UNIVERSITY OF GHANA, LEGON-ACCRA

DEPARTMENT OF POLITICAL SCIENCE

POLITICS OF PUBLIC TRANSPORTATION IN GHANA: A CASE STUDY OF THE AAYALOLO BUS TRANSIT

BY

FRANK ANI-JOHNSON

(10245408)

THIS THESIS IS SUBMITTED TO THE UNIVERSITY OF GHANA, LEGON, IN PARTIAL FULFILMENT OF THE REQUIREMENT FOR THE AWARD OF MASTER OF PHILOSOPHY POLITICAL SCIENCE DEGREE

DECEMBER 2021

DECLARATION

This is to certify that this thesis is the result of research undertaken by Frank Ani-Johnson towards the award of Master of Philosophy in Political Science in the Department of Political Science, University of Ghana, Legon.

Signature: ..... Date: 25-07-2022

FRANK ANI-JOHNSON

(CANDIDATE)

Signature: ..... Date: 25/7/22

PROFESSOR ABEEKU ESSUMAN-JOHNSON

(PRINCIPAL SUPERVISOR)

Signature: ..... Date: 25/07/2022

DR. ALIDU SEIDU MAHAMA

(SUPERVISOR)

ABTRACT

Transportation is critical to economic development and the development of human settlements (Mbara, 2002). Transport is a critical factor in combating poverty and social justice priorities, as well as providing adequate access to public education, health services, employment, work, and leisure – all of which are essential to the lives of all residents (Rittner & Kirk, 1995; Sanchez, 1999; Mbara, 2002). Effective transportation networks are thus required to promote socioeconomic growth, specifically the convergence of rural and urban economies, the promotion of regional integration, the attraction of foreign investment, and the achievement of global markets. Against this backdrop, the study seeks to investigate the State's role in public transportation in Ghana, as well as the reasons for the State's funding of the Aayalolo BRT scheme. To achieve the study's objectives, data or information was gathered from the various stakeholders of Aayalolo BRT via a structured interview. According to the information gathered during the interview, the role of the state is to ensure that the country's transportation system is safe, secure, reliable, and efficient. Again, it was revealed that the goal of the state funding of Aayalolo was to reduce congestion, improve Accra's transportation system, and create job opportunities, rather than for political gain. Furthermore, Aayalolo BRT was tasked with running a safe and dependable bus transportation system. Finally, the Aayalolo BRT System management team mentioned that the company receives no state assistance.

The following recommendations were made based on the information gathered during the interview: To begin, the government should devise a policy that provides a fuel subsidy to public transportation operators such as the Aayalolo as a form of assistance. Again, the study recommended that the Ghanaian government build more roads, rails, and ports, as well as repair

damaged roads, to ensure a more efficient, reliable, and effective public transportation system. Finally, no political party in the country should politicize the transportation system.

DEDICATION

I dedicate this thesis to my lovely wife, Phebe Ani-Johnson and my beautiful kids; Miracle Obengwaa Maabena Ani-Johnson, Phebeann Nhyirama Ani-Johnson and Chloe Adepa Louisa Ani-Johnson and my close pal Robert Danso for being there for me. God bless you all.

ACKNOWLEDGEMENT

To God be the glory for the wonderful things he has accomplished. Working on this thesis has provided me with invaluable experience and perspective. I'd want to convey my heartfelt appreciation to the Almighty God for His grace and provision during my journey.

I would like to express my gratitude to my supervisors, Professor Abeeku Essumsn-Johnson and Dr. Alidu of the Political Science Department, for their advice, unwavering support, and counsel during the dissertation writing process.

Additionally, I would like to express my gratitude to Mrs Cynthia Tamoloe of KNUST for serving as co-research adviser and to Dr. Gyekye Jandoh (HOD Political Science Department) for their encouragement and assistance.

Finally, I want to express my heartfelt gratitude to my beloved wife and gorgeous children, as well as to everyone who assisted me in preparing my dissertation.

ABBREVIATIONS

BRT-	BUS RAPID TRANSIT
UNFPA-	UNITED NATIONS POPULATION AUTHORITY
GPRTU	GHANA PRIVATE ROAD TRANSPORT UNION
MMT	METRO MASS TRANSIT
CES	CITY EXPRESS SERVICES
UNFA	UNITED NATION POPULATION FUND
OSA	OMNIBUS SERVICES AUTHORITY
STC	STATE TRANSPORT COMPANY
MoT	MINISTRY OF TRANSPOT
IEA	INTERNATIONAL ENERGY AGENCY
SSNIT	SOCIAL SECUTIY AND NATIOAL INSURANCE TRUST
UTP	URBAN TRANSPORT PROJECT
AFD	AGENCE FRANÇAISE DE DÉVELOPPEMENT
SC	STATE CAPITALISM

TABLE OF CONTENT

CHAPTER ONE

INTRODUCTION

1.1 Background to the study

A well-developed and progressive transportation infrastructure is critical for the growth and prosperity of any community in both advanced and developing countries. To that end, studies have established the critical role of transportation in the economic and social growth of society, which is also deemed not to be overstated. For example, Intikhab et al. (2008) proposed that a well-built and efficient transportation system is a formula for effective and efficient management of day-to-day transportation and the economic needs of people in the region. Access to job centers, education centers, health facilities, private homes, and other critical social facilities necessitates the use of transportation, which connects people to multiple support hubs on a regular basis.

Transportation is critical to economic development and the development of human settlements (Mbara, 2002). Transport is a critical factor in combating poverty and social justice priorities, as well as providing adequate access to public education, health services, employment, work, and leisure – all of which are essential to the lives of all residents (Rittner & Kirk, 1995; Sanchez, 1999; Mbara, 2002). Effective transportation networks are thus required to promote socioeconomic growth, specifically the convergence of rural and urban economies, the promotion of regional integration, the attraction of foreign investment, and the achievement of global markets. The advancement of any economy is dependent to a large extent on the practical and sustainable development of individuals, ticket sales, and administrations, and thus the role of professional transportation in this goal cannot be overlooked (Ehiakpo, 1990). A public transportation system is a way for people in a country to travel from one location to another for a lower cost. A country's effective, efficient, and dependable transportation system has a significant positive impact on the

economy and the lives of its citizens (Alan & Birant, 2018). Transport services are also a source of revenue in an economy. According to the (Federal Highway Administration, 2011), a country can save an estimated $10,000 per year on transportation services. To efficiently use public transportation, a person must know which route to take to get to a destination, the cost involved, the time it takes to get to the bus, the bus's capability at a specific time, and other factors.

In recent years, there has been a massive increase in population across the globe (UNFPA, 2012). The proportion of people living in cities worldwide is approximately 3.36 billion, with the majority of these people residing in advanced countries. The population is expected to grow significantly further in the coming years (Demography Research, quoted in AFD & MEEDDM, 2009).

Countries in Africa are more likely to experience significant exponential growth, with nearly 55 percent of the population living in towns by 2025, imposing a high demand for transportation services (UNFPA, 2012). The problem is extremely frightening because many of the current transport networks and facilities in most African countries are in disrepair, combined with a lack of adequate mass transit organizations on the continent (AFD & MEEDDM, 2009).

Most African governments have implemented various transportation programs and policies in order to respond to the challenges in the transport sector and to find solutions to the problems (Kwakye, Fouracre, & Ofosu-Dorte, 1997; World Bank, 2012). Some of the policies range from increasing highway capacity to providing vulnerable people, such as the disabled and the poor, with access to transportation services (Docherty, Shaw, & Gather, 2004). For example, the South African government built and implemented a public transit system to serve vulnerable people at a lower cost (AFD & MEEDDM, 2009). Again, in Kenya, a transportation service project was developed to alleviate the country's urban traffic congestion (World Bank, 2012).

In order to meet the transportation needs of Ghana's growing population, particularly in cities such as Accra, successive governments have established public transportation companies. Among these companies are OSA Transport Company, STC Transport Company, CES Transport Services, and, more recently, MMT Limited and Aayalolo Bus Transit, all of which aim to provide adequate, effective, efficient, and dependable public transportation services in order to boost the country's economic growth and development.

The Aayalolo bus transport system began operations in Ghana on September 26, 2016 and is based on the Bus Rapid Transport system (hereafter known as BRT). The BRT service began "trial operations" with nine buses traveling the Amasaman, Achimota, Circle, and Accra routes. The new transportation system was expected to improve vehicular movement and reduce delays on some congested streets, ultimately providing relief to motorists. Furthermore, BRT was implemented to alleviate the country's transportation and traffic congestion problems. The Aayalolo bus systems stifled much success. In terms of meeting people's transportation needs, charging fair fares is a satisfactory service that makes it more convenient for most people to travel to various business centers to carry out their daily economic and social activities. BRT transportation services have aided employees who are unable to find housing at their duty stations by allowing them to commute to and from work on a regular basis. Again, school children who previously found it difficult to get to their distant schools can now do so with ease, thanks to BRT bus services primarily in the Greater Accra Region.

Aayalolo bus transport systems suspended their services in early 2019 due to buses being out of service due to technical and administrative challenges. Essentially, the citizens believed there was a political power play that resulted in the failure of operations. This also indicates an impending slowdown, which, like its predecessors, has the potential to threaten the jobs of a large population,

slow the development of the country's transportation sector, and raise the cost of travel and transportation for the majority of Ghanaians. This research focuses on the politics of public transportation in Ghana, using the Aayalolo Bus Transit as a case study.

1.2 Problem Statement

Efforts are being made in a number of cities around the world to restore public transportation infrastructure. This is because mass transportation has the potential to reduce traffic congestion, reduce air pollution, and make travel more convenient. Nonetheless, according to Abane (2011), bus service in major Ghanaian cities is cramped, dangerous, and generally inconvenient. This has resulted in the dominance of small cars, which has resulted in traffic congestion, lost time in traffic, increased car emissions, and an increase in the number of trips that people make on a regular basis.

For a long time, the private sector in Ghana has regulated Ghana's public transportation infrastructure. It meets approximately 95% of the country's total transportation needs through shared taxis and minibuses (Wilson, 2006). However, the paratransit sector has a limited service capacity. It has been demonstrated that the establishment of urban mass transit has the potential to solve the country's public transportation challenges as well as aid in the achievement of environmental and energy goals. However, successive governments' efforts to establish and sustain public state mass transit companies to address the challenges in the public transportation system have yielded no significant results. This compelled the then-NDC government to privatize STC and CES, as well as further liquidate OSA, in the 1990s (Afful, 2011).

According to the Trans-Africa Consortium (2010, p. 1), a leading transport research institute, "aside from the few surviving firms, virtually all state-owned and operated public transport firms in Africa ceased to exist in the 1990s." This is due, in part, to excessive government intervention,

organizational inefficiencies, and insufficient subsidies for fleet and facility maintenance (Aworemi, Abdul-Azeez, & Olaogun, 2009).

Progressive politics and environmental priorities, among others, have also been described as variables that influence governments to support energy-saving transit services, low greenhouse gas emissions, although easily available and inexpensive (Afful, 2011). This gives another clear reason why government still invest in public transport even historically it has a high failure rate.

Another school of thought also indicates that the government's decision to create Aayalolo as a state-sponsored public transport corporation was driven, amongst others, by the need to reform the urban passenger transport sector; the political intention to ease the economic difficulty of rising fuel prices for Ghanaian households; the need to save Ghana by using imported fuel; and a host of political complexities.

Public transit services, which were mainly operated by the private sector, using minibuses, did not balance the availability of transport to customer demand. Public transit systems have been unsatisfactory in terms of quantity and efficiency. Moreover, the dominant use of older vehicles as public transport, along with a lack of maintenance culture, frequently culminated in dangerous transport, travel and pain on the journey. Public transit systems are largely inadequate, costly and uncoordinated. The need to develop the urban transport sector, combined with the Government's firm determination to use the right kinds of busses – high occupancy busses – prompted the then NPP Government of Mr. J. A. Kufuor to create MMT as the leading formal transport company in Ghana. This initiative didn't solve the problem so the NDC led administration thought it wise to initiate a state private partnership to help curb this problem and hence the policy implementation of the Aayalolo bus transit.

Despite the State's failure to manage public transportation, the Aayalolo Bus transit system was implemented to provide urban mass bus services, which are typically unscheduled and often on demand-responsive routes, filling gaps in informal transit provision" (Poku-Boansi & Adarkwa, 2011, p. 29). The Aayalolo systems used BRT, which leaves the reasoning behind the creation of the Aayalolo Bus Transit Limited system somewhat hazy and perplexing. Despite the government's vision of creating Ayalolo transport, it has gone through a number of challenges just like any other public transport services in the country, the company nearly folded up in 2018 due to lack of funds to procure more buses and other accessories to run the company as well as lack of maintenance culture. This was argued by some people to have resulted due to change in government between the two major political parties in the 2016 general election. This study aims to identify the politics of public transportation between the two major political parties in Ghana, and more specifically, the researcher tries to explain why, despite its poor performance in the past, the Ghanaian government has attempted to re-engage in the provision of public transportation, and thus the implementation of the Aayalolo Bus Transit.

After nearly a half-decade of operation, Aayalolo Bus Transit Limited has made a compelling case for investigating the justification and strategy of state intervention in public transportation in Ghana. This study will go a long way toward providing valuable knowledge that will influence decision-makers, transportation planners, and other transportation stakeholders to develop and implement policies that will promote efforts to strengthen sustainable public transportation in Ghana.

1.3 Objective of the study

The broad objective for the study is to examine the State's role in providing public transport in Ghana and the reasons for the State's funding of the Aayalolo BRT scheme

Specific objective

The work seeks to

- Examine how political parties influence the operations of Aayalolo
- Determine the role of the State in the delivery of public transport in Ghana.
- Investigate the goals of the state funding of the formation of Aayalolo BRT system.
- Analyze the purpose of Aayalolo BRT system to decide if it has some undetermined function.
- Investigate the degree of the role of the State in Aayalolo BRT system.

1.4 Significance of the Study

Because of the growing burden on Accra's urban transportation, the research has become critical. In several ways, Accra's population density pattern can be defined as urban sprawl. People were moving from the peri-urban areas to work in Accra. (Osei, Balogun, & Afrifa, 201) A thriving BRT framework would reduce the number of cars on the road and thus traffic congestion.

For starters, the findings of this study will aid in the resolution of numerous urban transportation issues in Accra, Ghana. Data on transportation difficulties in Accra will enable various urban transport management agencies and the government to resolve the problem over time, and the results will also provide a clear indication of the role of government in either solving public

transportation problems or being a significant factor contributing to some of the issues in the transportation sector.

The research will educate governments and decision-makers on the development and implementation of policies and programs to build an open, adequate, secure, and affordable transportation infrastructure that promotes poverty eradication and long-term growth.

Finally, the findings of the study will aid in the investigation of whether or not the BRT system in Accra, popularly known as the "Aayalolo" system, is contributing to the alleviation of the city's transportation problems. This research will collect information on the role, efficacy, and/or ineffectiveness of the BRT system in alleviating traffic congestion and addressing the urban transportation needs of the city of Accra.

1.5 Scope of the Study

The study set out to investigate the government's role in providing public transportation in Ghana, as well as the reasons for the government's funding of the Aayalolo BRT scheme. The study covered key respondents from the Ministry of Transport (MoT), GPRTU, and Aayalolo BRT system. The researcher interviewed the MoT's Chief Director, Director of Research Statistics and Information Management, and other key stakeholders using semi-structured open-ended questions. The Managing Director, Communication Manager, Legal Manager, and Secretary to the Aayalolo BRT system Board were all covered in the interview.

1.6 Organization of Thesis

The research will be divided into seven chapters. The first chapter contains an introduction, the study's background, a problem statement, research objectives, the study's significance, the study's limitations and limitations, and a definition of terms. The second chapter contains a review of the literature on closely related studies. The third chapter focuses on the theoretical framework and research questions for the study, upon which the research study is based. The methodology used in the study is presented in Chapter four. It describes the research design, study population, sampling, instrumentation, data collection, and ethical considerations. The results of the analysis are presented in Chapter five. The study's findings are discussed in Chapter 6. Finally, chapter seven contains a summary of the findings, conclusion, and policy recommendations.

CHAPTER TWO

LITERATURE REVIEW

2.0 Introduction

This chapter makes an effort to present the theoretical and empirical literatures that are relevant to the research study. In the first section of this chapter, efforts are made to discover theories related to the study. The second section delves into an empirical review of similar studies on the subject.

2.1 The Concept of Transportation

Any particular watertight description contradicts the transport principle. According to Schulz (2004), a vehicle in its broadest sense includes the transportation of goods and people, the movement of labor and money, and the activity of providing access to services and opportunities. This definition broadens the range to include non-motorized structures like walking, riding, and cart-drawn animals. Mbara (2002:3) asserts that transport is precisely a device comprised of two key components: a vehicle commonly referred to as a "carrying machine," and a route referred to in the transport term as a "direction." Transport is made up of a "infrastructure component" and a "service component" in this context. The transportation device, such as a bus, plane, train, or ship, is the service component, while the road is the infrastructure component. In other areas, trained personnel are required to ensure that the transportation infrastructure runs smoothly. Mbara (2002: 3), on the other hand, argued for "relevant trained manpower as a critical third component of the transport system."

Local councils play an important role in the provision, administration, and control of public transportation, according to (Sundeen & Reed, 2006), (Aworemi & Olaogun, 2009), and (Litman, 2012). Local government involvement in achieving transportation goals is becoming increasingly important, according to (Sundeen & Reed, 2006). Significant financial demands placed on state

and local governments for surface transportation programs have decreased over the last decade (Sundeen & Reed, 2006; Litman, 2012). According to Sunden and Reeds (2006), municipalities are responsible for regulating vehicle license and registration taxes in the United States in at least 34 of the 34 states surveyed.

2.2 Public Transportation System in Ghana

In a developing country like Ghana, public transportation is extremely important. The concept of public transportation is very limited in transportation documentation. That being said, the term "public transportation" is frequently used in the literature; it refers to a shared passenger transportation infrastructure that is available to the general public (Buehler & Pucher, 2012). This includes a variety of public transportation options such as carpools, shared taxis, ferries, commuter rail, and bus options, as well as their variants (Litman, 2012). The essence of this concept is that public transportation is a mode of transportation in which the "vehicle" in question is not actually owned by the individual. -

In Ghana, there are currently three major public transportation systems: The Tro-Tro system, regulated government buses such as Metro Mass Transit and Aayalolo BRT systems, and business buses used solely by business employees.

2.2.1 The Tro-tro System

The term Tro-tro was derived from a three pesewas coin that was used in the past. It simply meant that the fair price from the origin to the destination was three pesewas, and by persistently shouting the fair price, it eventually became the name for the service, and it has since been used to this day, despite changes in currency and fair prices. Buses owned by private individuals are used in the Tro-tro transportation service to serve the general public at agreed-upon rates. The operations and routes are solely determined by the owners and drivers, and occasionally by local regulatory

authorities such as bus station operators and driver's associations. Depending on the route chosen, the buses are registered to a station from which passengers can board to their destinations. Passengers on board can disembark at any point along the route until the bus reaches its final destination. Because of the system's independence, individual investors can join the network, making the service relatively cheap and accessible.

The Tro-tro system has long been the most popular and widely available mode of transportation in the country. Despite this benefit, Tro-tro services tend to pose a lot more uncertainties due to inconsistency in service delivery. One significant disadvantage is that the departure and arrival times are highly uncertain, as one may have to wait for several hours to ensure that the car is fully loaded before it finally departs. Again, the bus delays on the road to offload and pick up passengers, extending the travel time. Because of the lack of information about the services, planning a route to a location with Tro-tro service is extremely difficult. Despite these reservations, the autonomous nature of this scheme allows private citizens to participate in the country's public transportation system due to the general nature of access.

2.2.2 Government-run Public Transportation Service

One of the most important responsibilities of governments around the world has been to provide an efficient transportation system (Azzez, I Olateju, Ibrahim, & Remi, 2009). The most popular of these public transportation systems in Ghana are the MMT and the Aayalolo Bus system, both of which aim to develop the region's public transportation sector.

President Kuffour founded MMT Limited in 2003 to provide Ghanaians with a safe, efficient, and cost-effective means of communication (MMT). The Ghanaian people benefit from this scheme in

a variety of ways, including the ability for uniformed students and adults aged 65 and up to travel openly on buses (Baah-Mintah & Adams, 2012). According to research conducted on passenger satisfaction in the use of the Metro Mass Transit system, affordability was the primary benefit of the transportation system, as it was approximately 5% lower than that of the Tro-Tro systems (Aidoo, Agyemang, Monkah, & Afukaar, 2013).

Aayalolo Transport Systems is a smarter transportation system run by the Ghanaian government. The Aayalolo system has its own set of routes, which run from Amasaman to Tudu, Ofankor to Tudu, and Achimota to Tudu (Aidoo, Agyemang, Monkah, & Afukaar, 2013). In general, this system has better payment mechanisms than other Ghanaian public transportation systems. Given the ease with which purchases can be made using this method, it also presents consumers with challenges during the planning phase. Because there is no way to obtain accurate bus information. Because of its limited range, this grid is inefficient and impractical for travel beyond its three operating routes.

2.2.3 Private Company Run Buses

Private businesses operate bus services, such as the Ashesi Workers Bus, which are buses owned by a business organization and used to transport employees to and from work. This mode of transportation is more frequent and efficient. Passengers are notified of the timing and location of the pick-up point in this type of scheme, and those who fail to arrive on time will be left behind. Passengers frequently wait at the bus stop only to discover, as they approach, that the bus has been filled to capacity. The lack of a resource from which passengers can access bus updates frequently creates a scenario in which users may miss their bus because the bus is running ahead of schedule due to a lack of passengers to pick up at a specific stop.

2.3 The Role played by Government in Public Transportation

The government of a country is solely responsible for public transportation systems; even the most ardent libertarian cannot argue with this fundamental position. According to studies, governments all over the world are very active in controlling, coordinating, planning, and operating public transportation networks (Docherty, Shaw, & Gather, 2004). Its public policy obligations are central to the State's role in the transportation industry. The national government acts as a public transportation policymaker by developing proposals, enacting necessary legislation, and voting funds to fund those public policies (Marsden & Rye, 2010). To that end, (Docherty, Shaw, & Gather, 2004) asserted that "mobility control has long been at the heart of transport policy around the world." The works of (Ubbels & Nijkamp, 2002) discussed the transportation government's policy obligations. In terms of both expenditure and operations, public funding is a significant source of funding for various modes of public transportation. Independent of the country's political and institutional framework, central governments continue to be staunch supporters of the transportation industry. This includes, among other things, the provision of transportation facilities and the construction of necessary transportation networks, such as highways, rail, ports, and other water links for ferry services, as well as the provision of gasoline subsidies.

The study also looked at the factors that work against state-owned transportation operations. The study, which focused on Nigeria, used a quantitative approach with a multi-regression strategy to identify the sources of difficulties for state mass transit agencies. (Aworemi & Olaogun, 2009) asserted that public transportation activities are frequently plagued by issues such as poor fare regulation, insufficient cost recovery, and overstaffing. The study linked these issues to over-politicization and poor management. Aworemi (2008) proposes, among other things, an effective

policy structure for the efficient operation and maintenance of public transportation based on its findings.

(Macário, 2010) investigated the role of the state in the delivery of community transportation from a neoliberal perspective. According to their reports, most countries around the world are now considering the use of public-private partnerships (PPPs) and other forms of collaboration to finance and sustain the necessary transportation projects. These researchers present a variety of arguments to support the growing collaboration between public and private sectors in the delivery of transportation services. Budget constraints and a lack of experience are frequently cited as important considerations when considering public transit PPP alternatives (Macário, 2010). As a result, governments collaborate with private partners to leverage additional funding to meet the growing demand for public transportation.

Sundeen and Reed (2006) investigated the barriers to mass transportation financing in the United States. He recognizes that, given the importance of surface transportation to the US economy, state legislatures face significant challenges in securing sufficient funding to meet rising transportation demands. According to the study, "In the State Government, individual politicians will not be able to support financing mechanisms that may be unpopular with or specifically support very few of their voters" (Sundeen & Reed, 2006, p. 21).

Huerta (2012) draws on the work of Sunden and Reed (2006) in her article "Transport Fund; Why the Politics?" with a focus on two cities: New York City and Los Angeles. Her 2012 research backs up Sunden and Reed's (2006) claim that most Americans regard mass transportation as a public utility that serves only a portion of the world. As a result, the middle-class electorate views transit as a luxury that they do not require, and instead advocates for a reduction in the country's determination to fund public transit lines (Huerta, 2012, p. 13). However, Huerta's (2012) study

did not go into detail about the principles that underpin certain characteristics of the middle class of people. The research was carried out in the industrialized world of the United States. To fill the spatial gap, the current study focuses on Ghana, a low middle-income economy where the majority of people are vulnerable to poverty when compared to advanced economies.

Deakin and Harvey (2006) in a more nuanced manner, the Government's position as a market regulator was addressed by reflecting on the efficacy of five types of transportation pricing controls. Congestion charges, parking charges, car mile travel charges, gasoline tax increases, and pollution charges are among the sections covered. Deakin and Harvey (2006) Furthermore, it was argued that the government is implementing such pricing policies to achieve fiscal, environmental, and energy goals, among others. The report, which focused on California, concluded that properly planned and implemented transportation pricing policies could effectively reduce pollution and electricity usage while also producing revenue (Deakin & Harvey, 2006, p. ix). According to the report, this transportation income should be used to fund new transportation expenditure.

(Pucher et al., 2005; Korattyswaropam et al., 2005; Mittal et al., 2005; Ittyerah et al., 2005) I also agree with AFD and MEEDDM (2009) that fares are frequently kept low by public bodies – and do not reflect actual costs – in order to meet the needs of low-income workers. (Pucher et al., 2005; Korattyswaropam et al., 2005; Mittal et al., 2005; Ittyerah et al., 2005) While analyzing public transportation in India, argued that because a large portion of the urban population in India lives in poverty, "the government has been compelled to keep public transportation fares exceptionally low." The State's role as a tariff regulator ensures that service providers, particularly monopolists, do not inflate prices (Oni, 1996).

The role of the government in optimizing transportation protection has been the focus of public transportation research. Security is a benefit to the public and a top priority for government transportation authorities (Bliss & Breen, 2012).

According to (Bliss & Breen, 2012), improving road safety necessitates political will, significant government ownership, and leadership. Bloiss and Breen (2012) As a result, it appears that the performance of a transportation safety agency can be accomplished by a government authority established by law and entirely funded by the government in order to ensure long-term financing and implementation capability. Study stress; lack of administration engagement; attempts to promote travel safety It is also "illusory and ineffective" (Bliss & Breen, 2012).

2.3.1 Rational for State intervention in Public Transportation

(Docherty, Shaw, and Gather, 2004) attempted to understand why states appear to have taken interventionist roles in the implementation of public services, particularly transportation, in recent years. According to the study, "policy participation in transportation has always been one of fixing business shortcomings" (Docherty, Shaw, & Gather, 2004). In terms of efficiency, quality, and reliability, unregulated transportation service provision is woefully inadequate in meeting the growing population's demand (Pucher, Korattyswaropam, Mittal, & Ittyerah, 2005). It is also not uncommon for public transportation companies to find themselves in an economic crisis and to seek government bailouts or assistance (AFD & MEEDDM, 2009).

According to (Winston, 2000), the government becomes involved in public transportation operations due to the high fixed costs of improving transportation networks. Most transportation networks in a country, such as highways, require large sums of money that the private sector will be unable to provide or may be unwilling to fund because it is classified as a public good (Winston,

2000; (Docherty, Shaw, & Gather, 2004)). As part of its sacred commitment to the people, the state generally recognizes the duty and liability of providing public transportation services.

Another argument in favor of government involvement in public transportation stems from the philosophy of social justice (Cervero, 2011). Subsidies for vulnerable people and the mentally disabled are also part of social equity (Litman, 2002). According to Cervero (2011, p.4), public transportation is also a form of "social spending." He also agrees with Litman (2002) that public transportation provided by the government is more effective and socially equitable than transportation provided by the private sector. Governments thus step in to provide either solely or jointly public transportation services to ensure adequate access to jobs, health care, education, and other available facilities for poor and disabled people, typically based on public transportation (Cervero, 2011). The state's involvement in the mass transportation system is likely to serve as a social policy tool to ensure residents have an acceptable quality of life.

Apart from economic and social considerations, governments are motivated to encourage more environmentally friendly public transportation systems by sustainability concerns. According to the International Energy Agency (IEA, 2005), cars are the single largest source of air pollution. Docherty et al. (2004) claimed that there is a need for state intervention in the delivery of public transportation services since the market has become firm as a result of the global need to reduce transportation-related emissions and pollution. Cervero (2011, p. 4) echoed the robustness of this assertion when he stated, "Public mass transportation services are extremely successful in terms of using road space and energy, hence minimizing pollution emissions from vehicles into the environment."

2.4 State's Involvement in Transport Development in Ghana

Traveling by road is the most common mode of transportation in Ghana. However, other modes of transportation, such as water transport, rail transport, and air transport, facilitate the movement of people and goods. It is estimated that 85 percent of road users in Ghana use public transportation, with the remaining 15 percent driving their own cars or walking.

The current public transportation infrastructure in Ghana can be traced back to 1898, when the first railway line was built to connect Takoradi and Tarkwa for the purpose of transporting gold and other minerals, and another road was built in 1905 to connect Accra Harbour and Dodowa to Larteh for the purpose of transporting and exporting palm fruit (Wilson, 2006). The country followed socialist policies and this direction to expand and develop public transportation. Several state-owned transportation corporations have emerged as a result of growth. Among such state-owned public transportation networks, STC, OSA, and CES are well-known.

2.4.1 State Transport Corporation

The colonial masters established what is now known as the Intercity STC in 1909 in order to meet the transportation needs of the colonial administration at the time. On March 9, 1965, the Statutory Instrument (LI) established the Department of Transport to control and manage public transportation services, which was later renamed the State Transport Corporation. As a result, the government established a transport division in January 1968 to handle both dry and wet freight transport. This was given to STC to operate as a bulk carrier division alongside the passenger division. Following that, in June 1995, STC was established as a limited liability transport company called State Transport Company Limited.

The company was tasked with providing dependable, profitable, safe, convenient, and efficient transportation delivery services, as well as allied services such as transportation10. The company did not have the authority to provide inter-district bus services, but rather only inter-urban services, primarily between regional capitals (Fouracre et al., 1994).

2.4.2 City Express Services

The City Express Service (CES) was established in 1981 by the People's National Party. The administration of Dr. Hilla Liman. CES operated as a separate agency within the Transport and Communications Ministry at the time. In order to provide public transportation, it primarily relied on Tata buses. However, CES did not make a significant contribution to the country's urban transportation development. Fouracre et al. (1994) estimated that CES urban mileage was less than 10% of total mileage in January 1992. It was later privatized in the year 2000 due to organizational inefficiency (The Afful, 2011).

2.4.3 Metro Mass Transit

A public mass transportation service was established in 2003 by the government of the country to provide safe, convenient, inexpensive, and accessible transportation services to fulfill the expanding transportation needs of the general population. In 2003, the MMT was born as a result of this endeavour. Together, the government and other organizations owned 55% of the shares in MMT, which was established by the State Insurance Agency; National Investment Bank; Ghana Oil Company Ltd; Agriculture Development Bank; the Prudential Bank; SSNIT; and the Prudential Bank and SSNIT. Intra-city transportation was the primary focus of the MMT effort. The MMT, on the other hand, appears to have strayed from its basic mission of providing services within cities to large distances like interregional transportation services recently (Kumasi to upper east region). There are inadequate public transportation options in Kumasi according to the

Department of Urban Roads (2004), which has led to increased reliance on personal vehicles such as cars and taxis, as well as smaller vehicles (trotro) for getting around the city.

2.4.4 Aayalolo Bus Rapid Transit (BRT)

It is the Aayalolo Bus Rapid Transit System, which was formally launched in Ghana on November 25, 2016, and operates in the country's capital city of Accra. The BRT system is unique in that lines are specifically designated for buses, allowing them to beat traffic and travel more quickly. It was in the year 2016 that the Aayalolo system began to operate. They began by ploughing the Accra, Amasaman, and Ofankor routes, which are all in Ghana. It is a Ga term that translates as "always on the move." The Adenta routes have been added to the prior routes by Aayalolo at this time.

A component of the Urban Transport Project (UTP) undertaken by the Ministry of Roads and Highways, the BRT is a rapid transit system. The World Bank, the Agence Française de Développement (AFD), the Ghanaian government, and the Global Environment Facility Trust Fund are all partners in the project, which is funded by four sources. The Ministry of Local Government and Rural Development, the Ministry of Roads and Highways, and the Department of Urban Roads are the organizations that spearheaded the initiative. The initial estimate for the project's cost was $95 million.

2.5 Challenges faced by the Transport Sector in Ghana

The most significant challenges in public transportation administration are diverse, and the majority of them can be found in Third World countries such as Ghana, which is experiencing rapid demographic and economic growth, as successful development is linked to increased individual mobility (Wilson, 2006). The first significance of state-owned transportation organizations in Ghana is most likely due to the proliferation of small vehicles (16 seats) in

passenger services and the popularity of this mode of public transportation in general transportation circles. Topics such as vehicle assistance, affiliation competitiveness, market longevity, and the Armada age profile are all related to this. Public transportation in Third World countries is frequently portrayed as a lack of sufficient budgetary assets to fund organizational sponsorship, not because it is not a problem in any other country, but because all accounts are exacerbated in the generated scenario. These agreements address issues such as a lack of time-consuming capital speculation to replace moving stock, a lack of coordinated infrastructure arrangements, and a tragic lack of firm responsibility for public transportation, among others. Again, due to low wages and unemployment, the vast majority of ardent public transportation users are generally unable to make a significant contribution to the farebox.

Road transport services provided by both formal and informal providers have been categorized by extremely harsh environmental influences, resulting in a low level of transport services in the industry. There is usually little regulatory/institutional efficacy, as well as a lack of a consistent and systematic public transportation strategy (Ofori-Dwumfuo and Dankwah, 2011). Vehicle operators are subject to minimum legislation in terms of commercial vehicle authority, coverage area, operational conditions, vehicle servicing, and associated emissions. This condition has resulted in the ability to join the company and leave at any time. The informal sector dominates the industry and provides approximately 95% of transportation services, but their services are inefficient, inconvenient, and dangerous (Arasan, 2012). Due to the intensive nature of public transportation capital operations, finance is a limiting factor.

Because of the large number of cars used for public transportation, obtaining the highest quality parts for vehicle repair, whether through importation from vendors or through local procurement, constitutes a considerable issue (Schreffler et al., 2012). Certain models of automobiles may have

been pulled from the assembly line, and spare parts may not be readily available in certain circumstances. Perhaps the spare parts that are available are obsolete and will not be effective in the repair of the vehicle in question. This situation gave rise to the notions of manufacturing, improvisation, and "trial and error" in repair workshops, particularly in "wayside" workshops, which are still in operation today. Genuine replacement components obtained from manufacturers' representatives are just too expensive and prohibitively expensive to purchase (Schreffler et al., 2012). In general, there is a scarcity of human capital available for automobile maintenance and repair, and in particular, roadside garage technicians lack the necessary professional qualifications.

Given all of the factors taken into consideration, public transportation provides a wide range of benefits to businesses while also contributing to social concerns. As a result, the goal of optimizing the benefits of transportation to the national economy, while at the same time recognizing the challenges associated with it, must be considered vital. The poor quality of public transportation imposes large expenses on the economy in the form of high car labor costs and long, uncomfortable travel times, which in turn has a negative impact on the productivity of businesses. An overly liberal regulatory or bureaucratic environment would have no positive impact on competition or economic progress. Politicians should aim to enhance the structural and administrative framework that allows public transportation to thrive while also focusing on developing the human assets and technical expertise that are required for upkeep. In addition, the absence of enforcement of rules creates a chaotic environment, which is one of the primary reasons of non-compliance with laws pertaining to public transportation. The rapid expansion in population, which increases the demand for public transportation, shows that there is no indication that the pressure on the transportation infrastructure would instantly increase considerably. These agreements address issues such as the scarcity of time-consuming capital speculation to replace moving stock, the lack of coordinated

infrastructure arrangements, and the fatal lack of clear accountability for public transportation, among others, in the United States. Again, due to the low rate of salaries and unemployment, the vast majority of dedicated public transportation users are unable to make a significant financial contribution to the farebox.

If money and energy are not directed toward addressing the issue of public transportation, the country will continue to have transportation networks that fail to meet targets and weaken competitiveness. Finally, priority bus lines must be implemented, as well as steps to improve public transportation service, particularly buses, public transportation development, and traffic control coordination. These problems are erratic in nature, and they pose a real test or obstacle for government decision-makers and transportation managers. Although the challenges are easily resolved, the answers are still a long way off.

2.6 Factors of Effective and Efficient Transportation System

There are various approaches that can be taken to create an effective and efficient transportation system. According to Eddington (2006), strategic solutions to the problem include an upgraded transportation network, effective transportation policy and regulation systems, and efficient and dependable public transportation. Nadiri (1998) also advocated for the development of suitable transportation infrastructure in order to alleviate the transportation crisis and boost production at the local level. He goes on to say that vital transportation infrastructure includes an efficient transportation network, enough bus stops, and parking lots with traffic signals. According to Shapiro and colleagues (2002), public transportation is a need for guaranteeing the effectiveness of urban transportation systems for energy conservation, decreased automobile congestion, and environmental preservation.

i) Creating More Travel Options

Congestion and delays can be alleviated by increasing transport options. Congestion reduction and increased productivity have been achieved through the use of satellite markets, information and price options in other cities provided by the Internet. In many places like Accra, the number of transportation options does not keep pace with the diversity of people's transportation needs. Commuters in Accra, for example, have few options but to travel early or late, avoid the journey, or travel at peak traffic times due to a lack of transportation options in our cities.

ii) Adding to Capacity

It is possible to increase capacity by increasing the number of transportation options, such as constructing new routes, or by improving the design of existing routes.

(v) Managing Construction and Maintenance Project

Properly managed construction and maintenance projects aimed at improving transportation systems and reducing congestion in urban cities during construction periods can be extremely beneficial. Measures such as reducing construction duration and relocating construction to times when traffic volume is low can have an impact on the management of construction and maintenance projects. Construction management and policies could be implemented to reward contractors who complete projects on time or punish contractors who do not complete projects on time. When such measures are implemented, they may serve as a motivator for project engineers to complete projects on time and, eventually, improve transportation system efficiency to reduce urban vehicular congestion.

(vi) The Role of Priicng

Transportation services could be prioritized for a price mechanism strategy to be implemented in some travel corridors, providing an important option for city residents and freight shippers. As

options for an efficient transportation system, premium services, toll highways, and transit roads are used.

iii) Manage the Demand

Transport efficiency can be improved by shifting trips away from peak travel times in a strategic demand management scheme. Greater control over arterial streets, ride-sharing and other modes of public transit, and other development strategies like tele-travel and other methods of cutting down on vehicle journeys all help to increase productivity. Among the techniques that can be adopted to improve the efficiency of the transportation system are bicycle and pedestrian lanes, adequate parking, and suitable design of construction projects.

iv) Increasing the Efficiency of the System

Accra's transportation needs can be greatly improved and developed by increasing the efficiency of the current system. Improved intersections and crossings, appropriate walkways, highway entrance ramps, event management, and incident management are all ways to minimize congestion in most urban areas. Additionally, one-way streets, computerized toll collecting systems, and lane allocations that may be changed are important in improving transportation efficiency in urban areas like Accra, Ghana.

2.7 Empirical Literature Review

Several researchers have taken a keen interest in the issue of transportation systems and their effects on productivity, which has covered a wide range of subjects in economics, planning and geography, physics, and other fields.

Existing theories by researchers such as Weisbrod (2013), Ofori-Dwumfuo and Dankwah (2017), and Takyi et al, (2013) revealed that government involvement in public transportation is a way to improve the transportation sector and increase productivity.

According to Ghanaian Chronicle (2017), in Ghana, a study of vehicular congestion in Accra shows that people who use public vehicles lose fifty hours monthly to vehicular traffic, which is equivalent to GH55, resulting in a significant loss in labor productivity and income over the course of a month (Ghanaian Chronicle, 14.02.2017).

Takyi et al. (2013) discovered that excessive travel delays in Kumasi have a negative impact on productivity. They reported a 21.9 percent average income loss for minibus drivers and a 14.3 percent income loss for taxi drivers as a result of vehicular congestion. According to the authors, the formal sector employee loses 52.8 minutes per day due to vehicular congestion, representing a 9% loss of productive man-hours on a daily basis.

According to Cregu (2017), insufficient public transportation in cities reduces the efficiency of the transportation system, which has a negative impact on economic activities that can be best served by an efficient transportation system. As a result, productivity suffers. They stated once more that business activities rely on an effective logistics and control management system, but freight movement in cities is hampered by vehicular congestion, resulting in lower productivity. According to Weisbod et al. (2016), traffic congestion reduces employee access to jobs by causing excessive delays in traffic, which eventually reduces productivity. They also stated that a partial reduction in traffic congestion caused by government intervention will result in economic gains. According to Lewis and Downie (2018), inefficient transportation makes it difficult for businesses to thrive. According to Poole (1998) and Eddington (2016), the economic cost of inefficient

transportation takes the form of time delays, additional fuel consumption costs, high transportation fares, and other health-related costs.

2.8 Research Gap

Numerous studies have emphasized a variety of approaches that can be used in various countries to address the issue of inefficient transportation systems. Unfortunately, the demand and supply of transportation services has never been proportionating to people's increasing transportation demand. As a result, transportation inefficiencies continue to be a problem. This study aims to examine the role of the state in the delivery of public transportation in Ghana, where little attention has been paid to fill that knowledge gap.

CHAPTER THREE

THEORETICAL FRAMEWORK

3.1 Introduction and Definition of Theory

The theory that underpins the study is presented in this chapter. Theories' role is to improve science by identifying problems, and they must be capable of both describing and predicting phenomena (Osuala, 2007). The Theory then establishes the framework for social science research.

3.2 State Capitalism (SC)

SC theory is commonly used to describe a political and economic structure in which the state participates in private economic enterprise, including capitalist control and organization of the means of production. SC can also refer to a relationship between the government and large organizations in which the government intervenes on behalf of large capitalists to benefit customers (Bremmer, 2010).

The most important component or characteristics of the model are the extent of government assistance and intervention in a country's public issues, as well as the primary reason for the intervention. State capitalism is defined as follows by Bremmer (2010, pp. 4-5):

In this scheme, states use various types of state-owned corporations to handle the extraction of wealth that they regard as the state's crown jewels, as well as to generate and retain large numbers of workers. They control those markets through the use of carefully selected privately held companies. We use so-called sovereign wealth funds to invest their excess cash in ways that boost the economy's income. In all three cases, the government uses markets to generate capital that can be directed however elected officials see fit. And in all three cases, the ultimate incentive is political rather than economic (maximizing growth). (Increasing the state's strength and the

leadership's chances of success.) It is a form of capitalism, albeit one in which the state is the primary economic actor and markets are used solely for political gain.

SC (Superior Control) system "operates as the primary economic agent and uses the economy solely for political gain (Bremmer (2010), the state invests in strategic industries such as transportation, among others, to improve the accessibility of job opportunities and to maximize state income). However, the ultimate goal of such a state in terms of investment decisions is driven by political considerations rather than economic considerations. This is done to ensure that the political elites remain in power (Bremmer, 2010).

China and Russia have been identified as the leading supporters of state-led capitalism in the twenty-first century. For example, the Chinese government owns stock in nearly all of China's major corporations (Musacchio & Lazzarini, 2012). The AVIC Empire (aircraft), Huawei (telecommunications), Lenovo, and China have joined the Ocean Shipping Business (Transportation) are just a few of the state-favored firms (ibid, 2009). In Russia, the government owns gold stakes in over 1,000 companies (Musacchio & Lazzarini, 2012). Bremmer (2009, p. 3) states succinctly: "In Russia, any large corporation must have good relations with the government in order to thrive.

Despite the skepticism directed at the state capitalism paradigm, there is no doubt that it is appropriate for this analysis. State capitalism emphasizes the central role of the state in providing public services while also emphasizing the benefits associated with private sector control of the means of production.

In an ideal world, state intervention in transportation – in a neoliberal way – would increase mobility and accessibility to public goods and services while also creating widespread domestic

support for the dominant class. Thus, state capitalism values favor the formation of Aayalolo Bus Transit Limited as a joint state-private company to enjoy government patronage and "substantial comparative advantages over its private sector competitors in the Ghanaian mass transit industry" (Bremmer, 2009, p. 6).

According to Docherty et al. (2004), mobility management has always been central to transportation policies, and any understanding of how and why the government intervenes in transportation markets must begin with this understanding. According to Ubbels and Nijkamp (2002) and Sundeen and Reed (2006), public finance is the primary source of funding for various modes of transportation. Governments act as transportation policymakers by developing policies, enacting appropriate legislation, and voting money to fund such public policies. Studies on the role of the state as an economic regulator of public transportation have focused on the government as a regulator of market power (Ogus, 1994; Kverndokk & Rosendahl, 2010) and a price regulator (Cervero, 1990; Deakin and Harvey, 1996, Purcher et al. 2004). According to Pucher et al. (2004), in order to meet the needs of low-income earners, public authorities frequently keep fares low and do not essentially reflect the real costs. Pucher et al. (2004) go on to say that because a large portion of India's urban population is impoverished, the government is forced to keep transit fares extremely low. Deakin and Harvey (1996) focused on the effectiveness of transportation pricing measures to discuss the state's role as a price regulator. `According to their findings, properly designed and implemented transportation pricing policies could effectively reduce congestion, pollutant emissions, and energy consumption while increasing public revenue (Deakin & Harvey, 1996).

In State Intervention in Contemporary Transport, Docherty et al. (2004) argued that state intervention in transportation has always been aimed at addressing market failures. Docherty et al.

(2004) found that unregulated market provision of transportation services frequently falls short of society's demand, as reported by AFD and MEEDDM (2009). It is also not uncommon for transportation companies, whether publicly or privately owned, to face a financial crisis and seek government assistance. Docherty et al. (2004) argued, in contrast to Winston (2000), that state intervention in mass transportation is justified by the high cost of developing transportation infrastructures, which require significant capital investments that are relatively unappealing to the private sector. The state typically accepts such responsibility as part of its solemn obligation to provide citizens with satisfactory public services. Such government intervention in transportation avoids wasteful competition and unnecessary duplication of assets like "separately owned parallel railway lines" (Docherty et al., 2004: 259). Another argument in favor of government intervention in mass transportation is based on social equity theories (Litman, 2002; Lucas, 2006; Cervero, 2011). Subsidies for disadvantaged people, such as low-income earners, the elderly, and the infirm, are frequently required for social equity (Litman, 2002). According to Cervero (2011), mass transit is a type of social investment. It is a social policy instrument that ensures citizens have a decent standard of living. Cervero (2011) thus agrees with Litman (2002) and Docherty et al. (2004) that public provision of transportation infrastructure and services is more efficient and equitable than market alternatives. Governments therefore intervene in mass transportation, either solely or collaboratively, to ensure adequate access to jobs, healthcare, education, and other public services for the vulnerable and mobility deprived, who are typically mass transit dependent (Cervero, 2011). A position similar to the social justification for the state's involvement in mass transportation is one consistently advocated by Bullard (2003), Dombroski (2005), and Cervero (2006). Dombroski (2005) made a compelling case for a "de facto right" to transportation. He vehemently argued that the right to mobility and freedom of movement is a fundamental right that

must be guaranteed. Dombroski (2005) thus argued for greater public support for the development of mass transportation systems as a means of alleviating the severe immobility that the urban masses face on a daily basis. According to Cervero (2011), such arguments are rooted in the belief that mobility, like healthcare, potable water, and sanitation, is a basic human need. As a result, transportation equity is consistent with the goals of the larger civil rights movement (Bullard, 2003). According to the works of Marsden and Rye (2010), Lucas (2006), and IEA (2005), the case for state intervention in the transportation market has become much stronger in the wake of the worldwide call to address transportation-related emissions and pollution. The strength of this argument is reflected in Cervero's (2011: 4) words: mass transit is "the most efficient user of road space and energy resources," reducing pollution and highway congestion, especially "if mass transit users are former single occupant motorists." AFD and MEEDDM (2009) also advocate for public support for transit systems that are "both energy-efficient and low in greenhouse gas emissions, while being widely accessible and taking up little space." Diana and Daraio (2010) conclude succinctly in their study on transport policy effectiveness that promotion of social equality, reduction of environmental impacts, and land use planning are frequently the primary motivations for state intervention in mass transportation.

3.3 Research Questions

- How do political parties influence the operation of Aayalolo?
- How does the state impact the delivery of Public Transportation in Ghana?
- What are the Goals of State Funding of the Formation of Aayalolo BRT System?
- What is the purpose of Aayalolo BRT System?
- What is the degree of the Role of State in Aayalolo BRT System?

CHAPTER FOUR

RESEARCH METHODOLOGY

4.1 Introduction

This section discusses the analysis, methods, and procedures used to carry out the study, as well as the answers to the study's questions. According to Leedy and Ormrod (2010), a research methodology is the general approach that a researcher takes when conducting a research study. Sarantakos (2005) defined research methodology as a strategy that translates ontological and epistemological principles into guidelines that reveal how research will be conducted. In this regard, a research methodology may reflect positivism, symbolic interactionism, or both, necessitating different procedures in the form of sampling instruments and techniques for data collection and analysis (Sarantakos, 2005). The section discusses the research overview, the population, and the research sampling strategy. This chapter continues to explain why the case study approach was chosen in the first place. It also describes the study's data collection procedures as well as the approaches used to describe the data. The final section of the segment addresses issues of legitimacy and dependability, which improve the study's quality level.

4.2 Research Strategy

A study's research design represents the researcher's strategy for carrying out his research. It contains all of the methods and procedures needed to expedite the completion of the scientific analysis (Biggam, 2008). There are two types of research designs: quantitative research designs and qualitative research designs. It should be noted that the third viewpoint on how research should be conducted has recently gained a lot of traction among social scientists. This research approach, which incorporates the two orthodox research method views, is regarded as a hybrid.

For the purposes of this analysis, the work took a qualitative approach and even used a case study approach. The study's quantitative methods are intended to provide a descriptive interpretation of the results in order to make a more specific recommendation. According to (Blaxter, Hughes, & Tight, 2006), qualitative analysis "is concerned with gathering and evaluating information in as many ways, mostly non-numeric, as possible." According to Shank (2002), "researchers analyze objects in their natural contexts, seeking to make sense of, or explain, phenomena in terms of quality research methods," implying that they are carried by people. By definition, qualitative analysis focuses on examining smaller figures of illustration in as much depth as possible in order to reflect on the "depth" rather than the "breadth" of phenomena. According to Creswell (2006), qualitative analysis is "a method of investigating and recognizing the importance that people or organizations assign to a social or human problem." As a result, the description of a qualitative study implies that analysis and any of the guidelines established were used to gather evidence in order to explain reasonably the factors underlying an actual phenomenon.

Ethnographic, case study, and grounded theoretical research are all forms of qualitative analysis (Mustafa, 2010). According to Yin (2003), "the case study is the preferred approach when the occurrence under study cannot be easily distinguished from its context." It also intends to examine a single case using an analytical method so that generalizations can be made (Yin, 2003). The case study was chosen by the researcher because the analysis was intended to explain the depth of the case under study and define its complexity. Case studies are frequently very useful because researchers choose to collect data through various channels.

Despite the numerous advantages that may be acquired by using the qualitative analysis method, there are some drawbacks to be aware of as well. According to Osuala (2007), the qualitative technique requires an excessive amount of time and effort to obtain and understand data. The

researcher, according to Osuala (2007), must spend a large amount of time in the study area in order to "examine, in a systematic and thorough manner, the interactions between subjects," as well as their emotions and behaviors. Silverman (2010) further asserts that this technique typically ignores intellectual sensitivities and focuses solely on feelings and interpretations, so failing to capture the essence of painting as a discipline.

A case study is one of three major research methodologies used in real-world research, the other two being surveys and experiments (Robson, 1993). In addition to historical and ethnographic research methods (Davies, 1999), behavior research methods (McNiff & Whitehead, 2005), and ground theory research methods are available (Dey, 1999). Although the case study is introduced as an analytical guide to this study, it is also used as a research tool since it allows the researcher to examine thoroughly and explore intensively the research phenomena under observation (Cohen & Manion, 1995) and public transportation (using Aayalolo BRT as an independent unit).

There are many people who disagree with the claim that generalization is always impossible when case studies are used. Bassey (1981, p. 85) points out that "the relatability of a case study is stronger than its generalizability," which means that it can be applied to other situations. Example: the research of objective II: "... identify the purpose of the Aayalolo BRT system in order to ascertain whether it performs any unidentified functions..." If just in one case, "situational characteristics of the case study on an individual basis" (Biggam, 2008) and its future research findings, which presumably add to the rationale behind the government's choice to set up BRT systems in other jurisdictions, are considered important.

This study is primarily qualitative in nature. As a result, expert interviews are required to collect primary data. The interview includes a conversation between the interviewer and the interviewee in order to elicit information from the interviewee. The use of interviews is consistent with the

overall research goal of gaining a comprehensive and qualitative perspective on Ghana's transportation issues. As a result, the qualitative researcher focused on the validity of various interpretations through a thorough definition and interpretation of the phenomenon, as opposed to compartmentalized data in quantitative studies (Osuala, 2007).

A quantitative study style, on the other hand, is one that is heavily reliant on numbers or numerical calculations. In a similar vein, (Mustafa, 2010) argue that the term "quantitative" is used because this method employs statistics to attempt to explain the social environment. They also argue that information for the quantitative approach is gathered by administering surveys in which the same set of questions is posed to all or by gathering information in another way that allows us to do so. According to Saunders et al. (2009), there are difficulties in using quantitative research design because it necessitates the formulation of a hypothesis and the careful design of a research model for data collection and analysis, as well as the possibility of errors and bias on the part of the researcher, among other things. However, the qualitative research design was chosen over others because it is thought to be the most appropriate for achieving the study's goal. Again, this study is looking for "context-bound findings that could theoretically point the way to new policies on public transportation in Ghana, rather than simple scientific generalizations that could be of marginal value" (Osuala, 2007).

It should be noted that, despite the benefits of the qualitative analysis approach, it does have some drawbacks. According to Osuala (2007), the qualitative approach requires too much time and effort to collect and interpret data. According to (Osuala, 2007), "it is critical for the researcher to invest a significant amount of time in the study environment in order to explore, in a systematic and comprehensive manner, the subject's relationships, reactions, and behaviors." According to Silverman (2010), this approach frequently omits conceptual sensitivities and focuses solely on

impressions and interpretations, thereby excluding painting as a whole. When conducting qualitative analysis, it is critical for the researcher to invest a significant amount of time in the study environment in order to analyze it holistically and aggregately in order to make a clear analysis of the research results.

4.3 Data Sampling and Collection Instrument

This research relied on qualitative data. However, the data for the study was gathered using both primary and secondary methods. Field interviews were used to obtain the majority of the primary sources.

Because the research is qualitative in nature and seeks to determine what occurs, how, and why, the most effective sampling strategy was non-probability sampling (Dey, 1999). Other non-probability sampling methods are quota sampling, snowball sampling, and easy sampling.

Because of the need to reach target research subjects quickly and the fact that randomness is not a primary concern in this research project, purposeful sampling was deemed the most appropriate for this study. To collect qualitative data for the empirical study, the researcher employs a purposive sampling technique. Purposive sampling is ideal for selecting highly insightful special cases to ensure that all types of individuals or persons exhibiting all characteristics are included in the sample (Neuman, 2014; Berg, 2001). Purposive sampling, according to Dey (1999), allows researchers to extract a lot of information from the data that they have collected. This enables researchers to describe the significant impact of their findings on the population. As a result, the researcher will forego representativeness in favor of in-depth analysis.

To administer interviews, the researcher purposefully chose five (5) key respondents from the Ministry of Transport (MoT) and five (5) respondents from the Aayalolo BRT system. The

Ministry of Transport (MoT) is the government's principal transport policy adviser, with oversight responsibility for public transportation in Ghana, whereas the Aayalolo BRT system, as a public transportation operator, is the unit under investigation.

The researcher interviewed the MoT's Chief Director, Director of Research Statistics and Information Management, and other key stakeholders using semi-structured open-ended questions. Interviews were conducted with the Managing Director, the Communication Manager, the Legal Manager, and the secretary to the Aayalolo BRT system Board. Interviewing different employees from the same company allows for cross-examination of responses, ensuring reliable and accurate data while also minimizing potential human errors and biases.

The personnel were primarily questioned about the government's roles in public transportation, specifically the rationale for the government's decision to establish the Aayalolo BRT system. The Aayalolo BRT system personnel were also questioned about the creation of the Aayalo BRT system, but primarily about the Aayalo BRT system's operations and the government's involvement in the Aayalo BRT system.

Semi-structured questions for qualitative interviews use open-ended questions to elicit expressive responses relevant to the stated research objectives (Dey, 1999). It allows for in-depth and flexible discussions with various stakeholders on the subject of Ghana's public transportation.

Where possible, the interviews were also audio-recorded to ensure that the data analysis was based on the exact information gathered, thereby increasing the reliability and validity of the research findings. As a result, the researcher sought to generate knowledge that was not only valid but also reliable. According to Biggam (2008), validity is concerned with how the researcher collects and

analyzes empirical data, whereas reliability is concerned with the need for a record of evidence that you did, in fact, conduct the research (in a fair and objective way).

In total, fifteen (15) people took part in this study, which represents the sample size for the study. While the Aayalolo BRT system Limited will represent the case study's point of view, the MoT will represent the government of Ghana's position. The GPRTU, Ghana's dominant transport union, will be the voice of the country's private transportation providers (IBIS, 2005). The researcher holds the view that the sample techniques, frame and size employed for the purpose of primary data collection will be adequate for a study of this nature.

4.4 Sources of Data Collection

Without the proper data or information for analysis, research cannot be successful. Data could be obtained from a secondary source (data that is easily accessible) or a primary source (data that is being gathered and used for the first time). According to Saunders and Gergel (2017), there are two primary methods for gathering information or data for a research study. These are secondary and primary data sources, respectively. According to (Banerjee & Chaudhury, 2010), primary data is gathered with the goal of addressing a specific challenge. A variety of instruments are available for gathering primary data. Observation, questionnaires, and interviews are some examples (Saunders & Gergel, 2017). Preexisting data, on the other hand, is referred to as secondary data. Blaxter, Hughes, and Tight (2006) This study gathered primary data through interviews, which were deemed necessary in order to obtain direct responses from the various respondents.

4.5 Framework for Data Analysis

To apply qualitative information analysis techniques to data, the author used three intellectual methods: data definition, analysis, and interpretation of findings. The first step was to create a

comprehensive overview of the phenomena under investigation. The definition was based on the "context of the action, the actor's motives, and the process by which the action is carried out" (Dey, 1999). However, the study's ultimate goal was not only to define the results, but also to analyze, clarify, consider, and possibly forecast them (Dey, 1999).

The researcher frequently compares and contrasts the responses (empirical data) with the findings of the literature review (chapter two) and the theory underpinning the study. This iterative comparison method represents a qualitative examination of the data mentioned (Zhang & Wildemuth, 2009).

4.6 Ethical Considerations

"Ethics," according to De Vos and Van Zyl (1998), is "a collection of moral values that are subsequently generally adopted by a person or a group and which include guidelines and behavioral standards for the most correct conduct towards experimental subjects and respondents, supervisors, supporters, other researchers, assistants, and students." This analysis, which includes rights, will take ethical concerns into account. The study's goal will be to provide information through honest actions as well as the publication and dissemination of the research report. The researcher will ensure that the evidence is not tampered with or distorted in order to maintain the study's and report's accuracy (Burns & Grove, 1993). To that end, written permission will be obtained from the Manager of Aayalolo BRT System Limited in charge of the Greater Accra Region, who will be informed of the study's purpose and design. Furthermore, the researcher will inform the respondents that the thesis is intended to fulfill an academic requirement. Another explanation will be that respondents will not reveal their identities in the questionnaires, ensuring confidentiality.

4.7 Conclusion

The purpose of this study was to investigate the politics of public transportation in Ghana, using Aayalolo BRT as a case study. The study used a qualitative approach because it allows for more flexible data treatment in terms of comparative analyses, statistical analysis, and data collection repeatability in order to confirm reliability (Smith, 2014). The study's data or information was gathered and analyzed through an interview with 15 respondents from Aayalolo, the Ministry of Transport, and the GPRTU.

CHAPTER FIVE

ANALYSIS OF DATA

5.1 Introduction

This chapter examines the findings in relation to the study's objectives. It examines how political parties influence Aayalolo operations, the role of the state in public transportation delivery in Ghana, the goals of state funding for the formation of the Aayalolo BRT system, the purpose of the Aayalolo BRT system to determine if it has some undetermined function, and the degree of the state's role in the Aayalolo BRT system. The chapter responds to the research questions raised in Chapter Three by providing analysis in the form of thematic areas to demonstrate the findings for each study objective.

5.2 How Political Parties influence the Operations of Aayalolo

This section investigates how political parties influence Aayalolo's operation. To accomplish this goal, the Aayalolo BRT system's management was interviewed. For this purpose, four members of the management team were interviewed, and their responses are presented below.

• *Could you please explain how political parties or the government interfere with Aayalolo's operation?*

According to two of the respondents,

> *"Aayalolo is actually suffering at the hands of political parties." In the sense that the company was established as a state company, and that all governments, regardless of political party, were expected to take on the responsibilities and manage the company as any other state institution. The same government, however, is sabotaging Aayalolo. The Ministry of Transportation tries to work against us in order to win transportation contracts.*

Another respondent stated that

"the government, through the ministry of transportation, sabotages the company as a result of the change in government." The then-NDC government established the Aayalolo Company. The company was running smoothly until the change of government, and it was on the verge of bankruptcy in 2018 due to insufficient logistics and technical challenges.

"Aayalolo was formed to provide public transport services and they receive whatever sub-interventions are given to all the other state transport companies in the country,"

said one respondent from the ministry of transport.

5.3 The Role of the State in the Delivery of Public Transport in Ghana

This section examines the government's role in providing public transportation in Ghana. Transport experts from the Ministry of Transport were interviewed to achieve this goal. Three transportation experts from the ministry were interviewed in total, and their responses are presented below.

- ***What is the role of the state in the delivery of public transport in Ghana?***

Two of the respondents indicated that "*it is the role of the state to ensure a safe, secure, reliable, and efficient transport system in the country".*

Another respondent indicated that "*the state has a social obligation to enhance the mobility of its citizens to ensure access to economic vitality and reliable and basic social services, which include transport services."*

- ***How does the government regulate the public transport industry in Ghana?*** All three respondents indicated that

  "*the government regulates the transport industry through the Public Services Agency"*

5.4 The Goal of the State in Funding the Formation of Aayalolo

This section's analysis focuses on the motive behind the funding of the formation of the Aayalolo BRT System by the state. To realize this objective, multiple responses from management of the Aayalo BRT System and transport experts were resorted to, and the responses are presented below.

- ***What are the goals of state funding for the formation of the Aayalolo BRT System?***

Respondents from the management of Aayalolo BRT indicated that.

First respondent:

> *"What informed the government's decision to fund the Aayalolo BRT System was to reduce congestion and to use transportation as a planning tool to develop Accra."*

Second respondent,

> *"it was a plan by the government to develop and enhance the transportation system in Accra".*

Third respondent:

> *"It was the aim of the government to modernize the transportation system of Accra.*

Respondents from the Ministry of Transport are indicated below.

First respondent

> *"the primary goal of the Formation of Aayalolo BRT System was to create a sustainable, affordable, and efficient Transport system that meets customer needs and also serve as a way of modernizing the capital city of the country".*

Second and third respondents said

"*the transport system was developed to reduce congestion and also enhance the transportation system in Accra and create job avenues."*

- ***It is argued that governments intervene in public transport provision for political gains.***

  What is your view on this assertion?

All the three respondents from the ministry of transport indicated that

"*public transport systems are not established purposely for political or financial gains but rather to serve the people in the country, and the same applies to Aayalolo BRT."*

5.5 Purpose of Aayalolo

This section's analysis focuses on the original mandate of the Aayalo BRT System. To achieve this objective, multiple responses from management of the Aayalolo BRT System, transport experts, and GPRTU were resorted to, and the responses are presented below.

- ***What is the purpose or mandate of creating the Aayalolo BRT System?***

Respondents from the Ministry of Transport indicated that

"*Aayalolo BRT System has the mandate of running a reliable, efficient, and affordable and scheduled bus system on some routes in Accra".*

Respondents from the management of Aayalolo BRT indicated that

First respondent,

"Aayalolo BRT System still serves their mandate for almost a decade of existence, and their mandate is to run a safe, affordable, and reliable bus transportation system."

Second and third respondents,

> "*their mandate is to run a schedule bus system. Also, they are tasked with running affordable bus services for the general public.*

The management also indicated that all theft cases on the bus were solved as items were retrieved and the culprit found, provided employment for people, and provided an efficient transport system for people at a low cost. Even though transport experts admitted that the Aayalolo BRT System serves its mandate, selected members of the GPRTU had a contrary opinion.

Respondents from the management of GPRTU indicated that

One of the respondents of GPRTU cited that

> "the *Aayalolo BRT System now takes passengers anywhere instead of operating as a BRT system."*

Another respondent added that

> "the *Aayalolo BRT System has stopped moving from its origin to its destination and now operates as a tro-tro system."*

Even though the selected members of GPRTU perceived that Aayalolo BRT System operated outside their original mandate, two of these members viewed their relationship with Aayalo BRT System as normal. One of the members, however, thinks otherwise.

He responded that

> *"the relationship between the GPRTU and Aayalolo is not really good because the Aayalolo drivers compete with us for passengers, thereby attracting more passengers as a result of their low fares, thereby reducing our income levels by taking more passengers."*

5.6 Degree of the Role of State in Aayalolo BRT

This final section is devoted to analyzing the level of state involvement in the day-to-day running of the Aayalolo BRT System. To achieve this objective, multiple responses from the management of the Aayalolo BRT System, GPRTU, and transport experts were resorted to, and the responses are presented below.

What assistance does Ayalolo BRT System receive from the state?

Respondents from the management of GPRTU are indicated below.

> "*The state does not provide any assistance or subvention to the union and I heard the Aayalolo BRT System is in the same shoe.*"

The respondents from all the management of Aayalolo BRT are indicated below.

> *All expenses are born by the company, which does not receive any form of assistance or subvention from the state.*

The selected transport experts from the Ministry of Transport confirmed that

> *At present, the state does not give any major assistance or subsidy to the Aayalolo BRT system. However, at some times when the state is giving something to the state transport companies, Aayalolo is treated just like the others.*

The members of GPRTU therefore pleaded that the government should support them in the form of tax incentives, reduce fuel prices and allow GPRTU to increase fares according to the percentage of fuel price increase at any given period of time.

CHAPTER SIX

DISCUSSION OF RESULTS

6.0 Introduction

This chapter discusses the findings in relation to the study's objectives. It discusses the role of the state in the delivery of public transportation in Ghana, the goals of the state funding of the formation of the Aayalolo BRT system, the purpose of the Aayalolo BRT system to determine if it has some undetermined function, and the degree of the state's role in the Aayalolo BRT system.

6.1 How Political Parties influence the Operations of Aayalolo

From the responses given by the respondents from Aayalolo BRT management and the respondent from the ministry of transport, there seem to be contradictions on the subject. All the four participants from Aayalolo revealed that the government is not supporting the company in any way and is also trying to sabotage them. This means that Aayalolo, as a public transport company, is being politicized by the governments of the two political parties. We all know that in Ghana, no government wants to continue the project of their political opponent. They would rather gain pleasure in the failed projects of their political opponents for their political gains. Based on the responses, one can believe that because Aayalolo was established by the NDC government and as they are no longer in power, the government of the NPP has failed to contribute resources to the company leading to ineffectiveness of Aayalolo. This finding conforms to that of Huerta (2018). She found that political parties and changes in government do not favor the sustainability of state transport companies in Africa. However, this particular finding does not resonate with the

theoretical framework of the study. As it was indicated by Bremmer (2010), the state spends on strategic industries such as transport, among others, to improve the accessibility of work opportunities and also optimize income for the state. However, under these circumstances, the Aayalolo BRT system does not receive financial support from the state, as claimed by Bremmer (2010).

6.2 The Role of the State in the Delivery of Public Transport in Ghana.

According to the study, the role of the state is to ensure the country's transportation system is safe, secure, reliable, and efficient. In terms of regulation, the Public Services Agency is in charge of overseeing the transportation industry. It is argued that the government's primary responsibility is public transportation; this is a fundamental position that even the most ardent libertarian cannot deny. However, any understanding of the state's role in public transportation must begin with an attempt to explain why the state is interested in transportation issues. According to studies, governments all over the world are very active in the provision, control, coordination, planning, and operation of public transportation networks (Docherty, Shaw, & Gather, 2004). The state's primary role in the transportation industry is to enforce public policy. The national government acts as a policymaker on public transportation by developing proposals, enacting necessary legislation, and voting money to fund those public policies (Marsden & Rye, 2010). Docherty, Shaw, and Gather (2004) argued that "mobility control has long been at the heart of transport policy around the world." The works of (Ubbels & Nijkamp, 2002), (Sundeen & Reed, 2006), and (AFD & MEEDDM, 2009) discussed the transport government's policy obligations. In agreement with AFD and MEEDDM (2009), public funding is a significant source of financing for various modes of public transportation, both in terms of expenditure and operations. Independent of the country's political and institutional framework, central governments continue to be staunch

supporters of the transportation industry. This includes, among other things, the provision of transportation facilities and the construction of necessary transportation networks, such as highways, rail, ports, and other water links for ferry services, as well as the provision of gasoline subsidies. This finding is consistent with the current study's theoretical framework, which is state capitalism. The state capitalist system "functions as the primary economic agent and exclusively uses the economy for political gain" (Bremmer, 2009, p. 2; Bremmer, 2010, p. 5). According to Bremmer (2010), the state spends on strategic industries such as transportation, among others, to improve access to job opportunities while also optimizing state income.

6.3 The Goal of State Funding of the Formation of Aayalolo BRT System

This section discusses the reasons for the state's funding of the Aayalolo BRT System's formation. According to the study, one of the goals of funding the Aayalolo BRT System was to reduce congestion and use it as a planning tool to develop Accra. Docherty, Shaw, and Gather (2004) sought to understand why, in recent years, states appear to have taken interventionist roles in the delivery of public services, particularly transportation. According to the study, "policy participation in transportation has always been one way of correcting business shortcomings" (Docherty, Shaw, & Gather, 2004). Unregulated industry transportation service provision typically falls short of population demand, both in terms of quality and quantity (Pucher, Korattyswaropam, Mittal, & Ittyerah, 2005). It is also not uncommon for public transportation companies, whether public or private, to find themselves in an economic crisis and rely on government bailouts (AFD & MEEDDM, 2009). (Docherty, Shaw, & Gather, 2004) also argued, following Winston, 2000, that the high fixed cost of improving transportation networks justifies government involvement in public transportation. Most transportation networks, such as highways, railroads, ports, and terminals, are capital intensive, which means the private sector is unable to fund or may be

completely disinterested in their expansion (Winston, 2000; Docherty, Shaw, & Gather, 2004). The public sector, on the whole, recognizes this duty and liability as part of its sacred commitment to providing public services to its citizens. Similarly, government intervention in transportation avoids "wasted competition and unnecessary duplication of infrastructure," such as "separately operated, parallel railway tracks" (Docherty, Shaw, & Gather, 2004).

Again, the study discovered that it was a government plan to create job opportunities. This is consistent with the social justice philosophy (Cervero, 2011). Subsidies for vulnerable individuals, such as the low-income, mentally disabled, elderly, and infirm, are also part of social equity (Litman, 2002). According to Cervero (2011, p.4), public transportation is a form of "social spending." Cervero (2011, p.4) agrees with Litman (2002) that providing general transportation networks and facilities is more efficient and socially equitable than business alternatives. Thus, governments participate – either solely or collaboratively – in the provision of public transportation to ensure adequate access for the poor and disabled to jobs, health care, education, and other available facilities, which are typically based on public transportation (Cervero, 2011). The state's involvement in the mass transportation system is likely to serve as a social policy tool to ensure residents have an acceptable quality of life.

However, transportation experts stated that the transportation system was not established on purpose by the then-incumbent government for political gain.

This particular finding lends support to the study's theoretical framework. As stated by stakeholders, the goal of state funding for the Aayalolo BRT System is to create jobs and develop the capital city. However, stakeholders stated that political gain was not a motivator for establishing the Aayalolo BRT System.

6.4 The Purpose of Aayalolo BRT System

Aayalolo BRT System's initial mission statement is outlined in this section. The Aayalolo BRT System's original mandate has received conflicting responses from stakeholders, according to a new research. The Aayalolo BRT System's management stated that they had been serving their purpose for nearly a decade. The Aayalolo BRT System, for example, states that its goal is to provide safe and reliable bus transit. There are a number of strategies to achieve an efficient and effective transportation system, including increasing the capacity of the current system and improving its efficiency. Eddington (2006) cites a number of strategies for dealing with the issue, including the development of a more efficient and dependable public transportation system, as well as sound transportation policy and regulation. In order to alleviate traffic congestion and boost productivity, Nadiri (1998) advocated for the construction of suitable transportation infrastructure. He goes on to say that a good transportation system, enough bus stops, and ample parking with traffic signals are all essential elements of this system. Shapiro et al. (2002) also discussed the importance of public transportation in ensuring the effectiveness of the city's transportation system, reducing traffic congestion, and protecting the environment.

Again, they are tasked with running the bus schedule. Accra's transportation needs can be greatly improved and developed by increasing the efficiency of the current system. Improved intersections and crossings, appropriate walkways, highway entrance ramps, event management, and incident management are all ways to minimize congestion in most urban areas. Additionally, one-way streets, computerized toll collecting systems, and lane allocations that may be changed are important in improving transportation efficiency in urban areas like Accra, Ghana.

According to them, they are also responsible for operating low-cost bus services. Some members of the GPRTU, on the other hand, disagreed. They believed it was being used for purposes other than those for which it was intended. According to one GPRTU member, Aayalolo BRT System no longer operates as a BRT system, but rather transfers people to any location. According to an additional report, the Aayalolo BRT System no longer travels from point of origin to destination, but rather works as a trolley system.

6.5 The Degree of the Role of the State in Aayalolo BRT System

This section concludes with a discussion of the level of state involvement in the day-to-day operation of the Aayalolo BRT System. According to the study, the government does not provide subsidies to the GPRTU, and the Aayalolo BRT System is in the same boat. From a management standpoint, all four members of Aayalolo BRT System's management team alluded to the fact that the company receives no form of assistance or subsidy from the Ghanaian government. Furthermore, the Ministry of Transport's selected transport experts confirmed that the government does not provide assistance or subsidies to the Aayalolo BRT system. Members of the GPRTU, on the other hand, pleaded with the government to support them in the form of tax breaks, lower fuel prices, and allow the GPRTU to raise fares in proportion to the percentage increase in fuel prices.

This particular finding contradicts the study's theoretical framework. According to Bremmer (2010), the state spends on strategic industries such as transportation, among others, to improve access to job opportunities while also optimizing state income. However, under these conditions, the Aayalolo BRT system does not receive state funding, as Bremmer claims (2010).

CHAPTER SEVEN

SUMMARY OF FINDINGS, CONCLUSION AND RECOMMENDATIONS

7.1 Introduction

This chapter of the study talks about the summary of results from the study, conclusions of the study and the recommendation of the study.

7.2 Summary of findings

The study set out to investigate the politics of public transportation in Ghana: a case study of the Aayalolo bus transit. The analysis was done to find answers to the research questions of the study. The findings of the study revealed that, with respect to how political parties interferes with the operations of Aayalolo, the responses from the management of Aayalolo revealed that, the operations of the company are negatively affected by the actions of government because they do not receive any support from the government, and they are sometimes sabotaged.

With respect to the role of the state in the delivery of public transport in Ghana. Respondents from the Ministry of Transport indicated that it is the role of the state to ensure safe, secure reliable and efficient transport system in the country. And also, the government regulates the transport industry through the Public Services Agency.

With respect to the motive behind the funding of the formation of Aayalolo BRT System by the state. The management indicated that what informed government decision to fund Aayalolo BRT System was to reduce congestion and to use transportation as a planning tool to develop Accra. Again, they added that it was a plan by the government to develop and enhance transportation system in Accra. Finally, they indicated that it is the aim of the government to modernize Accra. The transport expert from the ministry of transport indicated that, the motive behind government funding of Aayalolo BRT System was to modernize Accra. They also indicated that the transport

system was developed to reduce congestion and also enhance the transportation system in Accra and create job avenues.

With respect to the mandate of Aayalolo BRT System, the management of Aayalolo BRT System mentions that their mandate is to run a safe and reliable bus transportation system. Again, their mandate is to run schedule bus system. Also, they added that they are tasked to run affordable bus services. The management also indicated that all theft cases on the bus were solved as items are retrieved and culprit found; provided employment for people; and provide efficient transport system for people at low cost. Even though transport experts admitted that Aayalolo BRT System serve its mandate, selected members of GPRTU had contrary opinion. They were of the view that it is serving purposes outside its mandate such as taking passengers anywhere instead of operating as a BRT system.

With respect to the level of state involvement in the day to day running of Aayalolo BRT System. The management team of Aayalolo BRT System alluded to the fact that the company does not receive any form of assistance/subvention from the government of Ghana. Also, the selected transport experts from the Ministry of Transport confirmed that the government does not give assistance/subvention to Aayalolo BRT system.

7.3 Conclusion

Transportation is crucial to the economic growth and creation of human settlements. Transport acts as a central factor in combating poverty and social justice priorities while providing adequate access to public education, health services, employment, work and leisure – fundamental to the lives of all residents (Mbara, 2002). Effective transport networks are therefore needed to promote socio-economic growth, namely; the convergence of rural and urban economies, the promotion of regional integration, the attraction of foreign investment and the achievement of global markets.

It is of this reason that the study investigated the politics of public transportation in Ghana: a case study of the Aayalolo bus transit for effective reforms and policies to be made. The study adopted a case study methodology. And the information or data for the study was obtained through a structured interview with the management of Aayalolo BRT, the ministry of transport and the GPRTU. Twelve (12) respondents across all the organizations were purposively sampled for the study. The findings of the study revealed that, the operations of the company are negatively affected by the actions of government because they do not receive any support from the government and they are sometimes sabotaged.

Government decided to fund Aayalolo BRT System to reduce congestion and to use transportation as a planning tool to develop Accra and create job avenues.

The mandate of Aayalolo BRT System is to run a safe and reliable bus transportation system, to run schedule bus system and to run affordable bus services.

The management of Aayalolo BRT System indicated that the company does not receive any form of assistance/subvention from the government of Ghana.

7.4 Recommendation

The study based on the results of the study to make the following recommendations.

Firstly, it is recommended that, governments should stop penetrating politics into state owned institutions like Aayalolo. All governments irrespective of the political tickets when voted into power should continue the project of the previous government especially, projects and institutions that belongs to the state like Aayalolo.

Furthermore, the government should design a policy to give a fuel subsidy to public transport operators like the Aayalolo. Most public transport system is still struggling to survive including

Aayalolo, as it was revealed by management. As noted earlier, the mandate of the public transport is to provide affordable transport system to the public. Again, it was noted that the fares of public buses like Aayalolo is at a discounted tro-tro fare. This is likely to put pressure on the finances of the public sector transport institutions as they continue to buy fuel at the same price. Already the government is not given any form of assistance or subventions to the organizations, it is therefore recommended that the government should give some fuel subsidy as a form of assistance to the public transport system. This will go a long way to cushion them in terms of finances to help them remain in business for unforeseeable years and deliver more efficient services.

Again, the government should provide more transport facilities in the country. For efficient transportation system to take place in a country, the provision of buses or forming public transportation system alone cannot help in achieving an efficient transport sector goal, other facilities like good road network, available and subsidized fuel, availability and affordable spare parts and others, comes together to results in efficient transport sector. Poor road network is one of the big challenges facing the transport system in Ghana, this has resulted in high rate of accidents and vehicle damages. Again, the poor road network coupled with limited routs also results in high traffic congestion which hinders the reliability and efficient public system due to the fact that people are likely to delay in traffic and consequently gets to their destinations very late. It is therefore highly recommended that the government of Ghana should build more roads, rails, ports and also repair the damaged roads to ensure a more efficient, reliable and effective public transport system.

Again, unless decentralization policies are effected and enforced, Ghana will continue to see the biggest upsurge of its growing population living in urban areas, thereby, imposing a high demand for mobility and causing congestion. It is mainly for the search of employment, market

opportunities and services that persuade people to travel to urban areas and the government do not have the capacity to transport a lot of people in a fast and convenient way it is seeking to achieve. It is therefore recommended that, policy makers and government should adopt the use of satellite communication devices such as the satellite market and also create job opportunities in the rural regions in order to decentralize the economic activities in the region and in the country and eventually reduce the number of people trooping into Accra which results in high demand of transport network.

Again, it is recommended that future researchers should investigate the other public transport companies to be able to know the true stands of public transport system in Ghana since the necessary information that was needed from Aayalolo was not available and therefore have affected the reliability of the findings of this study.

Lastly, the transportation systems shouldn't be politicized by any political party. The transport sector due to its relevant to the country should be the priority of every government irrespective of the political affiliation.

7.5 Limitation of the study

This study was subjected to a lot of challenges and constraints.

First of all, the author would have loved to extend the study to other public transport companies like the Metro Mass Transit and STC to be able to compare and contrast the situations in the various public transport organizations but due to time and financial constraints, the study was just limited to Aayalolo.

Secondly, it was very difficult getting the required information and data from the various institutions especially, from the Ministry of Transport for the study. It took the author several stressful weeks to be able to ascertain the required and relevant data for the study.

Lastly, the author couldn't get access to the policy document of Aayalolo, which was one of the key information the study required in other to come up with a valid results and conclusions. However, due to one or two reasons known to the Ministry of Transport and the management of Aayalolo, they failed to release the policy document and this has affected the validity of the findings of the study. In the sense that, one cannot tell whether Aayalolo is carrying out its mandate or otherwise as a public transport organization according to what has been stipulated in the policy document. However, it is the biggest hope of the author that in future studies, the policy document be made available to enable one come out with a true conclusion of the public transport system in Ghana.

REFERENCES

Abane, A.M. (2011), Work travel in Ghana: the case of Accra, Unpublished Ph.D. thesis, Department of Geography, University of Southampton, Southampton.

AFD & MEEDDM. (2009). Who Pays What for Urban Transport? Handbook of Good Practices. CODATU.

Afful N.A (2011) Government Failure in Urban Transportation. Fiscal Studies, 21(4), 403–425.

Aidoo, E. N., Agyemang, W., Monkah, J. E., & Afukaar, F. K. (2013). "Passenger's satisfaction with public transport services in Ghana: A case study of Kumasi-Accra route. " Theoretical and Empirical Researches in Urban Management, 33-44.

Alan, U. D., & Birant, D. (2018). "Server-Based Intelligent Public Transportation System with NFC. " IEEE Intelligent Transportation System Magazine, 30-36.

Aworemi, J. R.-A., & Olaogun, O. B. (2009). A Study of the Performance of Public Transport Company in Niger State, Nigeria. *International Journal of Business Managment*, 4(11), 73-80.

Azzez, A., I Olateju, .. A., Ibrahim, O., & Remi, A. J. (2009). "Appraisal of the impact of team management on business performance: Study of metro mass transit limited, Ghana. " African Journal of Business Management, 390-395.

Baah-Mintah, R., & Adams, M. S. (2012). Appraisal of public-private partnership in public transport service delivery: A case of Metro mass transit (MMT) limited, Ghana. " International Journal of Research in Social Sciences.

Bliss, T., & Breen, J. (2012). Meeting the Management Challenges of the Decade of Action for Road Safety. IATSS Research, 35, 48-55.

Bremma S. A (2010) Contribution of Highway Capital to Industry and National Productivity Growth. Federal Highway Administration. Office of Policy Development. Available at: www.ntl.bts.gov/lib/5000/5800/5807/growth.pdf

Buehler, R., & Pucher, J. (2012). Demand for Public Transport in Germany and the USA: An Analysis of Rider Characteristics. Transport Reviews, 32(5), 541-567.

Cervero, R. (2011). State Roles in Providing Affordable Mass Transport Services for Low Income Residents. Berkeley: . *International Transport Forum*

Crowther et al. (1963). Traffic in Towns: a study of long term problems of traffic in urban areas. Her Majesty's Stationary Office, London.

Davis, R. (1992), "Congestion: so what's the problem?", in Whitelegg, J. (ed.), Traffic congestion: Is there a way out? Transport Geography Study Group, Institute of British Geographers in assoc. with Leading Edge Press and Publishing Ltd., 33-49.

Deakin, E., & Harvey, G. (2006). Transportation Pricing Strategies for California: An Assessment of Congestion, Emissions, Energy, and Equity Impacts. Berkeley: The University of California Transportation Center.

Docherty, I., Shaw, J., & Gather, M. (2004). State Intervention in Contemporary Transport. Journal of Transport Geography, 12, 257–264.

Eddington, R. (2006). The Eddington Transport Study Main Report: Transport's role in sustaining the UK's Productivity and Competitiveness. UK Department for Transport, London. www.dft.gov.uk/about/strategy/transportstrategies/eddingtonstudy
(Accessed 28th July, 2019).

Ehiakpo, J. (1990). Accra's traffic problems. West Africa, 3: 2943-2944

Federal Highway Administration. (2011). "Transportation and Housing Cost,.

Huerta, C. (2012). Transit Funding; Why The Politics? A Comparative Study of Public Transportation Infrastructure Funding in New York City and Los Angeles, MSC thesis. Columbia University.

Istikhab et al. (2008) The Politics of Public Transportation in Ghana; www.ugspace.ug.edu.gh/bitstream/handle/123456789/5284/ (Accessed 28th July 2019)

Kwakye et al. (1997) Appraisal of public-private partnership in public transport service delivery: A case of Metro mass transit (MMT) limited, Ghana." International Journal of Research in Social Sciences.

Lartey, E. (1977): Traffic in our Cities. Proceedings of the Ghana Academy of Arts and Sciences, XV, pp. 119-123

Litman, T. (2012). Evaluating Transportation Equity. World Transport Policy & Practice.

Macário, R. (2010). Critical Issues in the Design of Contractual Relations for Transport Infrastructure. Research in Transportation Economics, 30, 1-5.

Marsden, G., & Rye, T. (2010). The Governance of Transport and Climate Change. Journal of Transport Geography, 18, 669-67.

May, A and Marshen, G (2011). Urban transport and mobility: Transport and innovation unleashing the potential. International Transport Forum. Available at: www.internationaltransportforum.org/pub/pdf/10FP05.pdf. (Accessed 5th July, 2019)

Mbara K. R (2002) the Urban Transportation System. England: MIT Press

Musachino et al. (2012) Evaluating Traffic Congestion Mitigation Strategies.

Nadiri, M.I. and Mamuneas, T.P. (1996). Contribution of Highway Capital to Industry and National Productivity Growth. Federal Highway Administration. Office of Policy Development. Available at: www.ntl.bts.gov/lib/5000/5800/5807/growth.pdf (Accessed 20th July, 2019).

Ofori et al. (2011). An Assessment of Traffic Congestion and Its Effect on Productivity in Urban Ghana.International Journal of Business and Social Science,Vol. 4 No. 3

Oni, S. I. (1996). Urban Transportation at State and Local Government Levels. Sixth International Conference on Competition and Ownership in Land Passenger Transport. Lagos.

Osuala, E. C. (2007). Introduction to Research Methodolgy (Third ed.). Onitsha. Africana- First Publishers Press.

Pucher, J., Korattyswaropam, N., Mittal, N., & Ittyerah, N. (2005). Urban Transport Crisis In India. Transport Policy, 12, 185–198.

Rittner et al. (1995) Urban transport in West Africa, World Bank Technical Paper No. 81, Urban Transport Series, Washington, D.C.

Robson, C. (1993). Real World Research: A Resource for Social Scientist and Practitioner – Researchers. Oxford: Blackwell Publishers.

Smith, P. (1992), "Controlling traffic congestion by regulating car ownership", Journal of Transport Economics and Policy, XXVI (l), 89-95

Sundeen, M., & Reed, J. B. (2006). Surface Transportation Funding: Options for States. Washington, D.C.: NCS.

Takyi, H., Poku, K., and Anin, K.E. (2013).An Assessment of Traffic Congestion and Its Effect on Productivity in Urban Ghana.International Journal of Business and Social Science,Vol. 4 No. 3.

Tamakloe, E. K. A. & Adarkwa, K. K. (1988). Parking of freight vehicles in Kumasi, Ghana. Journal of the University of Science and Technology, 8 (2), 42 - 57.

Theodelous et al. (1999) Urban transport in West Africa, World Bank Technical Paper No. 81, Urban Transport Series, Washington, D.C.

Ubbels, B., & Nijkamp, P. (2002). Unconventional Funding of Urban Public Transport. . Transportation Research Part D, 7, 317–329.

UNFPA. (2012). the State of World Population. New York: UNFPA.

Washington State Legislature Joint Transportation Committee. (2011). Identifying the State Role in Public Transportation. Washington, DC: Parson Brinckerhoff.Wilson, T. (2006). Public Transport Operations in Ghana. Retrieved November 18, 2012. from http://www.modernghana.com/news/102058/1/public-transportoperations-in-ghana.html

Washington State Legislature Joint Transportation Committee. (2011). Identifying the State Role in Public Transportation. Washington, DC: Parson Brinckerhoff.

Wilson, T. (2006). Public Transport Operations in Ghana. Retrieved November 18, 2012, from http://www.modernghana.com/news/102058/1/public-transportoperations-in-ghana.html

Winston, C. (2000). Government Failure in Urban Transportation. Fiscal Studies, 21(4), 403–425.

World bank (2012) Transportation and Housing Cost.

APPENDIX

INTERVIEW GUIDE (for transport experts)

Introduction

This interview guide is designed to solicit views on state involvement in public transportation in Ghana. The researcher is a Master of Philosophy (MPhil) student of the University of Ghana. This research has been implemented in partial fulfilment of the requirement for the award of MPhil Political Science Degree. I would be very grateful if you could help by volunteering information for this study. This is purely for academic purpose and your response will be treated with the strictest confidentiality and anonymity. Thank you for your anticipated cooperation.

Interview Questions

1. What is government's policy on public transportation in Ghana, particularly the road subsector?

---

2. How does government regulate the public transport industry in Ghana? ----------

---

---

3. What are the implications of the government's role, both as a regulator and competitor in the provision of transportation services in Ghana?----------

---

---

4. Can you please describe to me the prevailing public transportation sector condition before the creation of the Aayalolo BRT system? ----------

---

---

5. how does political parties influences the operations of

Aayalolo?.....

.....

5. What, in your own opinion, is the rationale behind government decision to establish Aayalolo BRT system? ----------

---

---

6. Are you aware of any statue establishing Aayalolo BRT system?----------

---

---

7. Is Government of Ghana a signatory to any environmental pact which impress upon the state to develop Aayalolo BRT system? .----------

---

---

8. What will you consider as some advantages of developing mass transit, like Aayalolo BRT system? ----------

---

---

9. It is argued that governments intervene in public transit provision for political gains? What is your view on this assertion?----------

---

---

10. Would you say that Aayalolo BRT system is still serving its mandate for almost a decade of existence? ----------

---

---

11. What form of assistance/subvention does Aayalolo BRT system receive from government of Ghana? ----------

---

---

12. How is government collaborating with private transport operators to enhance public transportation in Ghana? ----------

---

INTERVIEW GUIDE

(For Management of Aayalolo BRT system**)**

Introduction

This interview guide is designed to solicit views of the management of Aayalolo BRT system on state intervention in public transportation in Ghana. The researcher is a Master of Philosophy (MPhil) student of the University of Ghana. This research is been implemented in partial fulfilment of the requirement for the award of MPhil Political Science Degree. I would be very grateful if you could help by volunteering information for this study. This is purely for academic purpose and your response will be treated with the strictest confidentiality and anonymity. Thank you for your anticipated cooperation.

Interview Questions

1. Could you please describe to me the organizational structure of Aayalolo BRT system? --------

---

---

2. What is the fleet size of Aayalolo BRT system? ----------

---

3. How many people are engaged as employees of the company? ----------

---

4. What, in your own opinion, informed government decision to establish Aayalolo BRT system?

---

5. What is the mandate of Aayalolo BRT system? ----------

---

6. How does Aayalolo BRT system fix transport fares? ----------

---

---

7. By what criteria are new route determined? ----------

---

8. What form of assistance/subvention does Aayalolo BRT system receive from government of Ghana? ----------

---

9. What are some of achievements of Aayalolo BRT after a decade of operation? ----------

---

INTERVIEW GUIDE

(For the GPRTU)

Introduction

This interview guide is designed to solicit views on public transportation issues in Ghana. The researcher is a Master of Philosophy (MPhil) student at the University of Ghana. This research is being implemented in partial fulfilment of the requirement for the award of MPhil Political Science Degree. I would be very grateful if you could help by volunteering information for this study. This is purely for academic purpose and your response will be treated with the strictest confidentiality and anonymity. By emphasis, it must be stated unequivocally that, this study is not conducted for or on behalf of any political party, institution, or company neither is it to discredit any institution. It is purely for academic purposes. Thank you for your anticipated cooperation.

Interview Questions

1. Does the GPRTU receive some subvention from the government? ----------

---

---

2. What do you think government can do to support GPRTU to deliver efficient service? ----------

---

---

3. Can you identify some challenges Aayalolo BRT operators pose to the GPRTU? ----------

---

---

4. Does the Aayalolo BRT enjoy any benefit from the government that GPRTU does not? ---------

---

---

5. Would you say that Aayalolo BRT is serving purposes outside its mandate? ----------

---

-

6. Could you please describe the relation between the GPRTU and Aayalolo BRT operators? -----

---

---

7. What, in your own opinion, is the rationale behind government decision to establish Aayalolo BRT.? ----------

---