



IATA wants to reopen air travel for fully vaccinated passengers

The International Air Transport Association (IATA) wants to open air travel for fully vaccinated passengers. According to the reports, a proper system should be introduced to ensure hassle free travel to inoculated passengers. Also, there should be a testing and verification system for those passengers who have not been inoculated.

Conrad Clifford, IATA's Deputy Director General and Regional Vice President for Asia Pacific, said, "Vaccination and testing have a role to play in the recovery of international travel. It is not an option to wait for vaccines to be widely available before reopening borders. The global vaccine roll-out is likely to take time."

He further said that it is why testing is the alternative for those people who do not have access to



vaccines or who have been unable to be vaccinated for various reasons.

He also believes that it is not sustainable to maintain a zero case load approach with scientists saying that the virus will end up becoming endemic. "We have been and continue to urge governments to make data driven decisions to manage the risks of Covid-19 when reopening their borders to international travel," he added.

As of now, the vaccination drives have picked up pace on the international level. It has made people hopeful for a faster economic revival of the world economy. But again, the rise in cases of Delta variant across the globe still remains a major concern for governments.

News Courtesy : timesofindia.indiatimes.com

India calls in airline industry chiefs to plot a full-scale revival from COVID-19

India has pulled in aviation industry heavyweights to come up with solutions to revive an ailing airline industry, which remains hardest hit among all sectors of the country's economy. The new committee features Rahul Bhatia of IndiGo, Jay Singh of SpiceJet, Ness Wadia of GoAir, Vistara's Bhaskar Bhatt, and AirAsia India's Sunil Bhaskaran.

But will they be able to come up with the goods?

"This is not the first time such committees have been formed - (this) shows intent to take on challenges that the sector is facing, several of which are well-known," said Ashwini Phadnis, a Delhi-based aviation

journalist. "What needs to be remembered is that there are several areas in which the Ministry of Civil Aviation cannot do much."

COVID-19 shutdowns, saving airlines will not be an immediate priority for the government.

Plus, the government may not be in a position to provide direct financial aid to the aviation industry. In May 2020, India's finance ministry launched the Emergency Credit Line Guarantee Scheme (ECLGS) to help the pandemic-hit economy. This scheme aimed to provide Rs3 trillion (Dh148 billion) of unsecured loans to businesses to mitigate the distress caused by the first coronavirus-induced lockdown. The programme was expanded earlier this year to also cover civil aviation.

The low-cost carrier, which has a fleet of over 200 aircraft, will easily be able to swamp the market at the cost of some smaller players. Indigo's Chief Commercial Officer William Boulter is hopeful that the airline will return to the 80 per cent capacity seen in February and March.

"We do see demand has come back - some observers think it's coming back faster than it did after the first wave. We look forward, optimistically"

Get fliers to return

Apart from the limits on flight capacity, India's aviation regulator has also placed caps on domestic flight fares. "We've made it clear that we would like to get back to 100 per cent capacity and we would like to see the price limits removed," said Boulter, during a virtual event. "We would obviously like to get back to the situation as it was in 2019". Right now, however, Indigo seems to be losing some market share, at least in terms of the number of passengers carried. According to official data, Indigo had a load factor of 62.7 per cent in June, compared to 71 per cent for Spicejet and 70.9 per cent for GoAir (now called Go First).

Fuel tax change

However, there are certain problems that cannot be fixed by airline industry leaders coming together. A main sticky point is the taxation on Aviation Turbine Fuel (ATF), which is the largest cost component for an Indian carrier.

"The decision on getting ATF under the Goods and Services Tax (GST) regime has to be taken by the GST Council," said Phadnis. "Five petroleum products including ATF are outside the GST structure, which allow states to levy different taxes and duties on ATF rates."

As per current legal regulations, inclusion of these products in GST will require recommendation of the GST Council. "So far, the GST Council, in which the states are also represented, has not made any recommendation for inclusion of aviation turbine fuel," said Phadnis.

"Similarly, a lot of issues with the MRO sector will have to be dealt with by the Ministry of Finance as it is responsible for fixing duties on imports of certain components."

News Courtesy : gulfnews.com



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Financial aid

Chances of the Indian Government announcing dedicated financial relief for the airline industry remains remote. The last union budget had limited scope for airline relief measures, and with the economy just emerging from the second wave of the

Removing restrictions

After the pandemic, India placed limits on air fares and passenger capacity, a move that has not gone down well with airlines. Although India recently allowed airlines operating domestic routes to run at 65 per cent capacity (up from 50 per cent) – some like Indigo, the country's largest carrier, have been pushing hard to make it a 100 per cent.

Editorial

Aviation trends post Covid-19

As the COVID-19 pandemic continues to take its toll on lives and economies around the world, there is no doubt that it has had a severe impact on the aviation industry.

Aviation and the airline industry have had a turbulent history, facing major blows, such as the aftermath of 9/11, the SARS pandemic 2002-2004, the disruption to air travel caused by the Eyjafjallajökull volcano in Iceland in 2010, among

and make a sustainable recovery within a short time.

The sad part is that during early 2021 and quarter two are not yet witnessing any improvement, but aviation's historic track record of growth was built on its role in economic growth and in connecting the world and its people. As vaccination programs are rolled out, these factors give cause for optimism that aviation can return to growth. In brief, to avoid the



others. But the shock to the industry caused by the COVID-19 pandemic is of another magnitude altogether – “unprecedented” is the word we see and hear time after time. It is no longer news to report that the COVID-19 pandemic has had a massive and devastating impact on the world aviation industry. Nevertheless, looking at various measures of the industry's scale in 2020 provides historical context. It illustrates how far this growth industry has been set back. According to data from the CAPA Fleet Database, the number of passenger jet aircraft in service with the world's airlines at the end of 2020 was back to 2008 levels.

However, this 12-year setback is much less than the impact on traffic. Last year, in 2020, passenger numbers were back to 2003 levels, while RPKs were back to 1999's volume. Passenger load factor slumped to levels not seen since the 1980s and early 1990s.

Air cargo traffic was less badly affected, losing only five years of growth.

As the virus spread around the world and countries went into lockdown, airlines were grounded and air travel practically ground to a halt. According to the International Air Transport Association (IATA), airlines are expected to lose a record USD 84 billion in 2020, more than three times the loss made during the global financial crisis.

Airline stocks have moved into the red, some companies have gone to the wall – for example, Flybe in the UK in March, Virgin Australia in April – and national airlines are suffering. The International Airlines Group, for instance, which owns British Airways, reported a second-quarter loss of more than two billion British pounds after its passenger business collapsed.

Given the downturn in air travel, economic recession, and ongoing health fears, it is difficult to see how the industry can respond to the challenges

possible catastrophe of most airlines may go into bankrupt, which seems to be very imminent, coordinated government and industry action is needed – now. The impact of Corona virus has made the cash reserves running down quickly as fleets are grounded and what flights there are operate much less than half full. Forward bookings are far outweighed by cancellations and each time there is a new government recommendation it is to discourage flying. Demand is drying up in ways that are completely unprecedented. Normality is not yet on the horizon. This has resulted in many airlines have probably already been driven into technical bankruptcy, or are at least substantially in breach of debt covenants.

When will it be safe to fly again?

My short answer is that it's safe to fly now. The airline industry and airports have taken great steps to create the safest environment that they can. We are noticing that during this pandemic and it's really all about passenger compliance - making sure everyone is following the rules and being aware of what's expected from us.

Moreover, the vaccine is going to further enhance people's comfort level of getting out there and traveling again by air. It means, the future still looks strong. The most important point that a passenger has to aware of what travel restrictions may exist in other countries going forward and what our responsibilities are to meet the requirements a particular country has in place.

The industry has always been cyclical and so you always have downturns and upswings, this is applicable to all industry too. Of course, while this is one of the biggest downturns we have seen, it will return as it always does and we are all excited about the future of the industry as we are from this field, knowing the pulse of travel.

Deloitte Study: Corp. Travel Increasing But Full Recovery Unlikely

Corporate travel's return from its Covid-19-induced standstill will pick up speed throughout the remainder of 2021 but likely will remain significantly below pre-pandemic levels for at least another year, and some types of travel may never fully return, according to a new study from Deloitte.

The report was based on a survey of 150 U.S.-based travel managers and executives with travel budget oversight conducted from late May to mid-June, along with interviews with company executives whose 2019 air spend averaged \$123 million.

Based on that research, Deloitte projects U.S. business travel in the fourth quarter of this year to reach 25 to 35 percent of the level of the fourth quarter of 2019—a significant improvement from second-quarter 2021 spending, which totaled just 10 to 15 percent of 2019 volume. Deloitte attributed the projected recovery to the reopening of corporate offices, which is set to increase this fall, along with continued improvement in vaccination rates. The potential easing of border restrictions would lend additional steam for a faster recovery, while a significant outbreak in the U.S. or declining vaccination progress would hinder travel's return, Deloitte said. Last week, the Centers for Disease Control and Prevention recommended that even people fully vaccinated against Covid-19 should wear masks while indoors in local areas with high transmission rates, due to data suggesting that even vaccinated people can transmit the now-dominant delta variant of the virus in some cases.

However, assuming generally positive developments over the next year and a half, Deloitte projects U.S. travel spend to rebound steadily over the period, by Q2 2022 reaching by the second quarter of 2022 40 to 60 percent of the second quarter of 2019, and 65 to 80 percent of pre-pandemic levels by the fourth quarter of that year.

Whether travel spending will bounce back beyond those levels remains unclear. That's largely due to lessons learned amid the standstill, when the stoppage of travel activity resulted in "hundreds of millions of dollars" in cost saving for many companies--a significant portion of which will seek to continue limiting spending even as the pandemic fades, according to the study. Nearly 70 percent of companies included in Deloitte's research planned to reduce travel frequency in a bid to improve the bottom line, while 45 percent will require stricter compliance with travel booking policies.

Further fueling a potential long-term reduction in travel is an increased emphasis by many companies on environmental sustainability and reducing their carbon footprint. Nearly 80 percent of companies canvassed by Deloitte have made a carbon reduction commitment or were working on such a plan, and 48 percent planned to make sustainability-related changes to their corporate travel policies over the next year. "Companies are ... eyeing their carbon footprint and bottom line," said Anthony Jackson, principal of Deloitte Transactions and Business Analytics LLP and U.S. airlines leader. "While [those concerns] may not cause huge cutbacks, they will slow the rate of return as companies see controlling trip frequency as a top option to address both."

Reducing the frequency of trips has been made easier by the rise of the virtual meeting technology that has become ubiquitous since stay-at-home orders and office closures went into effect as the Covid outbreak took hold globally in the early spring of 2020.

News Courtesy : [businesstravelnews.com](https://www.businesstravelnews.com)

Mantra

Why Travel Advisors Should Sell YOLO Travel Experiences

Tourism highlights

After a long trying year for the tourism industry, travel is finally coming back in earnest. Beginning early last summer already, destinations and resorts were slowly opening back up with limited capacity, and airports began seeing more and more travelers as the year went on.

As of recently, though, Americans are feeling safe traveling again, and this is seen through TSA's increasing passenger traffic numbers. People are not only coming back to travel but coming back with vengeance. 'Revenge travel' was even a phrase that was coined last year during the coronavirus pandemic. Taking travel away didn't sit well with a lot of people, and they are ready to hit the road and make up for lost time. With this mindset in place, travel advisors can encourage YOLO travel for their clients. Travelers not only have pent-up demand for travel but the extra money to do so.

Added perks and upgrades for a vacation are always nice touches, but now more than ever, you'll want to paint a picture-perfect vacation experience for your eager clients. They are almost all going to be willing to spend a bit more for added value.

So, what do these YOLO travel experiences look like?

It's important to keep in mind that they may appear different for each client. One might be interested in

the nicest room category at the resort, and another might have their sights set on a luxurious spa treatment. Others may be interested in a unique

of travel, but they might not think of these added experiences for their trip. It's your job to let them know what's available.



excursion they haven't taken yet.

You can offer to spruce up their trip right off the bat with a private transfer to the resort, or you can mention the option for a private dinner on the beach. From room upgrades and spa days to special excursions and extended stays, there's always a way to make a good vacation better. Your clients know they want an epic vacation to celebrate the resurgence

Travel advisors have the unique position of connecting travelers with the tourism industry, and agents are a key component to the industry's recovery. This allows the vacation company to not only show support to agents and suppliers but also its continued appreciation for all they do.

News Courtesy : travelpulse.com

How To Take Your Vacation to the Next Level

There's no doubt people all over the United States are longing for an all-inclusive beach vacation so they can kick back and let the sunshine and ocean waves carry their stress away.

For most people, a trip is overdue.

Lounging on the beach or near the pool with a refreshing cocktail paints the scene of a picture-

vacation to the next level means adding an excursion or two into the mix.

Adding excursions to the vacation can make the entire trip – sometimes the best memories made are when travelers are out exploring the destination they are in. For example, a stay in Cancun or the Riviera Maya area puts visitors in a place to easily access the Mayan ruins. A trip to Isla Mujeres or

During a stay in Los Cabos, travelers can choose to spend a leisurely afternoon whale watching from a boat or get even more adventurous by actually getting in the water to swim with whale sharks, the largest fish in the world. Although they are massive in size, they are harmless, and this is a popular excursion in Cabo.

Excursions can come in relaxing forms, such as shopping at the local markets, snorkeling on a reef or spending an evening dining on a boat cruise under the stars, and they can also be adrenaline-filled – zip lining, diving and ATVing. Taking an excursion on your next vacation will not only allow you to learn more about the local culture of the destination you're visiting, but it will also get you out of your comfort zone. After more than a year without travel for a lot of people, travelers have their eyes on YOLO experiences to enhance the vacation, and adding in excursions is the ideal way to make this happen.

Venture out on a few excursions and tours to your next vacation, and you and your travel party will have no problem creating memories that will last a lifetime. Contact your travel advisor to start browsing the excursions available for the destination you're visiting.

News Courtesy : travelpulse.com



perfect vacation day for most people, but why not take your vacation up a notch? There is nothing wrong with a few days of relaxation, but taking your

Cozumel is also a unique way to spend a day in the Yucatan peninsula.

READY. SET. SAIL.

Break Free to Alaska this summer or explore other amazing destinations in 2021!

READY TO SAIL?

NCL
Feel Free

BACK AT SEA AUGUST 2021

IndiGo becomes first Indian airline to launch a pilot for IATA Travel Pass

In its effort to chart recovery for international travel, IndiGo, India's leading carrier, has partnered with International Air Transport Association (IATA) to

IATA Travel Pass is a mobile app that helps travellers to store and manage their verified certifications for COVID-19 tests or vaccines. It is

create a 'digital passport' to verify their pre-travel test or vaccination status to meet the SOPs of the destination. The passengers will be able to share the test and vaccination certificates with authorities as well as airlines to facilitate travel. The app will also enable passengers to manage and save all their travel documentation digitally and seamlessly throughout the travel experience.



become first Indian airline to launch a pilot for IATA Travel Pass to help passengers easily and securely manage their travel in line with any government requirements for COVID-19 testing or vaccine information.

more secure and efficient than current paper processes used to manage health requirements. This is important given the potentially enormous scale of testing or vaccine verifications that will need to be securely managed. The pass will enable IndiGo passengers to

Ronojoy Dutta, Chief Executive Officer, IndiGo said, "We are proud to partner with IATA to become the country's first airline to take this step towards enabling customers with a travel pass mobile app. This initiative is a significant step to prepare for a new normal, especially with regards to international travel. Today, most countries have implemented protocols for travellers across the globe and this IATA Travel Pass will simplify and digitize the requisite passenger information for respective countries. We are certain that our collaboration with IATA on this innovation will prove to be a stepping-stone towards international air travel recovery."

The platform will also enable authorised labs and test centres to securely send test results or vaccination certificates to passengers. The global registry, operated by IATA, will manage, and allow the secure flow of necessary information amongst all stakeholders and to provide a seamless passenger experience.

Oman Air and Qatar Airways Further Expand Strategic Cooperation

Oman Air and Qatar Airways have taken the next step in further strengthening strategic cooperation, expanding their codeshare partnership to cover more than 80 destinations on Qatar Airways' network. The expansion of the agreement will provide more convenient and seamless travel options for both airlines' passengers. This expansion follows shortly after the two airlines announced an agreement to significantly strengthen strategic cooperation between the two airlines in December 2020.

service excellence—reflects a highly valued relationship and we look forward to growing our networks together."

Qatar Airways Group Chief Executive, His Excellency Mr. Akbar Al Baker, said: "We are delighted to further expand our partnership with Oman Air, so recently after announcing our plans in December 2020 to further strengthen strategic cooperation between our two leading Gulf airlines. Despite the challenges of the pandemic, we have

in Turkey; Berlin and Munich, Germany; Mykonos, Greece; St. Petersburg, Russia; Zurich, Switzerland; Atlanta and Seattle in USA; Abuja, Nigeria; Johannesburg, South Africa; and Gassim, Saudi Arabia.

The national carrier of the State of Qatar continues to rebuild its network, which currently stands at over 130 destinations with plans to increase to more than 1,200 weekly flights to over 140 destinations by end of July 2021.



Oman Air Chief Executive Officer Mr. Abdulaziz Al Raisi, said: "Oman Air's expanding partnership with Qatar Airways underscores the commitment of both airlines to provide their guests with more flights, more choice of destinations, and greater flexibility throughout their travels with us. For Oman Air and many airlines around the world, the key to post-pandemic recovery lies in strategic collaborations with industry partners and in identifying innovative route expansion opportunities as we navigate a constantly changing environment. Our longstanding cooperation with Qatar Airways—an airline that shares our commitment to product and

remained committed to forging and expanding our global network of partners to provide more seamless and flexible travel options for our millions of passengers. Having first established commercial cooperation with Oman Air over 20 years ago, we look forward to continuing to build upon our strong and historic partnership and offering our customers in Oman and across the globe even more benefits."

This most recent expansion of the strategic partnership will enable Oman Air passengers to enjoy seamless connections via the Best Airport in the Middle East to and from 16 new routes* – Adana, Ankara, Antalya, Bodrum, Istanbul Sabiha and Izmir

Qatar Airways has become the first global airline and one of only six carriers in the world to achieve the prestigious 5-Star COVID-19 Airline Safety Rating by international air transport rating organisation, Skytrax. This follows HIA's recent success as the first and only airport in the Middle East and Asia to be awarded a Skytrax 5-Star COVID-19 Airport Safety Rating. These recognitions provide assurance to passengers across the world that airline health and safety standards are subject to the highest possible standards of independent scrutiny and assessment. For full details of all the measures that have been implemented onboard and in HIA, please visit qatarairways.com/safety.

A multiple award-winning airline, Qatar Airways was named 'World's Best Airline' by the 2019 World Airline Awards, managed by the international air transport rating organisation Skytrax. It was also named 'Best Airline in the Middle East', 'World's Best Business Class', and 'Best Business Class Seat', in recognition of its ground-breaking Business Class experience, Qsuite. Qsuite is available on flights to more than 40 destinations including Casablanca, Montreal, New York, Paris and Singapore.

Qatar Airways is the only airline to have been awarded the coveted 'Skytrax Airline of the Year' title, which is recognised as the pinnacle of excellence in the airline industry, five times. In addition to this, Qatar Airways home and hub, Hamad International Airport (HIA) was ranked the 'Best Airport in the Middle East' for the sixth consecutive year and rose to 'Third Best Airport in the World' by the SKYTRAX World Airport Awards 2020.

The Loyalty Effect: Hidden Force behind the growth of Caesars Travel Group (An interaction with a Senior Staff)

Loyal employees are always an asset for our company. In this edition, we would like to spare an interactive session with one of our very senior staff, Mr. Siju Plathottam, Sales Manager (Offline GSA) - Caesars Travel Group who led a way to different developmental activities of our organization.

As a first question, would like to know about your educational & professional background?

I have done my Electronic & Communication Diploma from IETE Trivandrum in (2001), along with I did Travel & Tourism diploma from Swastik School for Travel and Tourism Studies. After studies I joined one the leading travel agent in Kerala named Creative Tours & Travel as reservation officer. After working there for Four years I moved to Damman (Saudi Arabia) in 2006 where I worked for 2 years before joining Caesars Travel Company Kuwait.

What makes you passionate to travel domain?

It could be hard, finding a role that you're truly passionate about. When I was pursuing my Travel & Tourism studies, I was always dreaming to join an Airline. Presently working in airline Industry, I've never felt more loved and cared for. Travel industry is extremely vast with many different job opportunities. Working for a large company like Caesars Intl Travel Company also makes it easier to move up in the ranks and take steps to further my career. Its keeping my passion alive towards travel domain.

How was your first job experience in this travel domain?

As I mentioned, in 2002 I Joined Creative Tours and was handling IATA/non IATA agents and group ticketing for HAJJ. Then I was assigned with Handling Air India counter for agents till I leave Kerala. Handling Air India section was too exciting and interesting. When the peak season commences we used to work late night in order to obtain seats in Air India as Air India inventory gets open late night. It was always a great achievement when we confirming the waitlisted seats in Air India especially in peak season.

How is your experience with our company, better you can share your likes and dislikes?

I look at every assignment as a way to showcase my strengths and skills. I really don't have any likes and dislikes. If I encounter something that isn't on the top of my favorite task list, I run towards the challenge.

How was your career ladder in Caesars as you are one of the senior employees?

I commenced my Caesars Travel career as a reservation officer from 2008 in Fahaheel-1 branch and after 4 months I was transferred to GSA office. Later on when Mr. Rajesh R. took over the GSA office, with his feedback and support I was promoted



Mr. Siju Plathottam, Sales Manager (Offline GSA) - Caesars Travel Group

to GSA sales coordinator in 2011 and in 2013 to GSA Sales Manager - Offline.

What are your major achievements and contributions to our company till date?

According to me, my greatest achievement is serving as an employee in an esteemed organization like Caesars Intl Travel Company, which represents world's prominent Airlines in the capacity of various designations from Reservation officer up to the Sales Manager position. During my tenure I got exposure with 450 + travel agents in Kuwait market. After getting promotion as Sales Manager Offline, got opportunity to liaise with GSA counterparts in various countries. One of the greatest achievement which I would like to highlight is that ,Cebu pacific & Indigo becoming online where me and the offline team was instrumental in building the platform for the same with the support of management especially of Mr. Rajesh R. - Director Commercial & Marketing. Also supported Mr. Rajesh on his GSA development activities.

What is your expectation regarding travel domain in future?

COVID has had a severe impact on the global economy, which must be taken into account. But people will still go on holiday – they'll just travel smarter. Lower risk locations that guarantee a safe travel will be prioritized, and the classic seven-day holiday could become a thing of the past, with shorter trips becoming the norm going forward.

There has also been a shift towards experience-driven travel. People have been in their homes for months so now they want to discover new places, cultures, cuisines, landscapes, activities and reconnect with nature. Hotels have more wellness-focused stays and include specific programmes tailored to guests.

Flexible cancellation policies will have a huge influence on traveller choice. It will be equally if not more important than price for some.

Travel market is getting more challengeable due to Corona outbreak, as a manager what is your plan or idea to tackle the situation?

The outbreak of COVID-19 has impacted countries at different times, in different ways and in varying degrees. Yet, around the world, response to curb the pandemic has translated into national lockdowns and a wide implementation of travel restrictions and shutdown of borders making tourism one of the hardest-hit sectors. As an offline division we are closely monitoring and identifying those markets and some of them are opening up with restrictions and we are trying to promote those niche market from our end. One we identify the markets we will be promoting the packages and business traders.

Who is your role model and what is your dream?

As per me Role Model is "anybody and, I believe, anything in life that serves as an example of values and behavior and bring out the best in you. When you are around them, there is nothing but POSITIVITY in life. Look around and you will find your role model in every part of the nature".

What is advice to the new staff who joined Caesars?

Focus on Results, but not just activities. You should listen, watch and learn. Anyone can drop a complaint into the suggestion box, but the marker of a truly brilliant employee is who comes up with solutions to those problems. Becoming a problem solver shows that you care not only about your own career, but also for other fellow workers and for the long-term health of the company as well.

HOW YOU CAN BE A PART OF "expressions"

By sending your submissions to "expressions" newsletter, including articles, photographs, aviation updates, personal information which can be released in our newsletter, etc. The next issue will be out in October 2021. Please send us your article or similar texts as soon as you can and it should reach us on or before 15th September, 2021. The contribution Articles should be submitted in Word format. All articles which are selected for publication will be proof read for content, spelling and grammatical errors. Also please note that it is not mandatory that these articles will be published in "expressions" newsletter as it is strictly subject to screening before publishing. Furthermore, we may make minor editorial changes or correct spelling mistakes. To establish the identity of the authors, your name will be published with your article.

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