

GHANAIANS SUFFERING

As New Report Reveals Lowest Salaries, Dearest Petrol Cost And Highest Inflation In Africa



President Nana Akufo-Addo

Ghana is about the most expensive country to live in in Africa. This is because, while inflation is zooming through the roofs, salaries are at the lowest ebbs and petrol sells at the ex-pump at a cut-throat price.

What this means is that – in Ghana –

most workers get less than peanuts in the name of salaries, spend almost all on food and transport the cost of which are very high; and, the situation keeps worsening because of galloping inflation.

Our Adom Brands Research Team

came to the conclusion after unearthing startling figures of inflation, minimum wage, and fuel prices in Ghana as they contrast sharply with a section of African economies.

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Presidential Jet Ablakwa Blasts Akufo-Addo As He Chronicles Luxurious Trips



Since May last year when in the true spirit of Parliamentary oversight and an onerous duty to check reckless dissipation of scarce taxpayer funds, I began to track and publish all of President Akufo-

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Dr. David Bindan

Towards Ensuring Dev't In Ghana

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Kennedy Agyepong Makes Waves In NPP Presidential Poll *page 5*

The INSIGHT

EDITORIAL

COVID DEATHS

Covid-19 which appeared to have varnished has only recently resurfaced and is beginning to claim lives.

It is trite knowledge that the United States of America has suffered the blunt of the coronavirus pandemic recording deaths in excess of 800,000.

Brazil also broke the world record of Coronavirus death toll when it recorded nearly 5,000 fatalities in a day.

Paradoxically, these unfortunate developments come at a time when on the average the rate of fatalities has slowed in many countries the world over.

It is sad to mention that these death tolls in Brazil was as a result of the abysmal policies of the right-wing Jair Bolsonaro regime which decided not to heed the warnings of health experts just as the erstwhile Trump administration did in the US leading to preventable and senseless deaths.

Ghana may be fortunate in not recording death tolls exceeding a thousand but recent rising cases give cause for concern.

The new Delta and Alpha including the omicron strains which are proving to be resistant to some of the new vaccines should be a wakeup call to all Ghanaians especially the political leadership.

And it is particularly necessary that the advice by some health experts about the need to still observe the COVID protocols such as the washing of hands, use of hand sanitizers, wearing of nose masks and observing physical and social distance are heeded to. Brazil and India, just like the United States, which trifled with the Corona virus pandemic by placing undue importance on the economy have already counted their losses not only in terms of human lives but destruction to all aspects of their peoples' lives. Ghana cannot claim sheer luck and take to the path which has resulted in destruction for others.

There is the need for sober thinking and also observing the protocols to minimally contain the rate of infections and recorded deaths in this country.

Towards Ensuring Dev't In Ghana

Dr. David Bindan Preaches Peaceful Co-Existence



Dr. David Bindan

Dr. David Bindan, an evangelist has called for peaceful co-existence in Ghana to ensure the rapid development of the country, despite different belief systems.

In a statement to the media, the man of God said, "realistic peaceful co-existence of the citizens of a nation with different belief systems is a better and more powerful guarantee of lasting peace and development in that nation than just democracy without it."

This is the full statement:

PEACEFUL CO-EXISTENCE OF DIFFERENT
BELIEF SYSTEMS IN GHANA

Blessed people of Ghana, this nation occupies such a special place in the heart of the Lord that He sent me by the power of the Holy Spirit, to bring a message that will establish Ghana in lasting peace and development.

This message consists of very simple truths that will forever preserve Ghana from destruction and usher her the fulfillment of her calling as the hope of Africa and the world at large in this era.

To the governments of Ghana

Here are the truths to the current and future governments of Ghana: It's time to get Ghana established in lasting peace for lasting development, major means to this state of lasting peace is to work assiduously to ensure that there's a realistic peaceful co-existence of all your citizens with different belief systems.

For, "Realistic peaceful co-existence of the citizens of a nation with different belief systems is a better and more powerful

guarantee of lasting peace and development in that nation than just democracy without it"

Ghana has not yet attained realistic peaceful co-existence of all her citizens with different belief systems because state apparatus such as state media, departments and security are still being used to compel some citizens into the practice of the beliefs of others.

Don't think what you have now is peaceful co-existence because it will collapse with time. Can't you see that disagreements that arise from time to time concerning such issues is an ominous sign? See what's happening in Nigeria and believe.

The current government will not have it easy in the spirit, if it turns deaf ears to this message, and exploring reliable means such as strengthening systems that disallow forcing of some citizens into the practice of the beliefs of other citizens is a simple yet very powerful means to achieving this realistic peaceful co-existence.

Even when you consider things technically, you're not without solutions; settle it spiritually by letting the deities prove themselves through their spokespersons so that you can have an openly genuine and unbiased basis for your national legislations. King Ahab in Israel and Nebuchadnezzar in Babylon are examples to this (1 Kings 18 and Daniel 6 for your reference).

Any government in power from hence that shows no commitment to this divine call for realistic peaceful co-existence shall not last because it does not have the lasting peace and development of Ghana at heart.

THE INSIGHT

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GHANAIS SUFFERING

As New Report Reveals Lowest Salaries, Dearest Petrol Cost And Highest Inflation In Africa

from front page

Just this past month, May, 2022, whereas Ghana's inflation was as high as 27.6 percent (racing towards 30 percent), inflation in the Republic of South Africa was as low as – 5.9 percent. If you consider South Africa distant or more advanced, the research finding on neighbouring La Cote d'Ivoire could perplex you even the more. The Ivory Coast's inflation is as low as 4 percent!

What comes close to consolation to Ghana in terms of inflation is oil-rich Angola which posted an inflation figure of 24.42 percent in May. But, even at 24 percent, the Angolan inflation is less bad than Ghana's. Even Africa's biggest economy – Nigeria – whose leaders are historically noted for economic mismanagement has a wieldier figure than Ghana's: 17.4 percent.

It is further worthy of note that, as all nations wail against the scourge of coronavirus, its attendant global economic meltdown and the Russian-Ukrainian war which is spiralling oil prices; there are some African economies still managing inflation at single digits.

As already mentioned in this research finding story, South Africa posted 5.9 percent and Ivory Coast – 4 percent in May. But there are more: Kenya – 7.1;

Togo – 7.5; and, Botswana – 9.6 percent.

And, there are those economies with double digit inflation figures that are nowhere near 20 percent: The Gambia – 11.6; Rwanda – 12.6; and Africa's third biggest economy, Egypt – 13.5 percent.

In terms of purchasing power, the financial ability to buy products and services, which is dependent on wages and salaries; Ghana gives her employees some of the lowest salaries.

Currently, minimum wage in Ghana is 13.53 Cedis – which translates into just one dollar, 69 cents (\$1.69). Cross the border to neighbouring Togo and the minimum wage is \$2.32. If you turned westwards rather to Cote d'Ivoire, you would be luckier – \$3.99 is the minimum wage there.

In South Africa, minimum wage is calculated per hour; not per day. South Africa's minimum wage per hour is \$1.44 – \$11.44, if you work eight hours a day, for that matter. Botswana is in the category that pays per hour – 60 cents per hour – which means \$4.8 for a full day's work in eight hours.

Nigeria's minimum wage for the full month is 30,000 Naira or \$72.27; in other words, in the about-24

working days, the daily minimum wage is \$3.0. South Africa's daily minimum wage is \$11.52. Egypt's is around \$174 per month – or, \$7.25 per day; Kenya: \$129.07 per month – or, \$5.37. Angola, which has a considerably high inflation figure of 24.42 percent, kind of compensates for that in her minimum wage.

Angola's minimum monthly salary is \$74.26 – or, \$3.09 per day.

The only economy that Ghana beats in terms of minimum wage is the tiny Gambia. In Banjul and neighbouring towns, minimum wage is 50 dalasi or \$1.25 – 44 cents less than Ghana's \$1.69.

In Ghana where inflation is at 27.6 percent, the smallest worker is paid \$1.69 cents to travel on commercial vehicles and buy food conveyed on trucks – the drivers of which buy fuel at 11.00 Cedis per litre. That is \$1.38 per the litre.

Contrast that with Nigeria where inflation is at 17.4 percent, minimum wage – \$3.0 and a litre of fuel sells at only 42 cents. Ivory Coast's petrol is almost as expensive as Ghana's – \$1.206 per litre. But, as pointed out already, Ivory Coast's inflation is at



President Nana Akufo-Addo

just 4 percent; her minimum wage, is \$3.99 (almost 4 dollars). Egypt: inflation – 13.5percent; minimum wage – \$7.25; petrol – 52 cents. Kenya: inflation – 7.1percent; minimum wage – \$5.37; petrol – \$1.301 per litre. Botswana: inflation – 9.6percent; minimum wage – \$4.8; petrol – \$1.166 per litre. Rwanda: inflation – 12.6percent; minimum wage – \$2.50; petrol price – \$1.321 per litre. Togo: inflation – 7.5%; minimum wage – \$2.32; petrol price – \$1.025 per litre. Angola: inflation – 24.42percent; minimum wage –

\$3.09; petrol price – 0.374 cents per litre. RSA: inflation – 5.9%; minimum wage – \$11.52; petrol price \$1.545.

Again, Ghana has none other to compare with favourably than tiny Gambia. The Gambia: Inflation – 11.6 percent; minimum wage – \$1.25; petrol price – \$1.29 per litre.

Even here, it is not quite; for, whereas Ghana has an inflation figure of 27.6percent, Gambia's is only 11.6 percent!

Source -- [Adom Brands Research Team](#)

Presidential Jet; Ablakwa Blasts Akufo-Addo As He Chronicles Luxurious Trips

from front page

Addo's profligate travels by ultra-luxury chartered jets, not a single exposé has been challenged or impeached till this day. We Vandals say: Truth Stands. I even went as far as to offer Ministers of Defence, Finance & National Security the opportunity to refute or discredit my findings in Parliament through the urgent questions I filed which were duly admitted by Mr. Speaker but all the Ministers literally run from the unassailable truth, choosing rather to seek refuge under the shady cloak of national security in a shamefully desperate effort to avoid transparency and accountability.

I provide highlights of 13-months of unimpeachable, unchallengeable and irreproachable tracking publications below:

Publication: 27th May, 2021
Aircraft: ACJ320Neo operated by Aviation Acropolis
Destination: Akufo-Addo's trip from

Accra-Paris-Johannesburg-Accra
Travel Date: 16th to 25th May, 2021
Cost: £345,000

Publication: 31st August, 2021
Aircraft: Boeing 737- 900ER BBJ3 (LX-DIO) operated by Global Jet Luxembourg
Destination: Akufo-Addo's trip to UK and Germany
Travel Date: 27th July, 2021
Cost: \$574,000

Publication: 21st September, 2021
Aircraft: Boeing 737- 900ER BBJ3 (LX-DIO) operated by Global Jet Luxembourg
Destination: Akufo-Addo's trip from Accra via The Azores-Houston-New York-Accra
Travel Date: 17th September, 2021
Cost: \$616,000

Publication: 12th October, 2021
Aircraft: Boeing 737- 900ER BBJ3 (LX-DIO) operated by Global Jet

Luxembourg
Destination: Akufo-Addo's trip from Accra- Belgrade-Accra
Travel Date: 10th October, 2021
Cost: \$588,000

Publication: 17th November, 2021
Aircraft: Boeing 737- 900ER BBJ3 (LX-DIO) operated by Global Jet Luxembourg
Destination: Akufo-Addo's trip to France
Travel Date: 13th November, 2021
Cost: \$314,000

Publication: 11th February, 2022
Aircraft: Boeing 737- 900ER BBJ3 (LX-DIO) operated by Global Jet Luxembourg
Destination: Akufo-Addo's trip from Ghana- France- Guyana- Germany- France- Belgium- UK- Ghana
Travel Date: 10th to 20th February, 2022
Cost: \$776,000

Publication: 3rd April 2022 ("meet-me-there"edition)

Aircraft: Boeing 737- 900ER BBJ3 (LX-DIO) operated by Global Jet Luxembourg
Destination: Akufo-Addo's trip from Washington- North Carolina-London
Date: 1st April, 2022
Cost: \$465,000

Publication: 25th June 2022
Flight: ACJ319 (D-Alex) operated by K5-Aviation
Destination: Akufo-Addo's trip from Belgium-Rwanda
Date: 22nd June, 2022
Cost: €480,000
A conservatively estimated total cost of Akufo-Addo's obscenely lavish chartered trips over the last 13-months which has been paid for by the suffering Ghanaian taxpayer works out to a staggering GHS34million.
This GHS34million could have been saved because Ghana possesses a functioning Presidential Jet in great condition.

No President in Ghana's entire history, including ironically those who didn't make a public pledge to protect the public purse did this to our country.

The rape of the public purse must stop and that is why I am glad to announce that I have led a dedicated team to draft a Private Member's Bill to regulate Presidential Travels in Ghana. I hope we shall be successful so that no future president regardless of which political party platform brought them to power would have the unfettered discretion to subject national coffers to such an unconscionable assault.

May God help us.

Signed

Samuel Okudzeto Ablakwa



INTERNATIONAL NEWS REPORT

Compiled By Peoples Dispatch

British Rail Workers Lead Fight Against Cost Of Living Crisis And Anti-Worker Policies

As working class sections and low income households in the UK are suffering from the ongoing cost of living crisis, rail workers are organizing a massive mobilization against proposed austerity measures and job cuts. Over 50,000 rail workers of 13 train operating companies and the London Tube began a strike action on Tuesday, June 21, under the leadership of the National Union of Rail, Maritime and Transport Workers (RMT) demanding higher wages at par with the soaring inflation and protesting against the job cuts that will result from the austerity policies proposed by the authorities. The strike continued on Thursday, June 23, and the workers will again go on strike on Saturday, June 25. Progressive sections in the UK, trade unions like Unite the Union, and groups including ACORN UK, Young Communist League (YCL-Britain), Communist Party of Britain (CPB), and Socialist Party, among others, have expressed solidarity with the rail workers' strike.

Rail workers and the other working class sections, already distressed by the COVID-19 crisis, are now being pushed to the brink by the

ongoing cost of living crisis marked by skyrocketing fuel and food prices. On top of that, the Tory government has decided to cut £4 billion (USD 4.89 billion) of funding from transport systems – £2 billion (USD 2.44 billion) from the national rail and £2 billion from Transport for London – which is likely to add to the precarity of rail workers' jobs. Such austerity driven policies are likely to result in forced redundancies in the sector, which will also affect necessary services like security, sanitation, catering and ticketing in the rail networks. RMT has stated that most of the rail workers are earning just between £25,000 (USD 30,500) to £31,000 (USD 37,820), around the national median annual salary of £31,285 (USD 38,167), while the rail bosses have taken £1 million (USD 1.22 million) as pay packets and companies have made in excess of £500 million a year in private profits since the start of the pandemic. London Tube workers had organized warning strikes earlier in March against the austerity measures. At the time, the pro-government

mainstream media tried to malign the protest, calling the trade unionists pro-Putin saboteurs within the UK. Even now, the Tory government and several media houses have resorted to slanderous charges against the workers. There are also moves to recruit temporary workers to rail networks in order to break the strike.

The *Morning Star* editorial on June 22 stated that “since the 2008 capitalist crisis, workers in Britain have been locked in a system of static wages. The nonsensical notion that it is workers' “irresponsible” wage claims that fuel inflation cannot explain a present-day inflation rate of 11%.” Commenting on the strike action on Tuesday, RMT General Secretary Mick Lynch said, “today's turnout at picket lines has been fantastic and exceeded expectations in our struggle for job security, defending conditions and a decent pay rise. Our members will continue the campaign and have shown outstanding unity in pursuit of a settlement to this dispute.”



Picket by RMT Network Rail Signallers outside Carlisle Power Box - Network Rail North West and Central Region. (Photo: via RMT) Rail workers across the UK are unhappy with the rail authorities' insensitivity towards their demand for an increase in wages, as well as plans to implement austerity measures that will lead to forced redundancies

“RMT members are leading the way for all workers in this country who are sick and tired of having their pay and conditions slashed by a mixture of big business profits and government policy. Now is the time to stand up and fight for every single railway worker in this dispute that we will win,” he added.

In a tweet on June 21, Labour MP Jeremy Corbyn expressed solidarity with the rail workers and stated, “we cannot let the profits of the rich continue to grow at the

expense of workers' jobs, wages, conditions, pensions and safety.” Major mobilizations were also organized earlier by the People's Assembly Against Austerity and the Trade Union Congress (TUC), with tens of thousands of people protesting against the Tory government's failure to tackle the cost of living crisis. Anti-worker policies by companies, such as the expulsion of 800 workers by P&O ferries without any notice, has also triggered widespread outrage within the British working class.

David Castillo Sentenced To 22.5-Year Jail Term For Assassination Of Honduran Activist Berta Cáceres

The First Chamber of the Sentencing Court of the Tegucigalpa City last Monday sentenced Roberto David Castillo, the former president of the Desarrollos Energéticos SA (DESA) company and a US-trained former military intelligence officer, to 22 years and six months in prison for his role in the assassination of Indigenous Honduran environmentalist Berta Cáceres. The sentence comes almost a year after Castillo was found guilty of Cáceres' murder and four postponements in the sentencing. Cáceres was shot dead in her home in the city of La Esperanza by hitmen on March 2, 2016. She had been receiving threats for years due to her opposition to the Agua Zarca dam on the Gualcarque River, a hydroelectric project that was being executed by DESA. She was a leader of the resistance to the construction of the dam, which restricted access to water to the Indigenous Lenca communities, jeopardized their traditional way of life, and threatened their ancestral land.

In 2017, a report presented by the International Advisory Group of Experts (GAIPE) established that some Honduran state agents and senior executives of DESA colluded in the “planning, execution and cover-up” of Cáceres' murder. The GAIPE presented as evidence telephone records, online conversations, text messages, GPS reports and emails, which were extracted from mobile phones confiscated throughout the investigative process. In 2018, the legal team of the Civic Council of Popular and Indigenous Organizations of Honduras (COPINH), which was founded by Cáceres, presented before the court evidence that showed that Castillo used paid informants, as well as his military contacts and skills, to monitor Cáceres over the span of years, and then coordinated and planned her assassination. COPINH's lawyers also provided evidence that linked

Castillo to the hitmen and the financiers of the crime, the members of the powerful Atala-Zablah family. Following the presentation of the evidence, Castillo was arrested on March 2, 2018, at the San Pedro Sula international airport, when he was trying to flee the country and board a plane to the United States. However, the members of the Atala-Zablah family, who were also members of the DESA's board of directors and held key shares in the company, remain untouched by justice. On Monday, members of COPINH held a sit-in outside the Sentencing Court and demanded that others responsible for the crime be arrested. After the announcement of Castillo's sentence, COPINH issued a statement, stressing that “the sentence of David Castillo does not satisfy the demand for

justice of the Lenca people. The State of Honduras remains in debt.” “There will be complete justice when the intellectual authors of the crime have been captured, prosecuted and sentenced. The investigations of international experts have shown that there is intellectual authorship in the murder of Berta Cáceres. This intellectual authorship is made up of the brothers Jacobo, José Eduardo, Pedro Atala Zablah and Daniel Atala Midence,” said COPINH. COPINH indicated that it would present “concrete proposals to advance comprehensive justice for Berta Cáceres,” and would deliver them to the competent authorities, including the president, “with the aim of guaranteeing the rights of truth, justice, reparation and guarantees of non-repetition.” On Tuesday, June 21, the members of COPINH demonstrated outside the

National Congress and presented their proposals to the representatives. They also protested outside the Central American Bank for Economic Integration (CABEI) and the BAC Credomatic Financial Institution, denouncing the Atala-Zablah family and demanding absolute justice for Cáceres. The same day, Bertha Zúniga, one of Berta's daughters and a member of COPINH, met with President Xiomara Castro to personally hand over to her the petitions for justice and respect for the rights of the Lenca People. Castillo is the eighth person to be sentenced for killing Cáceres. In December 2019, seven former employees of DESA and serving members of the armed forces of Honduras, were convicted of Cáceres' murder.

Kennedy Agyepong Makes Waves In NPP Presidential Poll

Assin Central Member of Parliament (MP), Kennedy Agyepong has taken a lead in the presidential primaries of the governing New Patriotic Party (NPP) in a poll organized by Global InfoAnalytics in the Shama constituency of the Western region. Kennedy Agyepong according to the research beat Trade Minister Alan Kwadwo Kyerematen and Vice President Mahamudu Bawumia. He however lost in Effia and Sekondi constituencies all in the Western region. Special Poll Report Effia, Sekondi and Shama constituencies (Western region)

24th June 2022

Press Release

Special opinion polls conducted by Global InfoAnalytics which focused on Effia, Sekondi and Shama constituencies between 18th June and 24th June 2022 shows, in a dramatic fashion, Hon. Kennedy Agyapong, MP for Assin Central and late entrants into the NPP presidential race, beating the front runners, the vice

President Dr Mahamudu Bawumia and Trade Minister, Hon. Alan Kyeremanten in Shama constituency. Kennedy Agyepong polled 15% of the votes whilst Alan Kyeremanten was in distance second with 9% of the votes. The vice president came third with 7% of the votes. However, beyond Shama constituency,

Kennedy Agyepong melted away in Effia and Sekondi constituencies with the vice president, H.E. Dr Mahamudu Bawumia wining both with 39% of the votes each.

The polls also confirm earlier findings that suggest the deputy minister for energy, Hon. Andrew Agyapa

Mercer could be in trouble in Sekondi constituency. Another MP, Hon. Samuel Abakah, Shama constituency, is also fighting for his survival as combination unpopularity and voter apathy drags him to the floor.

In addition, the polls show that, although the NDC is not formidable in the three constituencies, its presumptive presidential candidate, H.E. John Mahama, managed to squeeze a win in Shama constituency against Dr Mahamudu Bawumia and Alan Kyeremanten in a hypothetical race for the December 2024 election.

Highlights of the polls are summarised below:

1. Do you approve or disapprove the performance of the president?

The polls show the president's job approval rating hovering below 50%, with exception of Effia constituency, where over 62% of voters approve his performance. His approval rating in 45% Sekondi and 34% in Shama (see Figure 1).

3. Do you think the country is headed in the right direction or wrong direction?

On the question of whether Ghana is headed in the right or wrong direction, 45% of voters in Effia believe Ghana is headed in the right direction compared to 35% in Sekondi and 11% in Shama (see Figure)

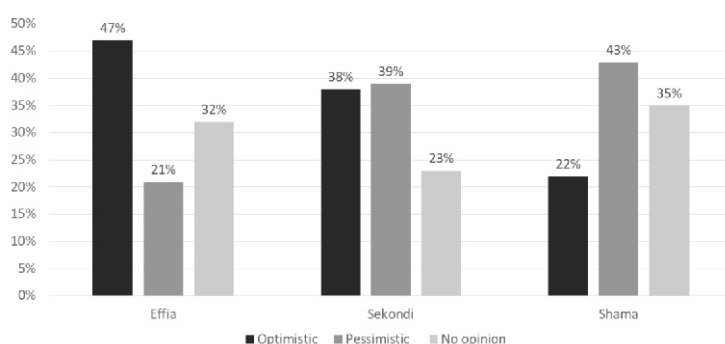
Approximately 61% of voters in Sekondi said it is headed in the wrong direction whilst 50% of voters in Shama said is headed in the wrong direction.

4. Are you optimistic with Nana Addo as president in the next few years?

When voters were asked whether they are optimistic or pessimistic about the next few years with Nana Akufo Addo as President, only 47% of voters Effia said they were optimistic, whilst 38% said so in Sekondi and 22% in Shama (see Figure 3).

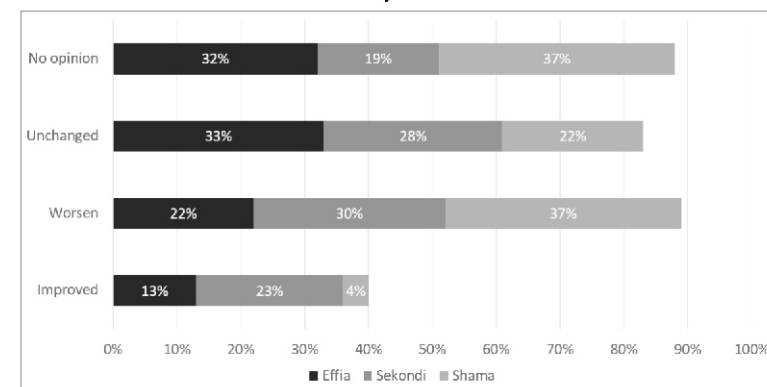
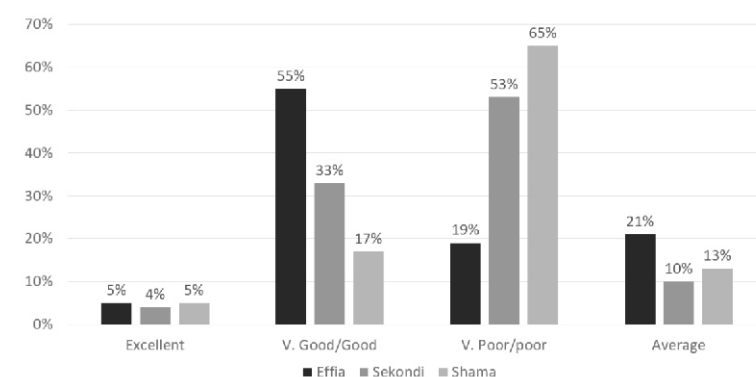
5. How would you rate the performance of the government?

Voters in all but Effia



constituency rates the government's performance as very good/good (see Figure 4). Whilst 55% of Effia voters rates the government' performance as very good/good, only 33% of voters in Sekondi and 17% in Shama has suggested that has performed very good/good. 65% of Shama voters rates the government performance as very poor/poor and 53% for Sekondi.

Figure 4 Government Performance



6. State of corruption in Ghana

Whilst 37% of Shama voters believe corruption in Ghana has worsened, only 4% think it has improved. For Effia, 22% said it has worsened with 13% saying it has improved. For Sekondi, it is 30% and 23% respectively (see Figure 5).

Figure

7. Is the government doing enough to fight corruption?

Majority of voters in all the constituencies said the government is not doing enough to fight corruption. Approximately 46% in Shama, 56% in Sekondi and 38% in Effia (Figure 6)).

Figure

now

Use MoMo same as before

Avoiding paying the tax

I use less MoMo now

Stopped using MoMo

I don't use MoMo

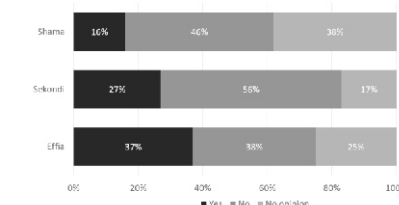
Response to E-levy implementation

Effia

Sekondi

Shama

Another 15% said they have devise ways to avoid paying the MoMo tax. However, majority of voters in Effia and Sekondi continue to use the MoMo without any change in their behaviour (38% for Effia and 57% for Sekondi).

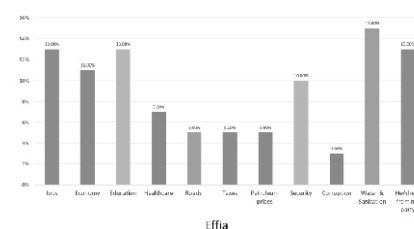


9. How Likely would you vote for a party that seeks to abolish the tax?

In what could be a big blow to the NPP which introduced the Electronic Tax, majority of voters in all the constituencies would consider voting for a party that promises to abolish the levy if voted into power (see Figure 8). Figure 8 Voting for a party that promises to abolish the E-levy? In Effia, 44% of voters would consider voting for a party that will abolish the levy, whilst 75% will do so in Sekondi and 57% in Shama. The electoral consequences for the electronic levy tax could be damaging for a party that is on the backfoot and seeking re-election.

10. What would you consider before voting for a candidate in the 2024 elections?

For Effia constituency, water and sanitation ranks highest with 15%, follow by Jobs, Education with 13% each (see Figure 9). Another 13% of voters say, so long as you are from their party, that will be important for them.

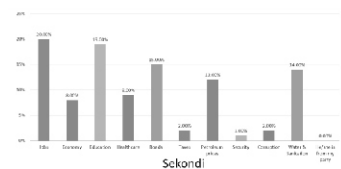


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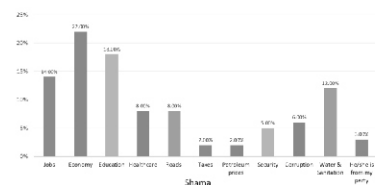
Kennedy Agyepong Makes Waves In NPP Presidential Poll

from page 5

In Sekondi, it is jobs, 20%, education, 19%, roads, 15% and water and sanitation 14% (see Figure 10). Prices of fuel is also ranking high at 12%.



In Shama, it is the economy, education, jobs and sanitation with 14%, 22%, 18% and 12% respectively (see Figure 11). In all, water and sanitation remain a big issue in the three constituencies.



11. If you were a delegate at the next NPP Primaries which of the following candidates would you vote for?

In the race for the NPP flagbearer, Shama constituency delivered a blow to the two leading contenders as the MP for Assin Central, Kennedy Agyepong snatched the constituency with 15% of the votes (see Figure 12) Dr Bawumia and Hon. Kyeremanten recorded single digits, with a whopping 47% of the voters saying they will not vote and 20% said they prefer someone else. The polls find Dr Mahamudu Bawumia winning both Effia and Sekondi comfortably but with less than 40% of the votes.

Among voters who are NPP affiliated, Dr Bawumia wins 64% in Effia with Alan winning only 19% and Kennedy

Agyepong 11% (see Figure 13). In Sekondi, Dr Bawumia wins 87% of NPP support whilst Hon. Kyeremanten pulls only 7% and Kennedy Agyepong records a meagre 1%.

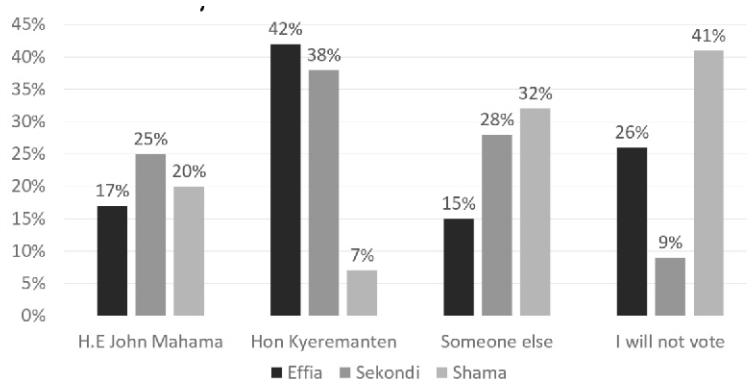
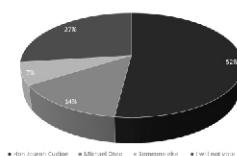
However, in Shama, where Kennedy had a surprising lead, he only attracted 29% of NPP support with Dr Bawumia coming second with 17% and Hon. Kyeremanten, 14%. Over a third of voters will not vote or prefer to vote for someone else to lead the party in 2024 general election.

12. If you were a delegate at the next NDC primaries which of the following candidates would you vote for?

In all the constituencies, H.E. John Mahama wins against all his challengers albeit with lower percentages as the NDC is not visible in those constituencies (see Figure 14). Most voters in the constituencies would prefer someone else to lead the NDC and significant proportion saying they will not vote.

13. General Election – Dr Bawumia v John Mahama

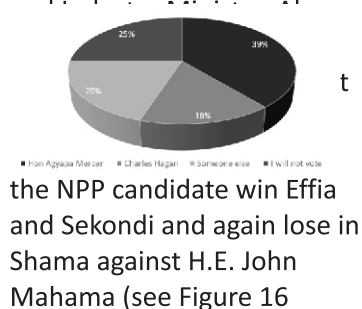
In the general election scenarios for the contest between H.E. Dr Mahamudu Bawumia and H.E. John Mahama in Effia constituency, the vice president wins Effia with 44% of the votes whilst the former presidents secured only 15% and further 13% said someone else. Approximately 28% of voters in the constituency said they will not vote (see Figure 15).



In Sekondi, Dr Bawumia wins 38% compared to John Mahama's 21% with 30% saying someone else. 11% of voters do not plan to vote in the 2024 elections. In Shama, where approximately 42% of voters said they will not vote and 32% saying they would vote for someone else, John Mahama wins against Dr Mahamudu Bawumia as 18% of voters backs him with 8% backing Dr Bawumia.

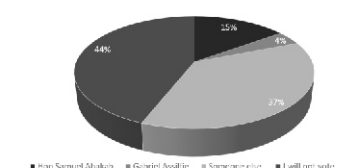
14. General Election – Hon. Alan Kyeremanten v John Mahama

The introduction of the Trade



15. General Election – MPs hypothetical

For Effia constituency, the poll found Hon Joseph Cudjoe safe and could easily win primaries and if he does, we expect him to win re-election as he polled 52% of the popular votes (see Figure 17).



In the case of Sekondi, the Deputy Minister of Energy, Hon. Andrew Agyapa Mercer is still in trouble as the special poll confirms he is below 50%

However, in Shama, Hon Samuel Abakah, MP is in deep trouble as only 15% of voters plan to vote for him in a hypothetical race in the general election (see Figure 19). The NDC candidate Gabriel Assilfie, could not capitalize on the unpopularity of the incumbent MP as he garners only 4% of the votes. It is unclear what impact, if any, a fresh candidate from the NDC could have on the race in Shama if Hon. Abakah remains the NPP candidate in the general elections. In the Shama constituency, a whopping 44% of the voters said they will not vote and a further 37% said they will vote for someone else. This could lead to a completely new faces on both NPP and NDC tickets for the constituency in 2024.

16. Party Affiliations

The polls show NPP is the dominant party in all the three constituencies with

Effia registering more than half of voters (see Figure 20).

55%16%
20%
9%
39%
20%
19%
22%
36%
13%
8%
27%
0%
10%
20%
30%
40%
50%

Methodology and

Approach Sample Size:

384 interviews were conducted in each of the constituencies.

Confidence Interval: 95%

Margin of Error: MoE of ±5%

Sampling Frame: The 2020 EC's voters' register was used as a sampling frame.

Sampling Method

a. 13 electoral areas were randomly selected from Effia constituency, 9 from Sekondi constituency and 12 from Shama constituency.

b. Sample were allocated to each electoral area based on total number of voters in that electoral area.

Fieldwork:

a. Interviews were carried out in the field between 19th June to 24th June 2022.

b. Data collection was aided by survey app with GPS, audio, and video recording functionality.

c. Results were collected in real-time

Visit www.globalinfoanalytics.com or www.ghanabattlegroundpolls.com for more polling reports

The Train Is Coming- African Eye Report



New tracks at Tema Harbour Station

from page 7

are hard to fulfill because of the sheer numbers of roads requiring to be built or repaired. Of course, railways are notoriously expensive but offer value for money in the long run.

It is hard to make the case for the prioritisation of railways because it requires a lot of money and will not connect every village and town the way roads do at the moment. However, when rail travel connects our main travel routes for goods and passengers, our roads will last longer making money available to construct roads that connect food-growing areas across the country. Combining roads and rail will ensure that every part of the country enjoys the most modern and convenient travel network.

Part Four

“Seeing is believing” is an ancient adage. Ghana's coming railway journey looked ever more real to me when I saw for myself the amount of brand new standard tracks and shiny new bridges and stations under construction.

I am even more astonished that this development is happening on the blind side of most Ghanaians. As explained by Mrs. Susana Kudjoe, the Deputy CEO of Ghana Railway Development Authority, “With railways, you only make noise when you have trains actually running”. That is true, but even so, only the most pessimistic doubter would not be impressed with the amount and quality of work that the railways

sector has achieved over the past few years. The gleaming new tracks of the Eastern Extension Line provide the basis for hope that our coming Railways journey is not a mirage.

Not being an expert in economic development I hesitate to make categorical statements about the subject, but one I will not shy away from making is this: there can be no real long-term development without a viable railway network in our country.

In my mind, and probably backed by statistical evidence, the heyday of our country's monumental production of agricultural and mineral wealth coincided with the height of railways while the decline and turbulence of the 1970s and 80s also coincided with the decline of the railways.

It is unfortunate that the railways and the production they engendered and transported worked for the benefit of the colonialists. Since independence, very few tracks have been added while the greater part of the system has been allowed to collapse.

Now, the only rail line that operates with anything like normal service is the Accra-Nsawam short route, but that has minimal impact on the overall volume of transportation between the two points.

Luckily, the evidence on the ground (pun fully intended) is that things are about to change for the better. My trip to two sites on the Eastern

Extension Line which currently runs from Tema Harbour Station to Mpakadan had been delayed by the Easter holidays and I couldn't wait to get the feel of where we are going with the trains hopefully soon.

First stop- Tema Harbour.

The railway station is under construction but the new shiny rails are firmly embedded and signals and engineers were busy installing signals along that stretch of the line.

The multiple lines and switching points look as sophisticated and well-engineered as you might find anywhere in the world.

Although the station is partly covered in sheets to shield the workers and protect the ongoing works, its outline looks modern and functional.

Situated a few hundred metres from the entrance to the Tema Port, one can only imagine how busy this station will be in the near future.

At the moment, the Tema Harbour serves other landlocked countries to the north of Ghana, so rail services would make it cheaper, easier and safer to transport heavy goods from the harbour to other parts of the country and beyond.

The Eastern Extension actually is part of a transport mix that makes sense. The rail lines have now crossed the River Volta and the Mpakadan Station will be the hop-on and hop-off points for connecting with transport on the River Volta thus creating viability for the long overdue use of the Volta as a major transport route between the North and



Mr Yaw Owusu, CEO, Ghana Railway Development Authority



The writer with Nana Ama Opoku, P.R.O. of the GRDA

South of the Country.

Next stop – Doryumu Railway Station. It is a beauty to behold. In the far distance are the Shai Hills in their splendid majesty – greyish in the horizon – permanent and untouchable. Just across the station on the other side of the tracks is a large expanse of pristine green vegetation which looks so gorgeous, I wish it could be fenced for protection.

One can almost already see the transformation the railways would bring to that area which is famous for growing fruits and vegetables such okro, tomatoes, cassava, spinach and mangoes.

There is considerable evidence that economic activities pick up when rail services are extended to a community. Ghana's economic geography and history of the 20th century was heavily influenced by the geographic penetration of railways during the period. Towns that had railway stations developed into major trading centres or at least important market centres for foodstuffs, cash crops, minerals and timber.

The uplift in economic fortunes created viable economies by creating jobs in other sectors. This will definitely be the case for communities in the Doryumu area with the coming of the railways and a major

transit point.

As Nana Ama Opoku, the Public Relations Officer of the Ghana Railways Development Authority conducted me on my tour through the station, we imagined how the station could attract food and drinks sellers, fruit vendors and bookshops, among others. For myself, I was happy to see the tracks that will lead us into the future. Beginning from where I started the series on railways, I confirm my



President Akufo-Addo inspects new works on railways

membership of the imaginary train-loving club. I cannot see the country developing without railways playing a major part.

I think the government has done well to keep its railway promise alive even in difficult times and the railway authorities should make a bit more noise about how far they have come so far. Indeed, the train is coming. Tickets, please!

Stop The Persecution Of Leftword Books Author Teesta Setalvad: International Union Of Left Publishers



Teesta Setalvad (right) at the 20th anniversary celebration of LeftWord Books. The International Union of Left Publishers condemns the arrest of Indian activist and LeftWord Books author Teesta Setalvad and demands an end to her persecution

In 2017, LeftWord Books published the memoir of Teesta Setalvad, *Foot Soldiers of the Constitution*. The book details the work of Teesta Setalvad's quest to create a just world, a world that remembers the atrocities of the past to not repeat such violence in the

future. At the heart of the book is Teesta's work to unravel the facts of the anti-Muslim pogrom in Gujarat in 2002 and the persecution of her for this work by sections of the Indian establishment. There is no debate about the nature of the 2002 violence – thousands of people killed

and injured, the lives of tens of thousands impacted negatively; the real debate is about the authors of the violence, those who set in motion the pogrom. Here, the forces for dignity and justice made the case that it was the government of Gujarat that bore responsibility for the violence, either by withdrawing the state bodies that would have prevented the violence or by egging the violence on in the first place. Teesta Setalvad's work was to establish that the government must take responsibility and in that case that government officials must answer for the violence. That was at the heart of *Foot Soldiers of the Constitution*, which was published into many languages by many of us who

are members of the International Union of Left Publishers. All those who have tried to make the case for the government's role in the 2002 pogrom in Gujarat have faced sustained persecution. The Indian Supreme Court has now weighed in and suggested – in very strong words – that Teesta Setalvad should be investigated for her role in the campaign to bring justice to the victims and survivors. This led to her arrest and imprisonment. Now the government has set up a Special Investigative Team to look closely into her work. We, from the International Union of Left Publishers,

condemn the arrest of Teesta Setalvad. We call upon the government of India to cease its persecution of writers such as Teesta Setalvad and to honour the space necessary in any democratic society for investigations conducted by people such as Teesta Setalvad.

27 June 2022.

The International Union of Left Publishers is a network of 40 publishing houses from Indonesia to Chile.

Source -- [International Union of Left Publishers](#)

Palestinians Suffer Inhumane Health Conditions Under The 15-Year Blockade Of Gaza

An Al Mezan's report has revealed how ongoing structural issues are compounded by recent events that put pressure on Gaza's healthcare system, notably the pandemic and Israel's May 2021 assault on Gaza. The Israeli apartheid regime's blockade of Gaza has produced a "a human-made humanitarian catastrophe" for the two million Palestinians living in the region, according to a new human rights [report](#) published on June 15. The report details the ways in which "Israel's draconian, stifling closure of Gaza" has worsened socioeconomic conditions. The blockade, alongside the COVID-19 pandemic and the brutal [May 2021 attack](#) on Gaza, have deteriorated Gaza's healthcare system. The report reveals how the restrictions on mobility imposed by the apartheid regime inhibit Palestinians' access to necessary healthcare procedures and treatments that are not available in Gaza itself. Authored by the Al Mezan Center for Human Rights and Medical Aid for Palestinians (MAP), the report assesses the right to healthcare in the strip, fifteen years after the impositions of the blockade. MAP, a British charity, recently [ended its financial support](#) for the Palestinian NGO Health Work Committees (HWC). According to David Verstockt, a member of the thematic circle on War, Conflict and Health within the People's

Health Movement (PHM), HWC has "lost so many donors, and thus funding, due to the continuous harassment, intimidation, lawfare," which has contributed to cancellation of several of its community health programs. Verstockt underscores the importance of this context when "mapping the impact of Israeli repression on Palestinian healthcare." Before the blockade, the Israeli state for decades imposed a policy of "collective punishment" over Gaza, a part of historic Palestine that has been under Israeli control ever since it was captured from Egypt in the 1967 war. In the late 1980s, as a result of the First Intifada, Israel [established a permit system](#), which made it increasingly difficult for Gazans to enter other parts of the occupied Palestinian territories (oPt). In 2005, ten years after building a fence and wall around the strip, Israel conducted its so-called "disengagement" from Gaza, withdrawing illegal settlements from the region, but isolating it from the rest of the world. [Ever since 2007](#), after Hamas gained control of the Gaza strip, Israel has maintained a brutal land, air, and sea blockade over the region, earning Gaza the title of an "open-air prison". In addition to its blatant failure to uphold International Human Rights Law (IHRL) in Gaza, the Al Mezan report reveals that Israel is also responsible for violating various

elements of binding International Humanitarian Law (IHL), failing to meet responsibilities required of an occupying power. Despite Israel claiming that "disengagement" from Gaza signifies that the region is not occupied, the international community maintains that Israel has the [legal obligations of an occupying power](#). According to the report, Israel is bound by several articles from the Fourth Geneva Convention, such as the requirement of "unimpeded access for wounded and sick individuals to healthcare" as outlined in Articles 17, 27, and 38, as well as the obligation of "ensuring and maintaining" medical services in the occupied territory, per Article 56. Al Mezan's report explains that these obligations contradict the blockade's control over the mobility of people and goods in and out of Gaza, which prevents health professionals from attending trainings and other knowledge-sharing conferences outside of the strip, and also restricts access to medical equipment. According to the report, only 30% of the Palestinian Authority's medical device import requests were approved for the year 2021. Given the reality of an extremely limited and suppressed healthcare system, many professionals are forced to send patients

outside of Gaza. Al Mezan reported that "a patient's urgent need for medical attention, evidenced by their medical reports, is not by itself sufficient to obtain an Israeli exit permit." In 2021, 36% of medical travel permits were either rejected, ignored, or delayed. In addition to the oppressive "permit regime," it is not uncommon for Israeli authorities to arbitrarily arrest and detain Gazan patients and patient companions. Al Mezan's study reveals that the uncertainty surrounding access to healthcare is a direct cause of psychological stress and trauma for Palestinian patients in Gaza, who are forced to rely on Israeli authorities to access the basic right to health. Al Mezan's report reveals how ongoing, structural issues are compounded by recent events that put pressure on Gaza's healthcare system, notably the pandemic and Israel's May 2021 assault on Gaza. From shortages in oxygen, ICU beds, and testing, to exclusion from vaccination programs, the blockade is lethal for Palestinians in Gaza. Moreover, in May 2021, "an Israeli airstrike partially destroyed Al-Rimal Clinic, Gaza's only laboratory for the processing of COVID-19 tests, and the administrative building of the Ministry of Health in Gaza." This was one of many deliberate attacks against civilian centers, including medical facilities and roads, that have had lasting effects on

Gaza's health infrastructure. According to health policy researcher Layth Hanbali, who is also part of the PHM's War, Conflict and Health group, Al Mezan's report "is an excellent resource documenting some of the important effects of Israel's colonization of Palestine on the healthcare system in Gaza." He specified, however, the report's emphasis on the "care" in "healthcare," rather than health itself, explaining that the report "does not address the reason behind Israel's policies, which is the subjugation of Palestinians with the aim of [furthering] its colonial ambitions in Palestine." Al Mezan ends the report with a set of recommendations that urge the international community to pressure Israel to end the blockade and comply with international law obligations. The report calls on human rights organizations and international bodies to provide aid and legally intervene on behalf of Palestinian patients. To Hanbali, "apartheid, medical neglect, destruction of healthcare capacity, etc., are all just symptoms of settler colonialism." Framing the situation as such, and engaging deeply with the "social, economic, and political determinants of health," "would help place the healthcare situation in the broader political context locally and globally."