

Carriers Working Group of 3 April 2023

Summary

Subject: Monthly Carriers Working Group meeting

Sea and Land Carriers at 10:00– 12:00 CET

Participants: Carriers representing sea and land industry, carrier associations, European Commission (DG HOME), Member State (MS) experts, Frontex and eu-LISA (about 75 participants).

<p>1. Introduction</p> <p>a. Agenda</p> <p>b. Carriers meeting calendar</p>	<p>eu-LISA presented the agenda of the 22nd Carriers Working Group and the calendar of the upcoming meetings to the participants.</p> <p>The next Carrier Working Group meeting will take place on 15 May and an ad hoc Technical Meeting with IATA Members will be held on 5 May. The WG was reminded that <i>ad hoc</i> meetings can be organised upon request and eu-LISA kindly requests the topics intended to be discussed to be shared in advance.</p> <p>eu-LISA notified the carriers that the onboarding and support service has resumed. Carriers are welcome to send their questions to the functional mailbox carriers_onboarding@eulisa.europa.eu.</p>
<p>2. Legal updates (European Commission)</p>	<p>The Commission (DG HOME) presented certain key messages regarding scenarios pertaining to sea routes:</p> <ul style="list-style-type: none"> - As to EES, only single and double entry visas shall be checked through the carrier interface. Other types of visas will continue to be checked manually. - Regarding cruise ships only, there is a recommendation adopted in Frontiers WP with the MS, concerning the itineraries where a non-Schengen port is in the middle of the itinerary. It is recommended that border guards perform EES checks only at the first port (exit) and the last port (entry). This is applicable to passenger itinerary. This recommendation concerns only checks by border guards and is not related to carrier obligations to check the carrier interface. Thus,

	<p>the carriers' obligation to check visas when coming from outside of the Schengen area into de Schengen area or to check ETIAS when coming from outside the ETIAS area into the ETIAS area remains unchanged vis-à-vis this recommendation.</p> <ul style="list-style-type: none"> - Carriers have an obligation to check visas prior to the embarkation of passengers . This applies to all means of transportation. <p>The Commission requested and received positive feedback from the carrier community regarding the potential production of a dedicated video as part of the ETIAS communication campaign, which would be specifically made available for carrier use. It could be used in screens in the means of transportation or social media or be used by carriers in ports, bus or train stations.</p>
<p>3. Technical updates (eu-LISA)</p>	<p>Carriers were informed of the 14-15 March 2023 Management Board decision concluding that the entry-into-operation of EES is no longer feasible in 2023. The Agency will continue preparations in the governance bodies with the target of EES go-live in 2024. A new timeline is being prepared for discussion between April and May 2023 and a decision should be taken at the next JHA Council meeting on 8-9 June 2023. The Agency will inform the carriers of the decisions to be taken. In addition, when the test environment and the web portal are ready, eu-LISA will inform the carriers. Carriers were also informed that ETIAS EiO is anticipated to follow that of EES due to certain dependencies of ETIAS on the EES implementation.</p> <p>Thereafter, eu-LISA shared technical clarifications about the need for carriers to provide an Industry Tag with the aim to identify them at the time of querying passengers when using the System to System connection to the carrier interface. The revised form F01 was presented (downloadable here: eu-LISA - Working Group for Carriers (europa.eu)); it was explained that all Carriers requesting System to System connection will need to provide the Industry Tag in the queries as otherwise the message 'error 401' or 'Unauthorised' will be displayed when submitting the query.</p> <p>Regarding the access to the carrier interface, besides the System to System connection option, two other channels will be available: the Carrier Web Portal and the Mobile Application under IOS or Android that are already included in the Carrier Technical Guide Part 2 that provides initial mock-ups. Both of these types of connection will have the same functionality including the scanning of the passport via camera.</p>

	<p>Lastly, the practical process for three business scenarios was shown: the passport scan via mobile application, the CSV upload without scan and the export verification results.</p>
<p>4. Operational updates (Frontex)</p>	<p>Frontex informed the Carriers WG about the state-of-play of two documents: the Frequently Asked Questions (FAQ) and the Standard Operating Procedures (SOPs).</p> <p>Regarding the state of play of FAQ, Frontex is finalising the 4th version of the FAQs which is expected to be published during the month of April.</p> <p>Regarding the Standard Operating Procedures (SOPs), the survey was closed on 24 February 2023 with the participation of 40 Carriers; the compilation of results is ongoing, and the outcome will be implemented into the SOP shortly.</p> <p>Frontex also informed the Carrier WG that a survey will be launched soon allowing carriers to submit cruise itineraries to be used as real examples to get detailed information on the queries needed to be performed in the carrier interface.</p> <p>For questions on the FAQ or SOP documents, Frontex asked carriers to contact: ETIAS.ACU1@frontex.europa.eu.</p>
<p>5. Q&A</p>	<p>During the Q&A session, the Commission, eu-LISA and Frontex provided answers to several questions raised by the carriers.</p> <p>As a reply to questions on the need of a transitional period when the system provides the answer “OK” or “N/A” regarding whether the passenger is in possession of a valid ETIAS travel authorisation, the Commission reminded of the provision embedded in Art. 83 of ETIAS Regulation. It was also stressed that after the 6-month transitional period, which is extendable for another 6 months, a grace period of 6 months would take place.</p>

Carriers Working Group of 3 April 2023

Summary

Subject: Monthly Carriers Working Group meeting

Air Carriers at 13:00– 16:00 CET

Participants: Carriers representing air industry, carrier associations, European Commission (DG HOME), Member State (MS) experts, Frontex and eu-LISA (ca 153 participants).

<p>1. Introduction</p> <p>a. Agenda</p> <p>b. Carriers meeting calendar</p>	<p>eu-LISA presented the agenda of the 22nd Carriers Working Group and the calendar of the upcoming meetings to the participants.</p> <p>The next Carrier Working Group meeting will take place on 15 May and an ad hoc Technical Meeting with IATA Members will be held on 5 May. The WG was reminded that <i>ad hoc</i> meetings can be organised upon request and eu-LISA kindly requests the topics intended to be discussed to be shared in advance.</p> <p>eu-LISA notified the carriers that the onboarding and support service has resumed. Carriers are welcome to send their questions to the functional mailbox carriers_onboarding@eulisa.europa.eu.</p>
<p>2. Legal updates (European Commission)</p>	<p>The Commission requested and received positive feedback from the carrier community regarding the potential production of a dedicated video as part of the ETIAS communication campaign, which would be specifically made available for carrier use. It could be used in screens in the means of transportation or social media or be used by carriers in ports, bus or train stations.</p>
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	<p>the next JHA Council meeting on 8-9 June 2023. The Agency will inform the carriers of the decisions to be taken. In addition, when the test environment and the web portal are ready, eu-LISA will inform the carriers. Carriers were also informed that ETIAS EiO is anticipated to follow that of EES due to certain dependencies of ETIAS on the EES implementation.</p> <p>eu-LISA shared technical clarifications about the need for carriers to provide an Industry Tag with the aim to identify them at the time of querying passengers when using the System to System connection to the carrier interface. The revised form F01 was presented (downloadable here: eu-LISA - Working Group for Carriers (europa.eu)) it was explained that all Carriers requesting System to System connection will need to provide the Industry Tag in the queries as otherwise the message 'error 401' or 'Unauthorised' will be displayed when submitting the query.</p> <p>Regarding the access to the carrier interface, besides the System to System connection option, two other channels will be available: the Carrier Web Portal and the Mobile Application under IOS or Android that are already included in the Carrier Technical Guide Part 2 that provides initial mock-ups. Both of these types of connection will have the same functionality including the scanning of the passport via camera.</p> <p>Lastly, the practical process for three business scenarios was shown: the passport scan via mobile application, the CSV upload without scan and the export verification results.</p>
<p>4. Operational updates (Frontex)</p>	<p>Frontex informed the Carriers WG about the state-of-play of two documents: the Frequently Asked Questions (FAQ) and the Standard Operating Procedures (SOPs).</p> <p>Regarding the state of play of FAQ, Frontex is finalising the 4th version of FAQ which is expected to be published during the month of April.</p> <p>Regarding the Standard Operating Procedures (SOPs), the survey was closed on 24 February 2023 with the participation of 40 Carriers; the compilation of results is ongoing, and the outcome will be implemented into the SOP shortly.</p> <p>For questions on the FAQ or SOP document, Frontex asked carriers to contact: ETIAS.ACU1@frontex.europa.eu.</p>

<p>5. Business Aviation (eu-LISA, European Commission)</p>	<p>Questions from the Business Aviation were answered by eu-LISA and the Commission.</p> <p>In reply to eu-LISA’s question related to the presentation on the Carrier Web Portal and the Mobile Application, carriers confirmed that the information provided was useful as some carriers will probably opt for those instead of the S2S connection.</p> <p>Regarding the recurring topic of the definition of a professional carrier to whom the EES and ETIAS Regulations might apply, the Commission informed that it was kept unchanged after the definition and the scope had been clarified.</p> <p>Also, eu-LISA reminded the WG that, during the registration process, it is mandatory for carriers to provide one of the three documents: Certificate of Airworthiness, Certificate of Registration or the Air Operator Certificate (AOC).</p> <p>As to carriers’ questions on when the testing of the Mobile App and Carrier Web Portal could start, the Agency replied that carriers will not need to test these channels and the only requirement will be to train the staff in the usage of these tools. Testing will, on the other hand, be required for the carriers opting for the S2S connection.</p> <p>eu-LISA further explained how to change the SPOC using the last version of the F02 form; for security reasons, the change has to be initiated by the current SPOC, the backup SPOC or the legal representative and has to be sent to the Carrier onboarding team approving the update.</p> <p>Lastly, in reply to the question on whether to keep the session dedicated to the Business Aviation industry, the Commission decided to do so in the next WG to address possible concerns.</p>
<p>6. Q&A</p>	<p>During the Q&A session, the Commission, eu-LISA and Frontex provided answers to several questions raised by carriers.</p>