



19th - 21st Jun 2023 Barceló Sevilla Renacimiento, Seville

## Conference Agenda

### Day 1: Monday 19<sup>th</sup> June

<b>11.00 - 17.00</b>	Exhibitors' Set-up and Registration
<b>13.30 - 14.30</b>	Welcome Lunch
<b>Innovation Show Case - Host?</b> Session 1 - 14.30 - 14.40 Session 2 - 14.40 - 14.50 Session 3 - 14.50 - 15.00 Session 4 - 15.00 - 15.10 Session 5 - 15.10 - 15.20 Session 6 - 15.20 - 15.30	
<b>15.30 - 16.30</b>	Refreshment Break
<b>Buyers Round Table Discussion - Products &amp; User Experience</b> Session 1 - 16.30 - 16.45 Session 2 - 16.45 - 17.00 Session 3 - 17.00 - 17.15 Session 4 - 17.15 - 17.30 Session 5 - 17.30 - 17.45 Session 6 - 17.45 - 18.00	
<b>18.30 - 21.30</b>	Welcome Reception

## Day 2: Tuesday 20<sup>th</sup> June

08.00 – 17.00	Registration
09.00 – 18.00	Exhibition Opens
09.00 – 09.15	Chairman’s Welcome and Event Overview
09.15 – 10.00	<b>Market outlook:</b> What can we expect from Boeing and Airbus to help simplify our industry?
10.00 – 10.45	<b>eGSE Targets</b> Can the industry achieve the eGSE targets it is setting for itself?
10.45 – 11.45	<b>Refreshment Break and Viewing of Exhibition</b>
11.45 – 12.30	<b>Airport infrastructure</b> Airport authority landlords generally determine the investment in infrastructure such as baggage halls and baggage halls designs are little changed since the 1960’s. How can we work with our landlords to ensure they support us in automation and eliminating injury risks.
12.30 – 13.15	<b>Going Green</b> How to effectively transition away from diesel vehicles – what are the opportunities, risks, and blockers.
13.15 – 14.45	<b>Lunch and Viewing of Exhibition</b>
14.45 – 15.30	<b>Autonomous GSE</b> Autonomous vehicles are already present in many workplaces, yet we struggle to introduce them on an airfield. Why is this and how can we address it.
15.30 – 16.15	<b>Ramp Safety – Preventing Aircraft Damage</b> AHM Chapter 9 has been clear on design requirements to reduce the risk of GSE causing aircraft damage. The standards have been in place for around 10 years so what do we want from the next generation of automation and what is realistically achievable?
16.15 – 17.00	<b>GSE Pooling</b> Does equipment pooling make sense and if so, why is it not used more widely.
17.00 – 17.10	<b>Closing of the conference</b>
17.10 – 18:30	<b>Refreshment Break and Viewing of Exhibition</b>

<b>18.50</b>	Meet In the hotel lobby for The Networking Dinner
<b>19.00</b>	Buses Leave to the Venue
<b>22:30</b>	Buses back to the Hotel

### Day 3: Wednesday 21st June

<b>08.30 - 10.00</b>	Registration
<b>09.00 - 15.00</b>	Exhibition Opens
<b>09.30 - 09.40</b>	Welcome Back from the Chairman
<b>09.40 - 10.20</b>	<b>Industry Standardisation</b> Industry standardisation has progressed well over the last 10 years with the widespread adoption of the IATA IGOM. Does the introduction of State regulation risk undoing all the good work the industry has done?
<b>10.20 - 11.00</b>	<b>IATA IGOM Portal</b> Is it effective at identifying airline differences, simplifying our business, and reducing risk.
<b>11.00- 12.00</b>	<b>Refreshment Break and Viewing of Exhibition</b>
<b>12.00 - 12.40</b>	<b>Training - Standardisation</b> Standardising procedures and training reduces complexity and risk so why do so many airlines insist on airline specific differences and airline specific training to carry out routine tasks?
<b>12.40 - 13:20</b>	<b>Recruiting - Staffing Shortages</b> What does the industry need to do to simplify recruitment, on-boarding, and security clearances.
<b>13.20 - 13.30</b>	Closing Remarks from Chairman and End of Conference
<b>13.30 - 15.00</b>	<b>Lunch - End of Conference</b>