

Carriers Working Group of 3 September 2024

Summary

Subject: Monthly Carriers Working Group meeting

Sea and Land Carriers at 10:00– 12:00 CEST

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 35th Carriers Working Group (CWG) and the calendar of the upcoming meetings to the participants.</p> <p>The CWG reviewed the schedule for upcoming meetings, noting the dates through December 2024. The next scheduled session is set for October 1st.</p> <p>It was emphasised that all Carriers should be almost ready for the EES Entry into Operation progressing with their activities at a good pace.</p>
<p>2. Legal updates (European Commission)</p>	<p>The European Commission updated the CWG about the EES Entry into Operation date, which will be 10 November 2024, as announced by Commissioner Johansson during her visit at the eu-LISA premises in August. This information was also communicated during the high-level meeting with the carrier associations in August. The start of operations date will be set in a decision to be adopted by the Commission, which will be followed by the publication in the Official Journal.</p> <p>Further to that, the European Commission informed the CWG regarding the extension of travellers' passports. As a rule, MS do not recognise passports older than 10 years, with some exceptions of MS issuing LTV visas for certain passports which have been extended. The CWG was provided with the link to the list of MS who recognise this type of passport. The list can be accessed via the following link: European Council - Recognised travel documents.</p>

	<p>The European Commission informed the CWG as well that the Carrier Information Package was shared with the CWG via the point of contact communicated by each carrier. A request was also made to those Carriers who had not yet provided the contact details to receive the information campaign materials to do that as soon as possible by contacting HOME-EES-COMMUNICATION@ec.europa.eu</p> <p>The CWG was further informed that the information campaign will be launched several weeks prior to the EES EiO date. The link to all the necessary information will be shared with the Carriers' community before the information campaign will be officially launched.</p>
<p>3. Technical updates (eu-LISA)</p>	<p>eu-LISA updated the CWG on Carrier Implementation Figures as of September 2024. There are 618 Carriers registered for System to System and 500 for the Mobile App and Web Portal.</p> <p>Sea Carrier S2S CT System Overview shows 9 systems missing required forms, unchanged status of 3 undergoing connectivity testing, 3 systems ready for CT and 6 systems compliant. For Sea Carriers, 8 have not completed forms, 14 are ready for tests but not yet compliant, and 6 are certified or exempted. Additionally, 2 Carriers declared only System-to-system connection, however they have not completed the CT phase.</p> <p>Land Carrier S2S CT overview indicates 1 system missing forms, 0 systems undergoing or ready for CT (with established connectivity), and 1 system compliant. For Land Carriers, 11 have not completed required forms, 0 are ready for tests but not compliant, 0 Carriers to be certified (with system being compliant), and 10 Carriers certified or exempted. Additionally, 3 Carriers declared only system-to-system connection, however they have not completed the CT phase. Carriers, both Land and Sea, who are not yet ready for a system-to-system connection, were requested to submit the Form F01 and ask for a Carrier Web Portal access, as a backup solution for the nearing EiO date. 19 Sea Carriers and 60 Land Carriers are not compliant with the security convention (Form F07). Those Carriers were requested to get in contact with eu-LISA by providing the Form F07 in order to obtain access to the training environment. The CWG was reminded that Carriers are required to send a confirmation to the Carrier Onboarding Team upon completion of the staff training; it is a prerequisite to obtain access to the live environment.</p> <p>The CWG was updated on the production preparation status and the associated timeline, starting from the 4th of September 2024 with the System Technical Configurations, through Connectivity Tests in October and EES EiO on the 10th of November. It was reiterated that, as a backup option, Carriers with a declared system not yet ready to go into production, should request access to the Carrier Web Portal and proceed with the staff training as soon as possible, before the go live. Regarding the Production Connectivity, the CWG was presented with the Playground (PGD) and</p>

	<p>Production (PRD) environments differences, for elements such as purpose, the data used, VP tunnels and security requirements. It was confirmed that, for PRD environment, the two VPN will have to be active continuously and at the same time, for both CU and BCU. It was also confirmed that the security requirements are invariable for both environments. Security aspects of the production environment were presented, with specificities of the REST API over mTLS, as well as the IBM MQ over IPsec VPN. Moreover, onboarding workflow for production environment, depicting the sequence of activities between System SPoC, eu-LISA Onboarding and eu-LISA Technical teams, was presented, indicating the required F04e/F04f forms exchanged between the teams. It was confirmed that the process is the same as it was for the playground environment connection. The CWG was reminded that the purpose of both PGD and PRD environments must be respected, and therefore no real data should be injected into playground environment.</p> <p>Regarding the Carrier On-Boarding and Support Tool (COBST), the CWG was presented with the overview and the tool's purpose. The COBST-specific user groups comprising Carriers, eu-LISA users and Frontex users were also presented. The introduction was followed by Carrier Onboarding and Support Tool demo presentation. The CWG was requested to provide dedicated SPoC functional e-mail addresses for receiving the notifications generated by COBST. If no dedicated e-mails are provided by the Carriers, SPoCs and Backup SPoCs e-mail addresses will be used. It was also confirmed that Carriers will be granted access to the tool before EES EiO, once the tool is operational. A dedicated communication will be sent by the Agency.</p> <p>Finally, the CWG was kindly requested to cooperate closely with eu-LISA towards the EES EiO and to get in contact with the Agency in case of any questions.</p>
<p>4. Carriers and Travellers Support - Operational updates and sea scenarios (Frontex)</p>	<p>Following questions noted from the previous CWG and those received via e-mail, Frontex updated the CWG regarding the queries of the Carrier Interface (CI) and the queries to be performed by the Carriers. Queries should be introduced at the earliest 48 hours prior to the scheduled time of departure so that the query is based on as up-to-date information as possible. It was explained that, in case of delays prior to departure causing a change in the date of arrival and/or the MS of entry, it is not obligatory to submit new queries for passengers that have already been queried anytime between 48 hours prior to the scheduled departure and the actual time of departure. However, the recommendation is for the Carriers to perform new queries with the updated information as, in case passengers are refused entry at the border of arrival, the Carriers are liable to bring such passengers back to the country of departure. Regarding the question whether a Carrier should query Carrier Interface in case of <i>force majeure</i>, such as emergency landing/calling at a port on the territory of a European country that uses EES</p>

	<p>or requires ETIAS TA or in case of an imminent danger, the CWG was informed that the Carriers would be released from the obligation to query the CI in such circumstances.</p> <p>Further on, the CWG was presented with the latest updates on the UK Withdrawal Agreement. It was clarified that beneficiaries of the Withdrawal Agreement and their family members are exempt from EES and ETIAS as long as they meet the conditions of the Withdrawal Agreement and hold a residence document issued under EU law. It was underlined that the travellers in scope of the Carrier Interface are those who hold a short-stay visa for one or two entries or ETIAS travel authorisation (once it enters into operation), and only those should be queried by the Carriers.</p> <p>Additionally, Frontex presented specific situations of handling the nationalities coming from and travelling to Ireland or special territories such as Vatican, Monaco, Greenland, Faroe Islands, Ceuta, Melilla, Gibraltar, Svalbard and Aaland. It was confirmed as well that Andorra nationals are exempt from the CI queries, as the country holds a special agreement with EU.</p> <p>Further discussion evolved around the transitional period for EES and the time when the EES will be fed with the necessary data by the border authorities.</p> <p>The CWG was also updated on the delivery of the SOP documentation which is being finalised with the last remaining points. The CWG will be updated on the status of the improved document within the following weeks. It was confirmed that the SOP document although amended on several topics, still follows the same logic and flow of the first draft already provided to the Carriers.</p> <p>Finally, the CWG was provided with useful links to “Land scenarios”, “Sea scenarios” and Carrier FAQ. For operational queries, Carriers were invited to contact Frontex at etias.acu1@frontex.europa.eu.</p>
<p>5. Q&A</p>	<p>During the Q&A session, eu-LISA, the Commission and Frontex addressed several topics and responded to questions posed by Carriers on various operational and technical topics such as the <u>point in time where queries of the Carrier Interface will become mandatory</u>, the actions to be taken if e.g. a cruise is already underway on 10 November and timing of the COBST.</p>

Carriers Working Group of 3 September 2024

Summary

Subject: Monthly Carriers Working Group meeting

Air Carriers at 13:30– 16:00 CEST

Participants: Carriers representing air industry, their declared service providers, Carrier associations, European Commission (DG HOME), Member State (MS) experts, Frontex and eu-LISA (altogether 167 participants).

<p>1. Introduction</p> <p>a. Agenda</p> <p>b. Carriers meeting calendar</p>	<p>eu-LISA presented the agenda of the 35th Carriers Working Group (CWG) and the calendar of the upcoming meetings to the participants.</p> <p>The CWG reviewed the schedule for upcoming meetings, noting the dates through December 2024. The next scheduled session is set for October 1st.</p> <p>It was emphasised that all Carriers should be almost ready for the EES Entry into Operation progressing with their activities at a good pace.</p>
<p>2. Legal updates (European Commission)</p>	<p>The European Commission updated the CWG about the EES Entry into Operation date, which will be 10 November 2024, as announced by Commissioner Johansson during her visit at the eu-LISA premises in August. This information was also communicated during the high-level meeting with the carrier associations in August. The start of operations date will be set in a decision to be adopted by the Commission, which will be followed by the publication in the Official Journal.</p> <p>Further to that, the European Commission informed the CWG regarding the extension of travellers' passports. As a rule, MS do not recognise passports older than 10 years, with some exceptions of MS issuing LTV visas for certain passports which have been extended.</p> <p>The European Commission informed the CWG as well that the Carrier Information Package was shared with the CWG via the point of contact communicated by each carrier. A request was also made to those Carriers</p>

	<p>who had not yet provided the contact details to receive the information campaign materials to do that as soon as possible by contacting HOME-EES-COMMUNICATION@ec.europa.eu</p> <p>The CWG was further informed that the information campaign will be launched several weeks prior to the EES EiO date. The link to all the necessary information will be shared with the Carriers' community before the information campaign will be officially launched.</p> <p>As the entry into operations of the EES approaches, the European Commission reinforced the recommendation for the Carriers to stay in close contact and cooperation with the MS and relevant authorities (e.g. as regards the preparations at specific border crossing points).</p> <p>Several additional topics were discussed, such as the capture of biometric data in the EES at exit.</p>
<p>3. Technical updates (eu-LISA)</p>	<p>Air Carrier S2S CT System Overview indicates 37 systems missing forms, 15 systems connectivity tests ongoing, 5 systems ready for CT (with established connectivity), and 13 compliant system (candidates to go to production).</p> <p>For Air Carriers, 112 have not completed required forms, 186 are ready for tests but not compliant, 6 Carriers to be certified (with system being compliant), and 261 Carriers certified or exempted. Additionally, 65 Air Carriers declared only system-to-system connection and they have not completed the CT phase. Carriers who are not yet ready with system-to-system connection were requested to ask for a Carrier Web Portal access, as a backup solution for the EES EiO date. The CWG was reminded that Carriers are required to send a confirmation to the Carrier Onboarding Team upon completion of the staff training; it is a prerequisite to obtain access to the live environment. 205 Carriers are not compliant with the security convention (Form F07).</p> <p>The CWG was presented with the production preparation and the associated timeline, starting from the 4th of September 2024, outlining the System Technical Configurations, Connectivity Tests in October and EES EiO on the 10th of November, applicable for specific systems' groups. It was highlighted that the October connectivity tests will only cover the checks whether the connection between system has been established. It was recommended that, as a backup option, Carriers with a declared system not yet ready to go into production should request access to the Carrier Web Portal and proceed with the staff training as soon as possible, before the go live. The CWG was informed also that, once the training is done, new users and passwords will be provided when transferring to the production environment. Regarding the Production Connectivity, the CWG was presented with the Playground (PGD) and Production (PRD) environments differences, for elements such as purpose, the data used, VP tunnels and</p>

	<p>security requirements. It was confirmed that, for the PRD environment, the two VPN will have to be active continuously and at the same time, for both CU and BCU. Security aspects of the production environment were presented, with specificities of the REST API over mTLS, as well as the IBM MQ over IPsec VPN. Moreover, onboarding workflow, depicting the sequence of activities between System SPOC, eu-LISA Onboarding and eu-LISA Technical teams, was presented, indicating the required F04e/F04f forms exchanged between.</p> <p>Regarding the Carrier On-Boarding and Support Tool (COBST), the CWG was presented with the overview and the tool's purpose. The COBST-specific user groups comprising Carriers, eu-LISA users and Frontex users were presented. The introduction was followed by Carrier Onboarding and Support Tool demo presentation. The CWG was requested to provide dedicated SPoC functional e-mail addresses for receiving notifications generated by COBST. If no dedicated e-mails are provided by the Carriers, SPoCs and Backup SPoCs e-mail addresses will be used. It was also confirmed that Carriers will be granted access to the tool before EES EiO, once the tool is operational. A dedicated communication will be sent by the Agency.</p>
<p>4. Carriers and Travellers Support - Operational updates (Frontex)</p>	<p>Following questions noted from the previous CWG and those received via e-mail, Frontex updated the CWG regarding the queries of the Carrier Interface (CI) and the queries to be performed by the Carriers. Queries should be introduced at the earliest 48 hours prior to the scheduled time of departure so that the query is based on as up-to-date information as possible. In case of delays prior to departure causing a change in the date of arrival and/or the MS of entry, it is not obligatory to submit new queries for passengers that have already been queried anytime between 48 hours prior to the scheduled departure and the actual time of departure. However, the recommendation is for the Carriers to perform new queries with the updated information as, in case passengers have been refused entry at the border of arrival, the Carriers are liable to bring such passengers back to the country of departure. Regarding the question whether a Carrier should query Carrier Interface in case of <i>force majeure</i>, such as emergency landing/calling at a port on the territory of a European country that uses EES or requires ETIAS TA or in case of an imminent danger, the CWG was informed that the Carriers would be released from the obligation to query the CI in such circumstances.</p> <p>The CWG was presented with the latest updates on the UK Withdrawal Agreement. It was clarified that beneficiaries of the Withdrawal Agreement and their family members are exempt from EES and ETIAS as long as they meet the conditions of the Withdrawal Agreement and hold a residence document issued under EU law.</p> <p>The discussion regarding the passengers in scope/out of scope for the CI queries and the flagging of the nationalities being out of scope when querying the CI was reopened. It was underlined that the travellers in scope</p>

	<p>of the Carrier Interface cover those who hold a short-stay visa for one or two entries or ETIAS travel authorisation (once it enters into operation), and it is those who should be queried by the Carriers. CWG was redirected to the presentations from previous CWG meetings, where the proposed handling of different cases, the flagging and the in scope/out of scope subjects were discussed. The Carrier Interface message currently accepts only TCNs travelling with passport, but the case of EU citizens travelling with ID cards will be examined for future enhancement.</p> <p>Additionally, Frontex presented specific situations of handling the nationalities coming from and to Ireland or special territories such as Vatican, Monaco, Greenland, Faroe Islands, Ceuta, Melilla, Gibraltar, Svalbard and Aaland. It was confirmed as well that Andorra nationals are exempt from the CI queries, as the country holds a special agreement with EU.</p> <p>The CWG was also updated on the delivery of the SOP documentation which is being finalised with the last remaining points. The CWG will be updated on the improved document within the following weeks. It was confirmed that the SOP document although amended on several topics, still follows the same logic and flow of the first draft already provided to the Carriers.</p> <p>Finally, the CWG was provided with useful links to “Land scenarios”, “Sea scenarios” for Air Carriers for consideration, and to Carrier FAQ. For operational queries, Carriers were invited to contact Frontex at etias.acu1@frontex.europa.eu.</p>
<p>5. Q&A</p>	<p>During the Q&A session, eu-LISA, the Commission and Frontex addressed several topics and responded to questions posed by Carriers on various operational and technical topics such as crew members without CMC and precautionary measures</p>