

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
REPUBLIC OF MAURITIUS**

JUNE, 2026

NO: RDS/9/2/2/005

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GOVERNMENT OF THE REPUBLIC OF GHANA AND THE GOVERNMENT
OF THE REPUBLIC OF MAURITIUS

1.0 INTRODUCTION

The Bilateral Air Services Agreement between the Government of the Republic of Ghana and the Government of the Republic of Mauritius 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 of Ghana and Order 145 of the Standing Orders of Parliament.

The Bilateral Air Services Agreement between the Government of the Republic of Ghana and the Government of the Republic of Mauritius 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 Agreement. In attendance at the meeting were the Minister for Transport, Hon Joseph Nikpe Bukari, the Deputy Minister for Transport, Hon Dorcas Toffey, Officials of the Ministry and representatives of the Ghana Civil Aviation Authority (GCAA).

The Committee appreciates the participation and assistance of the Hon. Minister and other stakeholders during 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;

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- iii. The Convention on International Civil Aviation, 1944 (Chicago Convention); and
 - iv. The Agreement Between the Government of the Republic of Ghana and the Government of the Republic of Mauritius Relating to Scheduled Air Services.

4.0 BACKGROUND

The growth of international trade, tourism, investment and cultural exchanges has increased the need for efficient and reliable air transport services between countries. Air Services Agreements provide the legal and operational framework for airlines designated by contracting States to operate scheduled international air services.

The Governments of Ghana and Mauritius have maintained cordial diplomatic relations and continue to explore opportunities for enhancing cooperation in various sectors of their economies. The Agreement seeks to strengthen connectivity between the two countries and facilitate the movement of passengers, cargo and mail through scheduled air services.

The Agreement is also intended to promote competition, improve air transport services, create opportunities for designated airlines and support economic development through enhanced aviation cooperation.

5.0 PURPOSE OF THE AGREEMENT

The purpose of the Agreement is to establish a framework for the operation of scheduled international air services between the Republic of Ghana and the Republic of Mauritius. It seeks to facilitate safe, secure and efficient air transport services between the two countries while promoting cooperation in the aviation sector in accordance with international standards and best practices.

The Agreement is also intended to enhance trade, tourism, investment and business relations by improving air connectivity and facilitating the movement of passengers, cargo and mail. Furthermore, it provides fair and equal opportunities for designated airlines of both countries to operate international air services and contributes to strengthening the

existing bilateral relations between Ghana and Mauritius through increased aviation cooperation.

6.0 CONTENTS OF THE AGREEMENT

The Agreement Between the Government of the Republic of Ghana and the Government of the Republic of Mauritius contains a Preamble, twenty-five (25) Articles and an Annex.

The Preamble outlines the desire of the Parties to promote international air services, facilitate air transport opportunities, encourage fair competition and ensure high standards of aviation safety and security.

Article 1 defines key terms used in the Agreement, including “Convention”, “Aeronautical Authorities”, “Designated Airline” and “Agreed Services”.

Article 2 grants the designated airlines of each Contracting Party the rights necessary to operate international air services in the agreed routes.

Article 3 provides for the designation and authorization of airlines by each Contracting Party to operate the agreed services.

Article 4 empowers each Contracting Party to revoke, suspend or limit operating authorisations under specified circumstances, including non-compliance with applicable laws and regulations.

Article 5 requires designated airlines to comply with the laws and regulations of the other Contracting Party relating to entry, departure, immigration, customs and public health.

Article 6 provides for the recognition of certificates of airworthiness, competency and licences issued by one Contracting Party, subject to applicable standards.

Article 7 contains provisions relating to aviation security and obliges the Parties to comply with international conventions and standards on civil aviation security.

Article 8 deals with aviation safety and permits consultations, inspections and other measures necessary to maintain aviation safety standards.

Article 9 exempts aircraft, equipment, fuel, lubricants and specified supplies used in international operations from customs duties and taxes, subject to stated conditions.

Article 10 provides for the facilitation of direct transit traffic and exempts passengers, baggage and cargo in direct transit from customs duties and taxes.

Article 11 requires airport and navigation charges imposed on designated airlines to be fair, reasonable and non-discriminatory.

Article 12 provides that revenue derived from international air transport operations shall be taxable only in the State where the airline has its principal place of business or headquarters.

Article 13 establishes the principles governing the operation of agreed services, including fair competition and capacity arrangements.

Article 14 allows designated airlines to establish commercial and operational offices within the territory of the other Contracting Party on the basis of reciprocity.

Article 15 permits designated airlines to enter into code-sharing and cooperative marketing arrangements, subject to applicable laws and regulations.

Article 16 grants airlines the right to convert and transfer revenues earned from air transport operations.

Article 17 provides for the filing and regulation of tariffs to ensure consumer protection and fair competition.

Article 18 requires designated airlines to submit flight schedules for approval by the Aeronautical Authorities of the other Contracting Party.

Article 19 obliges the Aeronautical Authorities of both Parties to exchange statistical information relating to the agreed services.

Article 20 provides for consultations between the Contracting Parties regarding the interpretation, implementation and amendment of the Agreement.

Article 21 establishes procedures for the settlement of disputes through negotiation and arbitration where necessary.

Article 22 provides for the modification of the Agreement and its Annex by mutual consent of the Parties.

Article 23 outlines the procedures for termination of the Agreement by either Party upon written notice.

Article 24 requires the registration of the Agreement and any amendments with the International Civil Aviation Organization (ICAO).

Article 25 provides for the entry into force of the Agreement following the completion of the constitutional requirements of each Contracting Party.

contribute to Ghana's broader objective of positioning itself as a competitive aviation hub within the sub-region.

7.3 Fair Competition

The Agreement incorporates provisions designed to guarantee fair and equal opportunities for the airlines designated by both Parties. These provisions are intended to prevent discriminatory practices and ensure that carriers operate under transparent and non-restrictive conditions.

The Committee is of the considered view that such measures promote healthy competition, encourage efficiency, and ensure the sustainable growth of international air services. By safeguarding equal treatment, the Agreement enhances confidence among aviation stakeholders and supports consumer choice.

7.4 Economic Benefits

The Committee noted that the implementation of the Agreement has the potential to generate significant economic benefits for Ghana. Increased passenger traffic will stimulate demand for aviation services, create employment opportunities, and enhance revenue streams for both airlines and ancillary service providers such as ground handling, catering, and airport operations. The facilitation of cargo movement will strengthen Ghana's role in regional and international trade, enabling faster and efficient transportation of goods.

The Committee further observed that improved air connectivity will support the hospitality and service industries as well as attract foreign investment into the aviation sector and related industries, thereby contributing to broader economic growth.

7.0 CONCLUSION

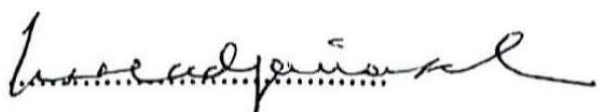
The Committee has carefully examined the Agreement between the Government of the Republic of Ghana and the Government of the Republic of Mauritius relating to Scheduled

Air Services and is satisfied that its provisions are mutually beneficial to the contracting States.

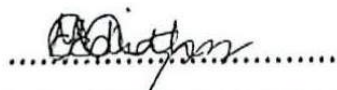
The Committee is of the view that the Agreement will promote cooperation in the aviation sector, enhance connectivity between Ghana and Mauritius, facilitate trade and tourism and contribute to the economic development of both countries.

The Committee, therefore, recommends to the House to adopt this report and ratify by Resolution, the Agreement between the Government of the Republic of Ghana and the Government of the Republic of Mauritius relating to Scheduled Air Services in accordance with article 75(2)(b) of the 1992 Constitution and the Standing Orders of Parliament.

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