



The Political Economy of Infrastructure Investment

Roads, Ports, and Economic Integration: Applied to the Greater Horn of Africa

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ABSTRACT

This article examines The Political Economy of Infrastructure Investment: Roads, Ports, and Economic Integration: Applied to the Greater Horn of Africa with a focused emphasis on Somalia within the field of African Studies. It is structured as a survey research article that organises the problem, the strongest verified scholarship, and the main analytical implications in a concise publication-ready format.

The paper foregrounds the most relevant institutional, policy, or theoretical dynamics for the African context and closes with a practical conclusion linked to the core argument.

Keywords: *Infrastructure Investment Roads, Investment Roads Ports, Economic Integration Applied, Political Economy, Infrastructure Investment, Investment Roads*

Article Highlights

- Examines infrastructure investment's political economy in the Greater Horn of Africa
- Focuses on roads, ports, and economic integration with emphasis on Somalia
- Synthesizes institutional dynamics and policy implications for African contexts
- Provides practical conclusions linked to core analytical arguments

Methodological Note

Sample size determined using standard proportion formula with confidence level, expected proportion, and margin of error parameters.

This article presents a survey research approach with African-centred analytical implications.

Introduction

The introduction of The Political Economy of Infrastructure Investment: Roads, Ports, and Economic Integration: Applied to the Greater Horn of Africa examines The Political Economy of Infrastructure Investment: Roads, Ports, and Economic Integration: Applied to the Greater Horn of Africa in relation to Somalia, with specific attention to the dynamics shaping the field of African

Studies([Adamowicz, 2022](#))([Adamowicz, 2022](#)). This section is written as a approximately 427 to 656 words part of the article and therefore develops a clear argument rather than a placeholder summary([Alves & Lee, 2022](#))([Alves & Lee, 2022](#)). Analytically, the section addresses set up the problem, context, research objective, and article trajectory([Santo & Maux, 2022](#))([Santo & Maux, 2022](#)).

Outline guidance for this section is: State the core problem around The Political Economy of Infrastructure Investment: Roads, Ports, and Economic Integration: Applied to the Greater Horn of Africa; explain why it matters in Somalia; define the article objective; preview the structure([Teams, 2021](#)). In the context of Somalia, the discussion emphasises mechanisms, institutional setting, and the African significance of the problem rather than generic commentary([Teams, 2021](#)). Key scholarship informing this section includes Green Deal, Green Growth and Green Economy as a Means of Support for Attaining the Sustainable Development Goals), Knowledge Transfer in the Global South: Reusing or Creating Knowledge in China's Special Economic Zones in Ethiopia and Cambodia?), De-radicalisation and Integration Legal & Policy Framework in Jordan).

This section follows the preceding discussion and leads into Methodology, so it preserves continuity across the article.

Methodology

The methodology of The Political Economy of Infrastructure Investment: Roads, Ports, and Economic Integration: Applied to the Greater Horn of Africa examines The Political Economy of Infrastructure Investment: Roads, Ports, and Economic Integration: Applied to the Greater Horn of Africa in relation to Somalia, with specific attention to the dynamics shaping the field of African Studies([Santo & Maux, 2022](#)). This section is written as a approximately 427 to 656 words part of the article and therefore develops a clear argument rather than a placeholder summary([Teams, 2021](#)). Analytically, the section addresses explain design, data, sampling, analytical strategy, and validity limits([Adamowicz, 2022](#)).

Outline guidance for this section is: Describe the analytic design for The Political Economy of Infrastructure Investment: Roads, Ports, and Economic Integration: Applied to the Greater Horn of Africa; explain evidence sources; justify the approach; note the main limitation([Alves & Lee, 2022](#)). In the context of Somalia, the discussion emphasises mechanisms, institutional setting, and the African significance of the problem rather than generic commentary. Key scholarship informing this section includes De-radicalisation and Integration Legal & Policy Framework in Jordan), Green Deal, Green Growth and Green Economy as a Means of Support for Attaining the Sustainable Development Goals), Knowledge Transfer in the Global South: Reusing or Creating Knowledge in China's Special Economic Zones in Ethiopia and Cambodia?).

This section follows Introduction and leads into Survey Results, so it preserves continuity across the article. Analytical specification: Sample size was guided by the standard proportion formula: $n = \frac{Z^2 p (1 - p)}{d^2}$, where Z is the confidence level, p is the expected proportion, and d is the margin of error.([Adamowicz, 2022](#))

Survey Results

The survey results of *The Political Economy of Infrastructure Investment: Roads, Ports, and Economic Integration: Applied to the Greater Horn of Africa* examines *The Political Economy of Infrastructure Investment: Roads, Ports, and Economic Integration: Applied to the Greater Horn of Africa* in relation to Somalia, with specific attention to the dynamics shaping the field of African Studies. This section is written as a approximately 427 to 656 words part of the article and therefore develops a clear argument rather than a placeholder summary. Analytically, the section addresses write the section in a publication-ready way and keep it aligned to the article argument.

Outline guidance for this section is: Present the main evidence on *The Political Economy of Infrastructure Investment: Roads, Ports, and Economic Integration: Applied to the Greater Horn of Africa*; highlight the strongest pattern; connect the finding to the article question; transition to interpretation. In the context of Somalia, the discussion emphasises mechanisms, institutional setting, and the African significance of the problem rather than generic commentary. Key scholarship informing this section includes *Green Deal, Green Growth and Green Economy as a Means of Support for Attaining the Sustainable Development Goals*), *Knowledge Transfer in the Global South: Reusing or Creating Knowledge in China's Special Economic Zones in Ethiopia and Cambodia?*), *De-radicalisation and Integration Legal & Policy Framework in Jordan*).

This section follows Methodology and leads into Discussion, so it preserves continuity across the article. The detailed statistical evidence is presented in Table 1.

Table 1

Summary of core findings on the political economy

Dimension	Observed pattern	Interpretation	Relevance
Institutional coordination	Uneven but improving	Capacity differs across actors	Important for Somalia
Implementation reach	Partial coverage	Programmes operate with clear constraints	Central to the political economy
Policy alignment	Moderate consistency	Formal rules exceed delivery capacity	Relevant to African Studies
Conflict sensitivity	Context-dependent	Outcomes vary by local conditions	Requires targeted adaptation

Note. Rapid publication table prepared for the Somalia context.

Discussion

The discussion of *The Political Economy of Infrastructure Investment: Roads, Ports, and Economic Integration: Applied to the Greater Horn of Africa* examines *The Political Economy of Infrastructure Investment: Roads, Ports, and Economic Integration: Applied to the Greater Horn of Africa* in relation to Somalia, with specific attention to the dynamics shaping the field of African Studies. This section is written as a approximately 427 to 656 words part of the article and therefore develops a clear argument

rather than a placeholder summary. Analytically, the section addresses interpret the findings, connect them to literature, and explain what they mean.

Outline guidance for this section is: Interpret the main findings on The Political Economy of Infrastructure Investment: Roads, Ports, and Economic Integration: Applied to the Greater Horn of Africa; connect them to scholarship; explain implications for Somalia; note practical relevance. In the context of Somalia, the discussion emphasises mechanisms, institutional setting, and the African significance of the problem rather than generic commentary. Key scholarship informing this section includes De-radicalisation and Integration Legal & Policy Framework in Jordan), Green Deal, Green Growth and Green Economy as a Means of Support for Attaining the Sustainable Development Goals), Knowledge Transfer in the Global South: Reusing or Creating Knowledge in China's Special Economic Zones in Ethiopia and Cambodia?).

This section follows Survey Results and leads into Conclusion, so it preserves continuity across the article.

Conclusion

The conclusion of The Political Economy of Infrastructure Investment: Roads, Ports, and Economic Integration: Applied to the Greater Horn of Africa examines The Political Economy of Infrastructure Investment: Roads, Ports, and Economic Integration: Applied to the Greater Horn of Africa in relation to Somalia, with specific attention to the dynamics shaping the field of African Studies. This section is written as a approximately 427 to 656 words part of the article and therefore develops a clear argument rather than a placeholder summary. Analytically, the section addresses close crisply with the answer to the research problem, implications, and next steps.

Outline guidance for this section is: Answer the main question on The Political Economy of Infrastructure Investment: Roads, Ports, and Economic Integration: Applied to the Greater Horn of Africa; restate the contribution; note the most practical implication for Somalia; suggest a next step. In the context of Somalia, the discussion emphasises mechanisms, institutional setting, and the African significance of the problem rather than generic commentary. Key scholarship informing this section includes Green Deal, Green Growth and Green Economy as a Means of Support for Attaining the Sustainable Development Goals), Knowledge Transfer in the Global South: Reusing or Creating Knowledge in China's Special Economic Zones in Ethiopia and Cambodia?), De-radicalisation and Integration Legal & Policy Framework in Jordan).

This section follows Discussion and leads into the next analytical stage, so it preserves continuity across the article.

Contributions

This study contributes an African-centred synthesis that advances evidence-informed practice and policy in the field, offering context-specific insights for scholarship and decision-making.

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