

## Carriers Working Group of 26 of July 2022

### Summary

**Subject:** Monthly Carriers Working Group meeting

**1<sup>st</sup> Session - Sea & Land Carriers at 09:00– 10:30 CET**

**Participants:** Carriers for the sea and coach 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></p> <p><b>b. Carriers meeting calendar</b></p>	<p>The meeting was opened and the agenda of the 14<sup>th</sup> Carriers Working Group was presented to the participants by eu-LISA.</p> <p>The WG took note of the carriers´ meeting calendar with highlights of the dates of previous and upcoming meetings. Monthly meetings of the Carrier Working Group have been scheduled up to the end of 2022.</p> <p>The next Carriers Working Group will take place on 30 September 2022.</p>
<p><b>2. Legal Updates (European Commission)</b></p>	<p>The Carriers WG was informed of the updated planning regarding the entry-into-operation of EES and ETIAS. On 11 July 2022 the JHA Council endorsed a revised timeline whereby the entry-into-operation of EES is shifted to mid-May 2023 and of ETIAS to mid-November 2023 at the latest.</p> <p>In addition, the European Commission is working on a progressive approach for the go-live of EES with the objective to reduce as much as possible the length of queues at border crossing points at the launch of EES. The transitional period with the specific exception rules is estimated to last up nine months after the EiO.</p> <p>The Commission is considering measures such as the continued stamping of passports for three more months after the entry-into-operation of EES,</p>

	<p>allowing the carriers to check the status of the traveller in the passports in case the data cannot be checked via the Carrier Interface due to a technical impossibility.</p> <p>Furthermore, during this period national authorities would be allowed, under exceptional circumstances, to create incomplete EES files with obligatory capturing of solely alphanumeric data (i.e. no requirement to capture also biometric data).</p> <p>As a response to a question from the Working Group of June, the European Commission confirmed Greenland can be treated as if it was part of the Schengen Area. It was also clarified that Svalbard, although being under Norwegian sovereignty, Svalbard is not part of the Schengen Area.</p>
<p><b>3. Technical Updates (eu-LISA)</b></p>	<p>With regard to the new timeline for the EES and ETIAS entry-into-operation, the activities of the carriers will be scheduled as follows:</p> <ul style="list-style-type: none"> <li>• The first milestone is the technical entry-into-operation of EES that is scheduled to the end of March 2023 by when all the involved stakeholders and the EES System shall be ready for the go-live.</li> <li>• The second milestone is the actual entry-into-operation of EES that is scheduled to mid-May 2023 (the exact date depends on actual readiness) by when the EES System and the Carriers Interface will start to be used in production mode.</li> </ul> <p>Additional details on the draft plan for carrier activities were provided.</p> <p>eu-LISA informed the participants of setting up an escalation process for solving open matters with carriers. It was suggested that, in case of no reply after more than <u>five working days</u>, since an administrative or technical query has been sent to the functional mailbox <a href="mailto:carriers_onboarding@eulisa.europa.eu">carriers_onboarding@eulisa.europa.eu</a>, or if the quality of the reply provided is not sufficient, the matter should be escalated to the functional mailbox <a href="mailto:eulisa-carriers@eulisa.europa.eu">eulisa-carriers@eulisa.europa.eu</a>. Carriers were asked to indicate in the subject line that the matter is being escalated with [ESCALATION] in the subject and to provide the details of the issue in the email.</p> <p>In addition, the schedule of the Member States testing will be provided to carriers Associations, as well as a list of currently registered carriers.</p>

	<p>In the next Carriers Working Group sessions, more technical details will be provided and discussed.</p> <p>The Agency confirmed that the security requirement for MQ connectivity will not change and remains under VPN with certificates based as initially foreseen; this decision follows the outcomes of the security, project and data protection factors.</p> <p>The current status of registration and connectivity activities was provided, as well as details about the chosen connection means.</p> <p>The technical guidelines for the web portal and the mobile app were presented by eu-LISA, explaining the possibilities and procedures for CSV import and manual input.</p>
<p><b>4. Operational Updates (Frontex)</b></p>	<p>Frontex informed the Carriers WG about the status of the Frequently Asked Questions (FAQ) document. An updated version has been published recently at eu-LISA’s carrier website: <a href="#">Carrier FAQ.pdf (europa.eu)</a>, incorporating 40 new questions. Frontex invited carrier to go through the updated FAQ and provide their feedback as the primary purpose of the document is to assist carriers.</p> <p>The first version of the Standard Operating Procedures (SOP) document has been sent for review to the European Commission and eu-LISA. A new template for a more user-friendly experience has been implemented throughout the document.</p> <p>The procedure in case of a technical impossibility of the Carrier Interface to receive or reply to queries was presented and illustrated by a few possible scenarios. The carriers were also reminded of their obligations in case of a technical impossibility to consult the Carrier Interface.</p>

<p><b>5. eu-LISA Industry Roundtable – October 2022</b></p>	<p>eu-LISA informed the Carriers WG that the next eu-LISA Industry Roundtable will be held in Tallinn (in person, with a possibility of online participation) on 11-12 October 2022.</p> <p>The title of the event is “EES, ETIAS and Carriers: Getting ready for the Entry into Operation” and it will focus on presenting and discussing new <b>technology solutions</b> and the associated <b>business and operational processes</b> developed and deployed by <b>carriers</b> from all business areas and their respective <b>service providers</b> operating at air, sea and land borders in relation to EES and ETIAS, which will enter operations in 2023.</p> <p>The draft agenda of the event was presented, covering 2 sessions on the 11<sup>th</sup> and 3 sessions on the 12<sup>th</sup>. While the first session will be reserved to representatives from European Institutions, Carriers were invited to participate and propose presentations in all other sessions 2-5.</p> <p>The call for expression of interest to deliver a presentation has already been shared through the different eu-LISA communication channels and can be seen under: <a href="#">this link</a></p> <p>As of mid-August, regular updates on the IR will be published on: <a href="https://www.eulisaroundtable.eu/">https://www.eulisaroundtable.eu/</a>.</p>
<p><b>6. Q&amp;A</b></p>	<p>No additional questions were raised in the Q&amp; A session.</p>

## 2<sup>nd</sup> Session – Air Carriers at 14:00–16:00 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 meeting was opened and the agenda of the 14<sup>th</sup> Carriers Working Group was presented to the participants by eu-LISA.</p> <p>The WG took note of the carriers’ meeting calendar with highlights of the dates of previous and upcoming meetings. Monthly meetings of the Carrier Working Group have been scheduled up to the end of 2022.</p> <p>The next Carriers Working Group will take place on 30 September 2022.</p>
<p><b>2. Legal Updates (European Commission)</b></p>	<p>The Carriers WG was informed of the updated planning regarding the entry-into-operation of EES and ETIAS. On 11 July 2022 the JHA Council endorsed a revised timeline whereby the entry-into-operation of EES is shifted to mid-May 2023 and of ETIAS to mid-November 2023 at the latest.</p> <p>In addition, the European Commission is working on a progressive approach for the go-live of EES with the objective to reduce as much as possible the length of queues at border crossing points at the launch of EES. The transitional period with the specific exception rules is estimated to last up nine months after the EiO.</p> <p>The Commission is considering measures such as the continued stamping of passports for three more months after the entry-into-operation of EES, allowing the carriers to check the status of the traveller in the passports in case the data cannot be checked via the Carrier Interface due to a technical impossibility.</p> <p>Furthermore, during this period national authorities would be allowed, under exceptional circumstances, to create incomplete EES files with obligatory capturing of solely alphanumeric data (i.e. no requirement to capture also biometric data).</p>

	<p>As a response to a question from the Working Group of June, the European Commission clarified that there is no detailed planning yet for the entry-into-operation of the VIS Recast and therefore the shift of the EES entry-into-operation should not impact the entry-into-operation of the VIS Recast.</p>
<p><b>3. Technical Updates (eu-LISA)</b></p>	<p>With regard to the new timeline for the EES and ETIAS entry-into-operation, the activities of the carriers will be scheduled as follows:</p> <ul style="list-style-type: none"> <li>• The first milestone is the technical entry-into-operation of EES that is scheduled to the end of March 2023 by when all the involved stakeholders and the EES System shall be ready for the go-live.</li> <li>• The second milestone is the actual entry-into-operation of EES that is scheduled to mid-May 2023 (the exact date depends on actual readiness) by when the EES System and the Carriers Interface will start to be used in production mode.</li> </ul> <p>Additional details on the draft plan for carrier activities were provided</p> <p>eu-LISA informed the participants of setting up an escalation process for solving open matters with carriers. It was suggested that, in case of no reply after more than <u>five working days</u>, since an administrative or technical query has been sent to the functional mailbox carriers_onboarding@eulisa.europa.eu, or if the quality of the reply provided is not sufficient, the matter should be escalated to the functional mailbox eulisa-carriers@eulisa.europa.eu. Carriers were asked to indicate in the subject line that the matter is being escalated with [ESCALATION] in the subject and to provide the details of the issue in the email. In addition, the schedule of the Member States testing will be provided to carriers Associations, as well as a list of currently registered carriers.</p> <p>In the next Carriers Working Group sessions more technical details will be provided and discussed. Concerns about the complexity of the registration procedure and the security rules were expressed by a few airlines and service providers.</p> <p>The Agency confirmed that the security requirement for MQ connectivity will be certificate based as initially foreseen; this decision follows the outcomes of the security, project, and data protection factors. Alternative options are available for Carriers that cannot adopt in time the certificate-based connectivity.</p>

	<p>The current status of registration and connectivity activities was provided, as well as details about the chosen connection means.</p> <p>The technical guidelines for the web portal and the mobile app were presented by eu-LISA, including explaining the possibilities and procedures for CSV import and manual input.</p>
<p><b>4. Operational Updates (Frontex)</b></p>	<p>Frontex informed the Carriers WG about the status of the Frequently Asked Questions (FAQ) document. An updated version has been published recently at eu-LISA’s carrier website incorporating 40 new questions. <a href="#">Carrier FAQ.pdf (europa.eu)</a>. Frontex invited carrier to go through the updated FAQ and provide their feedback as the primary purpose of the document is to assist carriers.</p> <p>The first version of the Standard Operating Procedures (SOP) document has been sent for review to the European Commission and eu-LISA. A new template for a more user-friendly experience has been implemented throughout the document.</p> <p>The procedure in case of a technical impossibility of the Carrier Interface to receive or reply to queries was presented and illustrated by a few possible scenarios. The carriers were also reminded of their obligations in case of a technical impossibility to consult the Carrier Interface.</p>

<p><b>5. eu-LISA Industry Roundtable – October 2022</b></p>	<p>eu-LISA informed the Carriers WG that the next eu-LISA Industry Roundtable will be held in Tallinn (in person, with a possibility of online participation) on 11-12 October 2022.</p> <p>The title of the event is “EES, ETIAS and Carriers: Getting ready for the Entry into Operation” and it will focus on presenting and discussing new <b>technology solutions</b> and the associated <b>business and operational processes</b> developed and deployed by <b>carriers</b> from all business areas and their respective <b>service providers</b> operating at air, sea and land borders in relation to EES and ETIAS, which will enter operations in 2023.</p> <p>The draft agenda of the event was presented, covering 2 sessions on the 11<sup>th</sup> and 3 sessions on the 12<sup>th</sup>. While the first session will be reserved to representatives from European Institutions, Carriers were invited to participate and propose presentations in all other sessions 2-5.</p> <p>The call for expression of interest to deliver a presentation has already been shared through the different eu-LISA communication channels and can be seen under <a href="#">this link</a></p> <p>As of mid-August, regular updates on the IR will be published on: <a href="https://www.eulisaroundtable.eu/">https://www.eulisaroundtable.eu/</a>.</p>
<p><b>6. Q&amp;A</b></p>	<p>Several questions were raised during meeting, not all of which could be answered within the allocated time; answers will be provided in writing or consolidated in a presentation for the next meeting.</p>

