

## Carriers Working Group of 27 April 2022

### Summary

**Subject:** Monthly Carriers Working Group meeting

**1<sup>st</sup> Session - Sea Carriers at 09:00– 10:30 CET**

**Participants:** Carriers for the sea industry, Carrier associations, European Commission (DG HOME), Member State (MS) experts, Frontex and eu-LISA

<p><b>1. Introduction</b></p> <p><b>a. Agenda</b> <b>b. Carriers meeting calendar</b></p>	<p>The agenda of the 11<sup>th</sup> Carriers Working Group (WG) was presented to the participants by eu-LISA.</p> <p>The Carriers WG took note of the meeting calendar with highlights of the dates of previous and upcoming meetings. The next Carriers Working Group will take place on May 25<sup>th</sup>.</p>
<p><b>2. Carrier Support Figures (eu-LISA)</b></p>	<p>The Agency presented the figures related to its Carrier Supporting service. Carrier registration for the use of the Web Services is ongoing. A graph depicting the weekly registration requests received since the opening of the service was presented. A higher number of registrations was received between the end of January and March. It was noted by eu-LISA that over 50% of the requests had to be rejected as a start mainly due to missing attachments or incomplete information provided in the registration forms.</p> <p>The overall status of the Carrier registration was provided by eu-LISA: 604 carriers were registered up to April 26<sup>th</sup> (479 air, 45 sea and 80 land carriers). It was noted that no carriers have yet connected to the Carrier Interface (CI) simulator.</p> <p>Furthermore, an overview of the reported data on Carriers Information Requests was presented, the average handling time of requests being currently four working days. Measures to improve support activities have been taken and were explained to the WG.</p>

<p><b>3. Technical Updates (eu-LISA)</b></p>	<p>Technical updates related to carrier connection and support activities were provided to the WG. Regarding connectivity configuration, the form F04 on connectivity details is under finalisation and will be shared by eu-LISA by the end of April. Dedicated technical meetings with network experts will be organised by eu-LISA in the first week of May.</p> <p>The Carriers WG took note of an in-depth overview of the corrective measures to support carriers. The connectivity form F04 will be shared after the registration is completed with Service Providers or Carriers who declared their intention to use the System-to-System connection; Registered Carriers will be able to share technical documentation with their declared Service Providers.</p> <p>Sources of information available to support carriers were also shared: registration forms and general information available at the <a href="#">eu-LISA Carrier WG webpage</a>, <a href="#">Frequently Asked Questions (FAQ)</a>, presentations provided at Carrier WG meetings, technical documentation, ad-hoc technical meetings and feedback from Awareness Sessions and Carriers WG meetings. For further details, please contact eu-LISA at <a href="mailto:carriers_onboarding@eulisa.europa.eu">carriers_onboarding@eulisa.europa.eu</a>.</p> <p>In order to facilitate the compliance process for carriers, a proposal to simplify the process of certification was presented. The proposed approach consists of giving carriers the possibility to skip the compliance testing phase by completing a specific Self Declaration in case the system of the declared Service Provider has already been connected to the Carrier Interface and certified by another carrier. Each system needs to be certified by eu-LISA with a minimum of one registered carrier identified as the pilot carrier for the declared system. The agreement on which carrier shall undergo this process will be taken by the Carriers and the Service Providers.</p> <p>A specific use case for a passenger with a valid ETIAS travel authorisation of Limited Territorial Validity (LTV) entering the Schengen area for a Mediterranean cruise trip was presented to the Carriers WG in detail.</p>
<p><b>4. Operational Updates (Frontex)</b></p>	<p>Frontex informed the Carriers WG about the recent publication of the <a href="#">Frequently Asked Questions (FAQ)</a> document made available on the eu-LISA Carriers WG website. The table of content and guidelines for navigation in the document, including the availability of references and cross-references, were provided. The WG took note of some examples of FAQs and respective answers. The FAQs will be kept updated with relevant questions and answers. Furthermore, participants were informed that a FAQ document dedicated to registered carriers only is under preparation and will be made available in due time.</p>

<b>5. Q&amp;A</b>	During the Questions and Answers session the participants of the Carriers WG inquired about various topics. Regarding a question on the details of passengers required and when the query can be made by the carrier, it was answered that the query can be made at the earliest 48 hours before boarding and that the specific details of passengers can be found in the EES and ETIAS implementing regulations: EU <a href="#">2021/1217</a> and <a href="#">2021/1224</a> . A question regarding the freight ships and the need to verify a third-country national going from a Schengen port to another Schengen port in a non-Regular Shipping Service was clarified as being out-of-scope.
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## 2<sup>nd</sup> Session - Land Carriers at 11:00–12:30 CET

**Participants:** Carriers for the coach industry, Carrier associations, European Commission (DG HOME), Member State (MS) experts, Frontex and eu-LISA

<p><b>1. Introduction</b></p> <p><b>a. Agenda</b> <b>b. Carriers meeting calendar</b></p>	<p>The agenda of the 11<sup>th</sup> Carriers Working Group (WG) was presented to the participants by eu-LISA.</p> <p>The Carriers WG took note of the meeting calendar with highlights of the dates of previous and upcoming meetings. The next Carriers WG will take place on May 25<sup>th</sup>.</p>
<p><b>2. Carrier Support Figures (eu-LISA)</b></p>	<p>The Agency presented the figures related to its Carrier Supporting service. Carrier registration for the use of the Web Services is ongoing. A graph depicting the weekly registration requests received since the opening of the service was presented. A higher number of registrations was received between the end of January and March. It was noted by eu-LISA that over 50% of the requests had to be rejected as a start mainly due to missing attachments or incomplete information provided in the registration forms.</p> <p>The overall status of the Carrier registration was provided by eu-LISA: 604 carriers were registered up to April 26<sup>th</sup> (479 air, 45 sea and 80 land carriers). It was noted that no carriers have yet connected to the Carrier Interface (CI) simulator.</p> <p>Furthermore, an overview of the reported data on Carriers Information Requests was presented, the average handling time of requests being currently four working days. Measures to improve support activities have been taken and were explained to the WG.</p>
<p><b>3. Technical Updates (eu-LISA)</b></p>	<p>Technical updates related to carrier connection and support activities were provided to the WG. Regarding connectivity configuration, the form F04 on connectivity details is under finalisation and will be shared by eu-LISA by the end of April. Dedicated technical meetings with network experts will be organised by eu-LISA in the first week of May.</p> <p>The Carriers WG took note of an in-depth overview of the corrective measures to support carriers. The connectivity form F04 will be shared after the registration is completed with Service Providers or Carriers who declared their intention to use the System-to-System connection; Registered Carriers will be able to share technical documentation with their declared Service Providers.</p> <p>Sources of information available to support carriers were also shared: registration forms and general information available at the <a href="https://eu-lisa.europa.eu">eu-LISA</a></p>

	<p><a href="#">Carrier WG webpage</a>, <a href="#">Frequently Asked Questions (FAQ)</a>, presentations provided at Carrier WG meetings, technical documentation, ad-hoc technical meetings and feedback from Awareness Sessions and Carriers WG meetings. For further details, please contact eu-LISA at <a href="mailto:carriers_onboarding@eulisa.europa.eu">carriers_onboarding@eulisa.europa.eu</a>.</p> <p>In order to facilitate the compliance process for carriers, a proposal to simplify the process of certification was presented. The proposed approach consists of giving carriers the possibility to skip the compliance testing phase by completing a specific Self Declaration in case the system of the declared Service Provider has already been connected to the Carrier Interface and certified by another carrier. Each system needs to be certified by eu-LISA with a minimum of one registered carrier identified as the pilot carrier for the declared system. The agreement on which carrier shall undergo this process will be taken by the Carriers and the Service Providers.</p>
<p><b>4. Operational Updates (Frontex)</b></p>	<p>Frontex informed the Carriers WG about the recent publication of the <a href="#">Frequently Asked Questions (FAQ)</a> document made available on the eu-LISA Carriers WG website. The table of content and guidelines for navigation in the document, including the availability of references and cross-references, were provided. The WG took note of some examples of FAQs and respective answers. The FAQs will be kept updated with relevant questions and answers. Furthermore, participants were informed that a FAQ document dedicated to registered carriers only is under preparation and will be made available in due time.</p>
<p><b>5. Q&amp;A</b></p>	<p>During the Questions and Answers session a clarification regarding the support of associations through the presentations and materials made available was provided. The Service Provider certification process and the registration process for carriers was further explained. It was reminded that only passengers coming into the Schengen area are in scope, and that all carriers, including those from outside Schengen states have to register if they transport passengers to the Schengen Borders. Associations and MS representatives present in the meeting and responsible for bilateral agreements between Schengen State and third-country carriers were kindly asked to take action in informing those third country carriers for their obligations.</p> <p>In this context, the Commission asked if IRU (International Road Transport Union) was present, as in several occasions they have asked about the scope, but IRU was not present.</p>

	It was also requested that land carriers and associations provide examples of how they envisage the usage of the System-to-System connectivity.
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### 3<sup>rd</sup> Session – Air Carriers at 14:00–16:00 CET

**Participants:** Carriers for the air, Carrier associations, European Commission (COM - DG HOME), Member State (MS) experts, Frontex and eu-LISA

<p><b>1. Introduction</b></p> <p><b>a. Agenda</b> <b>b. Carriers meeting calendar</b></p>	<p>The agenda of the 11<sup>th</sup> Carriers Working Group was presented to the participants.</p> <p>The WG took note of the Carriers meeting calendar with highlights of the dates of previous and upcoming meetings. The next Carriers Working Group will take place on May 25<sup>th</sup> .</p>
<p><b>2. Carrier Support Figures (eu-LISA)</b></p>	<p>The Agency presented the figures related to its Carrier Supporting service. Carrier registration for the use of the Web Services is ongoing. A graph depicting the weekly registration requests received since the opening of the service was presented. A higher number of registrations was received between the end of January and March. It was noted by eu-LISA that over 50% of the requests had to be rejected as a start mainly due to missing attachments or incomplete information provided in the registration forms.</p> <p>The overall status of the Carrier registration was provided by eu-LISA: 604 carriers were registered up to April 26<sup>th</sup> (479 air, 45 sea and 80 land carriers). It was noted that no carriers have yet connected to the Carrier Interface (CI) simulator.</p> <p>Furthermore, an overview of the reported data on Carriers Information Requests was presented, the average handling time of requests being currently four working days. Measures to improve support activities have been taken and were explained to the WG.</p>
<p><b>3. Technical Updates (eu-LISA)</b></p>	<p>Technical updates related to carrier connection and support activities were provided to the WG. Regarding connectivity configuration, the form F04 on connectivity details is under finalisation and will be shared by eu-LISA by the end of April. Dedicated technical meetings with network experts will be organised by eu-LISA in the first week of May.</p> <p>The Carriers WG took note of an in-depth overview of the corrective measures to support carriers. The connectivity form F04 will be shared after the registration is completed with Service Providers or Carriers who declared their intention to use the System-to-System connection; Registered Carriers will be able to share technical documentation with their declared Service Providers.</p> <p>Sources of information available to support carriers were also shared: registration forms and general information available at the <a href="#">eu-LISA Carrier WG webpage</a>, <a href="#">Frequently Asked Questions (FAQ)</a>, presentations provided</p>

	<p>at Carrier WG meetings, technical documentation, ad-hoc technical meetings and feedback from Awareness Sessions and Carriers WG meetings. For further details, please contact eu-LISA at <a href="mailto:carriers_onboarding@eulisa.europa.eu">carriers_onboarding@eulisa.europa.eu</a>.</p> <p>Following a meeting with NIKO DCS, guidelines regarding local Departure Control System (DCS) were defined and presented to the WG. Each airline shall declare the concerned DCS requiring a connection to eu-LISA, the local DCS will then follow the implementation process as any other Service Provider, so it was asked to all registered carriers to forward the technical documentation received to their authorised staff (including the local DCS declared).</p> <p>In order to facilitate the compliance process for carriers, a proposal to simplify the process of certification was presented. The proposed approach consists of giving carriers the possibility to skip the compliance testing phase by completing a specific Self Declaration in case the system of the declared Service Provider has already been connected to the Carrier Interface and certified by another carrier. Each system needs to be certified by eu-LISA with a minimum of one registered carrier identified as the pilot carrier for the declared system. The agreement on which carrier shall undergo this process will be taken by the Carriers and the Service Providers.</p> <p>Further clarification on how to declare the Service Provider and fill in the F04 form were provided to the WG. The specific case of NIKO DCS was addressed and will be assessed by eu-LISA, and arrangements for technical meeting were discussed.</p>
<p><b>4. Operational Updates (Frontex)</b></p>	<p>Frontex informed the Carriers WG about the recent publication of the <a href="#">Frequently Asked Questions (FAQ)</a> document made available on the eu-LISA Carriers WG website. The table of content and guidelines for navigation in the document, including the availability of references and cross-references, were provided. The WG took note of some examples of FAQs and respective answers. The FAQs will be kept updated with relevant questions and answers. Furthermore, participants were informed that a FAQ document dedicated to registered carriers only is under preparation and will be made available in due time..</p>
<p><b>5. Q&amp;A</b></p>	<p>In the Questions and Answers session, it was clarified that the fee requested when submitting an ETIAS application is due by the TCN and not by the carrier. A specific case where the same airline transports a USA passenger into the Schengen area and back was answered indicating that the verification is only needed when transporting the passenger into the Schengen area but out of scope when transporting him/her back to USA.</p>



	<p>Misinformation stating that flights into Ireland are in scope was clarified and it was assured that it is not in scope as Ireland is not a Schengen state.</p> <p>A discussion regarding the specific case where neither the connection to the System-to-System interface, nor the Web Portal or the Mobile App are available due to internet constraints took place. The agency took note of the case and will analyse it internally and if need be get in touch again with carriers.</p> <p>Concerns regarding the schedule were expressed by the attendees of the WG. It was assured that the Commission is monitoring the process and that MS are aware of the details, so if any other decision regarding the schedule is taken, carriers would be informed.</p>
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