

Carriers Working Group of 25 of May 2022

Summary

Subject: Monthly Carriers Working Group meeting

1st 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>1. Introduction</p> <p>a. Agenda b. Carriers meeting calendar</p>	<p>The agenda of the 12th Carriers Working Group was presented to the participants by eu-LISA.</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 June 29th.</p>
<p>2. Legal Updates (European Commission)</p>	<p>The status of amending the EES and ETIAS implementing regulations resulting from the revised VIS regulation and the ETIAS consequential amendments was shared by the representative of DG HOME, highlighting that the inter-service consultation on the acts had ended, and that the Commission is awaiting the voting results from the Member States. The Commission foresees the acts to be adopted within one month.</p> <p>Following the questions sent by a few sea carriers, clarifications on some concepts and scenarios were provided by the Commission to the Carriers WG:</p> <ul style="list-style-type: none"> • UK nationals checks and exception (Withdrawal Agreement); • Carrier Interface vs EES Checks; • Specific scenarios of sea routes between UK and Schengen ports, and others; <p>The specific case of a third country national (TCN) without residence permit overstaying in the Schengen area and trying to leave and come back was discussed. It was clarified that being an intra-Schengen route, the sea carrier through visual or manual examination of the passport will not be in</p>

	<p>the condition to see that the TCN is an overstayer. During an itinerary including extra-Schengen ports instead, the border authorities performing the checks of the exiting of the Schengen area should be able to detect the overstay.</p>
<p>3. Technical Updates (eu-LISA)</p>	<p>Technical updates were provided to the Carriers WG by eu-LISA. Regarding the System to System connectivity, the new Application Programming Interface (API) and Virtual Private Network (VPN) MQ forms are available to collect the system information with all declared service providers and system connection technical contact details. The form F04 has been updated and a new version is available.</p> <p>An overview of the information exchanged during the carrier manual onboarding was also provided.</p> <p>The Carriers WG then took note of the details regarding the Third-Country-National Authorized Stay Verification Tool. This tool is to be used by any Third Country National traveller to verify the remaining days, if any, of his/her authorised stay. The information to be entered was shared, as well as the subsequent replies to be provided by the system (OK; NOK; Not available).</p>
<p>4. Operational Updates (Frontex)</p>	<p>Frontex informed the Carriers WG about the current state of play of the Frequently Asked Questions (FAQ). The first version of the FAQs compilation is available on eu-LISA's website and it will be updated step-by-step with relevant additional questions and answers. A new updated version will be available soon. Specific FAQs to be made available only for the registered carriers is being drafted by Frontex, with the support of eu-LISA. A walkthrough of some of the most frequently asked questions in the document was provided by Frontex. Participants were requested to read and inform if they detect any potential error, in order to continually improve the contents</p>

2nd Session - Land Carriers at 11:00–12:30 CET

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

<p>1. Introduction</p> <p>a. Agenda b. Carriers meeting calendar</p>	<p>The agenda of the 12th Carriers Working Group was presented to the participants by eu-LISA.</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 June 29th.</p>
<p>2. Legal Updates (European Commission)</p>	<p>The status of amending the EES and ETIAS implementing regulations resulting from the revised VIS recast regulation and the ETIAS consequential amendments was shared by the representative of DG HOME, highlighting that the inter-service consultation on the acts had ended, and that the Commission is awaiting the voting results from the Member States. The Commission foresees the acts to be adopted within one month.</p>
<p>3. Technical Updates (eu-LISA)</p>	<p>Technical updates were provided to the Carriers WG by eu-LISA. Regarding the System to System connectivity, the new Application Programming Interface (API) and Virtual Private Network (VPN) MQ forms are available to collect the system information with all declared service providers and system connection technical contact details. The form F04 has been updated and a new version is available.</p> <p>An overview of the information exchanged during the carrier manual onboarding was also provided.</p> <p>The Carriers WG then took note of the details regarding the Third-Country-National Authorized Stay Verification Tool. This tool is to be used by any Third Country National traveller to verify the remaining days, if any, of his/her authorised stay. The information to be entered was shared, as well as the subsequent replies to be provided by the system (OK; NOK; Not available).</p>
<p>4. Operational Updates (Frontex)</p>	<p>Frontex informed the Carriers WG about the current state of play of the Frequently Asked Questions (FAQ). The first version of the FAQs compilation is available on eu-LISA's website and it will be updated step-by-step with relevant additional questions and answers. A new updated version will be available soon. Specific FAQs to be made available only for the registered carriers is being drafted by Frontex, with the support of eu-LISA.</p>

	<p>Frontex provided a walkthrough of some of the most frequently asked questions by land carriers included in the FAQ document.</p> <p>Participants were requested to read and inform if they detect any potential error, in order to continually improve the contents</p> <p>A discussion regarding the specific case of Dover/Calais border took place and it was clarified that the traffic of passengers by train does not fall under the scope of the obligation to query the carrier interface. If the border checks precede boarding, carriers are relieved of the obligation to check the carrier interface.</p> <p>A question regarding the need to perform the query in the specific case of the transport of non-EU citizens from Rome into Romania, by bus, once these citizens have entered the Schengen area through Rome airport, was also discussed.</p>
<p>5. Q&A</p>	<p>During the Q&A session a question was asked regarding the possible reasons why some specific land carriers are not yet registered. The Federation of Belgian Coach and Bus Operators provided input stemming from bilateral communications, that it is probably because the passengers they transport are out of scope of the EES and ETIAS regulations.</p> <p>Finally, eu-LISA asked the community whether statistics could be provided on the percentage of passengers that travel with single and double-entry visa, who are the ones on scope until ETIAS enters into operation.</p>

3rd 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>1. Introduction</p> <p>a. Agenda b. Carriers meeting calendar</p>	<p>The agenda of the 12th Carriers Working Group was presented to the participants by eu-LISA.</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 June 29th.</p>
<p>2. Legal Updates (European Commission)</p>	<p>The status of amending the EES and ETIAS implementing regulations resulting from the revised VIS regulation and the ETIAS consequential amendments was shared by the representative of DG HOME, highlighting that the inter-service consultation on the acts had ended, and that the Commission is awaiting the voting results from the Member States. The Commission foresees the acts to be adopted within one month.</p>
<p>3. Technical Updates (eu-LISA)</p>	<p>Technical updates were provided to the Carriers WG by eu-LISA. Regarding the System to System connectivity, the new Application Programming Interface (API) and Virtual Private Network (VPN) MQ forms are available to collect the system information with all declared service providers and system connection technical contact details. The form F04 has been updated and a new version is available.</p> <p>Some air carriers expressed issues to comply with eu-LISA's connectivity and security requirements for IBM MQ (UN/EDIFACT). Furthermore, the results from the survey on Pre-Shared Key vs. Certificates, prepared by IATA, were received and will be further analysed internally by eu-LISA. An overview of the information exchanged during the carrier manual onboarding was also provided.</p> <p>The Carriers WG then took note of the details regarding the Third-Country-National Authorized Stay Verification Tool. This tool is to be used by any Third Country National to verify the remaining days, if any, of his/her authorised stay. The information to be entered was shared, as well as the subsequent replies to be provided by the system (OK; NOK; Not available).</p>
<p>4. Operational Updates (Frontex)</p>	<p>Frontex informed the Carriers WG about the current state of play of the Frequently Asked Questions (FAQ). The first version of the FAQs compilation is available on eu-LISA's website and it will be updated step-by-step with relevant additional questions and answers. A new updated version will be available soon. Specific FAQs to be made available only for the registered carriers is being drafted by Frontex, with the support of eu-LISA.</p>

	<p>Participants were requested to read and inform if they detect any potential error, in order to continually improve the contents.</p>
<p>5. Q&A</p>	<p>During the Q&A session, questions from the Carriers WG were addressed and clarifications provided.</p> <p>Regarding the system to system connectivity, explanation on the filling of the forms was shared. Service providers may fill the forms only once. It was reminded that carriers need to declare all the service providers. It was also clarified that the carrier's submission ID is provided to carriers when the registration is complete, and the proposed simplification of the process to fill in the form with multiple carrier submission ID by the service provider was noted. A new version of the Carrier Technical Guidelines will be shared soon.</p> <p>The process regarding sharing information with third country authorities and carriers was explained. It was informed that an information campaign, including a "carriers' package", will take place to inform travellers about the use of the EES. Collaboration from carriers and carrier associations to spread the information was requested.</p> <p>Regarding the TCN Authorized Stay Verification Tool, it was asked whether the carrier interface will include this tool, and if so, how. eu-LISA clarified that this is a separate tool meant to be available to the Third country nationals, but in a future evolution the carrier interface will check whether the passenger has at least one remaining day on the day of the arrival in the Schengen area and answer Not OK if it's not the case (when passenger in scope).</p> <p>It was clarified that in case a specific Departure Control System (DCS) has already been declared, tested and certified by a "pilot" carrier, then a charter company, for example, can be exempted from the certification and be activated in production directly using the system previously certified.</p> <p>On a request from a Service Provider it was confirmed that indeed air transit does not include trips which include an intra-Schengen leg, as this involves an entry into Schengen area.</p> <p>A discussion took place regarding the entry-into-operation of EES, and whether it is foreseen that all carriers and border control authorities shall begin querying EES at the same time (as a Big Bang activation); it was noted that this is indeed what the legal basis foresees.</p>