

Carriers Working Group of 14 of December 2022

Summary

Subject: Monthly Carriers Working Group meeting

1st 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>1. Introduction</p> <p>a. Agenda</p> <p>b. Carriers meeting calendar</p>	<p>The agenda of the 18th 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 upcoming meetings until May 2023. The next Carriers Working Group meeting will take place on 9 January with all Working Group (WG) sessions combined, i.e. the land and sea carriers as well as the air carriers to be invited to a joint session. The following WG meetings will take place on 2 February, 1 March, 3 April and 15 May 2023. <i>Ad hoc</i> meetings can be organised upon request.</p>
<p>2. Legal Updates (European Commission)</p>	<p>DG HOME shared information about the recent Council decision approving the entry of Croatia into the Schengen area as from the 1st of January 2023.</p> <p>DG HOME also explained that as part of the continuous discussions with Member States (MS) two recommendations have been made: the option of EES “progressive application” which provides a possibility for MS to register only the numerical data, i.e. not (all) biometrical data, concerning third country nationals for the period of 9 months after the entry into operation (EiO) of the Entry/Exit System (EES); and the possibility to use a Mobile Application by the passengers about to reach a border crossing point. Stamping at the borders would be discontinued as of the EES EiO.</p>

<p>3. Technical Updates (eu-LISA)</p>	<p>The Agency presented a detailed overview of 2022 outlining the statistics on the registration by carriers to the EES and ETIAS Web Portal/Mobile Application and the System-to-System connections. eu-LISA emphasised the need to sign the Security Convention and to complete the forms F03 and F04. It was highlighted by the Agency that in case the System-to-System connection is not considered feasible, it is fine to keep just the Web Portal / Mobile Application modes of connection to the carrier interface. The System-to-System connection forms should be withdrawn in this case.</p> <p>Moreover, all carriers requesting a system-to system connection were urged to complete the forms to start pre-compliance testing (Pre-CT), to be followed by the compliance testing (CT) when the environments are available.</p>
<p>4. Operational Updates (Frontex)</p>	<p>Frontex informed the Carriers WG about the latest version of the Frequently Asked Questions (FAQ) document made available on eu-LISA's website (new entries in the document have been highlighted in green).</p> <p>The draft Standard Operating Procedures (SOP) for carriers, finalised in cooperation with eu-LISA, has been presented to the carriers and will be shared with them by the end of the year. The document contains practical information and 23 procedures .</p> <p>The carriers were kindly invited to provide their comments and feedback on the SOPs document through a 20 question survey to be circulated by Frontex, which will enable to update the document based on carriers' feedback. .</p>
<p>5. Q&A</p>	<p>During the Q&A session, several questions from the carriers were answered. Clarifications were provided on the choice between the System-to-System and the Web Portal connection and the possibility for the carriers to submit a form for the different cases, as well as the estimated time to issue an ETIAS authorisation (a few minutes) in case there are no alerts registered about a third country national in any of the databases to be consulted for ETIAS purposes.</p>

2nd 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>1. Introduction</p> <p>a. Agenda</p> <p>b. Carriers meeting calendar</p>	<p>The agenda of the 18th 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 upcoming meetings until May 2023. The next Carriers Working Group meeting will take place on 9 January with all Working Group (WG) sessions combined, i.e. the land and sea carriers as well as the air carriers to be invited to a joint session. The following WG meetings will take place on 2 February, 1 March, 3 April and 15 May 2023. <i>Ad hoc</i> meetings can be organised upon request.</p>
<p>2. Legal Updates (European Commission)</p>	<p>DG HOME shared information about the recent Council decision approving the entry of Croatia into the Schengen area as from the 1st of January 2023.</p> <p>DG HOME also explained that as part of the continuous discussions with Member States (MS) two recommendations have been made: the option of EES “progressive application” which provides a possibility for MS to register only the numerical data, i.e. not (all) biometrical data, concerning third country nationals for the period of 9 months after the entry into operation (EiO) of the Entry/Exit System (EES); and the possibility to use a Mobile Application by the passengers about to reach a border crossing point.</p> <p>Stamping at the borders would be discontinued as of the EES EiO.</p> <p>Lastly, DG HOME informed the audience about the proposal for a regulation on the collection and transfer of advance passenger information for enhancing and facilitating external border controls issued on 13.12.2022.</p>
<p>3. Technical Updates (eu-LISA)</p>	<p>The Agency presented a detailed overview of 2022 outlining the statistics on the registration by carriers to the EES and ETIAS Web Portal/Mobile Application and the System-to-System connections. eu-LISA emphasised the need to sign the Security Convention and to complete the forms F03 and F04. It was highlighted by the Agency that in case the System-to-System connection is not considered feasible, it is fine to keep just the Web Portal / Mobile Application modes of connection to the carrier interface. The System-to-System connection forms should be withdrawn in this case.</p> <p>Moreover, all carriers requesting a system-to system connection were urged to complete the forms to start pre-compliance testing (Pre-CT), to be</p>

	<p>followed by the compliance testing (CT) when the environments are available.</p> <p>Lastly, eu-LISA presented the Carrier WG a table of cases addressing the questions raised during the last WG, with the aim to provide clarity on possible itineraries with different origin and destination countries. The table shall be further explained in upcoming meetings, and the carriers shall provide specific scenarios in advance.</p>
<p>4. Operational Updates (Frontex)</p>	<p>Frontex informed the Carriers WG about the latest version of the Frequently Asked Questions (FAQ) document made available on eu-LISA's website (new entries in the document have been highlighted in green).</p> <p>The draft Standard Operating Procedures (SOP) for carriers, finalised in cooperation with eu-LISA, has been presented to the carriers and will be shared with them by the end of the year. The document contains practical information and 23 procedures.</p> <p>The carriers were kindly invited to provide their comments and feedback on the SOPs document through a 20 question survey to be circulated by Frontex, which will enable to update the document based on carriers' feedback.</p>
<p>5. Business Aviation (eu-LISA, European Commission)</p>	<p>Question from the Business Aviation were answered by eu-LISA and DG HOME.</p> <p>The Commission provided clarifications on the definition of a professional carrier to whom the EES and ETIAS regulations apply. The Agency invited particular cases and open cases to be reviewed jointly.</p> <p>It was discussed whether the de-registration of a professional carrier from the carrier interface after a one-year period of lack of operation would be automatic, or a notification would be sent to the carrier; the case is of particular interest to the Business Aviation because it constitutes a probable scenario. DG HOME will study the case and come back with an answer in one of the following WG sessions.</p> <p>DG HOME reminded carriers that the obligation of checking passenger information has already been established and that the usage of the Carrier Interface will be necessary due to the removal of stamping of the travel document.</p>

	<p>When submitting a question on a specific case, carriers were invited to also provide the information on how they currently meet this obligation.</p>
<p>6. Q&A</p>	<p>During the Q&A session, a variety of questions by the carriers were answered by eu-LISA and DG HOME.</p> <p>Concerns were raised regarding the EiO date of the EES and ETIAS and the need for prior information to be able to prepare properly once the environment for testing is ready. eu-LISA and DG HOME provided assurances that the carriers will be timely informed of any schedule updates.</p> <p>Questions about the ongoing information campaign on EES and ETIAS were raised asking for confirmation whether all the possible air carriers have been reached globally. It was highlighted that not all business aircraft operators are members of airline organisations/associations, so it is important to reach out to the widest possible range of border authorities and regulatory agencies to inform them of the new legislation and all related system requirements. Particular focus was given to CAN and USA.</p> <p>Carriers having declared a S2S connection raised the concern on the possible underestimation by eu-LISA on the workload needed to perform certification tests with carriers. The Agency confirmed having the required resources to support the carriers during the execution of their tests.</p> <p>Lastly, the carriers requested an ad hoc business aviation meeting in order to clarify the unanswered questions, as well as a separate meeting for the discussion of the itinerary table</p>