

# Carriers Working Group of 23 of November 2022

## Summary

### Subject: Monthly Carriers Working Group meeting

### 1<sup>st</sup> Session – Sea and Land Carriers at 10:00– 12:00 CET

**Participants:** Carriers for the sea and land 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 17<sup>th</sup> Carriers Working Group was presented to the participants. 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 14 December. <i>Ad hoc</i> meetings can be organised upon request.</p>
<p><b>2. Legal Updates (European Commission)</b></p>	<p>DG HOME informed the WG that the Practical Handbook for Border Guards has been published. The Handbook is available online at: <a href="https://home-affairs.ec.europa.eu/policies/schengen-borders-and-visa/border-crossing_en">https://home-affairs.ec.europa.eu/policies/schengen-borders-and-visa/border-crossing_en</a></p> <p>The definition of the crew of a ship was provided, as defined by the Handbook: “Crew members include all persons actually employed for duties on board during a voyage in the working or service of a ship and included in the crew list”.</p> <p>In the context of EES, DG HOME reminded carriers the obligation, as from EES EiO, to check through the carrier interface the validity of single and double-entry visas for third country nationals holding such visas. Visual inspection of the validity of multi-entry visas shall continue until further enhancement of the Carrier Interface to support such checks in the future. The Agency specified that following the ETIAS Entry into Operation, the carrier interface should also be used to check the ETIAS travel authorisations.</p>

	<p>Thereafter some of the frequently asked questions posed by carriers were presented. The cases of IE and UK citizens were explained. While the citizens from IE, being EU citizens, are out of scope of any such check, the UK citizens are in scope of ETIAS regulations and verifications should take place like any other Visa exempt passenger. On the other hand, all passengers travelling to IE shall not be checked .</p>
<p><b>3. Technical Updates (eu-LISA)</b></p>	<p>The Agency outlined that it will be possible to use three types of interfaces - System to System (S2S), web portal and mobile application – to connect to the carrier interface, and that it will be possible to use all the three in parallel.</p> <p>Thereafter, technical updates regarding setting up and testing the S2S connection were provided by eu-LISA. An overview of the forms and details of the option of the REST interface for the S2S connection were presented in detail. The way to select this option and to provide all the information needed in the corresponding forms was depicted. The form containing the REST interface technical details is the form F04b, that should be first filled by carriers and then completed by the agency’s technical team and returned to carriers. Diagrams detailing the connection between eu-LISA and carriers, using REST, during testing and production, were presented.</p> <p>Furthermore, an overview of the content of the F04b form was provided. The cells to be completed by the carriers are highlighted in yellow. The forms needed for each type of connection were recalled.</p> <p>eu-LISA also presented a complete overview of forms that the carriers should fill throughout the process. The number of forms to be filled depends on the choice of connection channels for each carrier. If the carrier chooses several types of connectivity, they will need to fill the forms accordingly. As a response to a question, eu-LISA specified that certain information will be sent by the agency only after the carrier has submitted the necessary forms.</p>
<p><b>4. Operational Updates (Frontex)</b></p>	<p>Frontex informed the Carriers WG about the updates to the Frequently Asked Questions (FAQ) document and the Standard Operating Procedures (SOP).</p> <p>Frontex has added 40 questions to the FAQ document and the new questions have been highlighted. The 3<sup>rd</sup> version of the document is currently under revision and is to be published before the end of the year. That version will be translated into all EU languages in Q1 2023.</p> <p>Frontex invited carriers to support Frontex and eu-LISA with the drafting of the document by sending in questions and comments. This way the document will be of maximum value when the systems enter into operation.</p>

	<p>The draft version of the Standard Operating Procedures (SOP) for carriers is being finalised in cooperation with eu-LISA, and after a review by COM it will be shared with carriers (tentatively by the end of the year). Carriers will be invited to provide input to a survey on the SOP document in due time. Questions regarding the document should be directed to Frontex to <a href="mailto:etias.acu1@frontex.europa.eu">etias.acu1@frontex.europa.eu</a>. Frontex will continue to update the document.</p>
<p><b>5. Q&amp;A</b></p>	<p>During the Q&amp;A session, questions from the carriers were answered by COM and eu-LISA.</p> <p>Clarifications on cases of the crew members of ships not leaving the ship or port vicinities were provided. Member States have different rules for crew, which are documented in section 10.2 of the <a href="#">Carrier FAQ.pdf (europa.eu)</a>. Also, the scenarios of ships changing route to a Schengen port, and the procedures to be done regarding obtaining visas were discussed. The Commission shall examine the procedures to be followed when crew requests visas at arrival.</p> <p>It was explained that cargo ships are also obliged to check status of passengers via the Carrier Interface.</p> <p>The scenarios of when carriers shall query the Carrier Interface, and its responses before and after ETIAS entry into operation, were presented.</p>

## 2<sup>nd</sup> Session – Air Carriers at 13:00–16:00 CET

**Participants:** Carriers for the air 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 17<sup>th</sup> Carriers Working Group was presented to the participants. 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 14 December. <i>Ad hoc</i> meetings can be organised upon request.</p>
<p><b>2. Technical Updates (eu-LISA)</b></p>	<p>The Agency outlined that it will be possible to use three types of interfaces - System to System (S2S), web portal and mobile application – to connect to the carrier interface, and that it will be possible to use all the three in parallel.</p> <p>Thereafter, technical updates regarding setting up and testing the S2S connection were provided by eu-LISA. An overview of the forms and details of the option of the REST interface for the S2S connection were presented in detail. The way to select this option and to provide all the information needed in the corresponding forms was depicted. The form containing the REST interface technical details is the form F04b, that should be first filled by carriers and then completed by the agency’s technical team and returned to carriers. Diagrams detailing the connection between eu-LISA and carriers, using REST, during testing and production, were presented.</p> <p>Furthermore, an overview of the content of the F04b form was provided. The cells to be completed by the carriers are highlighted in yellow. The forms needed for each type of connection were recalled.</p> <p>eu-LISA also presented a complete overview of forms that the carriers should fill throughout the process. The number of forms to be filled depends on the choice of connection channels for each carrier. If the carrier chooses several types of connectivity, they will need to fill the forms accordingly. As a response to a question, eu-LISA specified that certain information will be sent by the agency only after the carrier has submitted the necessary forms.</p> <p>Furthermore, the specific scenario submitted by KLM Royal Dutch Airlines of passenger in transit indicator in the PAXLST query was discussed. The point in discussion was related to specific passengers with a final travel destination in countries not fully implementing the Schengen acquis or using EES, but with an itinerary which includes a first stop in another MS. As an explanation, the understanding of “country of destination” in the legal base</p>

	<p>was presented. The itineraries of JFK-AMS-VIE and JFK-AMS-LCA were considered for the discussion of what type of queries shall be made before and after the ETIAS entry into operation. A dedicated discussion regarding the topic raised by KLM will be scheduled, in order to examine possible solutions. eu-LISA and COM shall discuss a table of EES/ETIAS territorial scope/scenarios and provide additional clarifications.</p> <p>The scenarios of when carriers shall query the Carrier Interface, and its responses before and after ETIAS entry into operation, were presented to the WG.</p>
<p><b>3. Legal Updates (European Commission)</b></p>	<p>DG HOME informed the WG that the Practical Handbook for Border Guards has been published. The Handbook is available online: <a href="https://home-affairs.ec.europa.eu/policies/schengen-borders-and-visa/border-crossing_en">https://home-affairs.ec.europa.eu/policies/schengen-borders-and-visa/border-crossing_en</a></p> <p>It was noted that the secondary legislation for VIS Recast is being drafted and that the EES/ETIAS website is open to the public.</p> <p>Work continues on the specific handbook for EES and ETIAS and on the Entry into Operation of EES with progressive application. Material for the public communication campaign is being prepared.</p>
<p><b>4. Operational Updates (Frontex)</b></p>	<p>Frontex informed the Carriers WG about the updates to the Frequently Asked Questions (FAQ) document and the Standard Operating Procedures (SOP).</p> <p>Frontex has added 40 questions to the FAQ document and the new questions have been highlighted. The 3<sup>rd</sup> version of the document is currently under revision and is to be published before the end of the year. That version will be translated into all EU languages in Q1 2023.</p> <p>Frontex invited carriers to support Frontex and eu-LISA with the drafting of the document by sending in questions and comments. This way the document will be of maximum value when the systems enter into operation.</p> <p>The draft version of the Standard Operating Procedures (SOP) for carriers is being finalised in cooperation with eu-LISA, and after a review by COM it will be shared with carriers (tentatively by the end of the year). Carriers will be invited to provide input to a survey on the SOP document in due time. Questions regarding the document should be directed to Frontex to <a href="mailto:etias.acu1@frontex.europa.eu">etias.acu1@frontex.europa.eu</a>. Frontex will continue to update the document.</p>
<p><b>5. Q&amp;A</b></p>	<p>During the Q&amp;A session, questions from the carriers were answered.</p>

	<p>The cases of business jets were discussed, on the obligations of this type of carrier . A dedicated session focused on these cases should be scheduled in the upcoming weeks.</p> <p>It was also clarified that the web portal and mobile application will not be tested by carriers. Their only obligation will be to train staff once the training environment has been provided to them.</p>
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