

IN THE SECOND SESSION OF THE NINTH PARLIAMENT
OF THE FOURTH REPUBLIC OF GHANA



**REPORT OF THE COMMITTEE ON ROADS AND
TRANSPORTATION**

ON THE

BILATERAL AIR SERVICES AGREEMENT (BASA)

BETWEEN THE GOVERNMENT OF THE

REPUBLIC OF GHANA

AND THE GOVERNMENT OF THE

STATE OF QATAR

JUNE, 2026

NO: RDS/9/2/2/008

**REPORT OF THE COMMITTEE ON ROADS AND TRANSPORTATION ON
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GOVERNMENT OF THE STATE OF QATAR AND THE
GOVERNMENT OF THE REPUBLIC OF GHANA**

1.0 INTRODUCTION

The Bilateral Air Services Agreement between the Government of the State of Qatar and the Government of the Republic of Ghana was presented to Parliament for ratification by the Minister for Transport, Hon Joseph Nikpe Bukari, on Thursday, 21st May, 2026 in accordance with article 75 of the 1992 Constitution and Order 145 of the Standing Orders of Parliament.

The Bilateral Air Services Agreement between the Government of the State of Qatar and the Republic of Ghana was referred to the Committee on Roads and Transportation and the Leadership of the Committee on Foreign Affairs for consideration and report.

2.0 DELIBERATIONS

The Committee met on Wednesday, 10th June 2026 to consider the Bilateral Air Services Agreement. The meeting was supported by the Minister for Transport, Hon. Joseph Nikpe Bukari; the Deputy Minister for Transport, Hon. Dorcas Toffey; the Chief Director and officials of the Ministry, including representatives of the Ghana Civil Aviation Authority (GCAA).

The Committee thanks the Hon. Minister and other stakeholders for attending the meeting and for their valuable contributions to its deliberations.

3.0 REFERENCE DOCUMENTS

The Committee was guided by the following documents during its deliberations:

- i. The 1992 Constitution of the Republic of Ghana;
- ii. The Standing Orders of the Parliament of Ghana;
- iii. The Convention on International Civil Aviation, 1944 (Chicago Convention); and

- iv. The Agreement Between the Government of the State of Qatar and the Government of the Republic of Ghana.

4.0 BACKGROUND

International air transport is governed by multilateral conventions, bilateral arrangements, and internationally recognised standards that ensure safe, orderly, and efficient civil aviation. These instruments facilitate the movement of passengers and cargo while promoting international cooperation, trade, investment, and tourism.

The Chicago Convention of 1944, established the International Civil Aviation Organization (ICAO) and sets out the fundamental principles governing international air navigation. It affirms state sovereignty over their airspace and provides standards safety, security, customs and operational oversight.

To implement the Chicago Convention, States enter into Bilateral Air Services Agreements (BASAs), that define the terms for designated airlines to operate between their respective territories. Such agreements cover traffic rights, airline designation, operational authorisations, safety and security requirements, capacity and commercial arrangements, in accordance with registered ICAO concluded agreements.

Consistent with Ghana's policy to strengthen international aviation partnerships and expand access to global air transport markets, the Government negotiated and concluded a BASA with Qatar. The Agreement forms part of Ghana's broader strategy to enhance aviation cooperation and improve international connectivity.

Ratification of the Agreement will deepen Ghana-Qatar bilateral relations, facilitate the development of air transport services, promote business and tourism, and create opportunities for increased economic engagement. It will also contribute to Ghana's long-term objective of becoming a key aviation gateway in West Africa and internationally.

5.0 PURPOSE OF THE AGREEMENT

The purpose of the Agreement is to establish a legal framework for enhanced partnership and cooperation between the Aeronautical Authority of the Republic of Ghana and the Aeronautical Authority of the State of Qatar for the implementation of air services between and beyond the territories of the Contracting Parties. The Agreement also seeks to promote liberalisation of the aviation sector and provide diverse service options to enable the development of innovative and competitive services between the two States.

6.0 CONTENTS OF THE AGREEMENT

The Agreement between the Aeronautical Authority of the Republic of Ghana and the Aeronautical Authority of the Republic of Qatar comprises a Preamble, twenty-five (25) substantive Articles, Annexures and a Code-Share Framework. Together, these articulate the mutual understanding of the Parties and outline the rights and obligations arising from the Agreement.

The Preamble expresses the shared commitment of the Governments of Ghana and Qatar to the principles of the Chicago Convention, which promote liberalised air transport and international cooperation. It affirms their intention to establish a bilateral framework for scheduled air services between and beyond their territories, consistent with international aviation standards.

ARTICLE 1 – Definitions

Article 1 defines key terms in the Agreement, such as “Convention”, “Aeronautical Authorities”, “Designated Airline” and “Capacity” to ensure consistent interpretation.

ARTICLE 2 – Applicability of Chicago Convention

Article 2 subjects this Agreement to the Chicago Convention for all matters concerning international air services.

ARTICLE 3 – Grant of Rights

Article 3 confers on each contracting party, the rights of overflight, technical landing, and the operation of scheduled international air services on designated routes for the embarkation and disembarkation of passengers, cargo, and mail, while expressly prohibiting cabotage.

ARTICLE 4 – Designation and Authorization

Article 4 allows each contracting party to designate an airline through diplomatic channels, and requires the other party to grant operating authorisations promptly, subject to standard fitness and ownership criteria.

ARTICLE 5 – Revocation or Suspension of Operating Authorization

Article 5 enables each contracting party to revoke, suspend, or condition an airline's operating rights for reasons such as ownership concerns, regulatory non-compliance, or safety issues, generally after consultation.

ARTICLE 6 – Exemption from Customs and other Duties

Article 6 exempts aircraft, fuel, lubricants, stores, spare parts, equipment, and certain materials from customs duties and charges when used in international air services, with provisions for supervision and transit.

ARTICLE 7 – Principles Governing Operation of Agreed Services

Article 7 ensures fair and equal opportunity for airlines of both parties, prevents undue interference with services, and aligns capacity primarily with traffic needs to and from the designating party's territory.

ARTICLE 8 – Tariffs

Article 8 empowers designated airlines to determine their tariffs based on commercial market principles, subject to limited governmental oversight aimed at protecting consumers from excessive pricing and preventing anti-competitive practices. It further provides for consultation mechanisms to support transparency and fairness in tariff regulation.

ARTICLE 9 – Approval of Time-Tables

Article 9 requires designated airlines to submit flight schedules, aircraft types, and capacity details for approval by the other party's aeronautical authorities at least 30 days in advance.

ARTICLE 10 – Provision of Statistics

Article 10 requires the Aeronautical Authorities to exchange periodic statistics on traffic carried on the agreed routes when reasonably requested.

ARTICLE 11 – Transfer of Earnings

Article 11 guarantees the right to freely transfer excess earnings from air services, subject to foreign exchange regulations or any special payment agreements.

ARTICLE 12 – Aviation Security

Article 12 reaffirms mutual obligations to protect civil aviation from unlawful interference, ensure compliance with international security conventions and ICAO standards, and provide assistance during security incidents or threats.

ARTICLE 13 – Aviation Safety

Article 13 facilitates consultations on safety standards, allow ramp inspections, enable corrective actions or suspension of operations if safety concerns arise, and ensure minimum Chicago Convention standards are maintained.

ARTICLE 14 – User Charges

Article 14 ensures that airport and air navigation charges imposed on the other party's aircraft and airlines are non-discriminatory and based on sound economic principles.

ARTICLE 15 – Applicability of National Legislation

Article 15 requires compliance with domestic laws on entry, departure, immigration, customs, health, and aircraft operations, applied without preference to either party's airlines.

ARTICLE 16 – Commercial Activities

Article 16 permits designated airlines to maintain representations, employ staff, sell transportation directly or through agents, engage in marketing arrangements such as code-sharing, and operate under reciprocity principles.

ARTICLE 17 – Consultation

Article 17 promotes ongoing cooperation through consultations between Aeronautical Authorities to implement the Agreement and address modifications as needed.

ARTICLE 18 – Settlement of Disputes

Article 18 provides a mechanism for resolving disputes first through negotiation and, if necessary, through arbitration by a three-member tribunal.

ARTICLE 19 – Amendments

Article 19 allows modifications to the Agreement through mutual consent, with different approval processes for main provisions versus route schedules.

ARTICLE 20 – Registration with the International Civil Aviation Organisation

Article 20 requires registration of the Agreement and any amendments with ICAO.

ARTICLE 21 – Recognition of Certificates and Licences

Article 21 requires mutual recognition of certificates of air worthiness, competency and licences that meet or exceed Chicago Convention standards, with provisions for consultations on differences.

ARTICLE 22 – Conformity with Multilateral Conventions

Article 22 ensures that if a broader multilateral air transport agreement enters into force for both parties, this bilateral Agreement is automatically adjusted accordingly.

ARTICLE 23 – Annexes

Article 23 declares that the Annexes form an integral part of the Agreement.

ARTICLE 24 – Termination

Article 24 allows either party to terminate the Agreement with 12 months' notice, communicated to ICAO.

ARTICLE 25 – Entry into Force

Article 25 specifies that the Agreement enters into force upon exchange of diplomatic notes confirming constitutional approvals by both parties.

7.0 OBSERVATIONS

7.1 Commercial Liberalisation

The Committee noted that the Agreement strongly promotes commercial liberalisation and market-driven operations. Airlines are granted broad freedoms to determine tariffs based on market conditions, subject only to limited government intervention for consumer protection and prevention of anti-competitive practices. The Agreement also permits airlines to sell tickets freely, enter into code-sharing and other marketing arrangements, maintain local commercial representations, and transfer earnings without undue restrictions. These provisions reflect a modern, airline-friendly approach to international air services.

7.2 Compliance with International Standards

The Committee observed that aviation safety, security, and regulatory oversight constitute a central pillar of the Agreement. Comprehensive provisions require compliance with relevant international conventions and standards, permit ramp inspections, provide for consultations on safety and security matters, and allow for suspension of operations where immediate safety concerns arise. The Agreement

further ensures mutual recognition of certificates, licences, and other authorisations that meet the minimum standards established under the Chicago Convention.

7.3 Revenue Generation

The Committee acknowledged the significant revenue potential arising from the anticipated expansion of air traffic between Ghana and partner States, including the State of Qatar. Increased passenger and cargo volumes are expected to enhance government revenue through airport levies, landing and parking fees, passenger service charges and other aviation-related taxes. These revenues will contribute directly to the sustainability of airport operations and support ongoing investments in aviation infrastructure, including modernisation of terminals, air navigation systems, and safety facilities. The Committee further noted that improved air connectivity could stimulate ancillary economic activities such as tourism, hospitality and trade logistics, thereby broadening the national revenue base and creating employment opportunities within the aviation value chain.

7.4 Balance Between Economic Opportunities and Regulatory Safeguards

The Committee's deliberations underscored the importance of maintaining equilibrium between economic opportunities and regulatory safeguards. Hon. Members acknowledged that expansion of air services presents significant commercial and developmental benefits, including increased investment, job creation and enhanced connectivity. They, however, emphasised that these gains must be accompanied by robust legal, safety, and security frameworks to ensure compliance with national and international aviation standards. The Committee further noted that the Agreement upholds Ghana's sovereign right to regulate air transport within its territory, thereby protecting national interests while fostering a competitive and transparent aviation environment. This balanced approach ensures that economic growth in the sector proceeds responsibly, sustainably, and in alignment with Ghana's broader policy objectives.

8.0 CONCLUSION

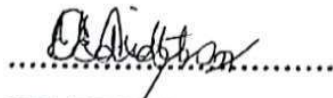
The Committee concludes that the Bilateral Air Services Agreement between the Government of the Republic of Ghana and the Government of the State of Qatar represents a significant step toward strengthening international cooperation in civil aviation. The Agreement provides a comprehensive framework that promotes fair competition, regulatory oversight and sustainable growth in the air transport sector. It safeguards Ghana's sovereign rights while creating opportunities for increased connectivity, trade, tourism, and investment. The Committee is satisfied that the provisions of the Agreement align with Ghana's national interests and international obligations under the Chicago Convention.

Accordingly, the Committee recommends the ratification of the Agreement between the Government of the State of Qatar and the Government of the Republic of Ghana for Air Services to enable its effective implementation and to advance Ghana's participation in global and regional aviation development.

Respectfully submitted.



**HON ISAAC ADJEI MENSAH
CHAIRMAN, COMMITTEE ON ROADS
AND TRANSPORTATION**



**MS EDITH EDILYN ADJEI
CLERK, COMMITTEE ON ROADS
AND TRANSPORTATION**

11th June, 2026