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African Diaspora Must Earn Home Countries' Trust, Not Become Their Antagonists – ATC Boss

Tourism: India Selected To Host WTTC Global Summit 2027 In New Delhi

Kenya Airways Targets 100,000 Nigerian Passengers in 2027



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...100,000 Nigerian Passengers in 2027

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global shortage of aircraft and spare parts, which has persisted since the pandemic, has limited the ability of several airlines to expand capacity.

Although Kenya Airways operates daily flights to Lagos, he said it would like to increase frequencies but cannot do so immediately because of limited fleet availability.

The shortage also affects aircraft deployment and passenger experience, particularly baggage capacity. Nganga disclosed that some Nigerian passengers, especially traders travelling to Dubai, had complained about baggage limitations when smaller Boeing 737 aircraft are deployed instead of the larger Boeing 787 Dreamliner.

He said the airline was exploring leasing arrangements and efforts to accelerate existing aircraft orders from Boeing to address the capacity challenge.

Additional aircraft, he explained, would enable the airline to increase frequencies, deploy larger aircraft on appropriate routes and improve service delivery.

On the possibility of introducing onboard internet, Nganga said the airline recognised growing passenger demand but had to prioritise competing investment needs.

"We could invest in providing internet connectivity, but those resources could also be used to acquire another aircraft, which is currently a more pressing need for us," he said.

He maintained that expanding fleet capacity would have a more immediate impact on passengers by increasing available seats and improving connectivity.

Kenya Airways' ambition to carry close to 100,000 Nigerian passengers in 2027 reflects the growing importance of the country to its African and international operations. Its reported increase in Nairobi-bound traffic also points to opportunities arising from improved regional mobility and demand for international connections.

However, translating the growth target into sustained market expansion will depend on the airline's ability to secure additional aircraft, maintain competitive fares and respond to changing passenger expectations.

For Nigerian travellers, increased capacity could mean more flight options and improved connections through Nairobi. For Kenya Airways, Nigeria remains not merely a destination but a major source market supporting its ambition to strengthen Nairobi's position as one of Africa's leading aviation hubs.



Ola Wright of West Africa Tourism Organisation [WATO]; Akwasi Agyeman, Chief Executive Officer, Africa Centre for Hospitality Aviation and Tourism and Nkereuwem Onung, former President of the Federation of Tourism Associations of Nigeria During Africa Tourism Awards in London.

African Diaspora Must Earn Home Countries' Trust, Not Become Their Antagonists – ATC Boss

Dr. Lucky George urges Africans abroad to learn from Jewish, Indian, Chinese, Scottish and Irish communities; describes AfricaUK Week as a rare platform for meaningful engagement between Africa and its diaspora.

The Executive Director of the African Travel Commission [ATC], Dr. Lucky Onoriode George, has challenged Africans living abroad to earn the trust and respect of governments and citizens in their home countries, warning that their continued relevance in Africa's development depends on constructive engagement rather than antagonism.

George made the call at the 2026 AfricaUK Week Africa Market Access & Innovation Forum, held at Croydon Town Hall, London, United Kingdom, on October 30, under the theme "Unlocking Markets, Driving Innovation, Mobilising Capital."

The event attracted a strong line-up of speakers, panellists and stakeholders from different sectors. Two Ghanaian-British councillors representing Enfield and Croydon also attended, highlighting the importance of local government participation in strengthening Africa-UK relations and diaspora engagement.

George urged Africans abroad and people of African descent in the Caribbean to become ambassadors, bridge-builders and development partners of their ancestral countries rather than antagonists of the governments and people they seek to engage.

He acknowledged their right to criticise government policies and demand accountability but warned against allowing political disagreements to become a permanent attitude of hostility towards their countries.

"Being in the diaspora does not automatically make anyone an authority on the affairs of their home country, neither does living abroad confer the exclusive right to lecture those who remain at home. If we want our governments and people to take us seriously, we must first earn their trust and respect," he said.

He stressed that criticising a government should not be confused with hostility towards one's country.

"You can disagree with your President, your government or its policies without becoming an enemy of your country. You can demand good governance without deliberately undermining your nation's image. A country is bigger than any government or individual," he stated.

George challenged Africans to learn from Jewish, Indian, Chinese, Scottish and Irish communities, among others, which have maintained strong connections with their ancestral homelands while building international networks and influence.

He said their experiences offered lessons in organisation, networking, cultural preservation, economic cooperation and strategic engagement.

"Look at the Jewish, Indian, Chinese, Scottish and Irish communities. There are important lessons to learn from how they have maintained their connections, built networks and promoted their interests internationally.

"Why should Africans, with our enormous population, cultural diversity, professional expertise and global presence, find it difficult to organise ourselves around the development and promotion of our countries and continent?" he queried.

He added that Africans did not necessarily have to replicate their experiences but should embrace the principles of collective responsibility and commitment to their ancestral communities.

The ATC chief said Africans abroad occupy an important position in shaping international perceptions of their countries and the continent. He urged them to promote Africa and the Caribbean through tourism, trade, investment, cultural diplomacy and knowledge transfer.

As head of the African Travel Commission, he particularly identified tourism as an area where diaspora communities could make meaningful contributions by attracting visitors and investors, promoting destinations and connecting African businesses to international markets.



Manfredi Lefebvre d'Ovidio, Chairman, WTTC; H.E. Gajendra Singh Shekhawat, India's Union Minister of Tourism and Culture; and Gloria Guevara, President and World Travel & Tourism Council [WTTC], during the announcement of Delhi, India, as host of the 2027 WTTC Global Summit in Malta recently.

Tourism: India Selected To Host WTTC Global Summit 2027 In New Delhi

India has been selected to host the World Travel & Tourism Council (WTTC) Global Summit in New Delhi in 2027, beating 20 other candidate destinations to secure the prestigious international tourism event.

The summit is expected to bring together leading tourism executives, investors, policymakers and government representatives from across the world to discuss the future of the global Travel & Tourism sector, strengthen public-private partnerships and explore investment opportunities.

Announcing the decision, WTTC Chairman Manfredi Lefebvre d'Ovidio said India was chosen from among 21 candidate destinations, describing New Delhi as an ideal setting for global industry leaders to exchange ideas, deepen collaboration and shape the future of tourism.

"We are delighted to bring the world's most important Travel & Tourism event to India in 2027, chosen from among 21 destinations. New Delhi will provide the perfect stage for global leaders to come together, drive collaboration, and continue shaping the future of the sector," he said.

WTTC President and Chief Executive Officer Gloria Guevara said India's considerable tourism potential, economic growth and expanding international connectivity made it a natural choice for the gathering.

"India is a country with extraordinary tourism potential and a sector that is already delivering remarkable economic growth. Its scale, ambition and growing global connectivity make it a natural place to bring the world's Travel & Tourism leaders together," Guevara said.

She added that hosting the summit would give India an opportunity to showcase its tourism offerings to WTTC's global membership, strengthen partnerships between the public and private sectors, and identify strategies to attract a greater share of international travel demand.

The decision comes as India continues to build on its substantial domestic tourism market while seeking to attract more international visitors and increase spending by inbound travellers.

Although domestic tourism remains an important driver of the country's travel economy, attracting a larger share of global tourism expenditure represents a significant opportunity for further growth. The 2027 summit is expected to provide a platform for discussions on how investment, improved connectivity, infrastructure development and stronger destination marketing can support this ambition.

Industry stakeholders are also expected to explore opportunities across key segments, including aviation, hospitality, tourism technology, destination development and travel infrastructure.

The WTTC Global Summit traditionally convenes senior representatives of the global private-sector travel and tourism industry alongside government leaders and policymakers. Its programme provides opportunities to examine emerging industry trends, discuss investment prospects and strengthen cooperation between governments and businesses.

For India, hosting the 2027 edition is expected to raise its international tourism profile and create opportunities to establish new commercial relationships with global travel companies, investors and destination management organisations.

The event will also place the country at the centre of international discussions on tourism growth, connectivity, investment and the policies required to support a competitive and sustainable global Travel & Tourism sector.

With New Delhi set to welcome the global tourism community in 2027, expectations are high that the summit will help advance India's international tourism ambitions while contributing to wider efforts to strengthen collaboration across the global travel industry.

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Hannatu Musa Musawa, Minister of Art, Culture, Tourism, and Creative Economy in Nigeria.

Nigeria: Court Rules NIHOTOUR Cannot Regulate Hotels In Lagos, Awards HOMAL ₦10m

Federal High Court declares aspects of NIHOTOUR Act unconstitutional in Lagos, orders refund of enforcement payments and restrains further action against association's members.

The President of the Hospitality and Tourism Management Association of Lagos [HOMAL], Chief Sam Alabi, has announced that the association secured a landmark judgment at the Federal High Court declaring aspects of the National Institute for Hospitality and Tourism [NIHOTOUR] Establishment Act, 2022, relating to the regulation, registration and certification of hospitality and tourism personnel operating wholly within Lagos State, unconstitutional.

Chief Alabi disclosed this while addressing the media at a press conference in Lagos on Monday, October 19, 2026. He said the court also ordered NIHOTOUR to refund payments made by HOMAL members following its enforcement activities, restrained the institute and its agents from carrying out specified enforcement actions against the members under the contested provisions of the Act, and awarded ₦10 million in favour of HOMAL.

According to the association, the judgment arose from Suit No. FHC/L/CS/906/2025, filed at the Federal High Court following a prolonged disagreement over the implementation of the 2022 Act.

Chief Alabi described the ruling as a significant development in the dispute over the respective regulatory responsibilities of federal and state authorities in Nigeria's hospitality and tourism industry.

The association said the court affirmed that the Lagos State Hotels Licensing Authority Law, 2010, governs tourism establishments within Lagos State and that NIHOTOUR lacks constitutional authority under the 2022 Act to regulate or revoke operating licences issued by the Lagos State Government to businesses belonging to HOMAL members.

The judgment, as reproduced in HOMAL's press statement, also declared unconstitutional, illegal, null and void the enforcement activities undertaken by NIHOTOUR against the association's members within Lagos State pursuant to the contested provisions.

The decision has brought renewed attention to the debate over the division of regulatory responsibilities between federal and state institutions in Nigeria's hospitality and tourism sector.

NIHOTOUR was created in 1987 following a tripartite agreement involving the United Nations Development Programme [UNDP], the International Labour Organization [ILO] and the Nigerian Government, according to HOMAL.

The association argued that the institute operated for many years without a specific statutory foundation before legislation establishing it was eventually enacted in 2022.

HOMAL recalled that tourism stakeholders were invited to the House of Representatives in 2017 to review a proposed bill for NIHOTOUR's establishment. At the public hearing, stakeholders reportedly objected to several provisions, arguing that they encroached on the constitutional responsibilities of state governments and the functions of other federal agencies.

According to the association, the objections centred on provisions that would give NIHOTOUR powers over the registration and certification of hospitality and tourism personnel, the grading of employees, and the determination of service and manpower standards for businesses operating within the states.

The association said the bill remained dormant for several years before the National Institute for Hospitality and Tourism (Establishment) Act was enacted in 2022.

It alleged that several provisions opposed by stakeholders during the 2017 consultations were retained in the final legislation.

Although HOMAL acknowledged that NIHOTOUR requires appropriate statutory powers to perform its functions as a federal training institution, it maintained that those powers should not extend to regulating businesses and personnel in ways that conflict with the constitutional responsibilities of state governments.

The association said it raised its concerns with the institute's leadership in 2022, urging it to avoid implementing the disputed provisions to prevent prolonged litigation.

Enforcement actions triggered legal confrontation

The disagreement reportedly intensified following the assumption of office of NIHOTOUR's current Director-General in late 2024.

HOMAL alleged that the institute subsequently began implementing provisions of the 2022 Act that had previously not been enforced by the former leadership.

According to the association, the Director-General initially invited chief executives of its member organisations to a meeting in Abuja with less than 48 hours' notice. HOMAL said none of its members' representatives could attend because of the short notice.

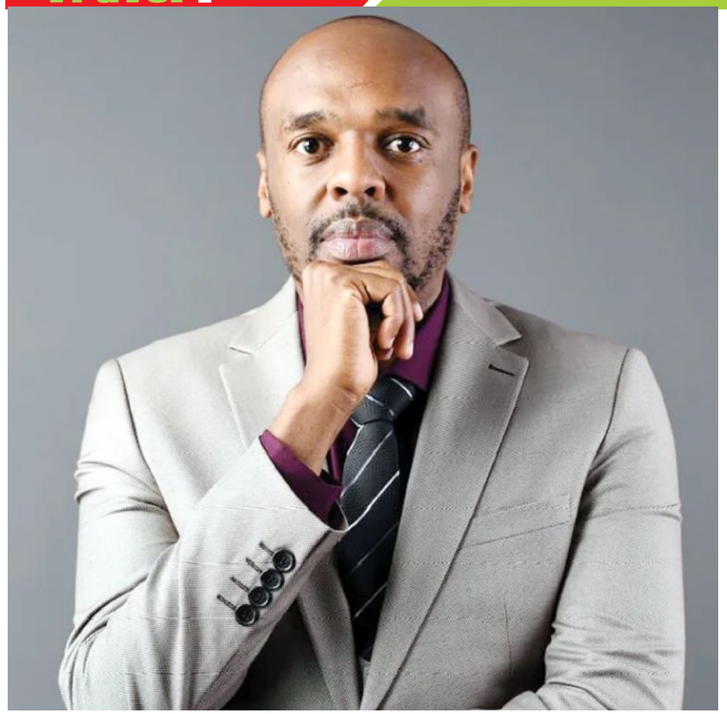
The association said another letter was issued in March 2025 demanding the immediate registration of the chief executives of its member organisations and their heads of department.

Following legal consultations, HOMAL said it wrote to NIHOTOUR on March 10, 2026, formally objecting to the demands for the registration of its members' businesses and principal officers.

It alleged that the institute disregarded the objection and intensified efforts to secure compliance, including engagements with the Nigerian Immigration Service and a then-Deputy Inspector-General of Police.

HOMAL maintained that its objection was not a rejection of professional training or improved standards in the hospitality industry but a challenge to what it considered an unconstitutional expansion of

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James Nganga, Kenya Airway Country Manager, Nigeria.

Kenya Airways Targets 100,000 Nigerian Passengers in 2027

Country Manager, Nigeria, James Nganga, says growing demand, stronger connections through Nairobi, competitive fares and engagement with younger travellers will drive expansion, despite aircraft shortages limiting capacity.

Kenya Airways is targeting close to 100,000 passengers from Nigeria in 2027, representing an estimated 25 to 30 per cent increase over the previous year's performance, as the East African carrier intensifies efforts to strengthen its position in one of Africa's most competitive aviation markets.

The airline's Country Manager in Nigeria, James Nganga, disclosed this in an interview with a Lagos-based newspaper, describing Nigeria as one of the carrier's most strategic markets for both direct passenger traffic and international connections through Nairobi.

Nganga said the airline exceeded its 2025 target of approximately 70,000 passengers, measured by tickets sold in Nigeria, and subsequently set a 25 per cent growth target for 2026.

"We are looking at close to 100,000 passengers in 2027, representing growth of approximately 25 to 30 per cent compared with the previous year," he said.

He identified business travellers, students, particularly Nigerians studying in Kenya, and passengers connecting to other African and international destinations as key segments of the airline's Nigerian market.

Describing Nigeria as indispensable to its African operations, Nganga said the country's importance extends beyond the Lagos-Nairobi route to include connecting traffic, corporate travel, cargo, tourism and sports.

"I usually tell people that if you are not flying to Nigeria, you are not doing business," he said.

He recalled that Kenya Airways prioritised Nigeria when international flights resumed after the COVID-19 pandemic, initially operating three weekly flights before restoring daily services within approximately two months.

According to him, Nigerian passengers contribute significantly to the airline's connecting traffic through Nairobi to destinations including London, New York, Dubai, Guangzhou and India. Within Africa, important connections include Rwanda, Uganda and Johannesburg.

Nganga also attributed growing interest in Nairobi to Kenya's removal of visa requirements for citizens of 52 African countries, including Nigerians. He disclosed that passenger traffic travelling specifically to Nairobi had increased by almost 45 per cent year to date compared with the corresponding period last year.

The airline operates daily flights into Lagos and works to coordinate schedules to minimise connecting times in Nairobi, generally targeting two to three hours, although some connections take between one hour and 90 minutes.

He said Nigeria's contribution to the airline's international network is considered in its scheduling and route-planning decisions, given the commercial importance of passengers originating from the country.

Kenya Airways is also strengthening its distribution network through Nigerian travel agencies. Nganga put the number of its IATA-accredited agency partners at more than 3,000, describing them as an important channel for reaching customers and promoting fares.

The airline is equally looking beyond traditional business travellers, with greater emphasis on millennials and Generation Z, whom Nganga described as an increasingly important segment of the global travel market.

He said younger Nigerians are driving demand through interests in education, entrepreneurship, sports, adventure and experiential tourism.

To attract them, Kenya Airways is expanding its digital engagement through social media, mobile booking platforms, promotional fares and partnerships with organisations hosting conferences and events.

The airline is also exploring opportunities for young technology entrepreneurs through its New Distribution Capability (NDC) platform, which makes its inventory available to third parties and enables them to facilitate ticket purchases without necessarily operating traditional travel agencies.

Nganga said technology investments also cover booking, customer communication, check-in procedures and in-flight entertainment. The airline has been phasing out older aircraft without entertainment systems, with only one aircraft reportedly remaining without the facility.

However, onboard internet connectivity is not yet an immediate investment priority.

On competition, Nganga acknowledged that Nigeria's aviation market has become increasingly challenging, with international airlines competing aggressively for passengers. He said Kenya Airways relies on early-booking incentives, seasonal promotions, tactical discounts and travel agency partnerships to maintain its market position.

Promotional discounts, he explained, can reach 20 to 30 per cent, depending on the season and prevailing market conditions.

The airline also conducts regular fare-monitoring exercises, usually every two weeks, to benchmark its prices against competitors.

He noted that airfares are influenced by demand, fuel prices, taxes, exchange rates and other operating costs, adding that airlines must balance commercial viability with the purchasing power of Nigerian travellers.

"An airline may want to charge exorbitant fares, but the Nigerian market has a way of communicating its position. Customers will simply choose not to fly with you," he said.

Despite the growth outlook, Nganga identified aircraft availability as the airline's biggest operational constraint. He said the

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Capt. Wisdom Isangadighi, Director of Operations at Enugu Air

Enugu Air/Omni-Blu Set Dec 10 For London-Gatwick Flights

Nigeria narrows BASA deficit as Omni-Blu/Enugu Air get four weekly London frequencies, starts operations Dec 1

Enugu Air has announced that its inaugural international flight operations to London Gatwick will officially commence on December 10, 2026, offering seamless connections for travellers departing from Lagos, Enugu, and across Nigeria. Tickets are now officially on sale.

The milestone service is powered by a strategic partnership with Omni-Blu Aviation (OBA), advancing the vision of Enugu State Governor, Dr Peter Ndubuisi Mbah, to enhance global connectivity and open international opportunities for the region.

Operations to London Gatwick will use an Airbus A330-200 aircraft under an ACMI [Aircraft, Crew, Maintenance, and Insurance] arrangement with Portugal's EuroAtlantic. The route will run four times weekly, giving travellers flexible, convenient options between Nigeria and the United Kingdom.

Speaking on the milestone, Enugu Air Chief Executive Officer, Captain Tolu Ita, highlighted the significance of launching the route.

"The commencement of our London Gatwick service reflects our commitment to expanding international connectivity and the vision of His Excellency, Governor Peter Mbah, to connect Enugu to more opportunities across the world," Capt. Ita stated.

"Of particular importance is ensuring that passengers from Enugu can begin their international journey to London from their home airport, Akanu Ibiam International Airport. We are proud to make the journey from Enugu to London Gatwick a reality for our passengers."

Echoing these sentiments, Omni-Blu Aviation Chairman and CEO, Engr. Akinola Olateru, noted that the collaboration underscores a shared dedication to bolstering Nigeria's global aviation footprint.

"Our partnership with Enugu Air demonstrates our commitment to expanding Nigeria's international air connectivity and creating more opportunities for passengers travelling between Nigeria and the United Kingdom," Olateru said.

Detailing the operational logistics, Chief Operating Officer Mr Ugonna Agubuokwu added that the four-weekly frequency is designed to offer travellers maximum convenience when planning their UK itineraries.

With bookings now open ahead of the December 10 rollout, Enugu Air positions itself as a key player in bridging domestic travel hubs to prime international destinations, connecting passengers smoothly from Enugu and Lagos straight to London Gatwick.

Does Nigeria Need National Carrier Or Functional Aviation Ecosystem?

Nigeria's ambition to establish a national carrier is understandable. A national airline represents national identity, international visibility and economic ambition. However, we must ask a more fundamental question: Are we building a national carrier to develop our aviation industry, or have we mistaken owning an airline for developing an industry?

The national carrier debate has largely revolved around aircraft acquisition, ownership, international routes and partnerships. But the real conversation should be about the economic value such an institution will create for Nigeria.

Nigeria does not need to look far for an African reference point. Ethiopian Airlines offers an important lesson.

Wholly owned by the Ethiopian government, Ethiopian Airlines has grown into a major international aviation group. Its success is not simply about fleet size or the number of destinations it serves. It has developed businesses around passenger transportation, cargo, aircraft maintenance, ground handling, catering and aviation training.

In the 2024/2025 financial year, the group reported approximately $7.6bn in revenue and carried about 19 million passengers.

More importantly, Ethiopia has built an aviation industry around its national carrier, creating employment, supporting tourism, facilitating trade and developing technical capabilities.

The lesson for Nigeria is clear. Government ownership does not automatically produce success. Professional management, commercial independence, long-term planning and investment in the wider aviation value chain make the difference.

A national carrier must not become an extension of government administration, where leadership, commercial decisions and strategic direction change with every political transition.

...Federal Government Fails To Provide National Carrier

Cont'd from page 15

private-sector participation. It should also address aircraft financing, local maintenance capacity, airport infrastructure and the expansion of Nigerian airlines into international markets.

The Federal Government does not necessarily have to repeat the mistakes of the defunct Nigeria Airways. There are international models of successful public-private partnerships and professionally managed national carriers from which Nigeria can learn.

What the country cannot afford is a situation in which every state is left to find its own aviation solution while the national government remains without a clear strategy for building a competitive airline industry.

The growing scramble among states for air connectivity should serve as a wake-up call to the Federal Government and, particularly, the Ministry of Aviation.

Nigeria cannot continue to pride itself on being Africa's largest population market while allowing foreign airlines to dominate the international carriage of its passengers.

The country needs more than state-owned airlines and a collection of financially challenged private operators. It needs a national aviation champion capable of competing with the established airlines of Europe, the Middle East, East Africa and North Africa.

Until Nigeria addresses this fundamental policy gap, the country risks remaining a major market for other nations' airlines rather than becoming a serious competitor in the African and global aviation industry.

...Regulate Hotels In Lagos, Awards HOMAL ₦10m

Cont'd from page 4

NIHOTOUR's regulatory powers.

The association subsequently instituted the Lagos Federal High Court action in May 2026, seeking judicial intervention.

HOMAL further alleged that NIHOTOUR continued its enforcement activities despite the pending court proceedings.

According to the association, several members' business premises were invaded and shut, with some businesses reopening only after payments of ₦2.5 million were made to an entity identified in its statement as "NIHOTOUR Training, Research and Consultancy".

The association also alleged that a staff member of one of its members sustained an injury that resulted in the loss of sight in one eye during one of the enforcement operations.

HOMAL said it eventually obtained a court order that halted the enforcement activities it described as aggressive and unlawful.

The allegations contained in the press statement could not be independently verified from the material available for this report. NIHOTOUR's response to the allegations was also not included in the statement.

The controversy has raised concerns about the conduct of regulatory enforcement, the legal basis for collecting fees from private businesses and the need to ensure that regulatory agencies operate within their lawful mandates.

Beyond the enforcement dispute, HOMAL accused NIHOTOUR of attempting to undermine its legal standing by asking the Corporate Affairs Commission [CAC] to withdraw the association's registration certificate, which it said was obtained in 2018.

According to HOMAL, NIHOTOUR alleged that the association was being used to divert revenue meant for the Federal Government into its own accounts. The association also said a similar letter was sent to the Economic and Financial Crimes Commission [EFCC].

HOMAL maintained that it challenged the attempt to withdraw its registration and suggested that the move was intended to weaken its ability to represent its members in court.

The association argued that, regardless of its formal registration status, individuals and businesses could still pursue collective legal action where the law permits.

The press statement did not provide the outcome of any separate CAC or EFCC investigation into the allegations reportedly raised by NIHOTOUR.

HOMAL also disclosed that six of its members were served with court papers earlier in 2026 in connection with a separate case brought by NIHOTOUR against 16 hotels in Abuja.

The association said it was defending the interests of the affected members in the Abuja proceedings and expressed confidence that the courts would resolve the matter fairly.

The Abuja case is distinct from the Lagos



Babajide Sanwo-Olu, Governor, Lagos State, Nigeria.

action and should not be confused with the judgment announced by HOMAL at Monday's press conference. The outcome of the separate proceedings was not stated.

According to the judgment reproduced in HOMAL's press statement, the court granted the association seven principal reliefs.

First, it declared that provisions of the NIHOTOUR Establishment Act, 2022, dealing with the standardisation, registration and certification of hospitality and tourism manpower, the imposition of minimum manpower requirements, the specification of skills and the certification or registration of qualified personnel are unconstitutional and beyond NIHOTOUR's powers insofar as they apply to establishments wholly situated and operating within Lagos State.

Second, it declared that the Lagos State Hotels Licensing Authority Law, 2010, regulates tourism within the state.

Third, it held that NIHOTOUR lacked constitutional authority under the 2022 Act to regulate or revoke operating licences issued by the Lagos State Government to the claimants' members.

Fourth, it declared NIHOTOUR's regulations and enforcement activities against HOMAL members within Lagos State under the contested provisions unconstitutional, illegal, null and void.

Fifth, it issued a mandatory order requiring NIHOTOUR to refund payments made by HOMAL members pursuant to the institute's enforcement operations.

Sixth, it granted a perpetual injunction restraining NIHOTOUR and its agents from carrying out the specified acts of forceful enforcement, arrest, detention and collection of money or fees under the contested provisions of the Act.

Finally, the court awarded ₦10 million against NIHOTOUR in favour of HOMAL.

The precise scope and practical implementation of the orders will depend on the terms of the court's enrolled judgment. The full judgment was not reproduced in the material supplied for this report, and the institute's position on the ruling was not available.

HOMAL said the judgment provides protection for its members against what it described as physical harassment and improper revenue collection by NIHOTOUR.

The association maintained that the decision clarifies the regulatory relationship between its members and the federal institute, at least in respect of the issues and geographical scope addressed by the court.

It also acknowledged that the parties against whom the judgment was entered may exercise their legal right to appeal.

HOMAL nevertheless argued that the judgment remains operative unless and until it is set aside or otherwise affected by a competent appellate court.

For hotels, hospitality businesses and tourism operators in Lagos, the dispute raises questions about compliance requirements, licensing

Cont'd on page 6

...Regulate Hotels In Lagos, Awards HOMAL ₦10m

Cont'd from page 5

responsibilities, professional certification and the limits of federal regulatory authority.

The judgment, as described by HOMAL, specifically concerns establishments wholly situated and operating within Lagos State. It should not automatically be interpreted as resolving every question concerning NIHOTOUR's powers elsewhere in Nigeria or invalidating all the institute's statutory functions.

In particular, the dispute does not necessarily remove NIHOTOUR's role in training, capacity development or other lawful activities within its statutory mandate.

HOMAL rejects suggestion that dispute concerns industry standards

In his address, Chief Alabi sought to distinguish the association's legal challenge from opposition to improving professional standards.

HOMAL said its members comprise individuals and corporate organisations that have invested their resources in developing hospitality and tourism businesses and have an interest in improving their facilities, services and operating practices.

The association argued that the development of manpower and professional competence should not be used to justify regulatory powers that conflict with the constitutional division of responsibilities between the federal and state governments.

It questioned the basis for a federal agency to exercise the contested regulatory powers over tourism establishments operating entirely within Lagos State, insisting that state licensing arrangements must be respected.

The position places HOMAL's argument within a broader policy debate about how Nigeria can improve the quality and professionalism of its hospitality industry while avoiding overlapping mandates, duplicative fees and conflicting enforcement requirements.

Chief Alabi assured HOMAL members that the association would defend the judgment against any appeal and urged them to continue their lawful business operations without fear of unlawful harassment.

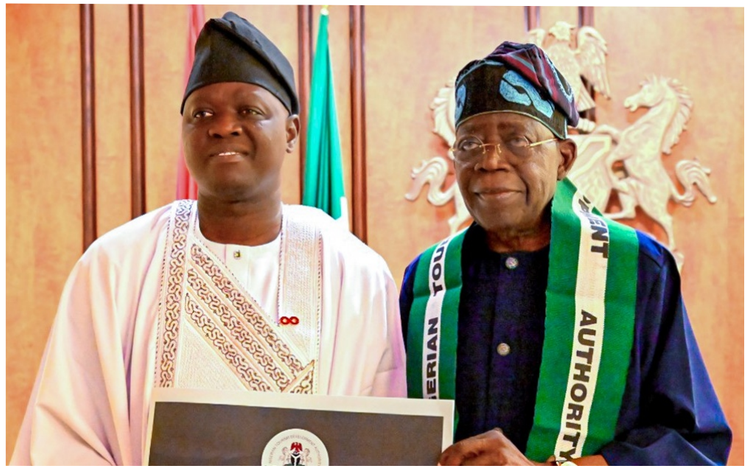
HOMAL said it remained prepared to pursue further legal action where necessary to protect its members' interests.

The development is likely to sustain discussion among hospitality operators, tourism professionals, regulators and policymakers about the appropriate balance between national training standards and state-level regulation of tourism establishments.

For now, the central question is whether NIHOTOUR will accept the judgment, seek appellate review or pursue another lawful course of action.

The institute's response, including whether it intends to appeal and how it interprets the court's orders, will be important in determining the next stage of the dispute.

This report is based on the press statement issued by HOMAL President Chief Sam Alabi on October 19, 2026. Allegations concerning enforcement conduct and payments are attributed to the association; NIHOTOUR's response and the complete text of the court judgment were not provided for independent verification.



Ola Awakan, Director-General of the Nigerian Tourism Development Authority [NTDA], during a recent courtesy visit to President Bola Ahmed Tinubu.

Nigeria Returns To Global Tourism Stage as NTDA DG Praises Tinubu For WTM Participation

Ola Awakan says Nigeria's return to major international travel exhibitions will be sustained, with participation planned for FITUR Madrid, ITB Berlin and other global tourism events.

The Director-General of the Nigerian Tourism Development Authority [NTDA], Mr. Ola Awakan, has commended President Bola Ahmed Tinubu for making Nigeria's return to the global tourism exhibition circuit possible after several years of absence from the World Travel Market [WTM] and other major international travel trade events.

Speaking at the Nigerian stand at the ongoing World Travel Market [WTM], which commenced today at ExCeL London, Awakan described Nigeria's presence at the global event as a significant moment for the country's tourism industry.

For the first time in several years, the Nigerian stand is prominently displaying the country's national colours, green, white and green, attracting attention from delegates, exhibitors and visitors. The development has also generated conversations among Nigerians and passers-by, many expressing surprise and excitement at seeing Nigeria represented again at the prestigious international gathering.

"It is a good feeling to see Nigeria back where it truly belongs," Awakan said. He noted that Nigeria's participation should not be regarded as a one-off appearance, stressing that President Tinubu recognises the importance of tourism as an instrument of economic development, political engagement and social integration.

According to him, the administration understands that tourism goes beyond leisure and hospitality, offering opportunities for investment, employment generation, international cooperation, cultural diplomacy and national economic growth.

Awakan assured stakeholders that Nigeria's return to the international tourism exhibition circuit would be sustained, adding that the NTDA was already looking beyond WTM to other major global travel trade platforms.

He disclosed that Nigeria, through the NTDA, would participate in the forthcoming FITUR in Spain, ITB Berlin in Germany and other important international travel exhibitions as part of efforts to strengthen the country's visibility, attract investment and promote its tourism potential.

The NTDA Director-General said consistent participation in these events would provide Nigeria with opportunities to engage international tour operators, destination marketers, investors, airlines and other tourism industry stakeholders.

Speaking further on his role as Chairman of the African Travel Commission [ATC], Awakan pledged to leverage the opportunities presented by travel and tourism to strengthen cooperation and build closer relationships among tourism leaders and industry counterparts across the African continent.



Nigeria's Aviation Crisis: States Turn To Airlines As Federal Government Fails To Provide National Carrier

As state governments scramble to establish airlines to connect their economies to the rest of the country, Nigeria risks becoming increasingly dependent on foreign carriers, with its domestic operators lacking the financial muscle to challenge European, Middle Eastern and leading African airlines.

Nigeria's aviation industry is witnessing an emerging development that should concern the Federal Government. Across the country, state governments are increasingly looking towards establishing their own airlines or investing in aviation partnerships to connect their states to other parts of Nigeria.

What should ordinarily be a coordinated national aviation development programme has gradually become a race among states to secure air connectivity for their citizens, businesses and economies.

From Akwa Ibom, which has established Ibom Air, Cally Air for Cross River, Gateway Air for Ogun State, Enugu Air for Edo State and other states pursuing similar initiatives, the growing interest in state-backed airlines reflects a widening gap in national aviation policy and the absence of a formidable Nigerian national carrier.

The question is why individual states should be committing substantial public resources to establishing airlines when Nigeria, as Africa's most populous country and one of its largest economies, should have a strong national airline capable of serving domestic and international markets.

The failure of the Federal Government to provide a credible national carrier has created a vacuum that state governments are now attempting to fill.

Unfortunately, this development also raises questions about the long-term sustainability of these initiatives. Running an airline is an expensive and technically demanding business that requires substantial capital, modern aircraft, professional management, maintenance facilities and the capacity to withstand economic fluctuations.

It is not simply about acquiring aircraft, branding them with state colours and announcing commercial operations.

The responsibility for developing a sustainable national aviation industry cannot be transferred to individual states.

The position of the Minister of Aviation and Aerospace Development, Festus Keyamo, that the Federal Government should not establish a national airline but allow private operators to drive the industry, deserves serious reconsideration.

While the argument against government interference in commercial airline management is understandable, it does not adequately address Nigeria's strategic aviation interests.

The Minister's approach raises questions about whether sufficient attention is being given to the country's long-term economic and international aviation ambitions. Government's responsibility should extend beyond protecting the interests of existing operators to creating an environment in which Nigerian airlines can compete effectively with international carriers.

The reality is that the indigenous private-sector operators that dominate Nigeria's domestic aviation market are, collectively, yet to demonstrate the financial strength, fleet capacity and international reach required to carry the country's aviation ambitions.

Many are struggling with aircraft acquisition, foreign exchange exposure, maintenance costs, aviation fuel prices and access to long-term financing. Their survival within the domestic market does not automatically translate into the capacity to compete internationally.

Nigeria therefore cannot simply abandon the national carrier question and expect existing operators, many of whom are financially constrained, to fill the gap.

The consequences are already evident in the country's international aviation market, where foreign airlines have established a commanding presence.

European, Middle Eastern, East African and North African airlines continue to benefit from Nigeria's enormous passenger market. Airlines such as Ethiopian Airlines, Kenya Airways, EgyptAir, Royal Air Maroc, Emirates, Qatar Airways, Turkish Airlines and British Airways have developed extensive networks that connect Nigerian passengers to destinations across the world.

Ethiopian Airlines, in particular, has emerged as a major African aviation success story through sustained investment in aircraft, international routes, training and aviation infrastructure.

Nigeria, despite its population and economic potential, has yet to develop an indigenous airline with comparable continental influence.

This is a major national economic concern. Beyond passenger transportation, aviation generates employment, supports tourism, facilitates international trade and contributes to the development of other sectors of the economy.

A country that generates millions of international passengers but lacks sufficiently strong airlines to carry a significant share of them is effectively creating business opportunities for foreign operators.

The situation also undermines Nigeria's ambition to become a major tourism and investment destination. Without reliable domestic and international air connectivity, the country's tourism destinations, hospitality industry and business communities cannot fully exploit their potential.

The Federal Government must therefore reconsider its aviation policy and develop a comprehensive national strategy that brings together federal and state governments, private investors and international aviation partners.

Such a strategy should include the establishment of a professionally managed national carrier, with commercial independence, transparent governance and adequate

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...With 10-Year Agreement To Race In Rwanda

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positive impact of this event is felt for generations.

"For our fans, this is an especially exciting moment. Africa is home to more than 100 million Formula 1 fans, and that number continues to grow rapidly. We are bringing the excitement, energy and drama of Formula 1 closer to millions of people who have waited a long time to see our sport return to the continent, and we look forward to writing an exciting new chapter together."

His Excellency Paul Kagame, President of the Republic of Rwanda, added: "Today belongs to Africa. For more than three decades, the world's premier motorsport championship has raced without this continent, and that changes with this agreement.

"Rwanda is proud to host the Formula 1 African Grand Prix, and to share this moment with more than 100 million fans across Africa, many of them young people who deserve to see the sport at home and to see themselves in it: as engineers, technicians, entrepreneurs and, one day, drivers.

"This 10-year partnership is also an investment in Rwanda's future. The circuit in Bugesera, alongside the new international airport, will bring jobs, skills, tourism and new business to our country and our region for decades to come, because our aim was never a single race weekend, but a lasting benefit for our people.

"I thank Stefano Domenicali, Formula 1 and Mohammed Ben Sulayem for the work that has brought us to this day. We look forward to welcoming the world to Rwanda for the African Grand Prix."

Mohammed Ben Sulayem, FIA President, said: "The return of the FIA Formula 1 World Championship to Africa is a historic moment for our sport and an important step in the continued global growth of motorsport.

"Rwanda has demonstrated a strong commitment to delivering a world-class event, and the FIA will work closely with FOM and our partners as this new circuit is developed to the highest international standards.

"This agreement is also about creating a lasting legacy, inspiring new generations, developing talent and opening new opportunities for motorsport across Africa and beyond. Increasing accessibility is at the heart of the FIA's mission, and we have a responsibility to ensure that our sport continues to grow at every level, reaching new communities and creating opportunities for people in every corner of the world.

"I congratulate President Paul Kagame on this landmark moment for his nation and share my thanks with Stefano Domenicali and all those whose collaboration has made this exciting new chapter possible."



Dr, Lucky Onoriode George, at the Ghana Tourism Authority [GTA], stand at the just concluded World Travel Market [WTM].

Naija Flavour International Tourism Expo Postponed To 2027 To Ensure A Bigger Maiden Edition

The Nigerian Tourism Development Authority [NTDA] wishes to announce the postponement of the maiden edition of the Naija Flavour International Tourism Expo [NAFITOE] 2026, earlier scheduled for 21st–22nd November 2026 in Abuja, to 2027.

The decision follows careful consideration of the prevailing national calendar and the increasingly demanding schedules of key dignitaries and stakeholders expected to participate in the event.

The period initially scheduled for NAFITOE coincides with intensified national political and electoral activities, creating significant scheduling pressures and competing commitments for the Presidency, senior government officials, invited dignitaries and other key stakeholders.

Given the importance being attached to NAFITOE as a National Tourism Expo, the NTDA considers it essential that the event is held at a time that will enable the President of the Federal Republic of Nigeria to graciously flag off the Expo.

The new dates will therefore provide greater flexibility for the Presidency and other distinguished national and international dignitaries to participate fully in the event.

This will further strengthen the national character, visibility and impact of NAFITOE and reinforce the importance of tourism as a strategic instrument for economic diversification, job creation,investment attraction, cultural diplomacy and national development.

The postponement will also provide the NTDA with additional time to further strengthen the programme, deepen stakeholder engagement, expand international participation and mobilise greater private-sector and institutional support, with the objective of delivering a significantly bigger and more impactful event in 2027.

NAFITOE is conceived as an annual national and international platform to showcase Nigeria's tourism destinations, cultural heritage, creative industries, investment opportunities and hospitality sector, while providing opportunities for international tourism cooperation, business-to-business engagement, investment matchmaking and destination promotion.

The NTDA remains fully committed to the vision and objectives of NAFITOE and is confident that the additional planning period will enable the maiden edition to be delivered at the scale and standard that the Nigerian tourism industry deserves.

The Authority appreciates the support, enthusiasm and commitment already demonstrated by State Governments, international partners, tourism stakeholders, private-sector organisations, exhibitors, sponsors and other partners towards NAFITOE 2026.

All stakeholders are assured that the postponement is intended to strengthen the event, broaden participation and ensure that NAFITOE 2027 is launched as a truly significant national tourism platform with the desired international visibility and impact.

The new dates and further details regarding the programme and participation arrangements will be communicated in due course.

The Nigerian Tourism Development Authority looks forward to welcoming all stakeholders to NAFITOE 2027 – a bigger, stronger and more impactful National Tourism Expo celebrating Nigeria's tourism potential and positioning the country as a leading destination for tourism, investment and cultural experiences.



Guevara Manzo, President & CEO, World Travel & Tourism Council [WTTC], with Meaghan Ferrigno, Interim President & CEO of Destination Canada, a WTTC Member, in Vancouver.

WTTC Calls For Stronger Public-Private Collaboration To Build A More Resilient Tourism Sector

At the 20th anniversary of the WTM London Ministers' Summit, WTTC President & CEO Gloria Guevara encourages governments and sector leaders to turn shared priorities into collective action

The World Travel & Tourism Council [WTTC] has called for stronger collaboration between governments and the private sector to strengthen the resilience of global Travel & Tourism and ensure its future growth delivers lasting benefits for destinations and local communities.

Addressing more than 50 tourism ministers and senior government representatives at the 20th anniversary of the WTM London Ministers' Summit, under the theme Strengthening Tourism for a Resilient Future, WTTC President & CEO Gloria Guevara highlighted the importance of preparedness, leadership and coordinated action in an increasingly uncertain global environment.

Drawing on WTTC's research into more than 100 crises, including 9/11, the global financial crisis, geopolitical tensions, wars and the COVID-19 pandemic, Guevara described Travel & Tourism as the world's most resilient sector, one that has consistently overcome challenges, adapted to change and moved forward.

In 2025, the sector contributed a record US$11.6 trillion to the global economy, equivalent to 9.8% of global GDP, and supported 366 million jobs worldwide. That is one in every nine jobs.

Guevara highlighted WTTC's eight global strategic priorities, agreed with its Members following an extensive consultation process carried out over several months, including more than 200 interviews with CEOs and industry leaders. Approved by WTTC's Executive Committee, the priorities reflect the collective perspectives of the global Travel & Tourism private sector and provide a shared agenda for the sector's future.

They focus on enabling safe and seamless journeys through digital standards and biometrics; strengthening destination stewardship and addressing overcrowding; advancing climate and environmental sustainability; harnessing emerging technologies, including AI and robotics; enhancing crisis preparedness, management and recovery; expanding global connectivity and developing new travel corridors; supporting workforce development, talent retention and mobility; and promoting policies that drive investment and new growth opportunities.

Guevara emphasised that delivering these priorities depends on strong public-private collaboration. The Ministers' Summit itself provides an important example of this approach, bringing together governments and industry leaders to exchange perspectives, identify common challenges and develop solutions. She stressed that partnerships must be established before a crisis occurs, enabling governments and businesses to share information, coordinate decisions and respond more quickly and effectively when challenges arise.

Gloria Guevara, President & CEO of WTTC, said: "Travel & Tourism has shown time and again its extraordinary resilience, and that gives us a strong foundation to build on. When governments and the private sector plan together, we can anticipate challenges rather than simply respond to them. Our ambition goes beyond recovery: together, we can build a stronger, more resilient sector that protects our natural and cultural assets, creates opportunities for local communities and delivers long-term value for destinations around the world."

WTTC forecasts that Travel & Tourism will contribute US$11.9 trillion to global GDP in 2026, its highest level on record, and is expected to grow faster than the wider global economy. International arrivals are also forecast to increase by 29.8 million, representing annual growth of 1.9%.

These figures show the continued global desire to travel and the important opportunities ahead for the sector. Guevara noted that the task now is to turn this momentum into lasting progress by strengthening preparedness, ensuring communities benefit and making growth sustainable.

The WTM London Ministers' Summit also brought together prominent WTTC Members, including Frank Rainieri, Founder and Chairman of Grupo Puntacana, and Hamza Farooqui, Founder and CEO of Millat Group, alongside senior representatives of WTTC Member companies, including Rosana Morillo, Vice President of Government Affairs at MSC, and Rajiv Garodia, Senior Vice President and Head of Global Sales & Commercial Operations at Visa Government Solutions.

Their participation brought valuable private-sector perspectives to discussions with tourism ministers, reinforcing the importance of closer public-private collaboration in strengthening the resilience, competitiveness and sustainable growth of the global Travel & Tourism sector.

The Ministers' Summit provides an important platform for governments and sector leaders to exchange perspectives, strengthen partnerships and identify shared priorities. Its 20th anniversary marks two decades of bringing together public- and private-sector leaders to help shape the future of global Travel & Tourism.

AfricaWeekUK 2026 Events Across London Held From October 28th To November 6, 2026.





















Paul Kagame, President of Rwanda.

Formula 1 Returns To Africa With 10-Year Agreement To Race In Rwanda

Formula 1 has announced a landmark 10-year agreement to bring the sport back to the African continent, with the Formula 1 African Grand Prix, presented by Visit Rwanda, set to join the calendar in the early 2030s.

The agreement marks a defining moment in F1's history and will see the sport return to Africa for the first time since 1993.

Racing in Africa has been a long-standing ambition for F1, with Tuesday's announcement following years of collaboration to ensure the right foundations, with the best partner, are in place to deliver a successful, sustainable and world-class Grand Prix for generations to come.

The long-term agreement will see the first race in the country take place once a new purpose-built circuit in Bugesera, Rwanda, has been completed, which is expected to be early in the next decade.

The new track will be developed to FIA Grade 1 standards as part of a wider sports, tourism, infrastructure, and commercial development project led by the Rwanda Development Board.

Located approximately 40 kilometres south of capital city Kigali, and adjacent to the new Kigali International Airport, the circuit will be designed to work in harmony with the natural landscape, using the area's elevation changes to create a unique and challenging racing experience while delivering exceptional viewing opportunities for fans.

Beyond race weekends, the venue will serve as a year-round destination capable of hosting international motorsport, major events, conferences and entertainment, helping to drive long-term economic growth and investment across the region.

The announcement reflects F1's continued commitment to expanding its global reach and connecting with new audiences around the world. Africa represents one of the most exciting growth opportunities for the sport, with more than 100 million fans already following F1 across the continent, and almost 60% of fans in key Sub-Saharan African markets under the age of 35.

Rwanda has established itself as one of Africa's leading destinations for international events, successfully hosting major sport and global gatherings including the UCI Road World Championships, the ICC Women's Challenge Trophy, 2023 FIFA Congress, the Basketball Africa League, the 2024 FIA General Assemblies and the FIA Awards Ceremony.

Everything we know about F1's all-new race in Rwanda

The Formula 1 African Grand Prix, presented by Visit Rwanda, represents the next chapter in the country's ambition to become a globally recognised hub for sport, tourism, innovation and business.

More than simply bringing F1 back to Africa, the project is designed to create a legacy by supporting tourism, attracting investment, developing local talent and creating new opportunities for communities and businesses.

Together, F1, the Government of Rwanda and the Rwanda Development Board share a vision to build an event that generates meaningful economic and social impact while inspiring future generations across the continent.

Further details regarding the inaugural race date, circuit development milestones and race weekend plans will be announced in due course.

"Today is a landmark moment for Formula 1," said Stefano Domenicali, President and CEO of F1. "With Rwanda joining the calendar from the next decade, our sport will race in every inhabited continent, bringing the World Championship closer than ever to fans around the globe.

"Africa has always been part of Formula 1's future, and from the beginning we were determined to return in the right way, with the right partner, a long-term commitment and a clear vision for creating meaningful impact.

"I would like to thank His Excellency Paul Kagame, President of the Republic of Rwanda, the Government of Rwanda, the Rwanda Development Board, FIA President Mohammed Ben Sulayem and everyone whose dedication and collaboration have made this possible.

"This is about much more than hosting a Grand Prix. Together, we can create lasting economic and social benefits through tourism, investment, skills development and local business growth, ensuring the

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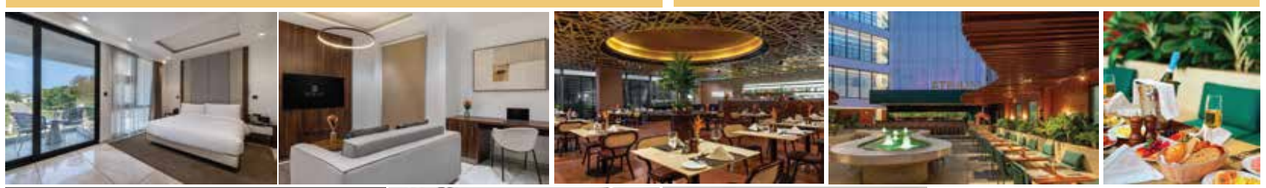
Lewis Hamilton Ferrari Driver



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Day 1: Ola Awakan, Director General, Nigerian Tourism Development Authority [NTDA], at the just concluded World Travel Market [WTM], in London.















Day 2: Highlights of activities at the Nigerian stand during the World Travel Market [WTM] in London.























Day 3: Highlights of further activities at the Nigerian stand during the World Travel Market [WTM] in London.





