Carriers Working Group of 30 March 2022

Summary

Subject: Monthly Carriers Working Group meeting

1st Session - Sea Carriers at 09:00– 10:30 CET

Participants: Carriers for the sea industry, Carrier associations, European Commission (DG HOME), Member State (MS) experts, Frontex and eu-LISA

1. Introduction **a. Agenda** **b. Carriers meeting calendar**	The agenda of the 10th Carriers Working Group was presented to the participants. The WG took note of the Carriers meeting calendar highlighting the meetings that took place since last WG as well as the dates for the upcoming ones. It was reminded that the 11th Carriers Working Group will take place on the 27th of April.
2. Legal updates (European Commission)	The Carriers WG took note of the status of the implementing regulations related to carriers, as presented by the European Commission. Since last WG there were no updates, legislation from EES is ready and work on the implementing regulations[1], amended due to the approval of the ETIAS Consequential Amendments and VIS recast, is ongoing.
3. Technical updates (eu-LISA)	Technical updates were provided to the Carriers WG. The WG took note of a presentation regarding the Test Phase for the qualification of the Carriers towards the SYS2SYS interface. The Pre-Compliance Test Flow was explained with a depiction of the steps until readiness for Compliance Test. A detailed overview of the Pre-Compliance Tests and the reasoning for carrying them out was presented. In addition, a

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[1] Commission Implementing Regulation (EU) 2021/1224 of 27 July 2021 concerning the detailed rules on the conditions for the operation of the web service and data protection and security rules applicable to the web service as well as measures for the development and technical implementation of the web service provided for by Regulation (EU) 2017/2226 of the European Parliament and of the Council and repealing Commission Implementing Decision C(2019)1230, and Commission Implementing Regulation (EU) 2021/1217 of 26 July 2021 laying down the rules and conditions for verification queries by carriers, provisions for data protection and security for the carriers' authentication scheme as well as fall-back procedures in case of technical impossibility

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walkthrough of the pre-defined test case design document that contains *i.e.* the detailed guidelines for the functional testing was provided.

Next, an overview of the Carrier Web Portal and Mobile Application was presented to the Carrier WG. The process of data input and the various options to provide passenger data (manually, import from a file or using a MRZ scanner) were explained. Moreover, the browsing for results of the verification and exporting them as well as submitting a new list on the basis of the previous one were described. Question regarding the possibility to submit more than one CVS at a time was addressed, explaining that if there are more than 99 passengers, multiple CSV files need to be submitted. In addition, the Agency presented the use cases of the Travel Documents exceptions concerning some EU MS documents (Belgium, Finland, Estonia, Lithuania and Latvia), and the Kosovo and Ecuador travel documents, explaining the expected outcomes of such queries to the system.

Furthermore, illustrations of the process of verification of passengers with single entry Visa consumed and double entry Visa not consumed, when using cruise and ferry line, were demonstrated. It was reiterated that the passenger verification query can be made at the earliest 48 hours before the departure (not at least 48 hrs before the departure), allowing to take into account all the last minute changes until the departure. No checks are required for intra-Schengen routes.

The Carriers WG also took note of the recent revisions and updates made to the Carrier Technical Guidelines, Connection Information Form and to the Pre-Defined Carrier Test Cases documents.

4. Operational updates (Frontex)	Frontex informed the Carriers WG about the standard operating procedures for Carrier assistance in case of technical impossibility to use the Carrier Interface. The reasons for the potential technical impossibilities and the respective responsibilities of eu-LISA or Carriers for solving the failure were explained, alongside a detailed overview of the operating procedures in such cases.
5. Q&A	During the meeting, the participants of the Carriers WG took the opportunity to ask questions in order to clarify some open issues. Questions regarding the timeline and the access to training were clarified by reminding that during May and June the training accounts will be created and between July and August the Carrier Interface dedicated environment will be available for training. A discussion on the specific cases of crew members took place, and the procedures were clarified pointing out the exceptions of non-EU crew members returning to home country by plane, for example. Clarifications on the carrier's registration process, and its timeline, were also addressed. A question regarding the possibility to use different types of

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| | Carrier Interfaces (System to System, Web Portal and/or Mobile App) was replied by noting that it is actually recommended as long as it is indicated during registration. | |

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2nd Session - Land Carriers at 11:00–12:30 CET

Participants: Carriers for the coach industry, Carrier associations, European Commission (COM - DG HOME), Member State (MS) experts, Frontex and eu-LISA

1. Introduction **a. Agenda** **b. Carriers meeting calendar**	The agenda of the 10th Carriers Working Group was presented to the participants. The WG took note of the Carriers meeting calendar highlighting the meetings that took place since last WG as well as the dates for the upcoming ones. It was reminded that the 11th Carriers Working Group will take place on the 27th of April.
2. Legal updates (European Commission)	The Carriers WG took note of the status of the implementing regulations related to carriers, as presented by the European Commission. Since last WG there are no updates, legislation from EES is ready and work on the implementing regulations[2], amended due to the approval of the ETIAS Consequential Amendments, and VIS recast is ongoing.
3. Technical updates (eu-LISA)	Technical updates were provided to the Carriers WG. The WG took note of a presentation regarding the Test Phase. The Pre-Compliance Test Flow was explained with a depiction of the steps until readiness for Compliance Test. A detailed overview of the Pre-Compliance Tests and the reasoning for carrying them out was presented. In addition, a walkthrough of the pre-defined test case design document that contains *i.e.* the detailed guidelines for the functional testing was provided. Next, an overview of the Carrier Web Portal and Mobile Application was presented to the Carrier WG. The process of data input and the various options to provide passenger data (manually, import from a file or using a MRZ scanner) were explained. Moreover, the browsing for results of the verification and exporting them as well as submitting a new list on the basis of the previous one were described. In addition, the Agency presented the use cases of the Travel Documents exceptions concerning some EU MS documents (Belgium, Finland, Estonia Lithuania and

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	Latvia), and the Kosovo and Ecuador travel documents, explaining the expected outcomes of such queries to the system. Furthermore, illustrations of the process of verification of passengers with single entry Visa consumed and double entry Visa not consumed, when using international coaches, were demonstrated. The Carriers WG also took note of the recent revisions and updates made to the Carrier Technical Guidelines, Connection Information Form and to the Pre-Defined Carrier Test Cases documents.
4. Operational updates (Frontex)	Frontex informed the Carriers WG about the standard operating procedures for Carrier assistance in case of technical impossibility to use the Carrier Interface. The reasons for the potential technical impossibilities and the respective responsibilities of eu-LISA or Carriers for solving the failure were explained, alongside a detailed overview of the operating procedures in such cases.
5. Q&A	Due to a communication received from a land carriers' association prior to the meeting, claiming that they do not fall into the scope of EES and ETIAS, the Commission stressed that this is not the case; a grace period is foreseen for carriers transporting groups overland by coach, but only for the verifications of the validity of ETIAS Travel Authorisations. Therefore, land carriers must also be ready for the Entry into Operation of EES. It was also clarified that carriers transporting passengers from third countries into the Schengen area are also in the scope of the Implementing Regulations and under the obligation to register in order to use the Carrier Interfaces. The Commission invited IRU, who informed that MS had informed that land carriers were not in the scope, to clarify how they got this information. IRU was not present. The Commission invited the MS present to clarify, but no such information has been provided.

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3rd Session – Air Carriers at 14:00–16:00 CET

Participants: Carriers for the air, Carrier associations, European Commission (COM - DG HOME), Member State (MS) experts, Frontex and eu-LISA

1. Introduction **a. Agenda** **b. Carriers meeting calendar**	The agenda of the 10th Carriers Working Group was presented to the participants. The WG took note of the Carriers meeting calendar highlighting the meetings that took place since last WG as well as the dates for the upcoming ones. It was reminded that the 11th Carriers Working Group will take place on the 27th of April. The participants were reminded of the need to fill in a registration form in advance in order to be included in the participants' list and attend the Carriers WG.
2. Legal updates (European Commission)	The Carriers WG took note of the status of the implementing regulations related to carriers, as presented by the European Commission. Since last WG there are no updates, legislation from EES is ready and work on the implementing regulations[3], amended due to the approval of the ETIAS Consequential Amendments, and VIS recast is ongoing.
3. Technical updates (eu-LISA)	Technical updates were provided to the Carriers WG. The WG took note of a presentation regarding the Test Phase. The Pre-Compliance Test Flow was explained with a depiction of the steps until readiness for Compliance Test. A detailed overview of the Pre-Compliance Tests and the reasoning for carrying them out was presented. In addition, a walkthrough of the pre-defined test case design document that contains *i.e.* the detailed guidelines for the functional testing was provided. Next, an overview of the Carrier Web Portal and Mobile Application was presented to the Carrier WG. The process of data input and the various options to provide passenger data (manually, import from a file or using a MRZ scanner) were explained. Moreover, the browsing for results of the verification and exporting them as well as submitting a new list on the basis of the previous one were described. In addition, the Agency presented the use cases of the Travel Documents exceptions concerning some EU MS

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[3] Commission Implementing Regulation (EU) 2021/1224 of 27 July 2021 concerning the detailed rules on the conditions for the operation of the web service and data protection and security rules applicable to the web service as well as measures for the development and technical implementation of the web service provided for by Regulation (EU) 2017/2226 of the European Parliament and of the Council and repealing Commission Implementing Decision C(2019)1230, and Commission Implementing Regulation (EU) 2021/1217 of 26 July 2021 laying down the rules and conditions for verification queries by carriers, provisions for data protection and security for the carriers' authentication scheme as well as fall-back procedures in case of technical impossibility

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	documents (Belgium, Finland, Estonia Lithuania and Latvia), and the Kosovo and Ecuador travel documents, explaining the expected outcomes of such queries to the system.
	Furthermore, illustrations of the process of verification of passengers with single or double entry Visa consumed or not consumed, with no valid Visa, with a Resident Permit, and of a passenger from an EU MS, when boarding regular flights, business aviation operators' flights and charter airlines flights, were demonstrated.
	The Carriers WG also took note of the recent revisions and updates made to the Carrier Technical Guidelines, Connection Information Form and to the Pre-Defined Carrier Test Cases documents.
4. Operational updates (Frontex)	Frontex informed the Carriers WG about the standard operating procedures for Carrier assistance in case of technical impossibility to use the Carrier Interface. The reasons for the potential technical impossibilities and the respective responsibilities of eu-LISA or Carriers for solving the failure were explained, alongside a detailed overview of the operating procedures in such cases. It was clarified that carriers are free of the responsibility to submit passenger data during outage of communication, and that as soon as the issue is resolved, sending queries shall resume. It will not be required to send past queries no longer relevant; only those that are still within the 48-hour window as per the regulation.
5. Q&A	During the meeting, the participants of the Carriers WG took the opportunity to ask questions in order to clarify some open issues. Remarks concerning the absence of response from the Agency to certain questions sent by email, as well as the need for more support in connectivity activities were noted by eu-LISA. The participants of the Carrier WG also expressed their concerns regarding the lack of response from the service providers. Questions regarding the case where the code 'XXX' is used as Nationality in the travel documents (Estonia, Latvia, Lithuania, Kosovo, for example) in the MRZ were addressed by clarifying that the Carrier Interface is considering the Issuing Country Code of the Travel Document to query the databases. Lufthansa confirmed that the solution proposed suits them.
	Some participants reported the problems related to inserting the encryption key to open the documents shared by eu-LISA. The Agency reminded that passwords are only valid for 3 months and that the characters of the keyboards might differ and therefore should be checked to ensure inserting the correct password.
	With respect to the concerns regarding the EES Entry-into-Operation in September 2022 shared by the participants, it was clarified that the focus

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	shall be kept on the timeline set, and that the resolution of current problems should be sped up. The limited time of the meeting should be therefore used for these questions and not for discussions over the planning, where this meeting has no decision capacity.
	Questions from charter airlines regarding the need to be able to send queries until last minute were addressed by noting that this possibility is indeed foreseen in the regulation. It was also clarified the carrier may nominate a handling agent as an authorized staff.

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