Carriers Working Group of 27 of October 2022

Summary

Subject: Monthly Carriers Working Group meeting

1st Session – Sea and Land Carriers at 10:00– 12:00 CET

Participants: Carriers for the sea and land 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 16th Carriers Working Group (WG) was presented to the participants by eu-LISA. The WG took note of the Carriers WG meeting calendar with highlights of the dates of previous and upcoming meetings. The next Carriers WGs meetings will take place on 23 November and 14 December. *Ad hoc* meetings can be organised upon request and eu-LISA encouraged carriers to inform the Agency´s onboarding team in case of need for such meetings.
2. Legal Updates (European Commission)	DG HOME reminded the WG of the entry-into-operation of EES in May 2023, and ETIAS in November 2023. This will affect carriers in performing travel checks because the single and double entry visas will not be stamped in the passports of third country nationals anymore as from EES EiO but the entries and exits will be registered electronically. Passengers in the scope of ETIAS (visa exempt third country nationals) will need to be checked in the carriers interface as from ETIAS EiO. Then, DG HOME presented a set of use cases specific to cruise ships crew and passengers. These use cases explain how the Entry and Exit checks would take place if Member States follow the recommendations made in the newly adopted version of the Practical Handbook for border guards. When a third country national arrives to the Schengen area by air in order to board a cruise ship that has stops in non-Schengen ports, the entry shall be registered at the airport upon arrival, and the exit when the boat departs. If it stops in a Schengen port for one day, no record shall be made. Then, at

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	the end of the cruise, when the third country national arrives in a Schengen port to thereafter depart by plane, the entry record shall be made in the port and the exit record in the airport upon departure. After the presentation, the cases of Ireland and UK citizens were discussed. Irish citizens fall out of scope of EES and ETIAS since they are European citizens, and British citizens (visa exempt) will need to apply for an ETIAS to enter the MS requiring such ETIAS (all except Ireland). No checks will be performed by Carriers for third-country nationals traveling to Ireland, since it is not part of the Schengen area, and it does not apply EES nor will it require ETIAS. A further clarification will be prepared for and presented at the next Carriers WG.
3. Technical Updates (eu-LISA)	The updates regarding the planning of the go-live of EES and ETIAS and onboarding of carriers were presented by eu-LISA. After the adjustment of the timeline of the entry-into-operation of EES and ETIAS, the process to update the planning is ongoing. According to the revised schedule, the certification phase will not start in November but next year, 2023. The pre-compliance testing phase can already be started now though. The test environment for the training of staff of the carriers on the use of the carrier web and mobile application is not available yet but it will be made available by eu-LISA in 2023. The Agency will inform carriers accordingly. Moreover, technical updates regarding the System-to-System connection were provided to the Carriers WG by eu-LISA. An overview of the forms and details of the MQ option for the System-to-System connection were presented. The way to select this option and to provide all the information needed in the corresponding forms was depicted. The form containing the MQ technical details is F04a that should be first filled by carriers and then completed by the agency's technical team, and returned fully completed to carriers. Diagrams detailing the connection between eu-LISA and carriers, using MQ, during testing and production, were presented. An introduction of the content of the F04a form was provided. The cells in yellow shall be completed by the carriers, and the cells in blue by eu-LISA. The difference of information needed to be provided in the form depending on the MQ channel chosen (Queue Manager to Queue Manager or Client to Queue Manager) was also explained. The Agency announced that the public website on EES and ETIAS is now available, containing travel information for passengers from third countries.

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4. Operational Updates (Frontex)	Frontex informed the Carriers WG about the current state-of-play of the Frequently Asked Questions (FAQ) document. The new version of FAQs, with around 40 additional questions, is currently under revision and will be published by the end of the year. Latest version will be translated into all official EU languages. New questions were added in green into the document, and some examples were presented to the WG. As a way forward, Frontex will continue to collect new questions from carriers to be included in the FAQ. Frontex, eu-LISA and DG HOME analyse all the questions and update this document together as relevant.
5. Q&A	During the Q&A session, questions from the carriers were answered by eu-LISA and DG HOME. A question regarding the limit of 99 checks per query was clarified. As this is a requirement from stakeholders it will not change in the near future. Furthermore, it was clarified that the carrier is in charge of managing the credentials of their staff using the Carriers Interfaces. Each carrier needs to keep track of who is using the interface. A question regarding the cases where non-EU citizens that are already in the Schengen area when EES goes live was answered. According to art. 22(2) of the EES Regulation, the individual file shall be created at exit from Schengen and the border authority shall include the date of entry in the file. Clarifications regarding the requirements of crew members, and specifically crew members on chartered vessels will be clarified at the next meeting. Regarding Gibraltar it was mentioned that, currently, Gibraltar is not part of the Schengen area.

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2nd Session – Air Carriers at 13:00–16:00 CET

Participants: Carriers for the air 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 16th Carriers Working Group (WG) was presented to the participants by eu-LISA. The WG took note of the Carriers WG meeting calendar with highlights of the dates of previous and upcoming meetings. The next Carriers Working Group meetings will take place on 23 November and 14 December. *Ad hoc* meetings can be organised upon request and eu-LISA encouraged carriers to inform the Agency´s onboarding team in case of need for such meetings.
2. Legal Updates (European Commission)	DG HOME reminded the WG of the entry-into-operation of EES in May 2023, and ETIAS in November 2023. This will affect carriers in performing travel checks because the single and double entry visas will not be stamped in the passports of third country nationals anymore but the entries and exits will be registered electronically. Also passengers in the scope of ETIAS (visa exempt third country nationals) will need to be checked in the carriers interface as well. On request, the Carriers WG was informed that DG HOME is working on the progressive approach for Entry into Operation of EES, allowing Member States, under certain conditions, not to capture biometrics of third country nationals.
3. Technical Updates (eu-LISA)	The updates regarding the planning of the go-live of EES and ETIAS and onboarding of carriers were presented by eu-LISA. After the adjustment of the timeline of the entry-into-operation of EES and ETIAS, the process to update the planning is ongoing. According to the revised schedule, the certification phase will not start in November but next year, 2023. The pre-compliance testing phase can already be started now though. The test environment for the training of staff of the carriers on the use of the carrier web and mobile application is not available yet but it will be made available by eu-LISA in 2023. The Agency will inform carriers accordingly. Moreover, technical updates regarding the System-to-System connection were provided to the Carriers WG by eu-LISA. An overview of the forms and details of the MQ option for the System-to-System connection were presented. The way to select this option and to provide all the information needed in the corresponding forms was depicted. The form containing the

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	MQ technical details is F04a that should be first filled by carriers and then completed by the agency's technical team, and returned fully completed to carriers. Diagrams detailing the connection between eu-LISA and carriers, using MQ, during testing and production, were presented. An introduction of the content of the F04aform was provided. The cells in yellow shall be completed by the carriers, and the cells in blue by eu-LISA. The difference of information needed to be provided in the form depending on the MQ channel chosen (Queue Manager to Queue Manager or Client to Queue Manager) was also explained. The Agency announced that the public website on EES and ETIAS is now available, containing travel information for passengers from third countries. After the presentation from eu-LISA, a few technical questions regarding the connection from carriers were posed by eu-LISA to the WG, and answers are expected to be sent by e-mail to eu-LISA. Furthermore, a question on why all forms cannot be sent at once was clarified by eu-LISA. This is not possible because forms are for different purposes and phases of the onboarding process. As a response to the questions when airlines are expected to submit the forms, eu-LISA replied that the first ones should be filled and sent a.s.a.p. so as to initiate the connection process, if this has not been done yet. Furthermore, eu-LISA strongly recommended all airlines to enrol to the pre-certification phase as it provides a lot of valuable information and will de-risk the following mandatory certification phase.
4. Operational Updates (Frontex)	Frontex informed the Carriers WG about the current state-of-play of the Frequently Asked Questions (FAQ) document. The new version of FAQs, with around 40 additional questions is currently under revision and will be published by the end of the year. Latest version will be translated into all official EU languages. New questions were added in green in the document, and some examples were presented to the WG. As a way forward, Frontex will continue to collect new questions from carriers to be included in the FAQ. Frontex, eu-LISA and DG HOME analyse all the questions and update this document together as relevant.
5. Q&A	During Q&A, questions from the carriers were answered by eu-LISA. It was noted that the scope of EES for the case of Croatia is being discussed, since there is no decision yet when Croatia will join the Schengen area. As for ETIAS, Croatia will request an ETIAS. The JHA formation of the

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	Council will discuss the question of Croatian accession to the Schengen area in December. It was also clarified that eu-LISA is not going to share the list of registered departure control systems (DCS) with carriers for anonymity reasons. If needed, carriers can ask eu-LISA for a specific DCS.

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