

# TIACA presentation to ICAO Informal briefing on the impacts of COVID-19 ICAO, 9 April 2020



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**TIACA**  
**Secretary General**



Regrettably COVID-19 has become the most talked about subject in our lives and the industry. My topic today is about the actions being taken by the main regulator in the aviation industry – ICAO. TIACA and ICAO have a long-standing practice of collaboration and coordination based on the Declaration signed in 2013. We are joining their Technical group working on joint actions related to COVID-19 (VTC). The group already consists of

# TIACA represents – all air cargo supply chain:

It's a “mix” of IATA + ACI + ICCAIA + .....



**TIACA** - International not-for-profit association representing all parts of the air cargo industry

- Shippers
- Forwarders
- GSSAs
- Airports
- Airlines
- Ground handlers
- Cargo drones
- Manufacturers
- IT solution providers
- Educational institutions
- Consulting firms

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# TIACA proudly working with ICAO



- 1. SG and D/ATB making input to the major TIACA events.**
- 2. Joint air cargo events in Africa, Middle East, China.**
- 3. Participation in the Panels and WGs.**
- 4. Training programme with TRAINAIR and ANB/Safety.**
- 5. COVID-19 meetings.**
- 6. Input to “Moving Air Cargo Globally” ICAO publication.**

**ICAO has invested  
expertise in its own  
air cargo  
publication (2016)**

**Needs update with  
new input from  
COVID-19  
experience**

## Moving Air Cargo Globally

Air Cargo and Mail Secure Supply Chain  
and Facilitation Guidelines



## TODAY: some COVID-19 indicators



- 1. Global air cargo capacity is down by 35%.**
- 2. Only 20% of belly cargo is still flying.**
- 3. Freighters capacity is stable for the last four weeks**

# **TODAY: Key COVID-19 related issues reported by TIACA members**



- 1. The existing structure of bilateral and multilateral agreements imposes restrictions for delivery of emergency supplies.**
- 2. Airlines need to quickly change the geography of the flights.**
- 3. Slots at airports remain a problem.**
- 4. The danger of flight crew to be placed in quarantine.**
- 5. Problems with training and retraining their crews on flight simulators.**
- 6. Some countries do not allow transit of certain goods through their territories.**

# Proposals from TIACA members to increase efficiency of air cargo operations



## I. Financial component – what needs to be done:

Governments' support of the industry – freight carriers and in many cases other players in the air cargo supply chain need support by provision of financial assistance through:

- Straight government subsidies;
- Provision of government guaranties for bank credits;
- Tax deferment and social insurance contributions (until normalization of international economics).

### Lease agreements:

- To issue a general recommendation to leasing companies on a simplified revision of the leasing agreements without sanctions or penalties to the lessees;
- General moratorium on leasing payments for airlines who will be covered by guaranties of financial regulators, development institutions, or governments. Alternatively – repayment holidays & restructuring on fleet in the chain: Airline - Leasing company - Investor/Bank.

### In addition to above:

- To promote recommendations to all the high authorities to lift/alleviate the existing political and trade sanctions;



# Proposals from TIACA members to increase efficiency of air cargo operations



## II. Operational component

### Interaction with Aviation Authorities:

- Requirement to speed up the process of Charter traffic rights approval for special categories of goods as pharma, masks, medicine against COVID-19, etc;
- Reduced countries regulations by local CAA. Temporary easing the air freedom restrictions or, including simplified approvals for flights with the 5th and 7th freedom of air;
- Simplified procedures of schedule permit changes. Accelerated procedures in part of approval on airport switching, slots amendments, etc;
- Simplified approvals of the charter flights in/out China;
- Prompt approvals of training centers programs for pilots by CAA of operating States.

### Staff issues:

- Harmonization (unification) of the process of urgent recruitment of flight personnel (crews) from passenger airlines to freighter carriers in condition of epidemic/pandemic COVID-19;
- Approval on distance learning for the aviation personnel (for example, courses on dangerous goods) or acting certificates validity extension for 3-6 months.

# Proposals from TIACA members to increase efficiency of air cargo operations



## Handling and maintenance:

- Special treatment of the maintenance suppliers including aircraft engines for keeping the fleet in good repair;
- Prioritization of “Charter pharma flights against COVID-19” in terms of handling services (apron and warehouse) in all airport worldwide;
- Applying air navigation charges in strict conformity with the ICAO recommendations.

**Not to be overshadowed by the issues  
of airlines, ANS and airports!**

**Ground Handling**



‘Who will unload the ventilators when we  
are gone?’

Max Gosney, Ground Handling International

# **TOMORROW: Where do TIACA members see potential for ICAO in the recovery phase**



- 1. Stimulating States for actions for efficient cargo movement**
- 2. To dedicate resources supporting air cargo activity in and beyond ICAO**
- 3. Invest in new edition of ICAO document “Moving air cargo globally”**
- 4. Greater interaction with the air cargo industry (Council, ANC, Secretariat)**
- 5. New joint distant learning programme aiming at the increasing safety, including dangerous goods**
- 6. Revisit specific issues of the air cargo supply chain already in ICAO DOCs.**
- 7. Emphasis on the implementation.**

# Just an example: Annex 17 States need wider application of ICAO concept of Known consignors

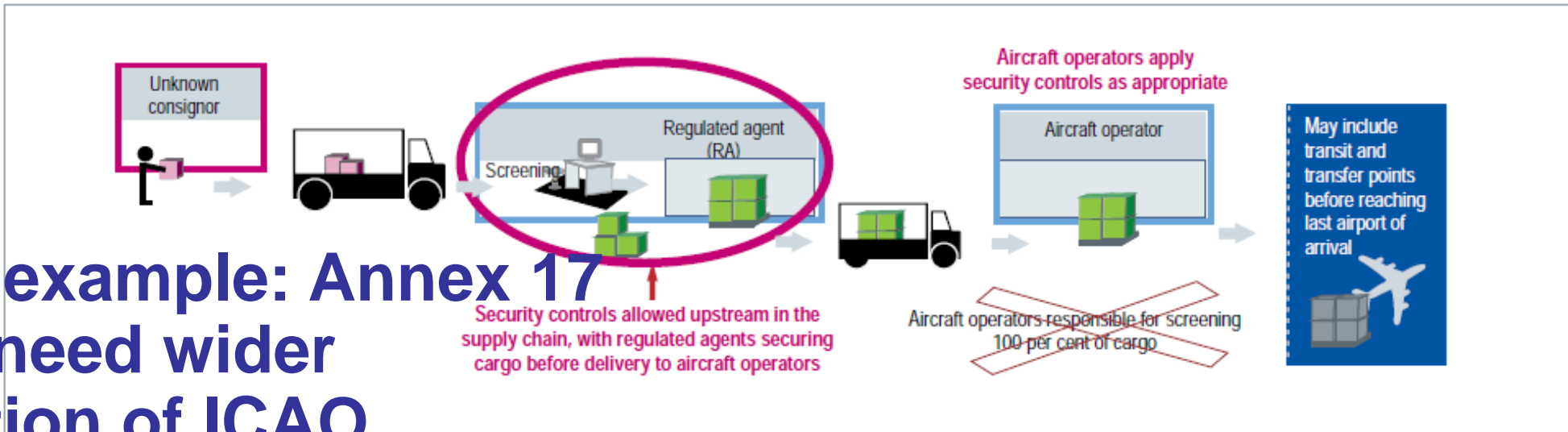


Figure 4 - Security controls applied by regulated agents.

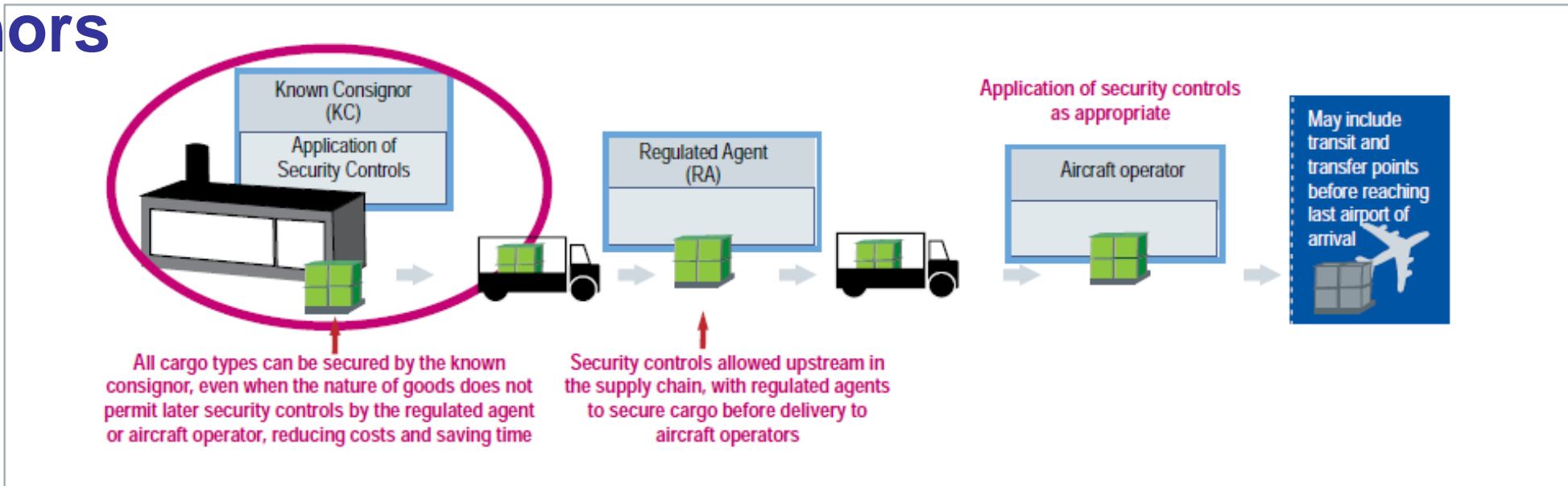
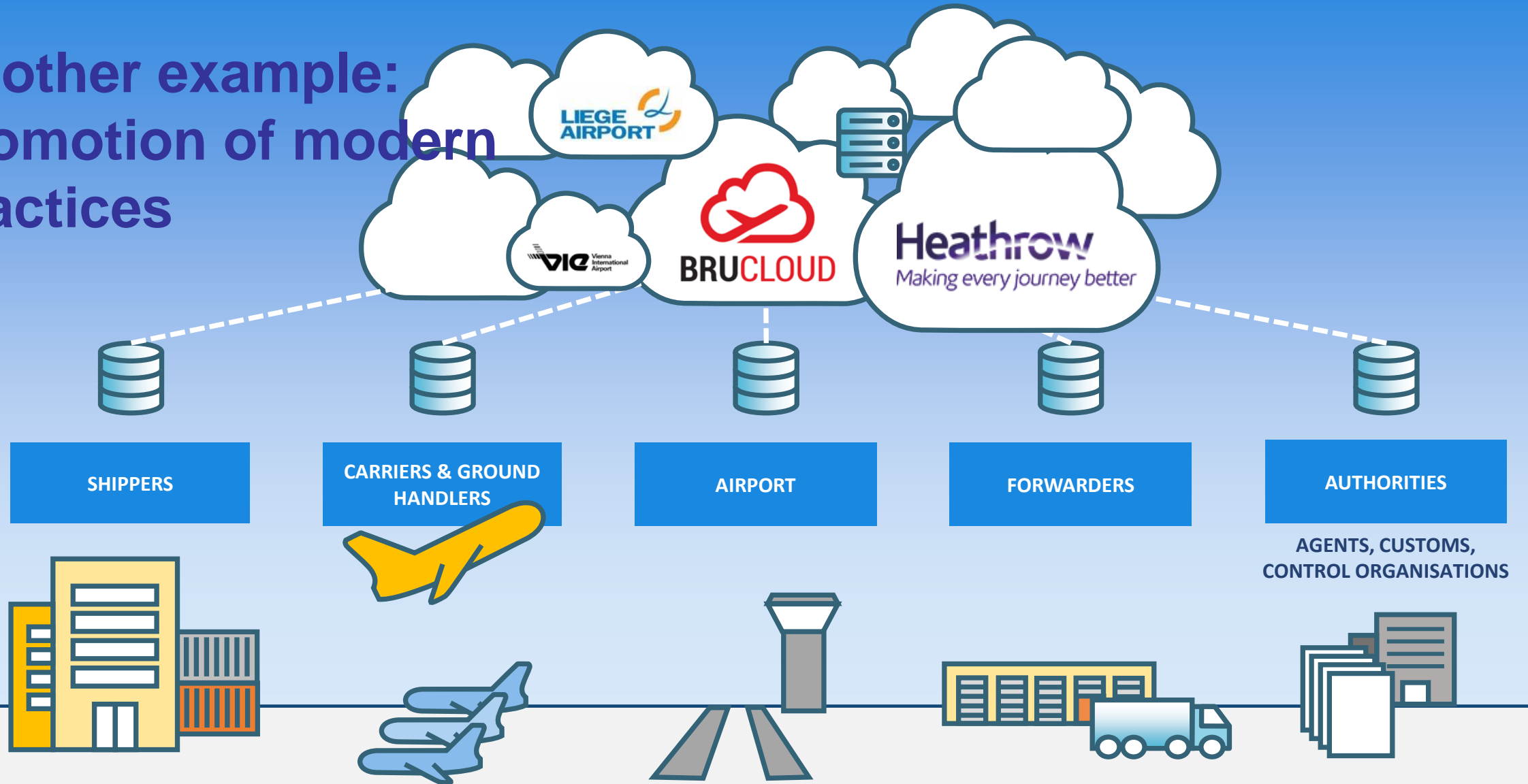


Figure 5 - Security controls applied by known consignors.

# Adopt cloud-based applications at airports

Another example:  
Promotion of modern  
practices



Helps fragmented airport cargo communities to **operate as one.**



# THANK YOU

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