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DUBAI IS CALLING: EMIRATES INCREASES FLIGHTS TO ACCRA



Dubai Is Calling: Emirates increases flights to Accra



Emirates, the world's largest international airline, is expanding its operations in Ghana with the introduction of four additional weekly services between Dubai and Accra from 12 July 2026.

This reaffirms the airline's long-term commitment to Ghana and supports the country's growing demand for travel and global connectivity.

The new service will complement Emirates' existing daily operation and the sustained growth in air travel demand to and from Accra, which continues to experience high seat occupancy year-round.

From 12 July, Emirates' direct service, operating as EK789, will depart Dubai at 03:30hrs (local time), arriving in Accra at 07:40hrs (local time), the return flight, EK790, will depart Accra at 10:25hrs, arriving in Dubai at 22:40hrs.

Operated by a Boeing 777-300ER,

these flights will operate on Tuesdays, Thursdays, Saturdays and Sundays.

The new service is optimally timed to connect travellers from Accra to key commercial and tourist hubs including Beijing, Seoul, Sydney, Perth, Mumbai, Singapore, New York JFK and Jeddah.

The newly added service will also offer travellers a more convenient option to connect to Accra via Dubai, mainly from points such as Delhi, Boston, Los Angeles and gateways across Germany and the UK.

Salem Almana, Emirates' Country Manager, Ghana, said: "For more than two decades, Emirates has proudly connected Ghana to the world. The introduction of this additional service demonstrates our continued confidence in the Ghanaian market and our commitment to supporting the country's growing travel needs. Beyond providing greater convenience for our customers, this

expansion will strengthen business, tourism and trade links between Ghana and key markets across our global network, while contributing to the continued growth of Ghana's aviation sector. Through Dubai, travellers will enjoy seamless access to close to 140 destinations worldwide, while visitors from around the world will have even greater opportunities to experience Ghana."

With the introduction of flights EK789/EK790 from 12 July, Emirates will serve Ghana with 11 weekly flights operated by its widebody Boeing 777-300ER, offering customers 8 private suites in First Class, 42 lie flat seats in Business Class and 304 spacious seats in Economy Class.

Travellers to and from Ghana will benefit from Emirates' award-winning service and industry-leading products in the air and on the ground across all cabins, with regionally-inspired dishes and complimentary beverages and the airline's ice inflight entertainment system which

offers up to 6,500 channels of on-demand entertainment in over 40 languages, including international movies, TV shows, and an extensive music, podcast and audiobook library, as well as Ghanaian content such as Kotoka, Part Time Woman and Ghana Map.

Beyond passenger operations, the additional and dedicated flights will support cargo movements from Accra, to and through Dubai, via Emirates SkyCargo. Leveraging its industry leading cool chain infrastructure, Emirates SkyCargo carries high volumes of fresh cut fruit from Ghana into key European destinations such as Prague and Zurich, along with other commodities including electronics, textiles and pharmaceuticals. The additional bellyhold capacity in both directions will further stimulate the economy and connect Ghanaian businesses with their global customers quickly, reliably and efficiently.

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The Good, the Bad, and the Ugly of European Air Passenger Rights Reform

By Thomas Reynaert, IATA Senior Vice President, External Affairs



And so, after 13 years of delay and debate, the reform of EU261—the European air passenger rights rules—has ended up in two losses. The revised regulation lost the opportunity to help passengers caught in disruptions. And it fails to meet the Draghi Report challenge to reboot European competitiveness by cutting costly and inefficient regulation.

Plus ça change...

The first thing to state is that no-one is suggesting we don't need consumer protection rules. Airlines have an obligation to get passengers to

their destination. Disruptions happen—often for reasons beyond the control of an airline—and it's reasonable to expect appropriate care when that occurs.

So, it's little surprise that the “new” EU261 looks much the same as the old. Passengers have access to the same care and assistance when delays occur and the compensation regime in case of cancellation is unchanged.

The Good

There was an important and positive evolution. For the first time, airports will have the responsibility to

provide contingency support if disruptions overwhelm local accommodation. That's a small but important first step in the direction of shared accountability in the event of a mass disruption.

Another improvement concerns defining extraordinary circumstances. A longstanding problem with EU261 has been European courts making airlines responsible for compensation, even for disruptions over which they have absolutely no control—including the sudden death of a co-pilot, which incredibly, was ruled to not be an extraordinary circumstance. The European Court of Justice has issued over

90 rulings related to EU261, which must be a record for a single piece of European legislation.

The revision introduces a non-exhaustive list of extraordinary circumstances which would be exempt from compensation. It's unlikely to solve the issue completely as ‘claim farms’ are experts at gaming the system and leaching off passengers. But at least it is a move to provide some definitions.

The Bad

The ‘bad’ comes in what the revision did not address. One of our most fundamental requests was to extend the timing thresholds for triggering

compensation. Following the Sturgeon legal ruling (2009), this was set—arbitrarily—at three hours. Airlines have consistently argued that this is insufficient time to get a relief aircraft where it's needed and get the passengers to their destination. Often, it means the airline cancels the flight and pays the compensation to avoid

mechanism: if it works, it should incentivize good performance to the point where payments almost never happen.

This fundamental principle is completely violated by EU261. Airlines already have every incentive to get passengers where they need to be on time. Firstly, passengers have plenty

passengers will continue to pay (EUR 8 billion a year and rising) for the 1% who get to benefit.

Failing to Put Draghi into Practice

That's where the Draghi disappointment comes into play. The Draghi report on European competitiveness, published to

holding back European air transport, most particularly the performance of air traffic management.

The result is that European air transport competitiveness will continue to suffer. It is not just from the ill-conceived and poorly revised EU261, but from a host of accumulated



mounting costs from longer delays. The problem is that most travelers would prefer a delay to a cancellation—late is better than never. EU261 is therefore perversely encouraging behavior that is against passenger wishes.

The original Commission proposal to extend the threshold to five hours became a cause célèbre for the Parliament and after the messy compromise of the negotiations it remains at three hours.

The Ugly

The 'ugly', and by far the most disappointing aspect of the debate around EU261, was the failure to understand the point of a passenger compensation

of choice and airlines don't want to lose loyal customers because of service failures. Secondly, the clockwork precision and tight timescales of airline schedules mean that airlines hate to have aircraft delayed and out of position. That's why less than 1% of passengers a year take advantage of EU261.

The revision ignores that fact that the biggest barrier to cutting the delays inherent in European air transport is air traffic control (ATC). Over the last decade, European ATC delays have doubled. There is no robust scheme in place to incentivize better performance. EU261 utterly fails to link liability to operational responsibility. Until it does, airlines and 99% of their

great fanfare in 2024, led to a chorus of leaders all agreeing that Europe urgently needed to simplify regulations and cut costs to become more competitive.

The EU261 result is the latest proof that Europe is not prepared to move from political platitudes to action. At the very least, it appears that the EU institutions—especially the EU Parliament did not get the memo on time. Astonishingly, on the very day that the revised regulation was agreed, the European Commission invited airline associations in to discuss opportunities for regulatory simplification. Ultimately, the "reform" does nothing to control the ballooning costs of EU261, and solves none of the problems

inefficiencies which limit the economic tailwind with which airlines could be supporting the continent's prosperity. On this trajectory, regional air connectivity, already precarious, will flatline. And the consequences will become more broadly evident if opportunities for change continue to be missed.

After Draghi, European Commission President Ursula von der Leyen talked about ending "gold-plated" regulation and of "tearing down barriers". EU261 was the chance for Europe to show our sector it was serious about doing this. It flunked the task.

How (Not) to Conserve Tropical Forests

By Bård Harstad



Six months after last year's United Nations Climate Conference (COP30), the Tropical Forest Forever Facility (TFFF) has gone from being a headline-grabbing promise to a test of whether climate finance can survive contact with markets, politics, and time.

The TFFF's purpose—conserving tropical forests—is of paramount importance. Tropical deforestation and land-use changes have contributed to nearly one-fifth of the world's cumulative carbon dioxide emissions since 1850. Tropical forests are also among the world's most biodiverse ecosystems

and home to many Indigenous Peoples and local communities.

But tropical countries face opportunity costs when conserving forests, so it falls on northern countries to compensate them for conservation efforts that benefit everyone. Such was the reasoning behind the Brazilian COP presidency's TFFF proposal.

Within the TFFF is a Tropical Forest Investment Fund (TFIF) that seeks to raise \$125 billion, part of which will be invested in emerging and developing economies. The hope is that, with sponsor capital, guarantees,

and a high credit rating, investors will be satisfied with a return of, say, 5%. If the portfolio return is 8%, the difference could be used to compensate countries that have conserved their tropical forests. Depending on the actual return, each eligible country would receive up to \$4 per hectare of qualifying standing forest. But the area used to calculate the payment would be discounted for forest loss: each hectare deforested would reduce the payment base by 100–200 hectares, while each hectare of fire-degraded forest would reduce it by 35 hectares.

So far, the TFFF has raised only \$6.7 billion. Although

Norway, Germany, France, and others (the facility's financial arm will be hosted in Luxembourg) are working on raising additional financial support, the main concern is that the scheme is unlikely to succeed. After all, there is no “free lunch” in international capital markets. To satisfy investors and simultaneously retain money for alternative purposes is a tall order.

Moreover, governments in tropical countries may not be so motivated to conserve, because the sum of the compensation they can expect is uncertain and may not even arrive while they are still in

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office. Future governments could even reverse the decision to conserve, and with no other consequence than forfeiting future compensation. For these and other reasons, economists have criticized the scheme, and several potential donor countries, such as the United Kingdom, have been skeptical of it.

In this way, SLBs and SLLs can motivate future governments to continue their predecessors' conservation efforts. Such instruments therefore address the classic time-inconsistency problem. This problem is not merely theoretical. Brazil's presidential election this October could well usher in a new government that would not prioritize conservation at all.

To promote tropical forest conservation, the design of SLBs and SLLs can and should be further improved. For example, the coupon adjustments could be larger, and they could vary proportionally with the outcome. The maturity could be longer, and the primary bond buyers should be donor countries and institutional investors rather than private investors.

thus discouraging northern countries from investing in tropical forest conservation in the future.

That would be a tragic outcome when better alternatives exist. The global value of tropical forests far outweighs the opportunity cost of conservation, but that won't matter if we cannot get the incentives right.



Fortunately, there are better alternatives. In 2022, Chile and Uruguay issued sovereign sustainability-linked bonds (SLBs) whose interest rates are linked to whether certain performance targets are met. For Uruguay, one of the targets is forest conservation: If less is conserved, the coupon steps up; if the target is exceeded, the coupon steps down. Similarly, a sustainability-linked loan (SLL) can tie the future interest rate, and even the maturity date, to success in forest conservation.

SLBs and SLLs also offer several benefits besides political robustness and time consistency. For example, the government receives the loan up front, so it won't discount the payment because of lags or uncertainty. No wonder these instruments are increasingly popular. Thailand issued SLBs in 2024, and Slovenia followed in 2025. Their bonds differ in several ways, but both tie yields to whether sustainable performance targets are met.

To reduce the risk of selective default, the instrument should include standard sovereign-debt protections. With improvements such as these, the motivation to conserve will be strengthened, and greater sums can be mobilized.

The upshot is that there are financial structures that can both compensate and motivate tropical countries to conserve forests. Thus, the real risk with the TFFF is not that it will fail to raise funds. It is that it will fail to conserve forests,

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Barbados PM Mottley calls for united Africa-Caribbean front on Reparatory Justice



Prime Minister Mia Amor Mottley of Barbados has called for a united Africa-Caribbean front to advance the global campaign for reparatory justice.

She said the international community had reached a defining moment in its quest for accountability over the transatlantic slave trade and its enduring consequences.

Addressing the High-Level Consultative Conference on the Next Steps to the Landmark United Nations Resolution on the Trafficking of Enslaved Africans and Racialized Chattel Enslavement of Africans in Accra, the Barbadian leader said the time had come for Africa and its diaspora to transform historical recognition into concrete action and repair.

“We have come to Accra to declare that the age of accountability has finally reached the greatest crime against humanity,” she stated.

Prime Minister Mottley said the conference marked a historic moment in the global struggle for reparatory justice, following the adoption of the landmark United Nations General Assembly Resolution A/RES/80/250 earlier this year, which recognised the trafficking and racialised chattel enslavement of Africans as among the gravest crimes against humanity.

The Accra conference forms part of efforts to operationalise the UN resolution adopted on March 25, 2026.

The conference seeks to develop

practical mechanisms for advancing reparatory justice through international cooperation, legal action, cultural restitution and economic transformation.

The initiative is intended to move the reparations agenda from symbolic recognition to concrete implementation by strengthening collaboration among governments, international organisations, legal experts, civil society groups and diaspora communities.

The three-day conference has brought together Heads of State and Government, ministers, scholars, legal experts, civil society leaders and representatives of the African diaspora to discuss strategies for implementing the landmark UN resolution and advancing justice for Africans and people of African

descent around the world.

Prime Minister Mottley commended President John Dramani Mahama, the Government of Ghana and the African Union for spearheading efforts that led to the adoption of the resolution and for convening the conference to chart the way forward.

The Barbadian Prime Minister noted that the Caribbean Community (CARICOM) had spent nearly a decade advocating reparatory justice and believed the Accra conference would help forge stronger partnerships between Africa, the Caribbean and other global stakeholders.

“We have come to say that there should be no retreat on repair,” she

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said.

Prime Minister Mottley stressed that the movement for reparatory justice was not motivated by hostility or vengeance but by a desire to promote healing, reconciliation and human dignity.

“The language used from this platform is not one of aggression. It is not one of violence. It is one of the necessity

earliest legal frameworks that codified the treatment of enslaved Africans as property.

She said the code later influenced similar legislation across parts of the Caribbean and North America.

“That categorisation of us as chattel and property stripped us of our dignity first and foremost and removed from us the choices that are necessary in life to truly express freedom,” she stated.

united and focused if it was to achieve meaningful progress.

“These committees will only mean something if we can stay together united and not allow division yet again to become the anchor for those who want to win against us,” she said.

She traced the roots of the modern reparations movement to broader Pan-African struggles for liberation and justice, citing the 1896 Battle of Adwa in Ethiopia and Ghana’s

Prime Minister Mottley also underscored the importance of strengthening ties between Africa and the Caribbean, arguing that closer cooperation could unlock significant economic, cultural and developmental opportunities for both regions.

She described reparatory justice as a pathway not only to addressing historical wrongs but also to building a more equitable and prosperous future.



for healing for humanity,” she said.

She argued that while societies increasingly demanded accountability for various forms of injustice, humanity had yet to demonstrate the same moral courage in fully confronting the atrocities of slavery and their enduring impacts on people of African descent.

According to her, the transatlantic slave trade represented a unique form of human exploitation because Africans were systematically reduced to property and stripped of their humanity.

Prime Minister Mottley acknowledged Barbados’ own historical role in the institution of slavery, noting that the island’s parliament enacted the infamous 1661 Slave Code, one of the

The Prime Minister called for coordinated international efforts to address the historical and contemporary consequences of slavery, including economic inequalities, racial discrimination and psychological trauma that continue to affect descendants of enslaved Africans.

She highlighted CARICOM’s revised Ten-Point Plan for Reparatory Justice, which outlines measures including formal apologies, cultural restitution, indigenous peoples’ development programmes, public health initiatives, educational support, psychological rehabilitation, debt cancellation, technology transfer and economic development.

Prime Minister Mottley said the reparations movement must remain

independence movement under Osagyefo Dr. Kwame Nkrumah as milestones in the global quest for African dignity and self-determination.

The Barbadian leader urged African countries not to wait solely for external actors to determine the pace and scope of reparations but to pursue policies that promote social justice and development within their own societies.

She cited Barbados’ investments in free education, universal healthcare and land redistribution programmes as examples of efforts aimed at addressing historical inequalities.

“We cannot ask others before we do for ourselves that which is our duty,” she stated.

“The union of Africa and the Caribbean can bring prosperity and stability to our people,” she said.

As part of efforts to preserve historical memory, Prime Minister Mottley announced that Barbados would later this year unveil a monument commemorating 570 enslaved Africans buried at the Newton Plantation, one of the island’s most significant slave burial sites.

The monument, designed by Ghanaian-British architect Sir David Adjaye, forms part of Barbados’ initiative to reclaim and preserve its Atlantic heritage.

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