

# Carriers Working Group of 24 October 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, their declared service providers, carrier associations, European Commission (DG HOME), Member State (MS) experts, Frontex and eu-LISA (altogether 86 participants).

<b>1. Introduction</b>	eu-LISA presented the agenda of the 26 <sup>th</sup> Carriers Working Group and the calendar of the upcoming meetings to the participants.
<b>a. Agenda</b>	
<b>b. Carriers meeting calendar</b>	The WG took note of the Carriers meeting calendar with the dates of upcoming meetings until December 2023. The next Carriers Working Group meeting is scheduled for 5 December, which will be the last one for 2023. Ad hoc meetings can be organised upon request, however eu-LISA kindly requested to share the discussion topics in advance.
<b>c.Planning Updates</b>	<p>The Commission provided updates about the decisions made during the JHA Council meeting on 19-20 October. The eu-LISA IO Roadmap for the full EiO of the framework was endorsed. The roadmap for the delivery of the new IT architecture foresees that the EES will be ready to enter into operation in Autumn 2024 and that ETIAS will be ready to enter into operation in Spring 2025. The dates are not specific as regards the EiO, as there are many factors which COM should consider before deciding on the exact date. Readiness is not only technical, but also operational at the level of Border Crossing Points (capacity at ports/airports, processes, etc.)</p> <p>eu-LISA provided an explanation of the IO Architecture Delivery Roadmap and the milestones that need to be considered. Spanning from Q3/24 to Q4/26, this roadmap is segmented into four waves. The first wave, focuses on delivering the EES for enhanced Border Security, with the primary components being the EES Core, Web Services and Carriers interface. This</p>

	<p>phase will cover the introduction of system-to-system connection and web application for carriers, and technical readiness is planned for July 2024. The subsequent wave, aims to bolster security and enhance the traveller experience by introducing the ETIAS and Web Services for Carriers and TCNs. This phase will incorporate the carrier mobile application. It was noted that eu-LISA is exploring all available options to provide these features as soon as possible. The third wave is centred on fortifying Justice cooperation through the ECRIS-TCN system. The final wave will wrap up the technical aspects of the IO architecture with the delivery of the Revised VIS which introduces transit visas, multi-entry and long stay visas, and residence permits in the carrier interface checks. Beyond 2027, the focus will shift to the continuous evolution and upgrading of the IO architecture, ensuring that the systems remain up-to-date and continue to meet the needs of their users. The CWG was also informed that the detailed planning with intermediate MVPs and carrier activities milestones, is under preparation. Carriers were invited to progress with their development activities and submission of all relevant forms.</p>
<p><b>2. Legal updates (European Commission)</b></p>	<p>No specific legal updates were given by the Commission as there were none to report on.</p>
<p><b>3. Technical updates (eu-LISA)</b></p>	<p>The technical updates presentation outlined the process through which eu-LISA plans to provide Carriers with private certificates. Specifically, this process is designated for Carriers that seek a System-to-System connection through a Service Provider. When a new Carrier intends to connect to a system for the first time, the Carrier's Single Point of Contact (SPOC) initiates the process by declaring the system via the F03 form. eu-LISA subsequently dispatches the F04 form to the System's SPOC contacts. Upon receiving the requisite details, such as the FQDN or IP address, eu-LISA issues a unique random number pattern to the Carrier SPOCs. This number is then transferred between the Carrier and System SPOCs and sent back to eu-LISA for final verification. An email is set up temporarily for this confirmation process. Once validation is achieved, eu-LISA supplies the System SPOC with a completed form that includes a private certificate. On the other hand, when a new Carrier is involved but the system is already connected, the Carrier SPOC still declares the system with the F03 form. Based on this, eu-LISA prompts the Service Provider to configure the new Carrier, while keeping the Carrier's SPOC informed. The Service Provider then acknowledges the request and starts the necessary configurations.</p>

<p><b>4. Carriers and Travellers Support - Operational updates and sea scenarios (Frontex)</b></p>	<p>Frontex provided an update to the CWG, noting that a month has elapsed since the dissemination of Cruise scenarios, intended to guide cruise Carriers in querying the interface for itineraries. Carriers were encouraged to direct their questions to the functional mailbox: <a href="mailto:etias.acu1@frontex.europa.eu">etias.acu1@frontex.europa.eu</a>. It was emphasized that the document currently in circulation is a preliminary draft; given that the systems are not yet fully operational, the document remains open for revisions and updates. Regarding the FAQ it was conveyed that it is in the final stages of revision and the Carriers were strongly encouraged to consult this resource, as it offers extensive answers to a wide set of operational and technical questions. Following the final revisions, the FAQ will undergo translation into 13 non-European Union languages. Versions covering all 24 European Union languages, as well as Norwegian and Icelandic, will also be available. Frontex also highlighted the addition of several new technical questions to the FAQ document, with the assurance that the updated version will be disseminated to all registered Carriers hopefully before the next CWG meeting. As a final remark, Frontex informed about its efforts to reach out to land Carriers to ensure their readiness and facilitate their integration into the new systems. The land Carriers present were encouraged to contact Frontex and spread the information.</p>
<p><b>6. Q&amp;A</b></p>	<p>During the Q&amp;A session, several topics have been addressed and Carriers' questions were answered by eu-LISA, Commission and Frontex. On the question concerning the rules applicable to the cargo crews it was pointed out that same rules apply as for the cruise carrier crews. A dedicated presentation on the crew exceptions is available on the <a href="#">eu-LISA website</a>.</p> <p>Frontex announced their participation in the International Cruise Summit scheduled for 13-15 November. During this event, Frontex will deliver a presentation, highlighting the main recommendations, particularly focusing on the proper methods for query submissions.</p> <p>Furthermore, the Commission informed the WG about an upcoming meeting with the Copenhagen Malmö ports. Carriers with existing relationships with these ports were encouraged to come forward, assist in bridging the knowledge gap, and address specific queries, given their expertise on the matter discussed in the WG over the last three years.</p>

# Carriers Working Group of 24 October 2023

## Summary

### Subject: Monthly Carriers Working Group meeting

#### Air Carriers at 13:00– 16:00 CET

**Participants:** Carriers representing air industry, their declared service providers, carrier associations, European Commission (DG HOME), Member State (MS) experts, Frontex and eu-LISA (altogether 132 participants).

<p><b>1. Introduction</b></p> <p><b>a. Agenda</b></p> <p><b>b. Carriers meeting calendar</b></p>	<p>eu-LISA presented the agenda of the 26<sup>th</sup> Carriers Working Group and the calendar of the upcoming meetings to the participants.</p> <p>The WG took note of the Carriers meeting calendar with the dates of upcoming meetings until December 2023. The next Carriers Working Group meeting is scheduled for 5 December, which will be the last one for 2023. Ad hoc meetings can be organised upon request, however eu-LISA kindly requested to share the discussion topics in advance.</p> <p>The Commission provided updates about the decisions made during the JHA Council meeting on 19-20 October. The eu-LISA IO Roadmap for the full EiO of the framework was endorsed. The roadmap for the delivery of the new IT architecture foresees that the EES will be ready to enter into operation in Autumn 2024 and that ETIAS will be ready to enter into operation in Spring 2025. The dates are not specific as regards the EiO, as there are many factors which COM should consider before deciding on the exact date. Readiness is not only technical, but also operational at the level of Border Crossing Points (capacity at ports/airports, processes, etc.)</p> <p>eu-LISA provided an explanation of the IO Architecture Delivery Roadmap and the milestones that need to be considered. Spanning from Q3/24 to Q4/26, this roadmap is segmented into four waves. The first wave, focuses on delivering the EES for enhanced Border Security, with the primary</p>
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	<p>components being the EES Core, Web Services and Carriers interface. This phase will cover the introduction of system-to-system connection and web application for carriers, and technical readiness is planned for July 2024. The subsequent wave, aims to bolster security and enhance the traveller experience by introducing the ETIAS and Web Services for Carriers and TCNs. This phase will incorporate the carrier mobile application. It was noted that eu-LISA is exploring all available options to provide these features as soon as possible. The third wave is centred on fortifying Justice cooperation through the ECRIS-TCN system. The final wave will wrap up the technical aspects of the IO architecture with the delivery of the Revised VIS which introduces transit visas, multi-entry and long stay visas, and residence permits in the carrier interface checks. Beyond 2027, the focus will shift to the continuous evolution and upgrading of the IO architecture, ensuring that the systems remain up-to-date and continue to meet the needs of their users. The CWG was also informed that the detailed planning with intermediate MVPs and carrier activities milestones, is under preparation. Carriers were invited to progress with their development activities and submission of all relevant forms.</p>
<p><b>2. Legal updates (European Commission)</b></p>	<p>No specific legal updates were given by the Commission as there were none to report on.</p>
<p><b>3. Technical updates (eu-LISA)</b></p>	<p>The technical updates presentation outlined the process through which eu-LISA plans to provide Carriers with private certificates. Specifically, this process is designated for Carriers that seek a System-to-System connection through a Service Provider. When a new Carrier intends to connect to a system for the first time, the Carrier's Single Point of Contact (SPOC) initiates the process by declaring the system via the F03 form. eu-LISA subsequently dispatches the F04 form to the System's SPOC contacts. Upon receiving the requisite details, such as the FQDN or IP address, eu-LISA issues a unique random number pattern to the Carrier SPOCs. This number is then transferred between the Carrier and System SPOCs and sent back to eu-LISA for final verification. An email is set up temporarily for this confirmation process. Once validation is achieved, eu-LISA supplies the System SPOC with a completed form that includes a private certificate. On the other hand, when a new Carrier is involved but the system is already connected, the Carrier SPOC still declares the system with the F03 form. Based on this, eu-LISA prompts the Service Provider to configure the new Carrier, while keeping the carrier's SPOC informed. The Service Provider then acknowledges the request and starts the necessary configurations.</p>

	<p>An update was also given on the IATA Ad-hoc Technical Meeting. Air Carriers must adjust their systems to manage a country table, initially for Schengen for EES, later including RO, BG, and CY for ETIAS. Passengers within the Schengen area connecting to various routes need specific reporting, and for certain itineraries, Carriers must use multiple TDT-LOC-DTM segment loops for comprehensive reporting. For eu-LISA's Carrier Interface System, specific travel itinerary conditions determine the Border Crossing Point as the entry port. In certain scenarios, the final destination or a default point is chosen as the entry. Next-steps actions include eu-LISA updating its Carrier Technical Guidelines and Test Cases to address identified gaps. They will also kickstart development work for ETIAS EIO. Carriers using the PAXLST communication format need to stay updated, especially if their routes are including Schengen and RO, BG, CY countries.</p>
<p><b>4. Carriers and Travellers Support - Operational updates (Frontex)</b></p>	<p>Regarding the FAQ, Frontex informed that it is in the final stages of revision and the Carriers were strongly encouraged to consult this resource, as it offers extensive answers to a wide set of operational and technical questions. Following the final revisions, the FAQ will undergo translation into 13 non-European Union languages. Versions covering all 24 European Union languages, as well as Norwegian and Icelandic, will also be available. Frontex also highlighted the addition of several new technical questions to the FAQ document, with the assurance that the updated version will be disseminated to all registered Carriers hopefully before the next CWG meeting.</p>
<p><b>5. Q&amp;A</b></p>	<p>During the Q&amp;A session, several topics have been addressed and Carriers' questions were answered by eu-LISA, Commission and Frontex.</p> <p>In addressing the technical readiness for web-based submission, eu-LISA has clarified to the Working Group that Carriers are not required to conduct any testing. Access to the web interface will be provided, allowing Carriers to adequately train their staff in a dedicated training environment. Based on the technical documentation and manuals provided by eu-LISA, the FAQs, the SOPs and the discussions in the Working Group, the carriers will design their own training modules in accordance with their specific business processes, in order to train their staff. Following the certification of staff training, access to the operational production environment will be granted.</p> <p>Finally, the Commission informed that there are discussions regarding a meeting with the Carrier associations in November, encouraging the Carriers to stay tuned and be ready for this opportunity.</p>