

Carriers Working Group of 5 December 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 89 participants).

<p>1. Introduction</p> <p>a. Agenda</p> <p>b. Carriers meeting calendar</p>	<p>eu-LISA presented the agenda of the 27th 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 June 2024. The next Carriers Working Group (CWG) meeting is scheduled for 25 January, which will be the first one of 2024. Ad hoc meetings can be organised upon request, however, eu-LISA kindly requested to share the discussion topics in advance.</p> <p>The Commission confirmed that, in order to determine the exact date for the EiO, all MS must submit to the Commission a Declaration of Readiness. This declaration includes a specific checkpoint where MS confirm the readiness of border crossing points. Additionally, it was noted that colleagues from Frontex are actively working on the EES mobile application for the pre-enrolment of Third Country Nationals in collaboration with two MS, and the plans for this project are proceeding as anticipated. Lastly, the Commission is in the process of organising a high-level meeting with Carrier associations. While the date has not been fixed, the intention is to hold it in December.</p>
<p>2. Legal updates (European Commission)</p>	<p>No specific legal updates were given by the Commission as there were none to report on.</p>

<p>3. Technical updates (eu-LISA)</p>	<p>The CWG took note of the technical updates and progress in the System to System (S2S) implementation. The updated Carrier Technical Guidelines, set for release in Q1 2024, incorporate changes based on industry feedback. These changes include Variable Geometry scenarios and a country table for EES and ETIAS applications. In terms of implementation, 557 carriers had registered for S2S and 519 for the Web Portal/Mobile Application. Out of these, 284 were ready for Compliance Testing while 225 were not. This latter group included 30 carriers who had not submitted the signed F07 form and 195 carriers whose system SPOCs had not provided the F04 and/or F04c/d forms. eu-LISA outlined the target plan for Carrier compliance test activities for system to system connections, which includes a Pilot phase starting in mid-January 2024, a Growth phase from mid-March to mid-July, and a transition phase from mid-July to the end of September, leading up to the EES EiO. The aim of the Pilot phase is to identify major issues on the processes and system connection and to make sure that potential issues are solved before the Growth phase, when all Carriers will participate. The Pilot phase will aim at covering different systems and participation will consider as pre-requisite the full readiness of carriers and service providers to start testing activities. Carriers emphasized the need for a clear and definitive plan, including the specific allocated timeslots for testing so as to plan resources. eu-LISA will provide additional details in the coming weeks. The CWG reminded everyone that, in order for Carriers to achieve compliance in utilising a System connection, several steps were required. These steps included completing Form F01, having Form F07 signed by the Carrier's legal representative and SPOCs, declaring their system under Form F03, ensuring system SPOCs complete forms F04 and F04c/d, and running 12 test cases from the Testing Document for CT. In the compliance phase, a system is considered to meet the standards if at least one of the Carriers can successfully pass the required tests. This principle reflects the focus on practical implementation rather than theoretical design. Carriers could skip the CT phase by completing all forms (F01, F07, and F03) and providing a self-declaration for compliance exemption. It was important to note that queries to the system should not contain personal data during the Compliance Testing phase. Furthermore, carriers were advised to use the Carrier Onboarding Functional Mail carriers_onboarding@eulisa.europa.eu for all communications and the form F05 to report any test incident. This comprehensive approach aimed to streamline the process and ensure efficient and effective implementation.</p>
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<p>4. Carriers and Travellers Support - Operational updates and sea scenarios (Frontex)</p>	<p>The CWG took note of the presentation by Frontex regarding the state of play of the Frequently Asked Questions (FAQ) documentation. It was highlighted that the FAQ for all Carriers has been updated and published here: Carrier FAQ link while the version for registered Carriers has been disseminated, with new questions and answers marked in green for easy identification. These updated FAQs are in the process of being translated into all official EU languages,. Significant updates in the FAQ include clarifications for Carriers on handling members of NATO armed forces. Specifically, it is noted that members of the armed forces traveling for NATO or Partnership for Peace related business, and holding relevant NATO documents, do not require an ETIAS travel authorisation when travelling for business purposes, and therefore Carriers do not need to query the carrier interface in such cases. Another key update addressed the procedure for querying travel documents that lack an expiration date. In these cases, Carriers are instructed to use a fictitious expiration date of '3000/01/01' to avoid error messages.</p> <p>Frontex also mentioned the ongoing awareness raising activities for land carriers and kindly reminded cruise carriers to contribute to the Scenarios document distributed.</p> <p>For operational queries, carriers were directed to contact Frontex at etias.acu1@frontex.europa.eu.</p>
<p>6. Q&A</p>	<p>During the Q&A session, several topics have been addressed and Carriers' questions were answered by eu-LISA, Commission and Frontex.</p>

Carriers Working Group of 5 December 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 147 participants).

<p>1. Introduction</p> <p>a. Agenda</p> <p>b. Carriers meeting calendar</p>	<p>eu-LISA presented the agenda of the 27th Carriers Working Group (CWG) 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 June 2024. The next CWG meeting is scheduled for 25 January, which will be the first one of 2024. Ad hoc meetings can be organised upon request, however eu-LISA kindly requested to share the discussion topics in advance.</p> <p>The Commission confirmed that, in order to determine the exact date for the EiO, all MS must submit to the Commission a Declaration of Readiness. This declaration includes a specific checkpoint where MS confirm the readiness of border crossing points. Additionally, it was noted that colleagues from Frontex are actively working on the EES mobile application for the pre-enrolment of Third Country Nationals in collaboration with two MS, and the plans for this project are proceeding as anticipated. Lastly, the Commission is in the process of organising a high-level meeting with Carrier associations. While the date has not been fixed, the intention is to hold it in December.</p>
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2. Legal updates (European Commission)	<p>No specific legal updates were given by the Commission as there were none to report on.</p>
3. Technical updates (eu-LISA)	<p>The CWG took note of the technical updates and progress in the System to System (S2S) implementation. The updated Carrier Technical Guidelines, set for release in Q1 2024, incorporate changes based on industry feedback, including Variable Geometry scenarios and a country table for EES and ETIAS applications. Regarding implementation, 557 carriers are registered for S2S and 519 for Web Portal/Mobile Application. Out of these, 284 are ready for Compliance Testing while 225 are not. This latter group includes 30 carriers who have not submitted the signed F07 form and 195 carriers whose system SPOCs have not provided the F04 and/or F04c/d forms. eu-LISA outlined the target plan for Carrier compliance test activities for system to system connections, which includes a Pilot phase starting in mid-January 2024, a Growth phase from mid-March to mid-July, and a transition phase from mid-July to the end of September, leading up to the EES EiO. The aim of the Pilot phase is to identify major issues on the processes and system connection and to make sure that potential issues are solved before the Growth phase, when all Carriers will participate. The Pilot phase will aim at covering different systems and participation will consider as pre-requisite the full readiness of carriers and service providers to start testing activities. Carriers emphasized the need for a clear and definitive plan, including the specific allocated timeslots for testing so as to plan resources. eu-LISA will provide additional details in the coming weeks. The CWG was reminded that, in order for Carriers to achieve compliance in utilising a System connection, several steps are required: completing Form F01, signing Form F07 by the Carrier's legal representative and SPOCs, declaring their system under Form F03, ensuring system SPOCs complete forms F04 and F04c/d, and running 12 test cases from the Testing Document for CT. In the compliance phase, a system is considered to meet the standards if at least one of the Carriers can successfully pass the required tests. Carriers can skip the CT phase by completing all forms (F01, F07, and F03) and providing a self-declaration for compliance exemption. It is important to note that queries to the system should not contain personal data during the Compliance Testing phase. Additionally, carriers are advised to use the Carrier Onboarding Functional Mail carriers_onboarding@eulisa.europa.eu for all communications and the form F05 to report any test incident.</p> <p>The carrier community Indicated that the PGD environment should be available for continuous testing to allow for changes in the systems; eu-LISA will inform in upcoming meetings about such processes and for maintenance</p>

	<p>of the environment. However, the CWG was reminded that according to the Implementing Act, Carriers have the responsibility to formally notify eu-LISA in the event of any changes in their technical systems that could impact the S2S connections.</p>
<p>4. Carriers and Travellers Support - Operational updates (Frontex)</p>	<p>The CWG took note of the presentation by Frontex regarding the state of play of the Frequently Asked Questions (FAQ) documentation. It was highlighted that the FAQ for all Carriers has been updated and published, here Carrier FAQ link while the version for registered Carriers has been disseminated, with new questions and answers marked in green for easy identification. These updated FAQs are in the process of being translated into all official EU languages,. Significant updates in the FAQ include clarifications for Carriers on handling members of NATO armed forces. Specifically, it is noted that members of the armed forces traveling for NATO or Partnership for Peace related business, and holding relevant NATO documents, do not require an ETIAS travel authorisation when travelling for business purposes, and therefore Carriers do not need to query the carrier interface in such cases. Another key update addressed the procedure for querying travel documents that lack an expiration date. In these cases, Carriers are instructed to use a fictitious expiration date of '3000/01/01' to avoid error messages. For operational queries, carriers were directed to contact Frontex at etias.acu1@frontex.europa.eu.</p>
<p>5. Q&A</p>	<p>During the Q&A session, several topics have been addressed and Carriers' questions were answered by eu-LISA, Commission and Frontex.</p> <p>The Commission addressed the CWG concerns regarding the timing of the EiO date. A carrier informed that October to December was a heavy travel period and therefore it would be opportune to discuss a different period for EiO. , The Commission informed that in the past carrier's associations' had requested to avoid the summer and Christmas periods and this had been taken into account in all cases when choosing the EiO. But if carriers now prefer to avoid October-December and move it to the Summer period this could be examined.</p>

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