

# Accumulation by dispossession: The scourge of large-scale land deals in Africa's urban fringe

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Raum 100  
Tennenbacher Str. 4  
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The growth and transformation of African cities are driven by multinational developers, businesspeople, urban citizens, and political stakeholders. From ultra-modern shopping centres and gated communities to private cities, urbanisation in Africa has gathered momentum. This paper explores the effects of large-scale land deals for a private city development project in Ghana – the Appolonia City of Light. From the conceptual lens of accumulation by dispossession, the article sheds light on the new forms of urban inequalities that arise from this project. It is argued that the land acquisition for urban development has exacerbated existing inequalities and transformed the socioeconomic, spatial, and institutional context of the community. The project is beneficial to multinational corporations who accumulate through 'sweet land deals' legitimised by the state. At the community level, there is centralisation of wealth among local elites who brokered such deals to make economic and political gains. Conversely, livelihoods dependent on the environment suffer dispossession in various forms. First, the loss of farmlands creates livelihood uncertainties. Second, the commodification of communal land disrupts social relations and land tenure arrangements and exacerbates chieftaincy disputes in the community.



Dr Austin Dziwornu Ablo is a Development Geographer and a Senior Lecturer at the Department of Geography and Resource Development, University of Ghana. His research areas are urban geography and natural resource governance. He teaches and supervises both graduate and undergraduate students, e.g. in agricultural land use theories and systems.

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# Electric Vehicles Adoption Determinants: Evidence from Ghana

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The transport sector's contribution to the rising emission of greenhouse gases is well articulated. Global climate mitigation strategies – inspired by the Paris Climate Accord – aim at promoting green transportation, among other initiatives, to reduce emissions by 15-45% below the BAU scenario. African nations, including Ghana – with its “Drive Electric Initiative”, for instance – are poised to promote electric vehicle (EV) uptake on the continent. This paper examines the determinants of EV use among potential adopters. Primary data were generated as part of a broader EV consumer preference survey involving 1507 participants drawn from Accra (n=46.8%), Kumasi (n=33.3%), and Tamale (n=19.9%). Results from descriptive statistics show that while fewer participants (26%) planned to buy an EV at the time of the survey, almost half (40.5%) planned to procure one in the next three years. Also, the EV adoption intention increases from a mere 41.3% under a ‘normal market conditions’ scenario to 70.2% and 74.0%, respectively, for scenarios when the government introduces suitable policy measures and creates an enabling fiscal environment to make EVs affordable and accessible to consumers. Further results from a binomial logistic regression analysis, and interpreted using the random utility theoretical framework, suggest that positive attitudes towards the climate and renewable energy forms; EV technical issues such as driving range and initial purchase price, as well as socio-economic issues such as education, income, gender and car ownership status are key determinants to EV adoption. The implications of the findings and strategies to promote EV uptake among the Ghanaian populace and the national government are discussed.



Dr Ernest Agyemang is Senior Lecturer in the Department of Geography and Resource Development, University of Ghana. His main area of research is the geography of transportation systems, with a particular focus on transport and the organisation of human space/land use, electro-mobility, travel behaviour, and road traffic safety.

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