation and Problems

Any research work like this is bound to encounter budding constraint and challenges. According to Osuala (2007), the facets of the process of research that possibly may serve as a frontier to the researcher to make generalizations are called limitations.

That notwithstanding, a significant constraint obstructed in the smooth execution of the observed exploration was the problem of getting the opportunity to meet the subjects of the research (respondents) to partake in the study. The problem was that the respondents at Nsawam railway were on assignment at Tarkwa. Nevertheless, measures were instituted by the researcher to get the respondents involved.

The awareness by the researcher that the respondents may be inclined to withhold vital information in the process of the research because of the fear of public victimization was considered. In addressing the probable constraint, a research ethics that is the reassurances of confidentiality, anonymity, and notification consent were pursued accordingly to give the respondents some confidence. This problem was solved through the introductory part of the survey guide. Refer to the introductory segment of the survey guide in Appendix A. Nevertheless, most respondents did not mind to be identified with their responses.

Moreover, the use of purposive sampling in selecting respondents as an overall representativeness of the study appears to cast a slur on the study. However, the researcher espouses that the respondent's views were tactical in bagging

the data relevant to the objectives of the research. This is as a result of their expertise in the field of railways.

The study areas adopted generally makes it a problematic and practically impossible to make a scientific generalization. But, the adopted study areas gives with detailed comprehension of the objectives of the research instead of sheer generalization. The detailed knowledge of the objectives of the research, therefore, recompenses the incapability of making any generalization.

This section has given the in-depth methods of the research used in this study. Also, it has addressed probable shortcomings of this investigation as well as expounded the strides utilized in minimizing such budding defects.

4.7 The Profile of the Study Area

4.7.1 Nsawam

Nsawam Township can be found in the south of Ghana. Nsawam is the capital of the Akuapem South Municipal District, an electoral area (a constituency) in the Eastern Region of Ghana. The Akan is the dominant ethnic group and then Ga followed by Ewe. The Akuapem South Municipal District is the political authority and is responsible for the general development of the District. The settlement population since 2013 is Forty-Four Thousand Five Hundred and Twenty-Two (44,522) people. Nsawam has most important river acting as a boundary within itself in addition to Adoagyir. The people of Nsawam used River Densu as a core source of water for domestic as well as industrial activities. Nsawam provides the most important commercial midpoint for a

maximum number of agricultural populations, for instance, Ahodjo, Dobro, Nkyenkyene, Asiaw-Krom, Pakro, Fotobi, and among others.

4.7.2 Higher education

The Nsawam Senior High as well as St. Martins Senior High Schools are the two major High schools in Nsawam. Others such as BOPA College of Arts and Sciences, a vocational school that train young women into catering, sewing, and cloth design as well as Prince Boateng Memorial School running from the kindergarten to Senior High school is moreover located in Nsawam. There are other numerous famous as well as great junior high schools such as Nana Osaе Djan as well as Perseverance school complex as the most eminent schools in the District. The District besides has Business Complex School devoted in training Secretaries and upcoming business students. The school called Millennium Kings Academy was established almost thirty years ago and it is situated on the Court Street of Nsawam.

4.7.3 Healthcare

The town of Nsawam is the most preferred hotspot for health care in the Akuapem South Municipal District as it houses the Nsawam Government Hospital, not far from the Nsawam Medium Security Prisons, and over five other recognized health centers.

4.7.4 Transport: Train and Road

Nsawam is located on a main railway and highway to Kumasi and it served indirectly by a railway station on the Ghana national railway system, which links between Accra and Kumasi. Throughout the years nevertheless, the

coaches run, on the Accra-Nsawam route as the only relic from the glorious days of rail transport. The railroad is currently not working (Field Survey, 2018).

4.7.5 Achiase

Achiase is one of the small towns in the Birim South Constituency, an electoral area (a constituency) in the Eastern Region of Ghana. It is notable for its commercial center for businesses in that district. Outside is also a small town called Achiase Junction. This is the main railway station that connects major railroads of the country. The town has a settlement population of One Thousand Two Hundred (1,300) people (Field Survey, 2018). Akan is the only dominant language spoken by the people. The only health care is the Achiase Chip Compound which is managed by health assistant. The Achiase L/A Primary School is the only school that was built in the 1960s for railway workers children has existed till now. The community also has one Junior High School (Achiase Junction L/A Junior High School) and a Private School; Word of God International School running from kindergarten to Junior High School (Field Survey, 2018). The only source of water for domestic purposes is the Kosiko River used by the community. Achiase Junction is connected to railroads as well as road transport to all the regions of the country. The railways used to be one of the major railways in the country that links to the major railroads' regions of the country. The railway was abandoned in the 2000 and not working (Field Survey, 2018).

CHAPTER FIVE

PRESENTATION AND DATA ANALYSIS

5.1 Introduction

This chapter presents the data collected from the primary source and its analysis. This helped to establish the research, the politics of railway transportation and development transportation in Ghana. A description is made of the tables, pie charts, and graphs. Explanations and interpretations offered to establish the relationship of the problem and their correlation. Some comments and suggestions will also be provided.

5.2 Table 1: The Demographic Characteristic of Respondents

Years of residence	Frequency	
	Nsawam	Achiase
13	7	0
16	9	0
17	6	0
19	3	0
20	0	1
21	11	0
23	4	0
24	6	0
25	0	1
26	2	2
27	0	3
28	0	3
29	0	3
30	3	11
31	0	4
32	0	4
33	0	3
34	2	11
35	4	3
36	0	3
38	2	0
41	1	0
Total	60	52

Feld survey May 2018

Table 1 shows the number of years that the respondents have lived in the Nsawam and Achiase railway stations. Out of the sixty (60) respondents from Nsawam, most of the respondents have lived in the station for twenty-one (21) years whilst out of the fifty-two (52) respondents from Achiase, the most frequent category of respondents who have lived in the railway station were between thirty (30) and thirty-four (34) years.

Table 2: Working years

Years working/worked with the railways	Frequency	
	Nsawam	Achiase
18	5	0
19	3	0
20	2	0
21	4	0
22	2	4
23	3	0
24	4	3
26	5	6
27	0	2
28	10	0
30	13	11
32	0	9
33	0	4
34	9	13
Total	60	52

Source: Field Survey 2018

Table 2 shows the number of years railway workers have worked and did work with the sector. Out of the sixty (60) respondents from Nsawam, most of the respondents have worked with the railways for thirty (30) years whilst out of the fifty-two (52) respondents from Achiase, most the frequent category of the respondents worked with the railways for thirty-four (34) years.

Table 3: Job Type

Job Type	Frequency	
	Nsawam	Achiase
Ticket seller	8	1
Train driver	6	10
Engineer	6	19
Trackmen	26	6
Carriage and wagons	6	4
Traffic inspector	5	2
Signalmen	2	10
Station master	1	0
Total	60	52

Source: Field Survey 2018

Table 3 indicates specific job type of the respondents within the Nsawam and Akim Achiase railway stations. Out of the sixty (60) respondents from Nsawam, most of the respondents in the railway station were trackmen whilst out of the fifty-two (52) respondents from Achiase more than half were engineers.

5.3 The Role of the State in Transport Provision

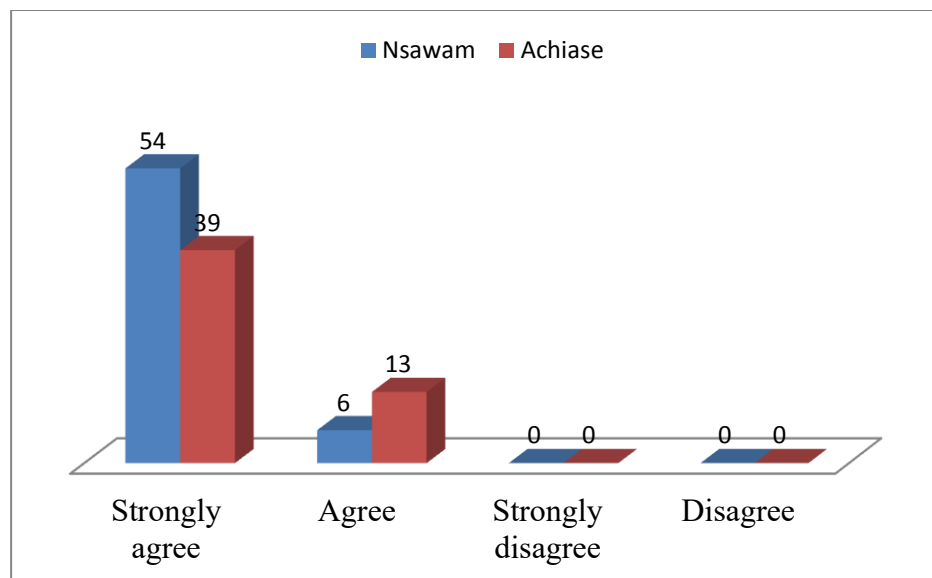


Figure 1: The provision of transport

Figure 1 shows that the provision of transport is a major function of the state. Fifty-four (54) out of sixty (60) respondents from Nsawam and thirty-nine (39) out of fifty-two (52) from Achiase strongly agreed that the provision of transport is a major function of the state. Six (6) and thirteen (13) agreed on the same exposition.

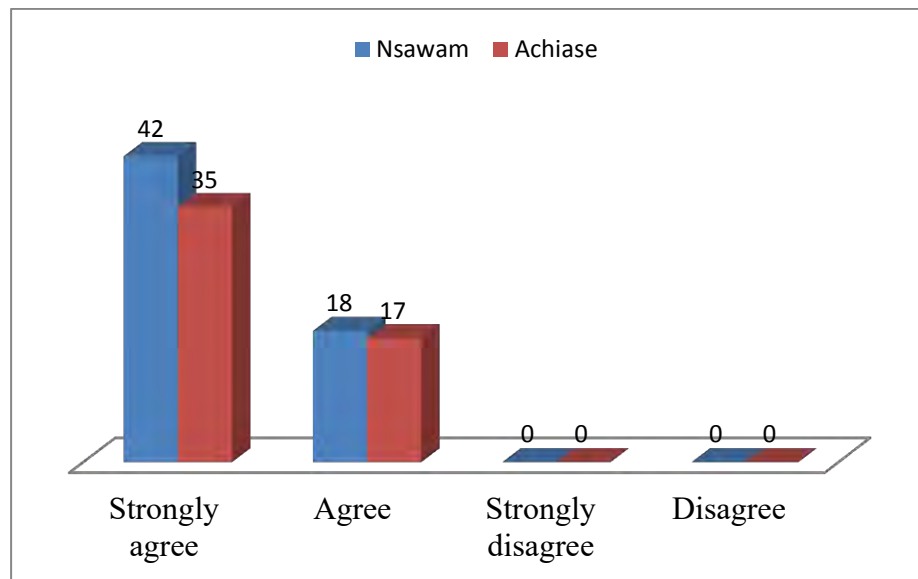


Figure 2: The state and railway transport delivery

From figure 2 it is evident that the state has played little role in the delivery of railway transport in Ghana. Out of the sixty (60) respondents, forty-two (42) from Nsawam and thirty-five (35) out of fifty-two (52) from Achiase strongly disagreed that the state has played a major role in railway transport delivery in Ghana.

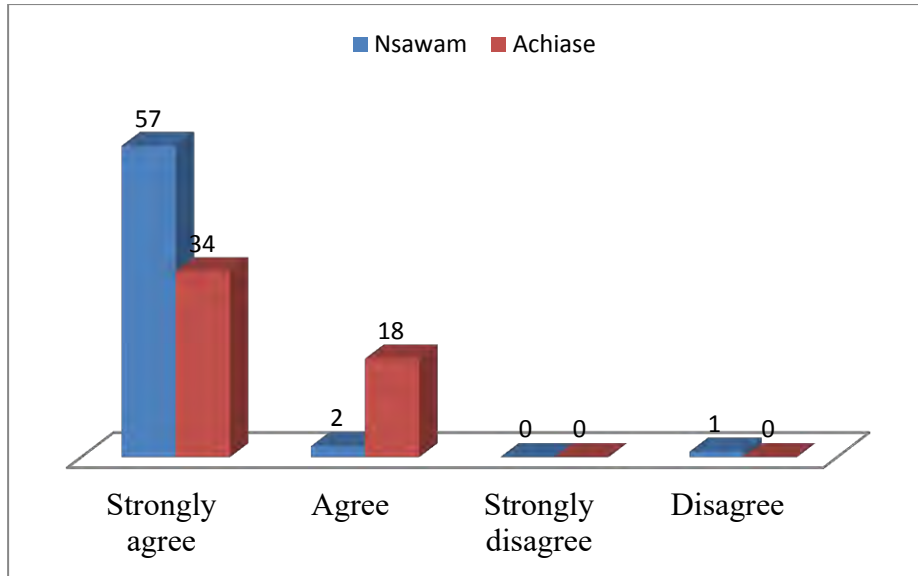


Figure 3: The state failure in railway transportation

Figure 3 shows that the state has failed in her commitment towards effective delivery of railway transport. Fifty -seven (57) out of the sixty (60) respondents from Nsawam and thirty- four (34) out of fifty- two (52) respondents from Achiase strongly agreed that the state has failed in her commitment towards effective delivery of railway transport. Two (2) and eighteen (18) agreed on the same exposition.

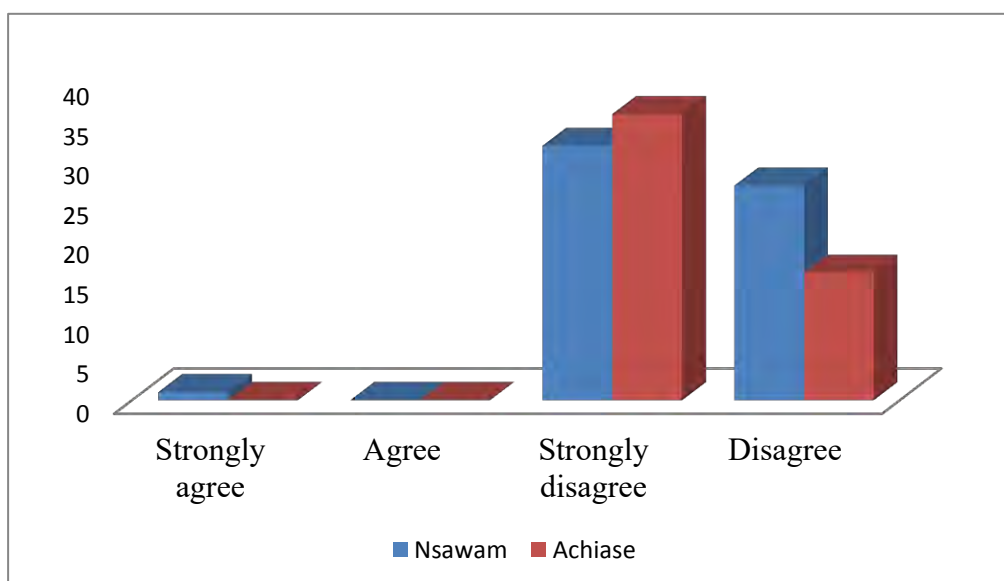


Figure 4: Ghana does not need railway transport

Figure 4 shows that Ghana needs railway transport now. Out of the sixty (60) respondents, thirty- seven (37) from Nsawam and thirty- six (36) from Achiase strongly disagreed that Ghana does not need railway transport now. Twenty- seven (27) from Nsawam and sixteen (16) from Achiase disagreed that Ghana does not need railway transport now. One (1) strongly agreed that Ghana does not need railway transport now.

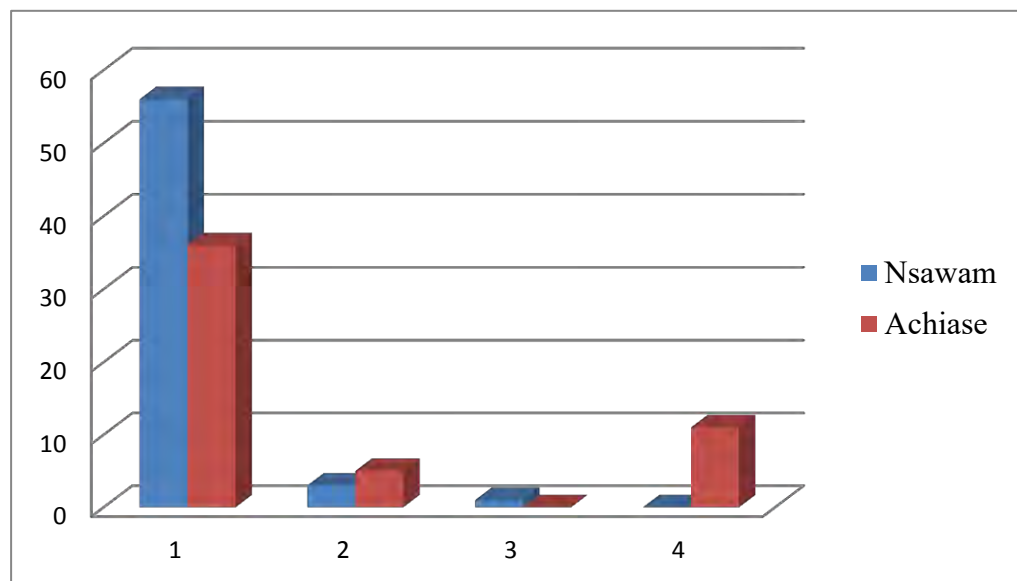


Figure 5: The state active involvement of railway is political rhetoric

From the figure 5, it is clear that the active involvement of the state in railway transportation is a mere political rhetoric. Fifty- six (56) out of the sixty (60) respondents from Nsawam and thirty- six (36) from Achiase strongly agreed that the state active involvement in railway transportation is a mere political rhetoric. Three (3) from Nsawam and five (5) from Achiase agreed that the active involvement of the state in railway transportation is a mere political rhetoric.

5.4 The Justification for the State Involvement in Transportation

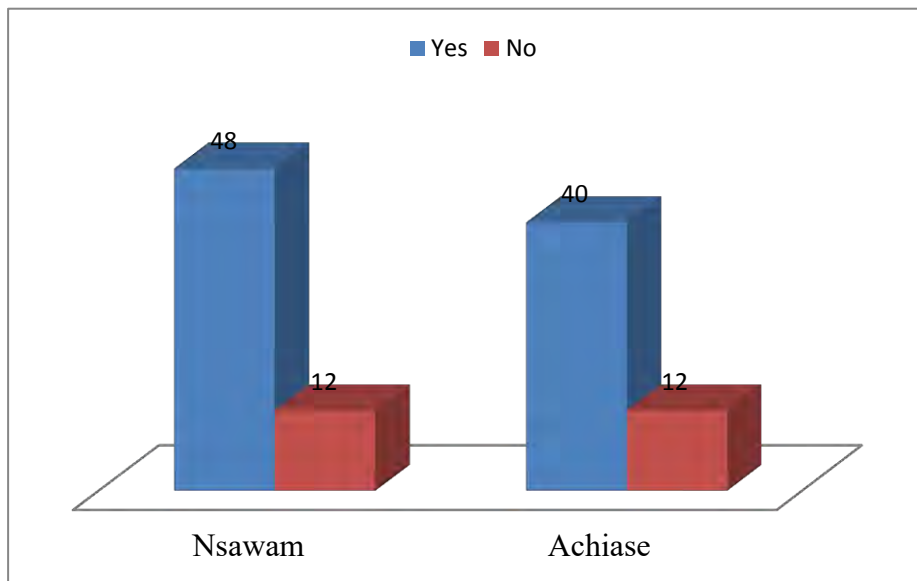


Figure 6: The state participation in railway transportation

Figure 6 depicts that it is necessary for the state to participate in the management and running of the railway sector. Out of the sixty (60) respondents from Nsawam, forty- eight (48) respondents and forty (40) out of fifty- two (52) respondents from Achiase answered in the affirmative whilst twelve (12) from Nsawam and twelve (12) from Achiase thought otherwise.

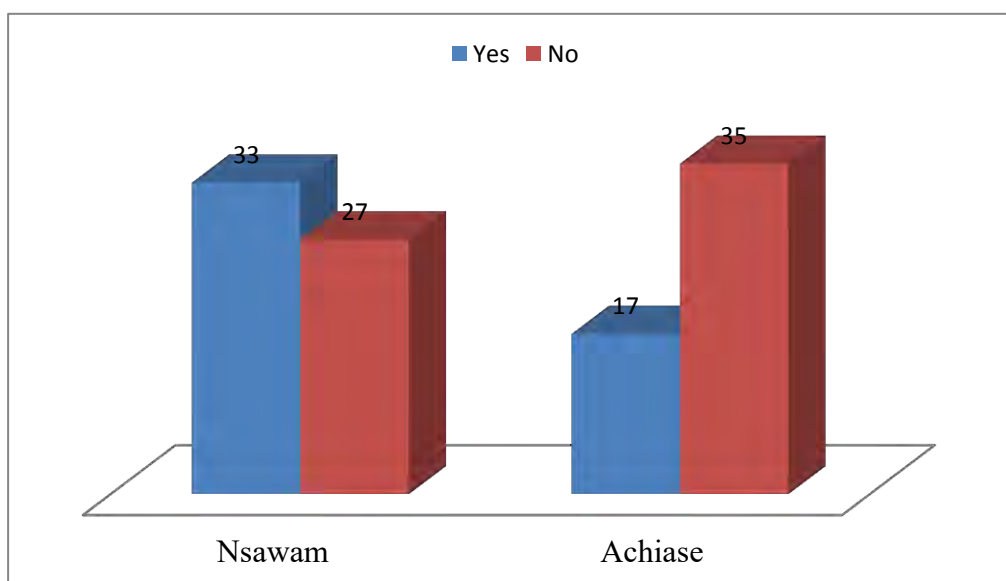


Figure 7: The private sector is the preferred manager of railway sector

Figure 7 shows that the private sector is not the preferred driver and manager of the railway sector. Thirty- three (33) out of the sixty (60) respondents from Nsawam and seventeen (17) out of fifty -two (52) respondents from Achiase answered in the affirmative whilst twenty seven and thirty five (35) thought otherwise.

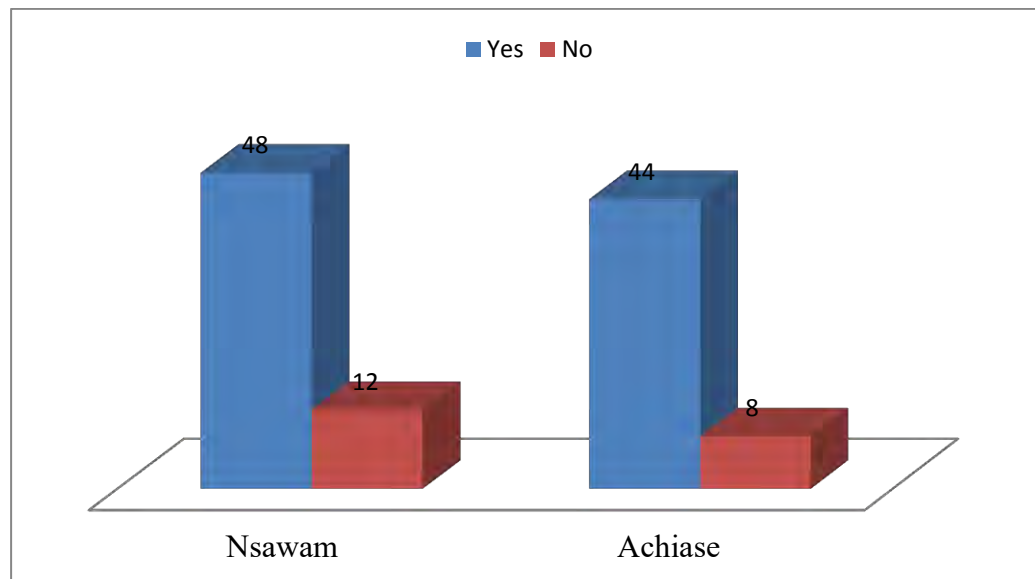


Figure 8: Management of the railway requires both the state and the private sector

Figure 8 shows that effective railway sector management requires both the involvement of the state and the private sector. Out of the sixty (60) respondents, forty- eight (48) from Nsawam and forty -four (44) out of fifty- two (52) respondents from Achiase answered in the affirmative whilst twelve (12) and eight (8) respondents thought otherwise.

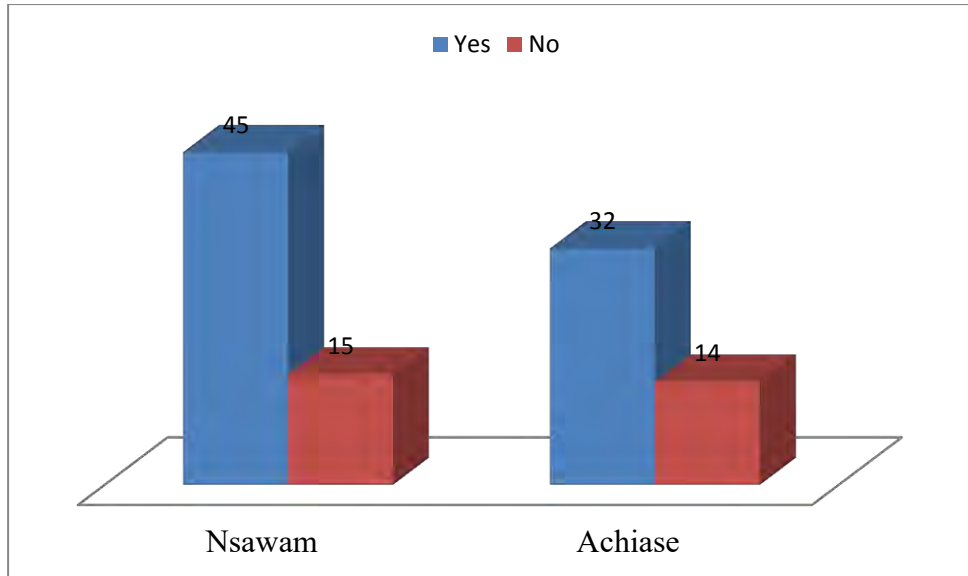


Figure 9: The state monopolization of the railway sector

Figure 9 shows that the failure of the railway sector is as a result of the state’s monopolization of the sector. Forty- five (45) out of the sixty (60) respondents from Nsawam and thirty- two (32) out of fifty- two (52) respondents from Achiase answered in the affirmative whilst fifteen (15) and fourteen respondents thought otherwise. Six (6) people did not answer.

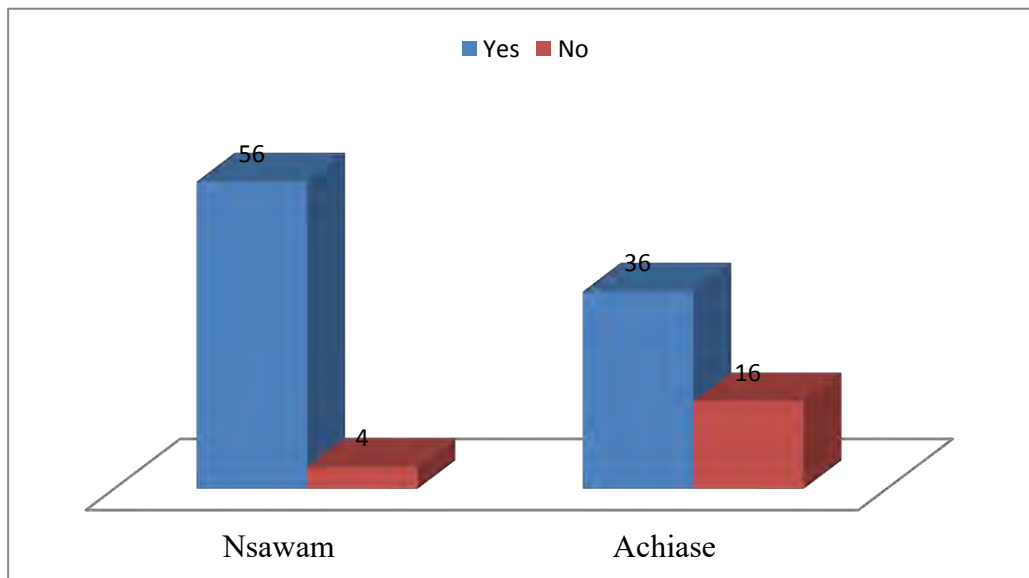


Figure 10: The state has more resources than the private sector

Figure 10 depicts that the state has more resources to finance the operation of the railway sector than the private sector. Out of the sixty (60) respondents

fifty- six (56) from Nsawam and thirty- six (36) out of fifty- two (52) respondents from Achiase answered in the affirmative whilst four (4) and (16) respondents thought otherwise.

5. 5 Impact of Railway Transport in Ghana

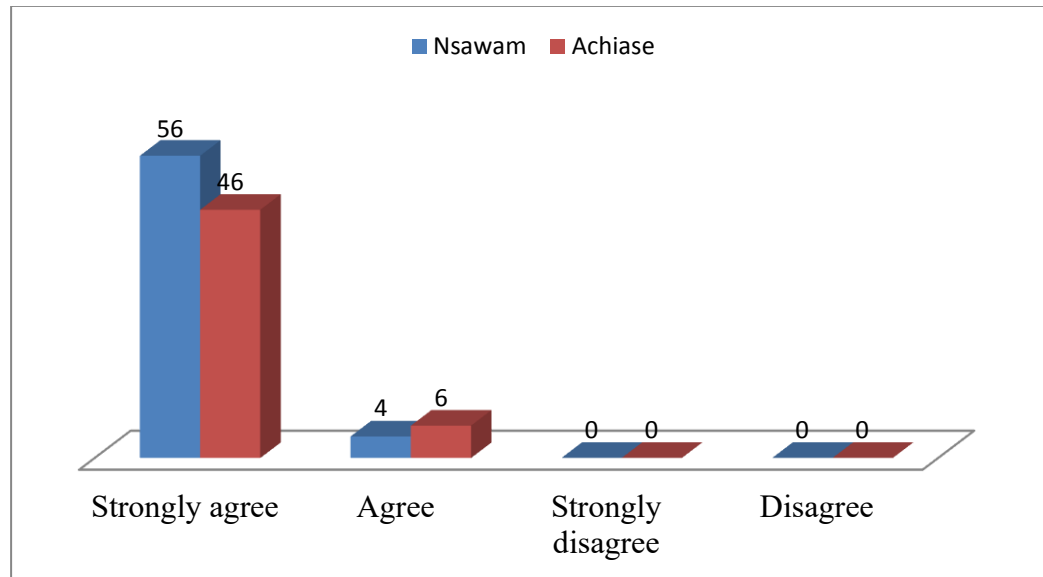


Figure 11: Railways provided employment

It is evident from figure 11 that railways since its inception provided employment opportunities for the people of Nsawam and Achiase. Fifty-six (56) out of the sixty (60) respondents from Nsawam and forty-six (46) out of fifty-two (52) from Achiase strongly agreed that railways provided employment opportunities for the people. Four (4) and six (6) agreed on the same exposition.

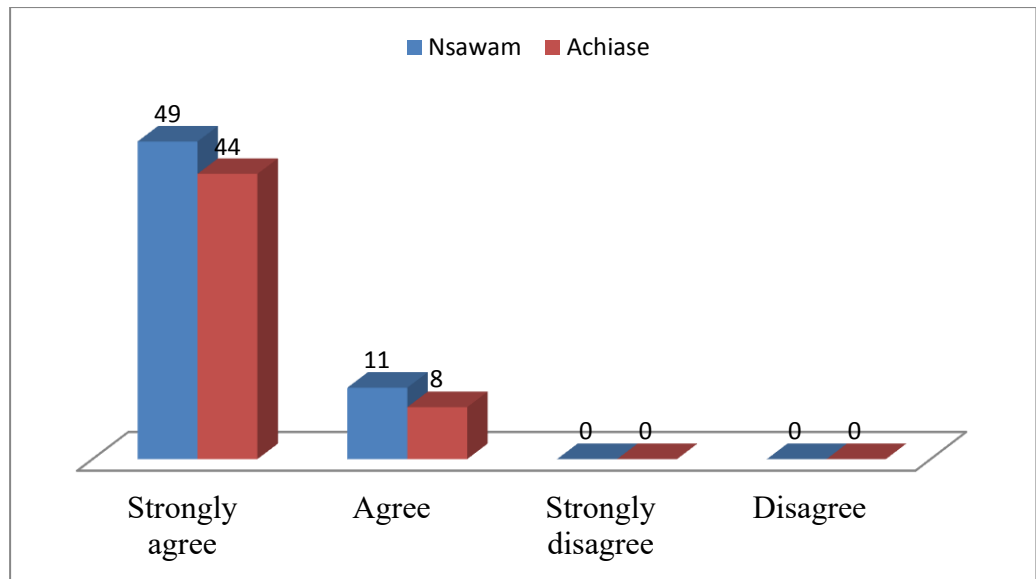


Figure 12: Railways as a major means of transport

It is clear from figure 12 that railway was the major means of transportation for the people of Nsawam and Achiase. Forty-six (49) out of the sixty (60) respondents from Nsawam and forty-four (44) out of fifty-two (52) respondents from Achiase strongly agreed that the railway was the major means of transportation for the people. Eleven (11) and eight (8) agreed on the same exposition.

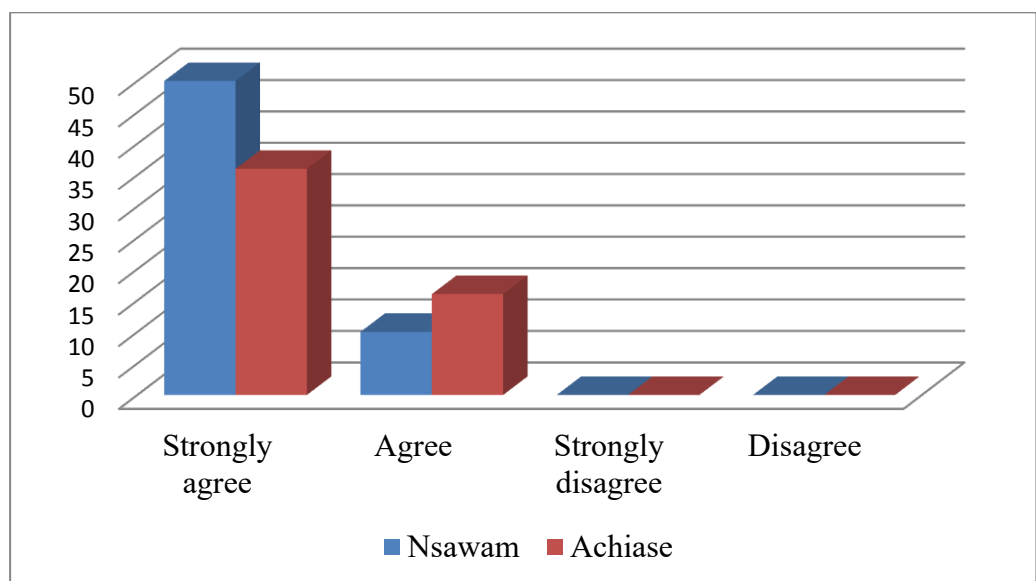


Figure 13: Railways and economic activities

It can be construed from figure 13 that railways improved the economic activities of the people of Nsawam and Achiase. Out of the sixty (60) respondents, fifty (50) from Nsawam and thirty six (36) out of the fifty two (52) respondents from Achiase strongly agreed that railways improved economic activities of the people. Ten (10) and sixteen (16) agreed that railways improved the economic activities of the people.

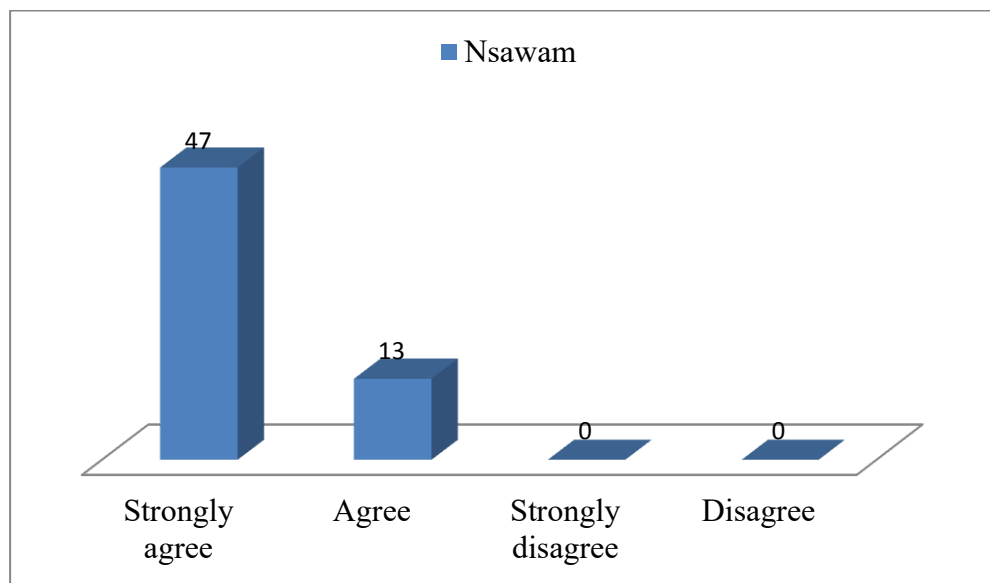


Figure 14: Railways and farming communities

Figure 14 show that railway was very important for the farming communities in Nsawam. Out of the sixty (60) respondents, forty seven (47) strongly agrees whilst thirteen (13) agrees that railway was very important for the farming communities in Nsawam.

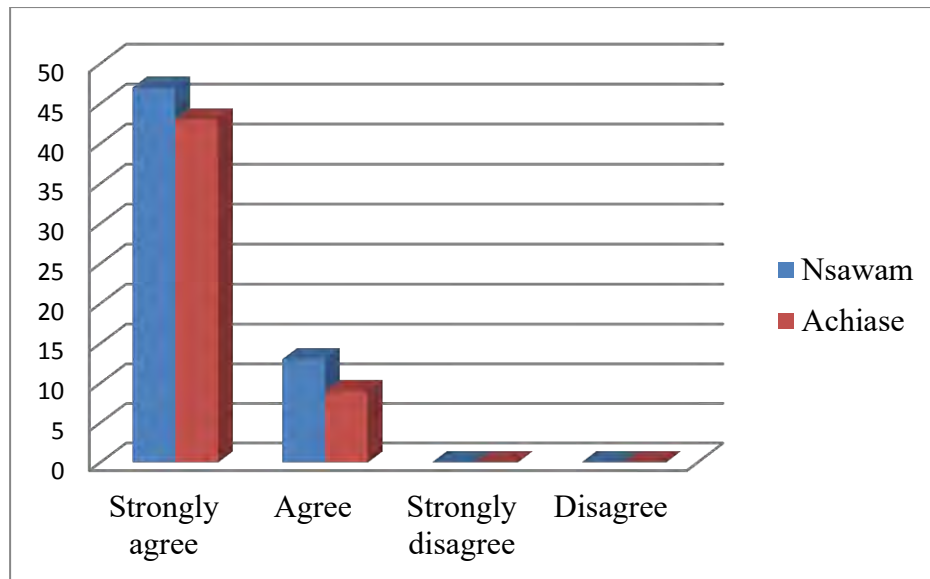


Figure 15: The collapse of railways and economic activities

It can be construed from figure 15 that the collapse of the railway transport has negatively affected the economic activities in Nsawam and Achiase. Forty seven (47) out of the sixty (60) respondents from Nsawam and forty three (43) out of fifty two (52) from Achiase strongly agreed that the collapse of the railway transport has negatively affected the economic activities of the people. Thirteen (13) and nine (9) agreed on the same exposition.

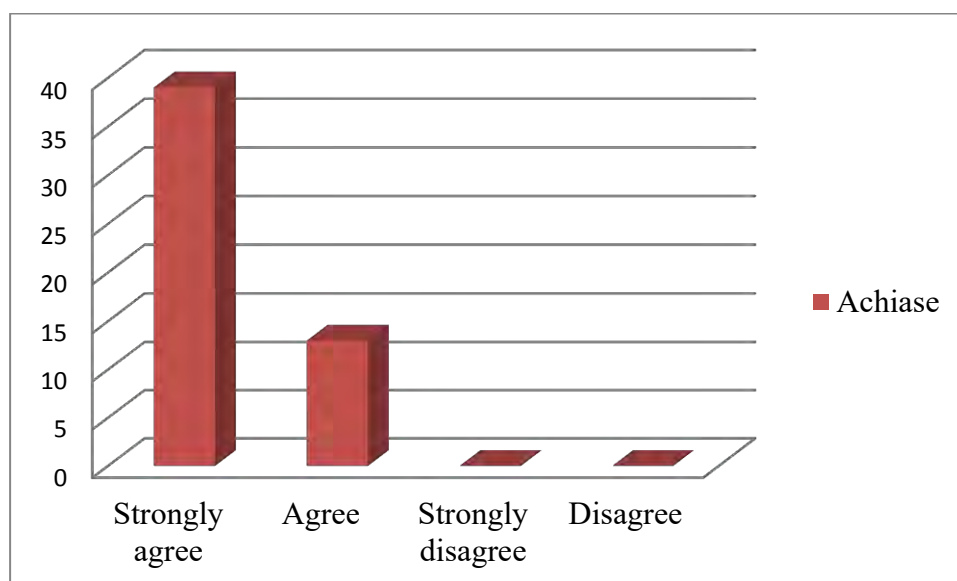


Figure 16: Railway and population in Achiase

Figure 16 shows that the absence of railway has depopulated the area. Out of the fifty two (52) respondents thirty nine (39) strongly agreed whilst thirteen (13) agreed that the absence of railway has depopulated the area.

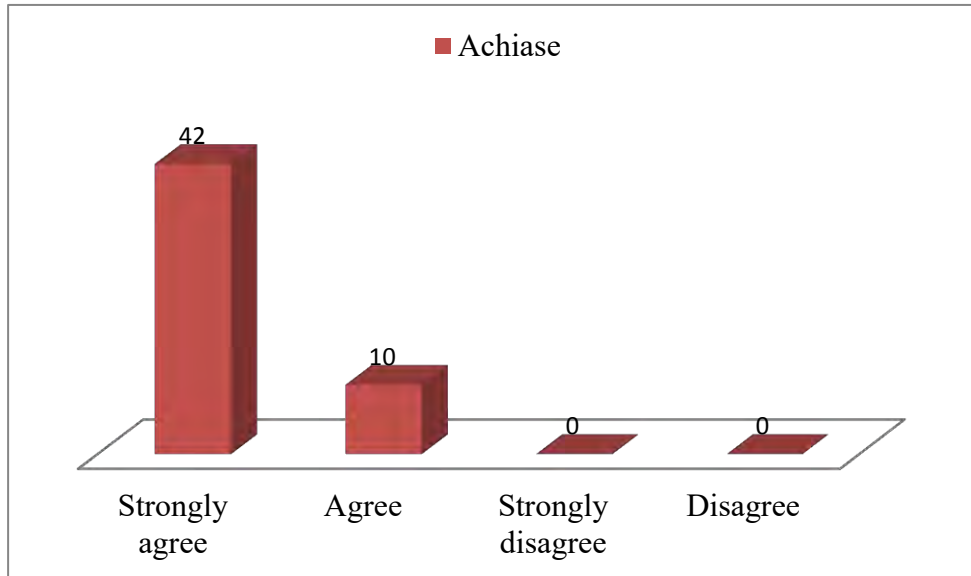


Figure 17: Railway and development in Achiase

It can be construed from figure 17 that Achiase has not seen any massive development since the collapse of the railway sector. Out of the fifty two (52) respondents forty two (42) strongly agreed whilst ten (10) agreed that no development has taken place in Achiase after the collapse of the railways.

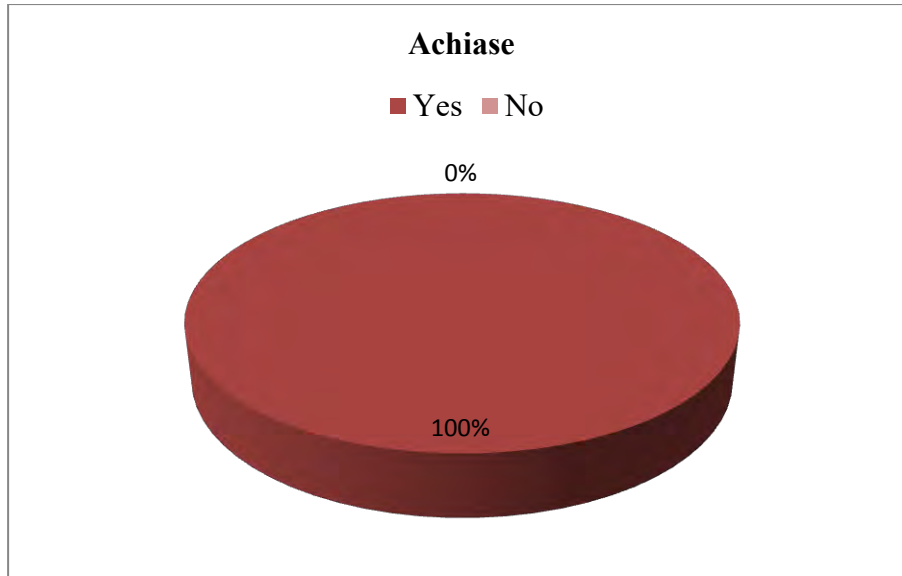


Figure 18: Respondents affirming the return of railway in Achiase

Figure 18 shows that the people of Achiase want back the railway in their area. Out of the fifty two (52) respondents, all of them representing 100% answered in the affirmative.

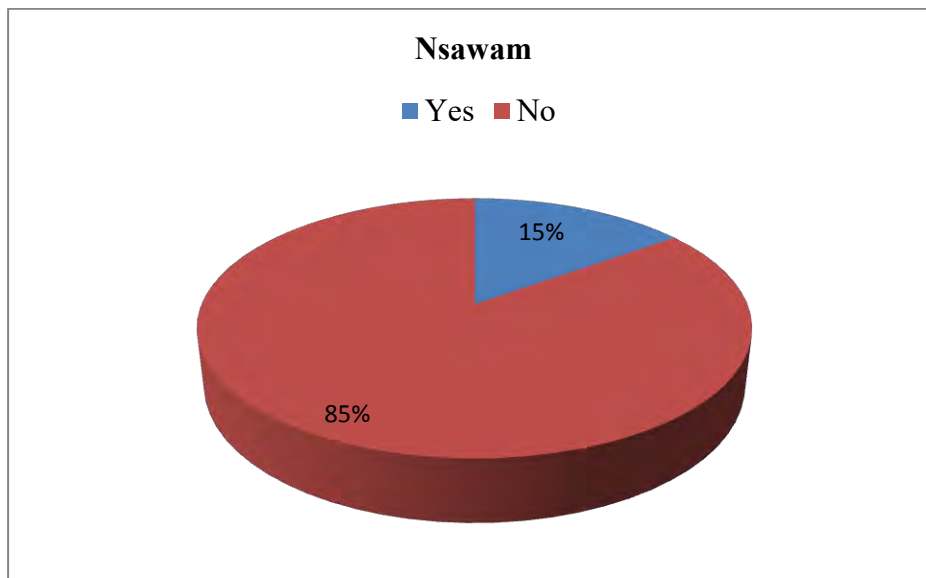


Figure 19: Effectiveness of railway in Nsawam

Figure 19 shows that the railway is not effective in Nsawam. Out of the sixty (60) nine (9) respondents representing 15% answered in the affirmative whilst fifty one (51) representing 85% thought otherwise.

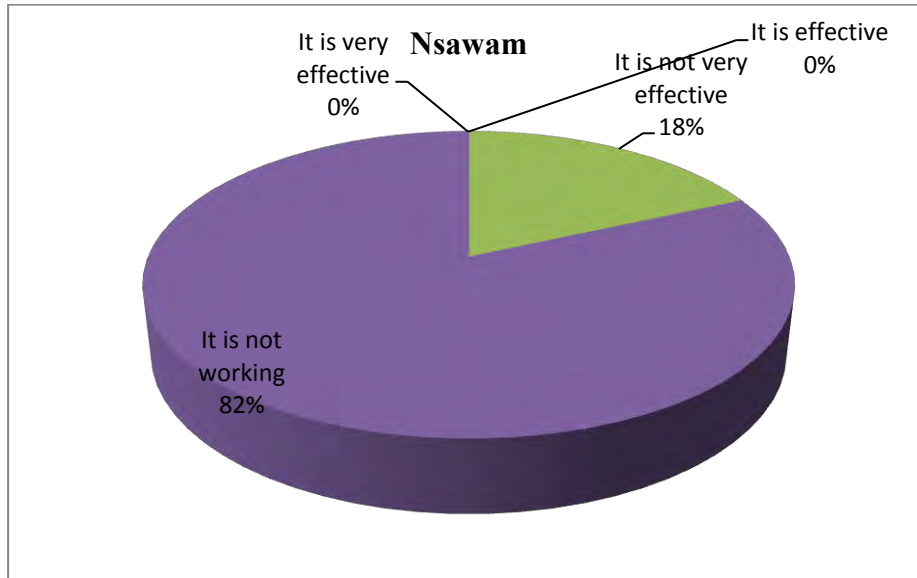


Figure 20: Description of railway in Nsawam

It can be construed from figure 20 that the railway is not working in Nsawam. Out of the sixty (60) respondents, fifty one (49) representing 82% of the respondents were of the view that the railway at Nsawam is not working whilst 11 representing 18% thought otherwise.

5.6 Challenges Confronting the Railway Sector in Ghana

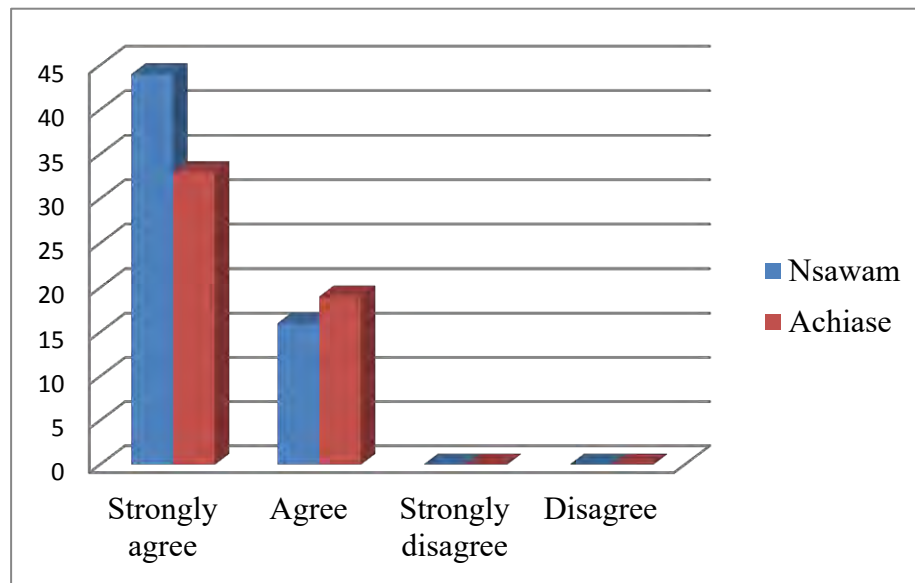


Figure 21: Investment of railway transport in Ghana

It is evident from figure 21 that inadequate investment is a challenge confronting the railway sector in Ghana. Forty four (44) out of the sixty (60) respondents from Nsawam and thirty three out of the fifty two (52) from Achiase strongly agreed that inadequate investment is a challenge confronting the railways in Ghana. Sixteen (16) and nineteen (19) respectively agreed on the same exposition.

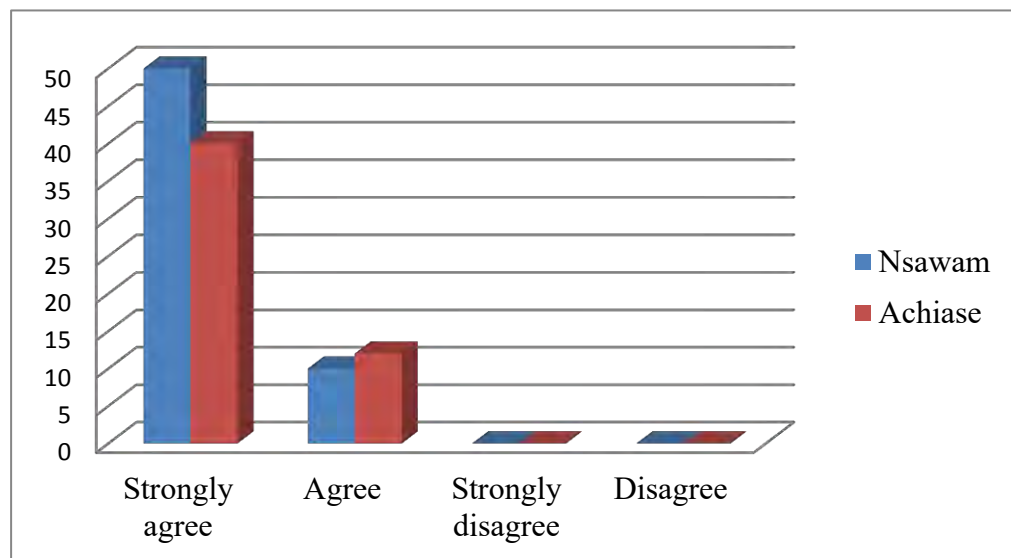


Figure 22: Political will and railway transportation in Ghana

It can be construed from figure 22 that lack of political will contributes to the effort in revamping the railway sector. Fifty (50) out of the sixty (60) respondents from Nsawam and forty (40) out of the fifty two (52) from Achiase strongly agreed that lack of political will contributes to the effort in revamping the railway sector in Ghana. Ten (10) and twelve (12) respectively agreed on the same exposition.

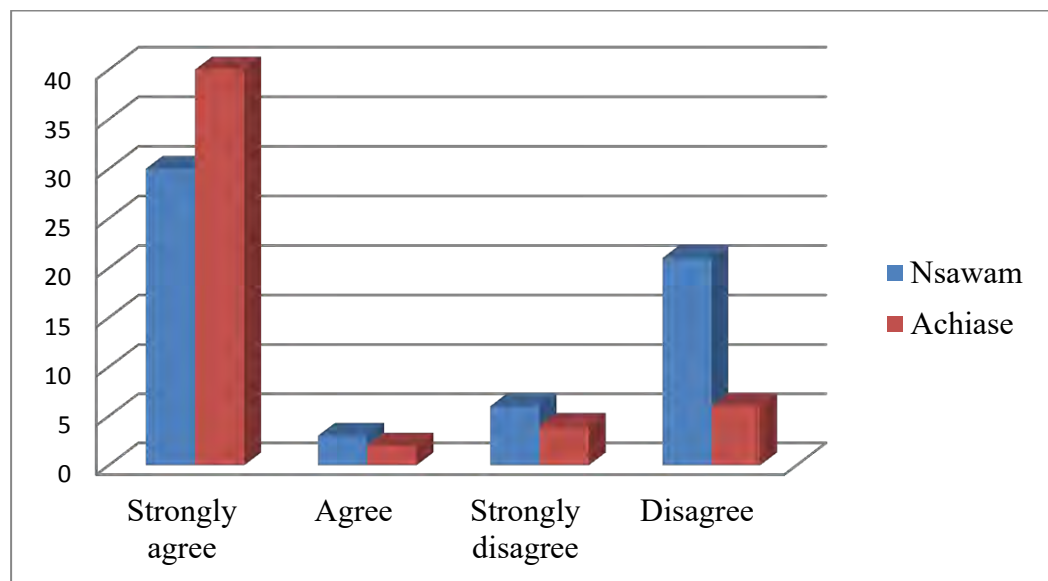


Figure 23: Management of the railways in Ghana

Figure 23 illustrates that inefficient management of the railways accounted for the collapse of the sector. Out of the sixty (60) respondents from Nsawam, thirty (30) and forty (40) out of fifty two (52) from Achiase strongly agreed that inefficient managements of the railways accounted for the collapse of the sector. Three (3) from Nsawam and two (2) from Achiase agreed whilst six (6) and four (4) strongly disagreed. Twenty one (21) from Nsawam and six (6) from Achiase disagreed.

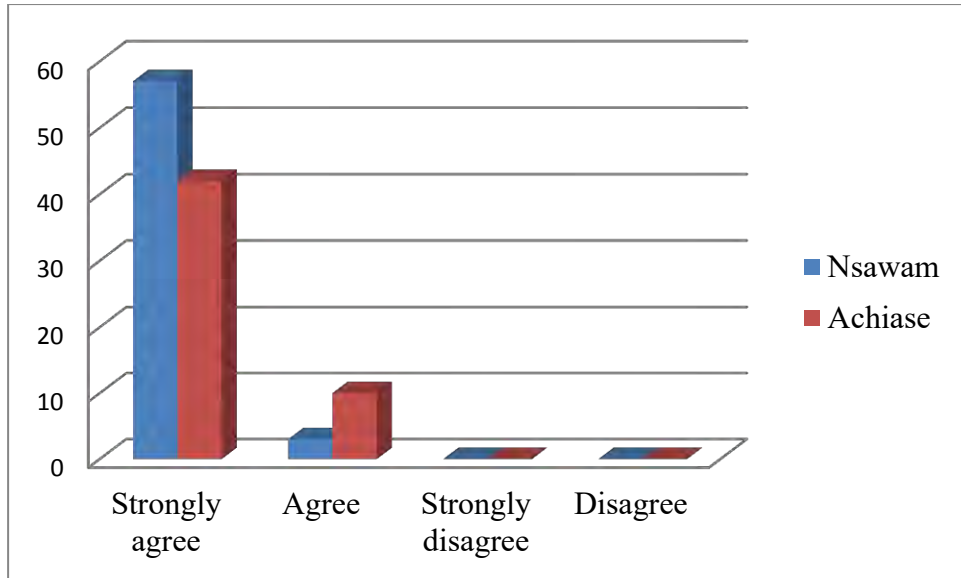


Figure 24: Maintenance culture of railways in Ghana

From figure 24 it can be construed that that poor maintenance and repair of trains and other facilities contributed to the collapse of the railway sector. From the graph, fifty seven (57) out of the sixty (60) respondents from Nsawam and forty two (42) out of fifty two (52) from Achiase strongly agreed that poor maintenance and repair of trains and other facilities contributed to the collapse of the railway sector. Three (3) and ten (10) agreed on the same exposition.

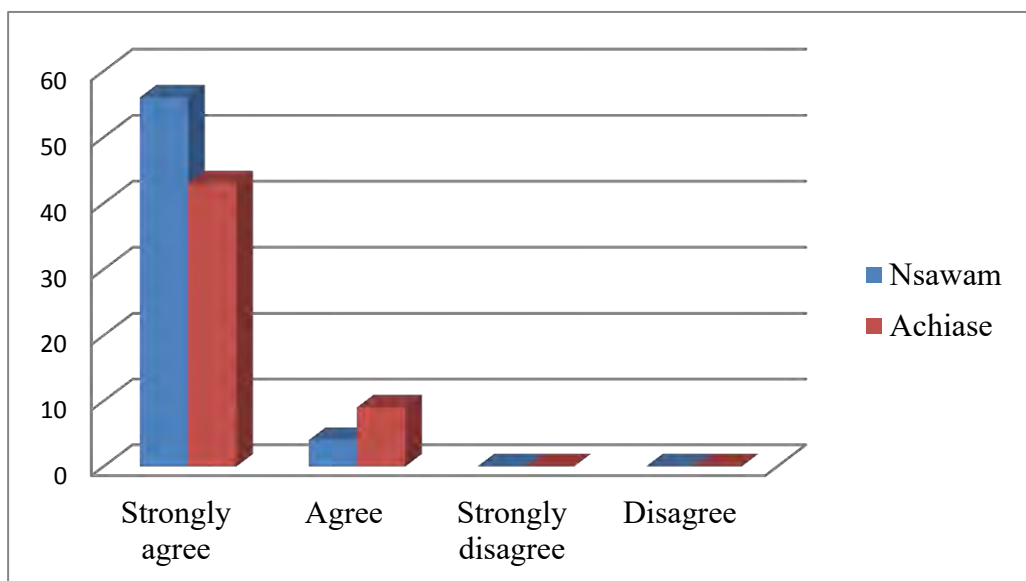


Figure 25: Railways and corruption in Ghana

Figure 25 shows that corruption accounted for the collapse of the railway sector. From the graph, fifty six (56) out of the sixty (60) respondents from Nsawam and forty three (43) out of fifty two (52) strongly agreed that corruption accounted for the collapse of the railway sector. Four (4) and nine (9) agreed on the same exposition.

5.7 Policy Recommendation for Railway Transportation in Ghana

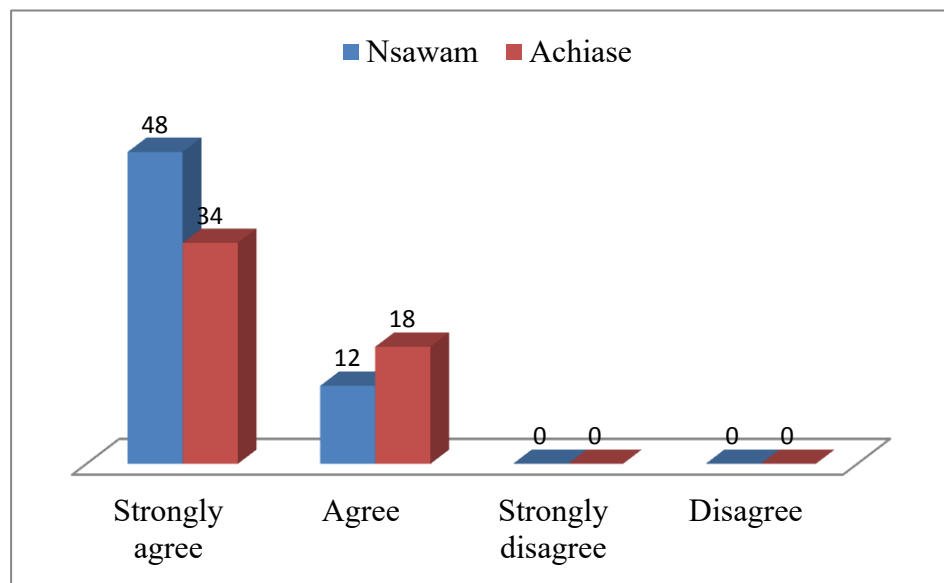


Figure 26: Railway and stakeholders participation in Ghana

Figure 26 shows that the state cannot do it alone; there must be stakeholder participation in the overall railway policy initiation. From the graph, out of the sixty (60) respondents forty eight (48) from Nsawam and thirty four (34) out fifty two (52) from Achiase strongly agreed that the state alone cannot do it and therefore there must be stakeholder participation in the overall railway policy initiation. Twelve (12) and eighteen agreed on the same exposition.

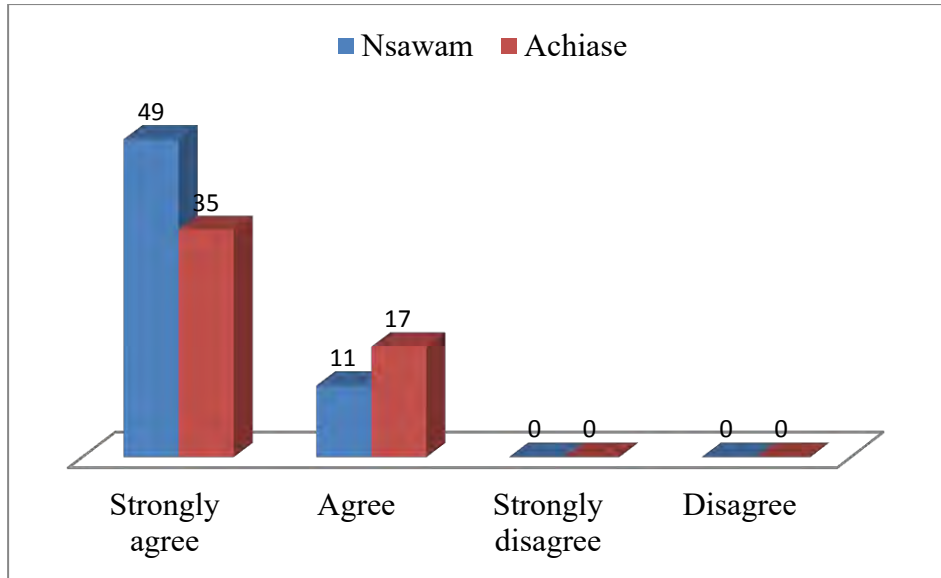


Figure 27: Railways and personnel training

It can be construed from figure 27 that training of personnel is very important for workable railway transportation in Ghana. From the graph, forty nine (49) out of the sixty (60) respondents from Nsawam and thirty five (35) out of fifty two (52) strongly agreed that, for workable railway transportation in Ghana it is important for railway personnel to be trained. Eleven (11) and seventeen (17) agreed on the same exposition.

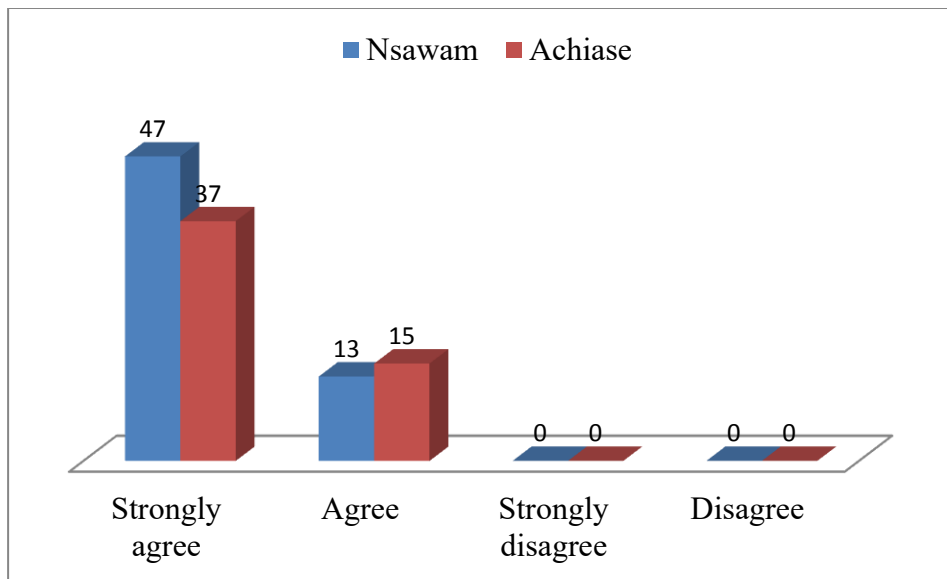


Figure 28: Effective Railway policy guidelines in Ghana

Figure 28 shows that there should be effective railway policy guidelines for the development of the railway sector in Ghana. Forty nine (49) out of the sixty (60) respondents from Nsawam and thirty seven (37) out of fifty two (52) strongly agreed that effective railway policy guidelines will help develop the railway sector in Ghana. Thirteen (13) and fifteen (15) agreed on the same exposition.

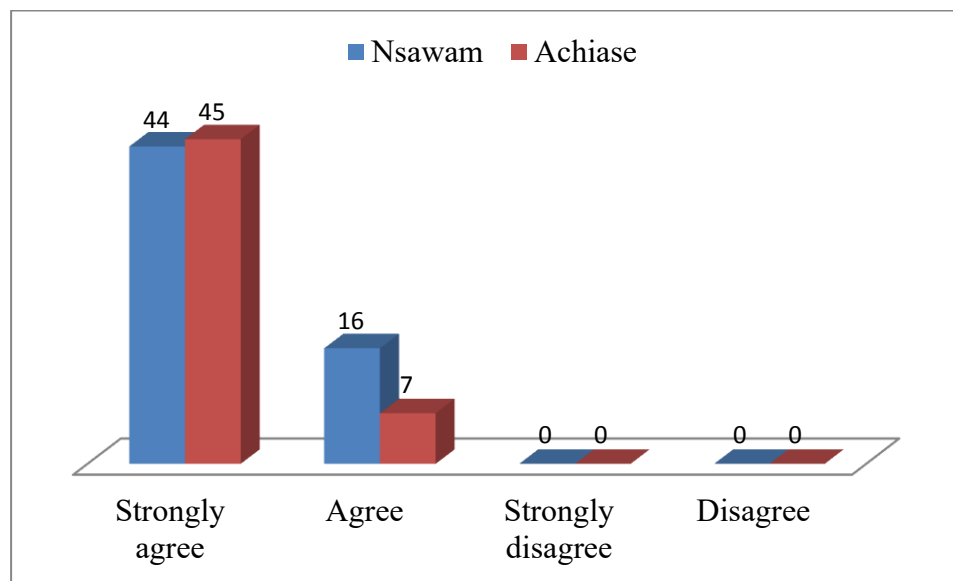


Figure 29: Funding of railways transportation in Ghana

From figure 29 it is evident that the overall funding of the railways must appreciate the involvement of the state and the private sector. Forty four (44) out of the sixty (60) respondents form Nsawam and forty five (45) out of fifty two (52) from Achiase strongly agreed that railway funding must appreciate the involvement of the state and the private sector. Sixteen (16) and seven agreed on the same exposition.

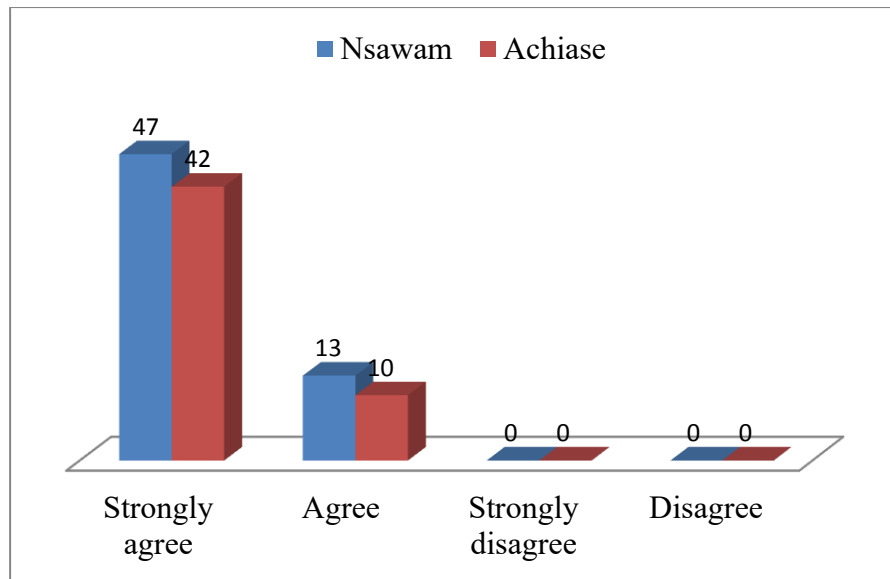


Figure 30: Railways and politics in Ghana

It can be construed from figure 30 that the development of the railways should be devoid of partisan politics. Out of the sixty (60) respondents, forty seven (47) from Nsawam and forty two (42) out of fifty two (52) from Achiase strongly agreed that the development of the railways should be devoid of partisan politics. Thirteen (13) and ten (10) agreed on the same exposition.

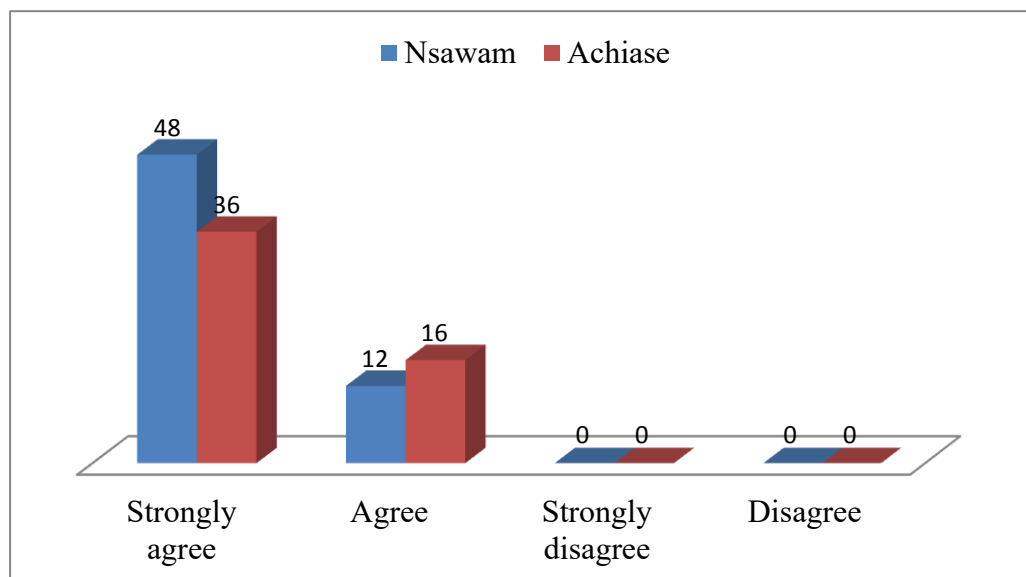


Figure 31: The authorities monitoring railways in Ghana

Figure 31 indicates that efficient monitoring of railways by appropriate authorities would ensure proper functioning railway system in Ghana. Forty eight (48) out of the sixty (60) respondents from Nsawam and thirty six (36) out of fifty two (52) from Achiase strongly agreed that efficient monitoring of railways by appropriate authorities would ensure proper functioning railway system in Ghana. Twelve (12) and sixteen agreed on the same exposition.

5.8 Analysis

The data gathered from the field survey indicates that out of the sixty (60) respondents from Nsawam most of the railway workers have lived in the Nsawam for over twenty (20) years whilst out of fifty two (52) respondents those in Achiase junction have lived in the railway station for over thirty (30) years (ref. to table 1). On the issue of how many years the railway workers have worked with the railway sector, in Nsawam out of the sixty (60) respondents most of the workers have worked with the railways for thirty (30) years and in Achiase out of the fifty two (52) respondents most of the railway workers have worked with the railways for over thirty (30) years (ref. table 2). Also, on the issue of specific job type within the railway sector, twenty-six (26) out of the sixty (60) respondents from Nsawam were trackmen and nineteen (19) out of the fifty-two (52) respondents in Achiase were engineers (ref. table 3).

On the question of the provision of transport should be a major function of the state, out of the sixty (60) respondents from Nsawam, fifty four (54) and out of fifty two (52) respondents from Achiase thirty nine (39) strongly agreed that the provision of transport is a major function of the state. Six (6) and thirteen

(13) agreed on the same exposition (ref. figure 1). On the question that the state has played a major role so far in railway transport delivery in Ghana, forty-two (42) out of the sixty (60) respondents from Nsawam and thirty-five (35) out of fifty-two (52) from Achiase strongly disagreed whilst eighteen (18) and seventeen (17) disagreed with the statement (ref. figure 2).

On another important question that the state has failed in her commitment towards effective railway transport delivery fifty-seven (57) out of sixty (60) respondents from Nsawam and thirty-four (34) out of the fifty-two (52) respondents from Achiase strongly agreed whilst two (2) and eighteen (18) agreed on same the exposition. One disagreed (ref. figure 3). On the assertion that Ghana does not need railway transport now, thirty-two (32) out of the sixty (60) respondents from Nsawam and thirty-six (36) out of fifty-two (52) respondents from Achiase strongly disagreed and twenty-seven (27) and sixteen (16) disagrees. One strongly agreed. (ref. figure 4). Moreover, on the question that the state's active involvement in railway transportation is a mere political rhetoric, fifty six (56) out of the sixty (60) respondents from Nsawam and thirty six (36) out of the fifty two (52) respondents from Achiase strongly agreed whilst three (3) and five (5) agreed. One (1) and eleven strongly disagreed (ref. figure 5).

On the question that is it necessary for the state to participate in the management and the running of the railway sector, out of the sixty (60) respondents forty-eight (48) from Nsawam and fifty two (52) respondents forty (40) from Achiase answered in the affirmative whilst twelve (12) from Nsawam and twelve (12) from Achiase thought otherwise (ref. figure 6). Again the question that the private sector is the preferred and manager of the

railway sector, out of the sixty (60) respondents thirty-three (33) from Nsawam and out of the fifty-two (52), seventeen (17) respondents from Achiase answered in the affirmative whilst twenty-seven (27) and thirty-five (35) thought otherwise (ref. figure 7). Also on the question that effective railway sector management requires both the involvement of the private sector and the state out of the sixty (60) respondents forty-eight (48) from Nsawam and out of the fifty two (52) respondents forty-four (44) from Achiase answered in the affirmative whilst twelve and eight (8) thought otherwise (ref. figure 8). On yet another important question that the failure of the railway sector is as a result of the state's monopolization of the sector. Out of the sixty (60) respondents, forty-five (45) from Nsawam and thirty-two (32) out of fifty-two (52) respondents from Achiase answered in the affirmative whilst fifteen (15) and fourteen (14) thought otherwise. Six (6) respondents did not answer (ref. figure 9). Also, on the question that the state has more resources to finance the operation of the railway sector than the private sector, out of the sixty (60) respondents fifty six (56) from Nsawam and thirty six (36) out of the fifty two (52) respondents from Achiase answered in the affirmative whilst four (4) and sixteen (16) thought otherwise (ref. figure 10).

What is more, on the question that the railway since its inception provided employment opportunities for the people, fifty-six (56) out of the sixty (60) respondents from Nsawam and forty-six (46) out of fifty-two (52) from Achiase strongly agreed that railways provided employment opportunities for the people. Four (4) and six (6) agreed on the same exposition (ref. figure 11). Again, the question that railway was the major means of transport for the people of Nsawam and Achiase, forty nine (49) out of the sixty (60)

respondents from Nsawam and forty four (44) out of fifty two (52) respondents from Achiase strongly agreed that the railway was the major means of transportation for the people. Eleven (11) and eight (8) agreed on the same exposition (ref. figure 12). In addition, the question that railways improved the economic activities of the people of Nsawam and Achiase, out of the sixty (60) respondents, fifty (50) from Nsawam and thirty-six (36) out of the fifty-two (52) respondents from Achiase strongly agreed that railways improved economic activities of the people. Ten (10) and sixteen (16) agreed that railways improved the economic activities of the people (ref. figure13).

On yet another important question that the railway was very important for the farming communities in Nsawam, out of the sixty (60) respondents, forty-seven (47) strongly agreed whilst thirteen (13) agreed that railway was very important for the farming communities in Nsawam (ref. figure 14).

Also, the question that the collapse of the railway transport has negatively affected the economic activities in Nsawam and Achiase, forty-seven (47) out of the sixty (60) respondents from Nsawam and forty-three (43) out of fifty-two (52) from Achiase strongly agreed that the collapse of the railway transport has negatively affected the economic activities of the people. Thirteen (13) and nine (9) agreed on the same exposition (ref. figure 15).

The question that the absence of railway has depopulated the area, out of the fifty-two (52) respondents thirty-nine (39) strongly agreed whilst thirteen (13) agreed that the absence of railway has depopulated the area (ref. figure 16). Again, on the question that Achiase has not seen any massive development since the collapse of the railway sector, out of the fifty-two (52) respondents

forty-two (42) strongly agreed whilst ten (10) agreed that no development has taken place in Achiase after the collapse of the railways (ref. figure 17). On the question of whether the Achiase residence needs the railway back. Out of the fifty-two (52) respondents, all of them representing 100% answered in the affirmative (ref. figure 18).

Again, on the issue of how effective is the railway at Nsawam, out of the sixty (60) respondents, nine (9) representing 15% answered in the affirmative whilst fifty-one (51) representing 85% thought otherwise. (ref. figure 19). On the question of the operation of the railway at Nsawam, out of the sixty (60) respondents eleven (11) were of the view that the railway is not very effective whilst forty-nine (49) thought that it is not working (ref. figure 20).

Furthermore, on the question that inadequate investment is a challenge confronting the railway sector in Ghana, forty-four (44) out of the sixty (60) respondents from Nsawam and thirty-three out of the fifty-two (52) from Achiase strongly agreed that inadequate investment is a challenge confronting the railways in Ghana. Sixteen (16) and nineteen (19) respectively agreed on the same disposition (ref. figure 21). Likewise, the question that lack of political will contributes to the effort in revamping the railway sector, forty-four (44) out of the sixty (60) respondents from Nsawam and thirty-three out of the fifty-two (52) from Achiase strongly agreed that inadequate investment is a challenge confronting the railways in Ghana. Sixteen (16) and nineteen (19) respectively agreed on the same exposition (ref. figure 22).

Again, on the question that inefficient management of the railways accounted for the decline of the sector, out of the sixty (60) respondents from Nsawam,

thirty (30) and forty (40) out of fifty two (52) from Achiase strongly agreed that inefficient management of the railways accounted for the collapse of the sector. Three (3) from Nsawam and two (2) from Achiase agreed whilst six (6) and four (4) strongly disagreed. Twenty-one (21) from Nsawam and six (6) from Achiase disagrees (ref. figure 23). On yet another important question that poor maintenance and repair of trains and other facilities contributed to the collapse of the railway sector. From the graph, fifty-seven (57) out of the sixty (60) respondents from Nsawam and forty-two (42) out of fifty-two (52) from Achiase strongly agreed that poor maintenance and repair of trains and other facilities contributed to the collapse of the railway sector. Three (3) and ten (10) agreed on the same exposition (ref. figure 24).

Also, the question that corruption accounted for the collapse of the railways in Ghana, fifty-six (56) out of the sixty (60) respondents from Nsawam and forty-three (43) out of fifty-two (52) strongly agreed that corruption accounted for the collapse of the railway sector. Four (4) and nine (9) agreed on the same exposition (ref. figure 25).

On yet another question that the state cannot do it alone, there must be stakeholder participation in overall railway policy initiation, out of the sixty (60) respondents forty eight (48) from Nsawam and thirty four (34) out fifty two (52) from Achiase strongly agreed that the state alone cannot do it and therefore there must be stakeholder participation in the overall railway policy initiation. Twelve (12) and eighteen agreed on the same exposition (ref. figure 26). Again the question that training of railway personnel is important for workable railway transport in Ghana, forty-nine (49) out of the sixty (60) respondents from Nsawam and thirty-five (35) out of fifty-two (52) strongly

agreed that for workable railway transportation in Ghana it is important for railway personnel to be trained. Eleven (11) and seventeen (17) agreed on the same exposition (ref. figure 27). Moreover, the question that there should be effective railway policy guidelines for the development of the railway sector in Ghana, forty nine (49) out of the sixty (60) respondents from Nsawam and thirty seven (37) out of fifty two (52) strongly agreed that effective railway policy guidelines will help develop the railway sector in Ghana. Thirteen (13) and fifteen (15) agreed on the same exposition (ref. figure 28). On yet another important question that, the overall funding of the railways must appreciate the involvement of the state and the private sector, forty-four (44) out of the sixty (60) respondents form Nsawam and forty-five (45) out of fifty-two (52) from Achiase strongly agreed that railway funding must appreciate the involvement of the state and the private sector. Sixteen (16) and seven agreed on the same exposition (ref. figure29). Also, the question that the development of railways should be devoid of partisan politics, out of the sixty (60) respondents, forty seven (47) from Nsawam and forty two (42) out of fifty two (52) from Achiase strongly agreed that the development of the railways should be devoid of partisan politics. Thirteen (13) and ten (10) agreed on the same exposition (ref. figure 30). Finally, the question that efficient monitoring of railways by appropriate authorities would ensure proper functioning railway system in Ghana, forty-eight (48) out of the sixty (60) respondents from Nsawam and thirty-six (36) out of fifty-two (52) from Achiase strongly agreed that efficient monitoring of railways by appropriate authorities would ensure proper functioning railway system in Ghana. Twelve (12) and sixteen agreed on the same exposition (ref. figure 31).

CHAPTER SIX

RESEARCH FINDINGS AND DISCUSSION

6.1 Introduction

This section outlines the fact-finding results carry out for exploring the reasons for the politics of railway transportation in Ghana. The section discourses the impact of railway transportation on the people of Nsawam and Akim Achiase railway stations. It also discusses the role of the state in transport provision. Following the findings of the case study; a depiction of outcomes as well as the exploration of the outcomes alongside the findings of the Literature Review is considered. It also presents the justification for the state active involvement in transport issues.

6.2 The Role of the State in Transport provision

Available literature indicates that governments globally are responsible for providing transport facilities. This observation corroborates the findings that the provision of transport is a major function or responsibility of the state. Globally, research posits that governments are greatly involved in providing, regulating, organizing, forecasting and managing transport systems for the state (ECMT, 2004; Docherty 2004; Washington State Legislature Joint Transportation Committee, 2011) however this is different from Ghana. In Ghanaian case, the transportation system is predominantly owned by private owners. There are little support and control from the government.

Identifying the salient role private sector plays in the provision of transport, Ghana government occasionally work together with the private sector to

provide efficient transport services to the people. But the findings revealed that the state has more resources than the private sector to finance the railway transportation. This corroborates with Pucheretal (2004) and Pucher et al, (2005) state globally hardly privatize the railway systems.

However, in Ghana, the government focus on transportation is solely on road infrastructure development. But in other jurisdiction for example in Indian, the Government provides many transport infrastructure and venture priorities to many transport facilities such as railways among others that aids in public transport.

Ubbels & Nijkamp (2002) and AFD & MEEDDM (2009) argued the government subsidy is a key foundation with which numerous state transports is funded. Irrespective of the political and governmental structure of a nation, state bureaucracies are significant champions of transportation. This comprises the delivery of facilities as well as the expansion of required infrastructure such as railroads, roads, stations as well as water transport network services so as to provide subventions on fuel, and so on. In contrast to Ghana, a key challenge confronting the railway sector is lack of adequate funding or investment (Daily Graphic, 2017 p.7). This substantiates the research findings that inadequate investment is a challenge confronting the railways in Ghana.

Aworemi's (2008) exploration likewise scrutinized the causes of poor performance of state-owned transport in Nigeria. The research employed quantifiable approach by means of several variables method established to find out the reasons for the state inability to intervene in transportation. According to Aworemi (2008), state-owned transports are generally bedeviled with a

number of problems such as poor guiding principle on a fare, inadequate budget retrieval as well as overstaffing. Aworemi's (2008) investigations pinpoint political interference and maladministration as major challenges facing the state-owned transport and recommended among others, an applicable guiding principle for well-organized transportation administration. This also corroborates with the findings of the study that the development of the railways should be devoid of partisan politics.

The majority of the people consulted for the study, whilst answering the researcher's exploration to find out "if the state active involvement in railway transportation is a mere political rhetoric", on prima facie, agreed. Given justifications to corroborate their answers, Fifty-six (56) out of the sixty (60) respondents from Nsawam and thirty-six (36) from Achiase strongly agreed that the state active involvement in railway transportation is a mere political rhetoric. Three (3) from Nsawam and five (5) from Achiase agreed that the active involvement of the state in railway transportation is a mere political rhetoric.

6.3 Justification for State Involvement in Transport Issues

The research agrees with the literature that, state involvement in transportation issue is reasonable because of the huge cost involved in expanding transportation set-up. The delivery, as well as protection of many transport setups for example railways, ports, highways, and airports, require a huge sum of money which the individual entity is improbable to subsidize otherwise possibly will completely not interested in its growth (Winston, 2000; Docherty, 2004). For this, out of the sixty (60) respondents from Nsawam,

forty-eight (48) and forty (40) out of fifty-two (52) respondents from Achiase answered in the affirmative that it is necessary for the state to participate in the management and running of the railway sector.

Docherty (2004) expounded the reasons why governments appeared embracing dominant positions in the provision of services, particularly transportation provision, in latest years. Among other things, the study, maintained; „state participation in transportation has continually been some of the pressing business disappointments'. This confirms with the findings of the study that the state has failed in its commitments towards revamping of the railway sector.

Furthermore, the interference in the appointment by the executive of top administrative officials of the railway shows the political connotation of the railway. Also, the appointment of the Railway Minister, Hon Joe Ghartey by the president is evidence of political interference in the railway sector. The railway transportation thus serves as fertile ground for faithful party officials' seeking employment. Somewhat recruitment is stained with political favoritism. The final result is the pattern of "job for the boys" problem leading to ineptitude which has saddled railway cooperation (Yobo, 2013). The findings of the study, therefore, suggest that inefficient management of the railways accounted for the collapse of the sector.

The state capitalism ideology perfectly fits this outcome of the study where the state spearheads economic activities and utilizes the system mainly for political advantage (Bremmer, 2010). This is in line with the findings that the state active involvement in railway transportation is a mere political rhetoric.

Fifty-six (56) out of the sixty (60) respondents from Nsawam and thirty-six (36) from Achiase strongly agreed that the state active involvement in railway transportation is a mere political rhetoric. Three (3) from Nsawam and five (5) from Achiase agreed that the active involvement of the state in railway transportation is a mere political rhetoric.

6.4 Railways and development

The literature indicates that railway is the biggest employer industry in the world (Adede, 2011; The Economic Times, 2017; Daily Graphic, 2017, p.7). For instance, according to the Sector Minister, Hon Joe Gharthey, in India, besides farming, the railway sector is the next most important employer and employs over 1.4 million people (Daily Graphic, 2017, p. 3). In this regard, the railway sector, if revamped would create job opportunities for the people. Assuming having railway networks connecting to all the regions of the country, there would be massive employment opportunities for the unemployed Ghanaians. Currently, with 64km's of railway lines, the sector employs about 1,400 people (Daily Graphic, 2017, p.7). This corroborates with the findings of the study that out of the Fifty-six (56) out of the sixty (60) respondents from Nsawam and forty-six (46) out of fifty-two (52) from Achiase strongly agreed that railways provided employment opportunities for the people. Four (4) and six (6) agreed on the same exposition.

Also, railways are very significant means of transportation. In Northern America especially, in the USA and Canada, it is a common scene to glance multitudes if not even hundreds of rail wagons clinging along the thousands of miles of railroad in both metropolitan and rural neighborhoods (Stover, 1997;

Riley, 2002). Some nations similar to India, utilize the railways not only as a mode to transport goods amongst very distant places, however, as a free manner of transport for hundreds of persons that climb aboard and sit in, hang on and ride on top of the coaches. Thus, in India railways are the foremost method of transportation for consignment and passengers and they played a significant change in transport business. Railways in India transport over 22 million passengers every day and over 8 billion annually (Indian Railways, n.d.; The Economic Times, 2017). Thus, the research findings indicate that railways were major means of transport for the people of Nsawam and Akim Achiase Junction. Forty-six (49) out of the sixty (60) respondents from Nsawam and forty-four (44) out of fifty-two (52) respondents from Achiase strongly agreed that the railway was the major means of transportation for the people. Eleven (11) and eight (8) agreed on the same exposition.

Also, the literature indicates that railways improve socio-economic welfare of the people as it help integrates economic activities. For this, the researcher has maintained that revamping of the railway transport systems would support the socio-economic development of the country, specifically, incorporating rural and inner-city economics, upholding regional incorporation, foreign investment attraction, and reaching intercontinental markets (World Bank, 2011, ; Kwakye & Olievschi, 2013; Sturgis, 2015; Gyamfi, Yeboah & Keddy, 2017). The findings of the study, therefore, substantiate with the literature. For the responses given, out of the sixty (60) respondents, fifty (50) from Nsawam and thirty-six (36) out of the fifty-two (52) respondents from Achiase strongly agreed that railways improved economic activities of the people. Ten (10) and sixteen (16) agreed that railways improved the economic activities of the

people. But today, in Ghana, the collapse of the railways has affected the economic activities of the people. Forty-seven (47) out of the sixty (60) respondents from Nsawam and forty-three (43) out of fifty-two (52) from Achiase strongly agreed that the collapse of the railway transport has negatively affected the economic activities of the people. Thirteen (13) and nine (9) agreed on the same exposition.

In terms of revenue generation railway sector generate a considerable amount of revenue for any country that operates railway systems (Adede, 2011; Crentsil, 2015; Yeboah, 2011). Globally countries that have had their railways systems put in place have had the opportunity of accruing their revenue base. Countries like USA and Canada generate substantial revenue from the railway sector (The Statistics Portal, 2016). In India, the railway sector is a major priority investment area because of its colossal revenue generation. The Indian railway sector generates more than \$20 billion annually (Indian Railway, n.d.). It is expected this year that the sector would have earnings of \$29 billion consisting of \$18 billion in freight revenue and \$11 billion passenger revenue with the operation of 96%. Kumar and Shagun (2009) and Kerr (2006) have therefore posited that the massive revenue generation has moved India from „bankruptcy to billions'. However, in the Ghanaian case, the collapse of the railways has affected economic activities of the people let alone revenue generation. Forty-seven (47) out of the sixty (60) respondents from Nsawam and forty-three (43) out of fifty-two (52) from Achiase strongly agreed that the collapse of the railway transport has negatively affected the economic activities of the people.

CHAPTER SEVEN

SUMMARY OF FINDINGS, CONCLUSION, AND RECOMMENDATIONS

7.1 Introduction

The research objective is to examine the impact of railway transport on the people of Nsawam and Akim Achiase Junction railway stations. In addition, the research examines the role of the state in transport provision as well as the rationalization for the state active involvement in transport issues. This chapter sums up the findings of the research resulting from the execution of this study. The section will reconsider the stated objectives of the study, encapsulate the findings of the research and submit established deductions on the findings. Some recommendations are offered and discoursed for the advancement of future research.

7.2 Summary

The literature acknowledged the role of the state worldwide regarding the delivery of transport to the public. Globally, research posits that governments are greatly involved in providing, regulating, organizing, forecasting and managing transport systems for the state.

The observed conclusions revealed in Ghana that, the transportation system is predominantly owned by private owners. There are little support and control from the government. However, the government focus on transportation is solely on road infrastructure development. But in other jurisdiction for example in Indian, the Government provides many transport infrastructure and

venture priorities to many transport facilities such as railways among others that aids in public transport.

Also, the literature recognized the main reasons why governments have adopted interventionist stances in public transport provision. Often, state intervention in transit provision has always been seen as one of addressing various types of market failures perpetuated by the poorly supervised private sector provisions (Docherty et al., 2004). Social equity goals and environmental objectives, among others, were also identified in the literature as factors which influence governments to support transit systems that are energy saving, low in greenhouse emission while widely accessible and affordable (Bullard, 2003; Dombroski, 2005; AFD & MEEDDM, 2009; Diana & Daraio, 2010; Cervero, 2011).

Furthermore, the literature review together with the findings revealed that state involvement in transportation issue is reasonable because of the huge cost of involved in expanding transportation set-up. The delivery, as well as protection of many transport setups for example railways, ports, highways, and airports, require a huge sum of money which the individual entity is improbable to subsidize otherwise possibly will completely not interested in its growth (Winston, 2000; Docherty, 2004). The state therefore generally agrees to take such challenge and obligation as part of its firm commitment to provide services to its populace. Similarly, such government involvement in transport provision evades „profligate competition' and redundant replication of properties for example individually owned, comparable railroad connections' (Docherty, 2004, p. 529).

In addition, the literature review along with the observed findings of the study demonstrates why the states play an active role in transport delivery especially with regard to railway transportation. The reasons are that railways have the propensity to convey bulk consignment and a large number of goods and services compared to road vehicles, thereby resulting in effective fuel consumption and reduced exhaust fumes and other radiations. This improves atmospheric conduction and the reduction of greenhouse gas emissions (responsible for global warming).

Conclusively, the results of the study support the thoughts of intellectuals such as Bullard (2003), Docherty (2004), Dombroski (2005), Diana & Daraio (2010) as well as Cervero (2011) on government involvement in transport delivery as identified in the literature review. Similarly, it supports the model of State Capitalist which contends that state investment accomplishments do not only answer to cost-effective shrewdness however occasionally to non-commercial factors, intended for political gains (Morales & Sachs, 1990; Musacchio & Lazzarini, 2012). The revamping of the railway transport as a government-backed private profit-making body meaningfully matched to the political purposes of both the NPP/NDC government for job creation, efficient use of fuel, and above all, to fulfill a promise made during the campaign (for the survival of the political leadership's).

The observed findings revealed that the history of railway transportation began when the conclusion became a reality in 1896 to build a railway network for the people of Gold Coast, to provide a means of transporting heavy mining equipment to the Tarkwa Mines, which was attracting substantial attention (Crentsil, 2015).

The commencement of the railway transport contributed immensely to the growth of Ghana's transport sector. Africa rail Limited (n.d.) indicated that railway patronage improved significantly from 47,388 tonnes in 1906 to 298,593 tonnes in 1916, signifying 530% growth. As of 1926, it improved by 169% to 805,227 tonnes. Between 1906 and 1926 rail user comparably revealed an increase of 689,292 to 1.5 million passengers. For this, the findings revealed that railways was a major means of transport for the people and it also enhanced the economic activities of the people and provided massive employment opportunities to the people of Ghana. However, presently, the railway in Nsawam is not working whilst that of Akim Achiase Junction has been abandoned for the past eighteen (18) years (Field survey, 2018).

The literature together with the empirical findings identified financial constraint, inefficient management, corruption, and others a major constraint that has bedeviled the revamping of the railways in Ghana.

7.3 Conclusion

This research looked at the politics of railway transportation and development in Ghana. The main objective of the research was to look at the impact of railway transportation on the economic activity of Nsawam and Akim Achiase Junction railway stations. The research discourses the role of the state in transport provision and the justification for the state incessant involvement in transportation issues. Railways are significant for the realization of innovation, creativity, and development. All of the world countries are recognizing the important role that railways contribute to their economy. In the 1950s,

Ghana's railway transport was considered to be one of the best on the continent of Africa. The railway was a major transportation connecting to the major cities of the country. The most important aspect of it was how it refurbished the local economy and supported the growth of agriculture. Today many Ghanaians have never dreamt of using the railway transport as an alternative when it comes to transportation. The transportation system the "trotro" is predominantly owned by private owners, hence bridging the gap in our poor transportation system notwithstanding the Government efforts effort to surge the transport market with buses introduced by the successive government. By the canons of contemporary economic models, reliable railway systems, if well executed would transform the way nations participate in its trade activities and accelerate the speed at which development would take place for the betterment of its people. In its sense, the revamping of the railway sector will create more employment for the teeming populace and also generate substantial revenue for the state. Undoubtedly, revamping of the railway transport systems will enhance economic growth and social well-being, specifically, incorporating rural and inner-city economics, upholding regional incorporation, foreign investment attraction, and reaching intercontinental markets.

7.4 Recommendations

With regards to the results engendered from this study, some policy recommendations are offered by the researcher believes that it will be given the prerequisite consideration. These recommendations are for Government/policymakers and the academia.

1. Recommendation for the Government

For Ghana to be successful like the countries mentioned in this scholarly means that it must and must purposefully think of modernizing the railway system. The revamping of the railways should be the flagship priority of government's manifesto.

Almost all investments made on railway infrastructure by the Government from 1983 up to date have yielded any positive impact as a result of the huge investment involved with maintenance and renewal of infrastructure. There is the need to re-engineer and re-orient Ghana's railway system to operate as much as possible with the involvement of the private sector. Globally, nations are capitalizing on the railway sector. For this reason, it is imperative that the Government liberalize the railway sector through PPP arrangements. This decision will enable the Government to transmogrify the railways from its present disjointed, nonprofit state's transport into a sustainable transport sector. There is evidence of the success of this nature from Brazil; Cote d'Ivoire; Zambia, Cameroon and Ethiopia, Tanzania, Kenya, and Uganda.

The government of Ghana should inspire the youths as well as young people by way of ensuring that railway transport is efficiently run to offer opportunities. A lot more Ghanaians are working with the railways in Japan, Germany, China, United Kingdom, and Australia. There should be an open door policy in the Ghanaian embassies and high commissioners all over the world to encourage young Ghanaians to share their thoughts and expertise. Nevertheless, the government should give incentives to these young Ghanaians in order to motivate them to share their tacit knowledge in railway

transport. This exercise would ensure not only in the newly set up railway system is run commendably and resourcefully however also in a cost-effective way consequently improving businesses of all kinds.

2. Recommendation for the Academia

According to Lyons (2003), far off a small number of transportation scholars have their origin in politics. Political science students are for that reason encouraged to get into transport studies using political models to test theories. Although systematic research has been carried out for this study, there are other connected fields of the study that were briefly touched only on in this dissertation. Other studies may possibly center on these areas which include, among others, railway transportation investment problems in Ghana; and the behavior of voters in railways stations. Also, other researchers are encouraged to replicate this investigation by using distinct methodical approach/context to authenticate this current study finding.

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APPENDICES

Appendix A:

Questionnaire (For Railway Workers in Nsawam)

Introduction

This questionnaire guide is envisioned to elicit responses on the state incessant involvement of railway transportation in Ghana. The scholar is a Master of Philosophy (MPhil) student of the University of Ghana. This study is been executed in partial fulfillment of the requirement for the award of MPhil Political Science Degree. I would be very obliged if you could assist by contributing information for this scholarly. The study is for academic purpose only, consequently the information provided will be treated strictly and confidential. I am very grateful for your contributions.

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A. Bio-Data

1. Age: 1. 30-35 2. 35-40 3. 40-45 4. 45-50 5. 50-55 6. 55 and above
2. Job Type: 1. Cleaner 2. Ticket seller 3. Train driver 4. Engineer 5. Other
[Specify].....
3. Educational Background: 1. J. H. S/M.S.L.C [] 2. S.HS. [] 3. Tertiary []
4. Non Formal Education [] 5. Other []
(Specify).....
4. For how long have you lived in this area?.....

5. For how long have you worked with the railways?.....
6. How would you describe the railway operation in your area? 1. [It is very effective] 2. [It is effective] 3. [It is not very effective] 4. [It is not working]

B. SURVEY

Objective One: The role of the state in transport delivery

7. The provision of transport should be a major function of the state
1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]
8. The state has played a major role so far in railway transport delivery in Ghana.
1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]
9. The state has failed in her commitment towards effective railway transport delivery
1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]
10. Ghana does not need railway transport now
1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]
11. The state's active involvement in railway transportation is a mere political rhetoric
1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]

Objective Two: Justification for the state involvement in transportation

12. Is it necessary for the state to participate in the management and running of the railway sector? 1. Yes 2. No
13. The private sector is the preferred driver and manager of the railway sector.
1. Yes 2. No

14. Effective railway sector management requires both the involvement of the private and the state 1. Yes 2. No
15. The failure of the railway sector is as a result of the state's monopolization of the sector. 1. Yes 2. No
16. The state has more resources to finance the operations of the railway sector than the private sector. 1. Yes 2. No

Objective Three: The impact of the railway transport in Ghana.

The contribution of railways to the People of Nsawam

17. Railways since its inception created employment opportunities
1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]
18. The railways was the major means of transport for the people of Nsawam
1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]
19. Railways enhanced the economic activities of the people of Nsawam
1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]
20. The railways was very important for the farming communities in Nsawam
1. Yes 2. No

The Effect of Poor Railway Transport in Nsawam

21. The poor railway transport has slowed down economic activities in your area
1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]

Objective Four: Challenges confronting the railway sector in Ghana

22. Inadequate investment is a challenge confronting the railways in Ghana
1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]
23. Lack of „political will“ contributes to the effort to revamping the sector

1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]

24. Inefficient proper managements of the railways accounted for the decline of the sector

1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]

25. Poor Maintenance and repair of trains and other facilities contributed to the collapse of the railway sector.

1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]

26. Corruption accounted for the collapse of the railways in Ghana.

1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]

Objective five: Policy recommendations for railway transportation in Ghana

27. The state cannot do it alone; there must be stakeholder participation in overall railway policy initiation 1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]

28. Training of railway personnel is important for workable railway transport in Ghana 1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]

29. There should be effective railway policy guidelines for the development of the railway sector in Ghana. 1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]

30. The overall funding of the railways must appreciate the involvement of the state and the private sector. 1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]

31. The development of the railways should be devoid of partisan politics

1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]

32. Efficient monitoring of railways by appropriate authorities would ensure proper functioning railway system in Ghana. 1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]

Questionnaire (For Previous Railway Workers in Akim Achiase Junction)

Introduction

This questionnaire guide is envisioned to elicit responses on the state incessant involvement of railway transportation in Ghana. The scholar is a Master of Philosophy (MPhil) student of the University of Ghana. This study is been executed in partial fulfillment of the requirement for the award of MPhil Political Science Degree. I would be very obliged if you could assist by contributing information for this scholarly. The study is for academic purpose only, consequently the information provided will be treated strictly and confidential. I am very grateful for your contributions.

Investigator: Richard Andoh Tele: 0245210525 Email: pricandoh@gmail.com

A. Bio-Data

1. Age: 1. 30-35 2. 35-40 3. 40-45 4. 45-50 5. 50-55 6. 55 and above
2. Educational Background: 1. J. H. S/M.S.L.C [] 2. S.HS. [] 3. Tertiary []
4. Non Formal Education [] 5. Other []
(Specify).....
3. Job Type: 1. Cleaner 2. Ticket seller 3. Train driver 4. Engineer 5. Other
[Specify].....
4. For how long have you lived in this area?.....

5. For how long did you worked with the railways?.....
6. In which year was railways abandoned in Achiase Junction?
1. 1999 2. 2000 3. 2001 4. 2002 5. 2003 6. 2004 7. 2005
7. Do you want the railways back in your area? 1. Yes 2. No

B. SURVEY

Objective One: The role of the state in transport delivery

8. The provision of transport should be a major function of the state.
1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]
9. The state has played a major role so far in railway transport delivery in Ghana.
1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]
10. The state has failed in her commitment towards effective railway transport delivery
1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]
11. Ghana does not need railway transport now
1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]
12. The state's active involvement in railway transportation is a mere political rhetoric
1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]

Objective Two: Justification for the state involvement in transportation

13. Is it necessary for the state to participate in the management and running of the railway sector? 1. Yes 2. No

14. The private sector is the preferred driver and manager of the railway sector
1. Yes 2. No
15. Effective railway sector management requires both the involvement of the private and the state. 1. Yes 2. No
16. The failure of the railway sector is as a result of the state's monopolization of the sector. 1. Yes 2. No
17. The state has more resources to finance the operations of the railway sector than the private sector. 1. Yes 2. No

Objective Three: The impact of the railway sector in Ghana.

The Contributions of Railways to the People of Achiase Junction

18. The railways provided employment opportunity for the people
1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]
19. Railways improved the economic activities in Achiase Junction
1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]
20. Railways was a major means of transportation for the people of Achiase
1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]
21. Railway in Achiase was a was a memorable days for the people
1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]

The Absence of Railways in Achiase Junction

22. The absence of the railways has depopulated the area
1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]
23. The collapse of the railways in Achiase has affected education
1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]

24. The collapse of the railway has negatively affected the economic activities of the people. 1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]

25. The absence of the railway has led the neglect of the town

1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]

Objective Four: Challenges confronting the railway sector in Ghana

26. Inadequate investment is a challenge confronting the railways in Ghana.

1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]

27. Lack of „political will“ contributes to the effort to revamping the sector

1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]

28. Inefficient managements of the railways accounted for the decline of the sector

1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]

29. Poor Maintenance and repair of trains and other facilities contributed to the collapse of the railway sector.

1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]

30. Corruption accounted for the collapse of the railways in Ghana.

1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]

Objective five: Policy recommendations for railway transportation in Ghana

31. The state cannot do it alone; there must be stakeholder participation in overall railway policy initiation 1. [Strongly agree] 2. [Agree] 3. [Strongly disagree]

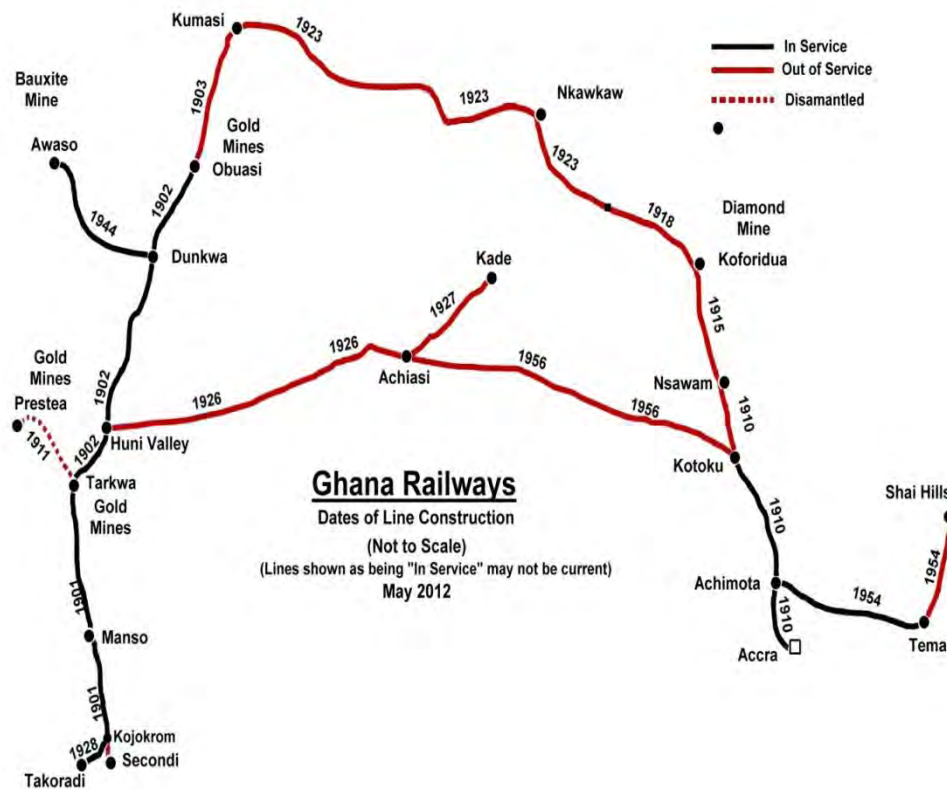
4. [Disagree]

32. Training of railway personnel is important for workable railway transport in Ghana

1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]

33. There should be effective railway policy guidelines for the development of the railway sector in Ghana 1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]
34. The overall funding of the railways must appreciate the involvement of the state and the private sector 1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]
35. The development of the railways should be devoid of partisan politics.
1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]
36. Efficient monitoring of railways by appropriate authorities would ensure proper functioning railway system in Ghana. 1. [Strongly agree] 2. [Agree] 3. [Strongly disagree] 4. [Disagree]

Appendix B: The map of Ghana Railways depicting years of construction



Source: Ghana Railways (2012)

Appendix C: Table showing the years of the construction of the railways

in Ghana

Date	Western Division	Date	Eastern Division	Date	Central Division
1901	Sekondi to Tarkwa	1910	Accra to Achimota	1926	Huni Valley to Achiasse
1902	Tarkwa to Huni Valley	1910	Achimota to Nsawam	1927	Achiasse to Kade
1902	Huni Valley to Obuasi	1915	Nsawam to Koforidua	1956	Achiasse to Kotoku
1903	Obuasi to Kumasi	1918	Koforidua to Tafo		
1911	Tarkwa to Prestea	1923	Tafo to Kumasi		
1928	Takoradi to Kojokrom	1954	Achimota to Tema		
1944	Dunkwa to Awaso	1954	Tema to Shai Hills		

Source: Ghana Railways (2012)

Appendix D: Some existed railway stations in the past on the three divisions

Stations on Western Division	Stations on Central Division	Stations on Eastern Division
Station	Station	Station
Takoradi	Huni Valley (Jct)	Accra
Butuah	Damang	Achimota Juct
Efia Nkwanta	Subri	Dome
Kojokrom (Jct)	Sapongso	Ofako
Inchaban Junction	Nyenasi	Pokoasi
Ashiam	Twifu Praso	Amasaman
Angu	Nuamakrom	Opa
Manso	Ongwa	Ajenkotoku (Jct)
Benso	Adeenimbra	Papasi
Esuaso	Foso	Chinto
Bonsawire	Akonkaso	Nsawam
Nsuta	Aperadiv	Oparekrom
Tarkwa	Nyankumasi	Buokrom
Aboso	Achiase (Jct)	Mangoase
Bompieso	Osorasi	Nsukrame
Huni Valley (Tinkwakrom)	Adimsov	Aboabo
Kuranti	Moffram	Asuoya
Insu	Badukrom	Kantakerri
Gymakrom	Akroso	Nsempoamiensa
Oppon Valley	Kumikrom	Koforidua
Dunkwa	Kofikyere	Affidwase
Ampunyase	Krodua	Oyoko
Akrofuom	Danso	Jumapo
Obuasi	Adaiso	Tafo
Akrokerri	Ajenkotoku (Jct)	Bosusuo
Kanseri		Osino
Bekwai		Anyinam
Eduaben		Ankaasi
Kumasi		Enyiresi
		Kankang
		Jejeti
		Asubon
		Nkawkaw
		Awenadi
		Kwahu Praso
		Pra River
		Bompatu
		Juaso
		Konuogo
		Bomfa
		Odumasi

Bumadumasi
Ahwiriso
Boankra
Ejisi
Fumisua
Kumasi Market
Kumasi

Source: Ghana Railways (2012)

Appendix E: Photographs of Nsawam railway Station



Field Survey 2018: A section of rail track at Nsawam over grown with weeds



Field Survey 2018: A section of the railway lines taken over by traders at
Nsawam



Field Survey 2018: Another section of railway tract taken over by traders at Nsawam



Field Survey 2018. Cocoa House alongside Nsawam railway station overgrown with weeds



Field Survey 2018. Dilapidated Nsawam railway station