AviationGhana

APRIL 09, 2026 | WWW.AVIATIONGHANA.COM

Today: Wind 27°C

Edition:118/2026

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Prez Mahama to Cut Sod for Accra Int. Airport Connecting Concourse

By Nana Yaa Djan-Parry

A drawing of the connecting concourse linking Terminal 2 and Terminal 3 to be constructed at Accra International Airport

President John Dramani Mahama is scheduled to break ground on building a connecting concourse linking Terminals 2 and 3 at Accra International Airport in Ghana this month, AviationGhana sources have revealed.

The project, expected to commence later this month, forms a key component of a broader upgrade programme being financed through the Airport Infrastructure Development Charge (AIDC), a passenger levy introduced by government to fund critical aviation infrastructure over the next decade.

The new concourse is expected to significantly enhance passenger connectivity between the two terminals, improving transit efficiency and reducing congestion within the airport's operational flow.

Currently, Terminal 2 primarily handles domestic traffic, while Terminal 3 serves international traffic. The absence of a direct airside connection between the two facilities has long been identified as a bottleneck, particularly for transfer passengers and airline operations requiring seamless connectivity.

The planned concourse is therefore expected to enable smooth passenger transfers without the need to exit and re-clear security, aligning Kotoka International Airport with global hub standards.

The development is part of Ghana's strategic ambition to position Accra as a competitive aviation hub in West Africa by enhancing infrastructure, improving passenger experience, and supporting airline network expansion.

The AIDC, which came into effect in April 2026, is projected to raise approximately US$800 million over a 10-year period, providing a dedicated funding stream for airport expansion projects, including terminal upgrades, airside improvements, and passenger facilitation systems.

The sod-cutting ceremony is expected to bring together key stakeholders from government, the aviation sector, and the private sector, marking the start of what is seen as a critical project in Ghana's evolving aviation landscape.


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Ghana Bans Toyota Voxy for Public Transport Use

By Gifty Ruth Odamtten

Ghana is set to ban the use of the Toyota Voxy for commercial passenger transport following a damning report by a government-appointed committee highlighting significant safety risks associated with the vehicle's usage.

Presenting the committee's findings in Accra on April 8, Mr. Godwin Kafui Ayetor, Chairman of the Committee, described the widespread commercial deployment of the Voxy as a major threat to passenger safety, calling for urgent regulatory intervention.

According to the report presented, the Toyota Voxy, originally designed as a family minivan for urban, paved-road use, is not suited for high-mileage commercial operations or the often challenging road conditions encountered in Ghana.

The committee noted that manufacturers recommend vehicles such as the Toyota Hiace for such purposes, given their durability and suitability for commercial transport.

The investigation further revealed that many Voxy vehicles currently operating as public transport have undergone extensive and often unsafe structural modifications. These include alterations to suspension systems, increased vehicle height, and the use of inappropriate tyres not designed for heavy loads or prolonged usage.

"These modifications, frequently carried out by unlicensed operators, significantly compromise vehicle integrity and increase the risk of mechanical failure," the report stated.

Beyond technical deficiencies, the committee identified a broader regulatory failure that has enabled the proliferation of such vehicles. It cited the unlawful importation of vehicles, lack of standardized conversion processes, and inadequate inspection regimes prior to registration and commercial use.

"We have allowed thousands of unlawfully imported vehicles to enter the country, be modified without standards, and operated commercially despite private registration in some cases," Mr. Ayetor noted.

The proposed ban is expected to form part of broader reforms aimed at strengthening transport safety standards and regulatory enforcement, particularly within Ghana's informal public transport sector.


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Ethiopian Airlines Marks 80 Years Of Service

By News Desk Report

Airlines marks 80 years of service today, 08 April 2026. Commemorating the historic milestone, Ethiopian Airlines Group CEO Mr. Mesfin Tasew officially announced the beginning of the airline's 80th year service anniversary celebrations at a press conference held at Ethiopian Skylight Hotel.

Ethiopian Airlines started its operation with five Douglas C-47 aircraft back in April 1946 with a scheduled service to Cairo via Asmara. From operating the Douglas C-47, Convair 240, and DC-6B in its early days, Ethiopian has established itself as a technology leader, pioneering in the continent with ultra-modern aircraft operation.

Commenting on the historic event, the Group CEO remarked, "This is a proud moment for Ethiopian Airlines and the entire African aviation industry. We are honored to reach the 80 years mark serving our continent and the rest of the world. Keeping our Pan-African identity, we have bridged gaps, linked nations, and connected economies for eight decades. Our achievements are built by hard work, commitment, and partnerships. This is not a milestone just for the management and staff, it is also a remarkable moment for our stakeholders, partners, and our esteemed customers."

Ethiopian Airlines Marks 80 Years Of Service

Over its eight decades of operation, Ethiopian has established itself as a technology leader, introducing cutting-edge aircraft to the African continent. Ethiopian is currently the leading airline in Africa in number of aircraft, destinations served, revenue, number of passengers, and other parameters.

The press conference held at Ethiopian Skylight Hotel today is the first official event of the series of events that the airline will hold in the coming days, commemorating the historic milestone.

The IMF's Spring Meetings Must Deliver Three Reforms

By Attiya Waris

In March, Kenya made a strategic push for economic self-determination when the Treasury announced that it did not need funding from the International Monetary Fund for the remainder of the fiscal year, which ends in June. Instead, the Kenyan government mobilized 588 billion shillings ($4.5 billion) through the Kenya Pipeline Company's initial public offering, a stake sale in Safaricom, and the issuance of new Eurobonds. That is roughly five times what the IMF would have offered in a single year. As Treasury Cabinet Secretary John Mbadi put it, Kenya does not need "rescuing."

By leveraging its assets and accessing international capital markets on its own terms, Kenya has asserted precisely the kind of fiscal sovereignty that the multilateral system was designed to strengthen, not supplant. Still, structural tensions remain: IMF staff arrived in Nairobi in February, and talks will resume at this month's World Bank/IMF Spring Meetings. But as Kenya's Controller of Budget Margaret Nyakang'o warned, overreliance on IMF financing risks ceding policy space to the institution. "We should not just be puppets," she said.

Kenya's fears are not unfounded. In fact, the multilateral financial architecture's defining feature is that one party sets the terms, and the other lives with the consequences.

As the United Nations Independent Expert on foreign debt, other international financial obligations, and human rights, I have spent nearly five years documenting this asymmetry, which is too consistent to ignore. My mandate work on Argentina showed how successive IMF programs—designed without meaningful input from the affected population—deepened a debt trap that is now the Fund's single largest exposure. The country's latest $20 billion standby program was approved by executive decree, bypassing its legislature.

My communication to the United Kingdom on its colonial-era tax treaty with Sierra Leone highlighted how bilateral agreements negotiated decades ago continue to drain fiscal capacity from countries that were never in a position to set the terms. Likewise, my letters to European governments—including France, Germany, and the UK—on their simultaneous cuts to official development assistance noted that the populations bearing these costs had no seat at the table when the decisions were made.

These are not isolated failures. They are symptoms of a governance structure in which the most vulnerable lack a voice. Nowhere is this more evident than in the IMF's quota system. Quotas determine how much a country can borrow, its share of Special Drawing Rights (the IMF's reserve asset), and, crucially, how much its vote counts. The 16th General Review of Quotas, completed in late 2023, pumped 50% more resources into the Fund but did not change any voting shares. The 17th Review passed without conclusion. The work has been quietly pushed until 2028. This month's Spring Meetings are the first major moment of accountability since those deadlines slipped.

Failure to achieve meaningful realignment would be a choice, not an oversight. The current quota formula relies on variables—such as GDP measured at market exchange rates and trade openness—that are structurally biased toward advanced economies. But the deeper question is what can be repaid, and at what human cost, which is a principle that the people who carry sovereign debt understand in ways that distant creditors do not.

Small tweaks will be insufficient. A new formula is necessary. IMF member states should be bolder in demanding genuine structural change. Representation in multilateral governance must be anchored in people. The simplest version is the "one country, one vote" model that governs the UN General Assembly. Even better would be to weight votes by population, thereby aligning representation with the principle of universal adult suffrage that underpins legitimate governance.

The idea is not utopian. At a time when major powers apply martial rhetoric to trade, seize territories, and depose leaders, it has become clearer than ever that those countries with the requisite economic and military heft invoke the rules-based order selectively. Against this backdrop, the absurdity of a quota system that grants the wealthiest economies near-permanent control of an institution that professes to serve all its members is obvious.

This underscores the need for three reforms. The first is a new quota formula that provides greater voting power to emerging and developing economies. Second, affected populations must be able to shape the structure of IMF programs, not merely be consulted after the terms are set. Lastly, there must be a shift from compliance-based to legitimacy-based fiscal governance. When program conditions fail to account for a country's constitutional framework and political context, the problem is design, not compliance. A country's fiscal framework must be treated as an expression of the compact between a government and its citizens, not as a technocratic checklist.

Kenya's decision to stand on its own feet is not a rejection of multilateralism. It shows what multilateralism should look like: a system in which countries participate as sovereign partners, not dependents. Although it may seem like a procedural exercise, the 17th General Review of Quotas is a test of whether the system can still reform itself. Failure to achieve lasting reform by the extended deadline of 2028 would tell the world everything it needs to know about whose interests the architecture will continue to serve.

Attiya Waris, Professor of Fiscal Law and Policy at the University of Nairobi and a Senior Scholar at the Georgetown Center for Global Health Policy & Politics, is the United Nations Independent Expert on foreign debt, other international financial obligations, and human rights.


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UK Visa Ban Plan Sparks Reparations Dispute

Source: BBC

Nigel Farage, Reform UK (left) leader threatens to impose a visa ban on countries calling for slavery reparation, led by Ghana's President John Dramani Mahama, who pushed for a recent UN Resolution on the subject. Conservative Party leader Kemi Badenoch (right) says the UK should not pay reparations.

Reform UK has said it would deny new visas to people from countries seeking slavery reparations from Britain, if it formed the next government.

Nigel Farage's party said this would apply to any country developing a formal approach and the ban would cover all visa types, including ones for visitors and work.

Britain transported an estimated three million African people across the Atlantic before abolishing the practice in the early 1800s.

Successive UK governments have rejected calls for reparations, which can range from financial to symbolic measures.

Conservative Party leader Kemi Badenoch last month said the UK should not pay compensation for "a crime we helped eradicate and still fight today".

Reform's policy proposal comes a fortnight after the United Nations General Assembly backed a resolution declaring the transatlantic slave trade "the gravest crime against humanity".

The resolution also emphasised that reparation claims "represent a concrete step towards remedying historical wrongs against Africans and people of African descent".

It was adopted by 123 votes to three, with the UK among the countries that abstained.

Reform named several countries in the Caribbean and Africa as those it considers to be making demands for reparations, and said its policy proposal would put them "on notice".

The party said it would consider the establishment of national reparations committees or task forces, tabling motions at the UN, making high court claims and official declarations to be among actions it regards as a formal demand.

Those named included Barbados, Jamaica, Nigeria and the UN resolution's proposer Ghana.

Reform said "from this point" should any country formally demand reparations from Britain, then a future Reform government would respond "by immediately halting the issuance of new visas to their nationals".

Zia Yusuf, Reform's home affairs spokesman, said countries seeking reparations "ignore the fact that Britain made huge sacrifices to be the first major power to outlaw slavery and enforce this prohibition".

'Desperate gimmick'

The Caribbean Community (Caricom), a grouping of 21 countries, issued its 10-point plan for "reparatory justice" more than a decade ago.

This included asking for a full formal apology, cancelling foreign debts and investment to tackle illiteracy and public health issues.

A Labour Party spokesperson labelled Reform's policy a "desperate gimmick" while the Conservatives declined to comment.

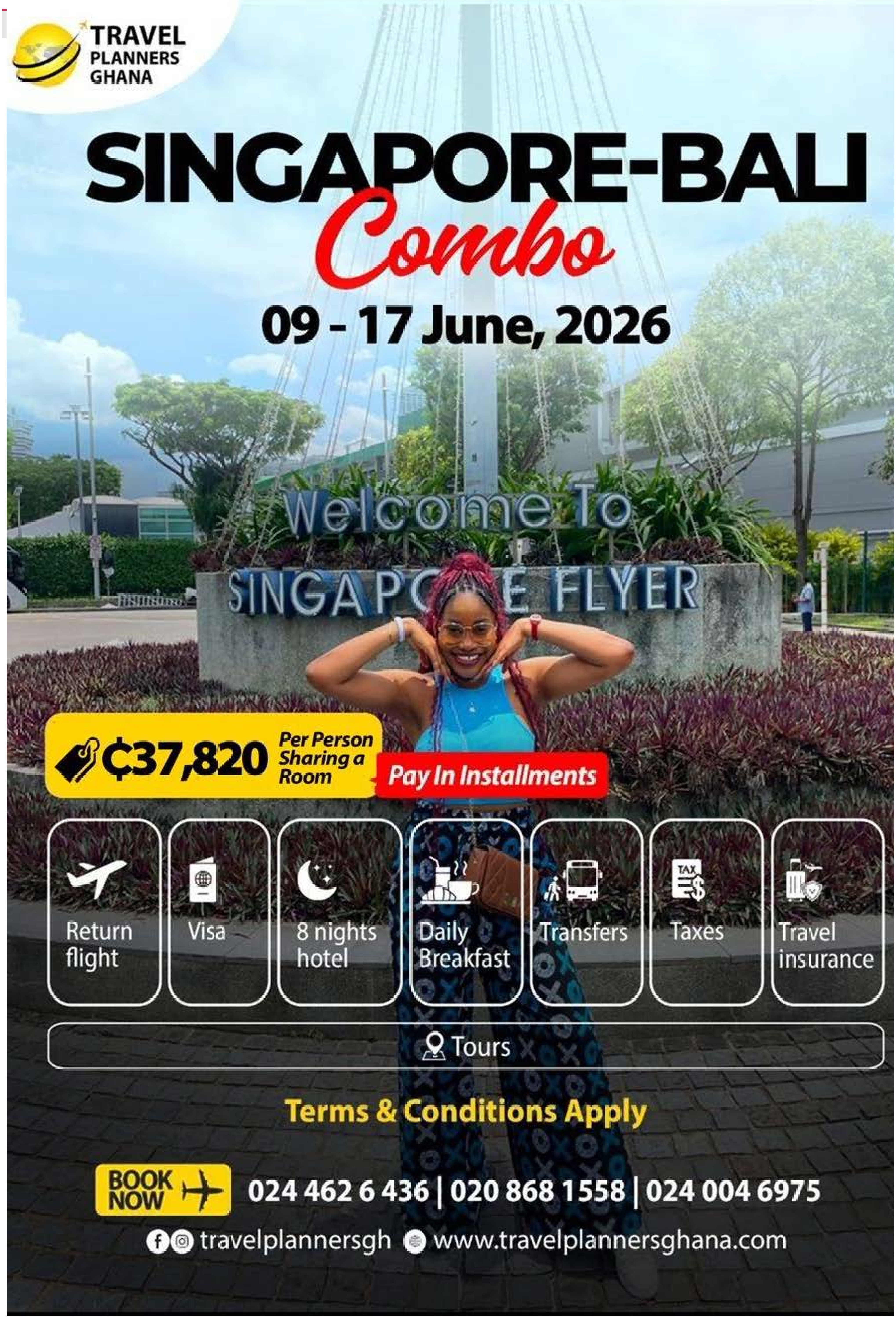
Liberal Democrat immigration and asylum spokesperson Will Forster accused Reform of "chasing cheap headlines by threatening our allies", adding the proposal would "damage our economy and our public services".

Asked about its stance on slavery reparations, the Green Party highlighted a statement from one of its subgroups – the Global Majority Greens – welcoming the UN resolution.

In October 2024, Commonwealth leaders agreed the "time has come" for a conversation about reparations for the slave trade.

This was despite the UK's wanting to keep the subject off the agenda at a two-day summit in Samoa.

Prime Minister Sir Keir said there had been no discussions about money at the meeting, and that the UK is "very clear" in its position that it would not pay reparations.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Energy Shock Threatens Global Food Security - IMF

The heads of the International Monetary Fund, World Bank Group, and World Food Programme have raised alarm over the escalating economic and food security consequences of the ongoing conflict in the Middle East, warning of far-reaching global implications.

In a joint statement, the institutions said the war is already “upending lives and livelihoods” both within the region and globally, triggering one of the most significant disruptions to energy markets in recent history. Surging prices for oil, gas, and fertilizers, combined with transport and supply chain bottlenecks, are expected to drive a sharp rise in food prices, worsening food insecurity worldwide.

The three organisations emphasized that the burden will fall disproportionately on vulnerable populations, particularly in low-income, import-dependent economies. Many of these countries, they note, are already grappling with limited fiscal space and high debt burdens, leaving governments with constrained capacity to cushion the impact on households.

Rising fuel costs are compounding the challenge, increasing production and transportation expenses across food systems. This, in turn, risks amplifying inflationary pressures and deepening existing inequalities, especially in regions heavily reliant on imported food and energy.

The institutions underscored the urgency of coordinated global action, noting that they are closely monitoring developments and stand ready to deploy all available financial and operational tools to support affected countries. This includes emergency financing, policy support, and targeted interventions to stabilize economies and protect the most at-risk populations.

They further indicated that ongoing efforts will focus not only on immediate crisis response but also on building long-term resilience. This includes strengthening food systems, enhancing energy security, and promoting sustainable economic recovery pathways.

The joint warning highlights growing concern among global financial and humanitarian leaders that the ripple effects of the Middle East conflict could intensify existing vulnerabilities, threatening progress toward economic stability, poverty reduction, and food security worldwide


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