

Carriers Working Group of 27 June 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 92 participants).

<p>1. Introduction</p> <p>a. Agenda</p> <p>b. Carriers meeting calendar</p>	<p>eu-LISA presented the agenda of the 33rd Carriers Working Group (CWG) and the calendar of the upcoming meetings to the participants.</p> <p>Carriers were reminded that in order to ensure effective troubleshooting sessions, it is important for knowledgeable technical personnel to be present. Additionally for those using different systems for a S2S connection to declare <u>all</u> of their systems.</p> <p>The CWG reviewed the schedule for upcoming meetings, noting the dates through December 2024. The next scheduled session is set for August 8th. Ad hoc meetings may be organised upon request. eu-LISA however kindly requested that the discussion topics are shared in advance to ensure the inclusion of the most pertinent experts.</p>
<p>2. Legal updates (European Commission)</p>	<p>The European Commission presented an overview of the EES Information Campaign and crew exemptions.</p> <p>The EES campaign aims to inform travellers about the new digital border management system, which will replace passport stamping with digital recording of entries and exits and biometric data of travellers in scope of the system. The campaign focuses on enhancing travel experience and strengthening internal security. The launch is planned around 2 months before the go-live date, with dissemination through DG Home channels, paid ads, and multipliers, such as MS and travel associations. Carriers are expected to update their websites with EES information and use the provided campaign materials. The campaign also addresses</p>

	<p>misinformation, regularly monitoring press coverage and equipping stakeholders with accurate information to eliminate any confusion between EES and ETIAS. Information will first be shared with MS this week, followed by Carriers probably in July via email.</p> <p>In the presentation on sea and crew exemptions, it was clarified that civilian sea crew members are exempt from ETIAS and short-stay visas, with the exact scope determined at the national level. For crew members, many MS consider that their duties start when they sign on at the ship, not during transit from the airport or home. Specifics about EES exemptions for sea crew members were provided, noting that article 6a(3) and the annex VII of the Schengen Borders Code establishes that seamen who do not leave the ship and port area will not be registered into the EES, with derogations established at the national level. Challenges were discussed regarding long-term contracts for crew members, who might be registered as overstayers if their ship does not leave the Schengen area within three months. In such cases, rectification requests can be made to the competent national authorities. COM underlined that crew members should envisage long-stay visa to avoid being registered in EES. The strict legal framework surrounding "Not OK" responses from the carrier interface was emphasised, noting that the information on LTVs cannot be added to the reply.</p>
<p>3. Technical updates (eu-LISA)</p>	<p>eu-LISA updated the CWG on the System-to-System Readiness for EES and Carrier Status as of June 2024. For Sea Carriers, there are 23 in total, with 35% yet to complete all required forms and 48% ready for tests, though systems are not yet compliant. There are 19 systems under Sea System Readiness, with 42% not completing required forms, 21% undergoing connectivity testing, and 16% ready for Connectivity Testing (CT). Access to the Carrier Web Portal, with a minimum of 10 users per Carrier, was granted to all concerned SPOCs, contingent upon signing the Security Convention (Form F07). In the land sector, 21 Carriers are total, with 52% not completing required forms and 48% ready for tests but facing system compliance issues. There are 2 systems under Land System Readiness, with 50% not completing forms and 16% ready for CT. Access conditions are similar to those of sea Carriers. In both sectors, very low numbers of authentications were identified in the training environment, underscoring the necessity for Carriers to complete staff training and update the Carrier Onboarding Team accordingly.</p>
<p>4. Carriers and Travellers Support - Operational updates and sea</p>	<p>Frontex presented updates to the CWG on the support provided to Carriers regarding different Sea and Land Scenarios. The presentation included detailed guidelines for 37 Sea Scenarios, each tailored to the specific number of entries into MS. Looking ahead, the Sea Scenarios document will be shared with registered sea Carriers, and submitted for graphic design and further dissemination. The guidelines for Land Scenarios were also presented, providing recommendations across 16 scenarios. Examples</p>

<p>scenarios (Frontex)</p>	<p>included Land Scenarios with one entry and two entries for holders of single/double entry visas, and combinations with ferry routes. The Land Scenarios document will follow a similar dissemination process, being, shared with registered land Carriers, and enhanced through graphic design for broader dissemination. For operational queries, Carriers were invited to contact Frontex at etias.acu1@frontex.europa.eu.</p>
<p>6. 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 issues. One question addressed the authentication process for staff who do not have a company phone. It was clarified that, while it is not possible to change the authenticator, there is an option to complete the authentication process even without a mobile phone. This issue had been previously discussed in a past CWG session. It was also clarified that the Carrier interface currently only checks the validity and available entries for single and double entry visas. The system does not include information on multiple entry visas therefore, passengers traveling with multiple entry visas will receive a "Not OK" message if the "out of scope" flag is not used. In such cases, Carriers will need to manually verify the passenger's documents at the desk. Carriers will need to check the visa stickers, which indicate the type of visa issued by MS. Carriers also asked if they would be liable in the case they transport a visa-holder which reached all days of the authorised stay as, before the start of operation of the revised VIS, the carrier interface will not take this information into consideration. COM took note of the question and will come back to this question at a later stage. Carriers were encouraged to submit their questions in writing to ensure all scenarios are clearly understood and addressed.</p>

Carriers Working Group of 27 June 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 166 participants).

<p>1. Introduction</p> <p>a. Agenda</p> <p>b. Carriers meeting calendar</p>	<p>eu-LISA presented the agenda of the 33rd Carriers Working Group (CWG) and the calendar of the upcoming meetings to the participants.</p> <p>eu-LISA emphasised the importance of effective participation in technical meetings, urging Carriers and service providers to ensure that knowledgeable technical personnel attend. It was noted that some meetings were ineffective due to the absence of informed participants. Carriers were encouraged to ensure participants understand the meeting's scope and context to optimise the allocated time. Additionally, eu-LISA stressed the need for Carriers to declare all systems used for a s2s connection, including those specific to different airports, through the appropriate forms, to ensure proper connection to the Carrier interface.</p> <p>The CWG reviewed the schedule for upcoming meetings, noting the dates through December 2024. The next scheduled session is set for August 8th. Ad hoc meetings may be organised upon request. eu-LISA however kindly requested that the discussion topics are shared in advance to ensure the inclusion of the most pertinent experts.</p>
<p>2. Legal updates (European Commission)</p>	<p>The European Commission presented an overview of the EES Information Campaign and crew exemptions.</p> <p>The EES campaign aims to inform travellers about the new digital border management system, which will replace passport stamping with digital</p>

recording of entries and exits and biometric data of travellers in scope of the system. The campaign focuses on enhancing travel experience and strengthening internal security. The launch is planned around 2 months before the go-live date, with dissemination through DG Home channels, paid ads, and multipliers such as MS and travel associations. Carriers are expected to update their websites with EES information and use the provided campaign materials. The campaign also addresses misinformation, regularly monitoring press coverage and equipping stakeholders with accurate information to eliminate any confusion between EES and ETIAS. Information will first be shared with MS this week, followed by Carriers probably in July via email.

Regarding air crew exemptions, the WG session revisited the context of the CMC (Crew Member Certificate) and dual nationals with multiple passports. Article 2(2)(i) of the ETIAS Regulation indicates that MS can exempt crew members from visa requirements. Carriers should verify these exemptions by contacting national authorities and consulting the information notified by MS to the Commission (and published on the Commission's website – please see the FAQ). For the EES, Article 2 of the EES Regulation refers to the same exceptions as those included in the Schengen Border Code concerning pilots and other crew members holding a crew member certificate. Accordingly, the current rules require border authorities to register crew members without a pilot's license or CMC in the EES. Concerns were raised about the need for EES queries for all crew members at the carrier interface as their data is stored separately from passenger data. The discussion focused on exploring pragmatic solutions, such as handling crew registration directly at borders, reflecting on current practices, and encouraging the use of carrier web portal and mobile app for the carrier interface checks where possible. As most crew members do not disembark and therefore do not cross external borders, carriers suggested a pragmatic approach for such cases. The Commission acknowledged this and will consider it.

Finally, the strict legal framework around "Not OK" responses from the Carrier interface was emphasised, noting that the information on LTVs cannot be added to the reply.

In reply to questions about travellers holding dual nationality (e.g. EU nationality and a third-country nationality), it was clarified that Union rules do not prevent the entry into the EU to travellers proving their EU nationality.

<p>3. Technical updates (eu-LISA)</p>	<p>eu-LISA provided an update on the System-to-System Readiness for EES and Carrier Status for Air Carriers as of June 2024. The status report highlighted that, out of a total of 421 air Carriers, 27% have not yet completed all required forms, while only 3% are ready for tests despite system non-compliance issues. A significant 40% are in the process of being certified, indicating system compliance. Regarding Air System Readiness, there are 57 systems in total, with 49% not having completed required forms. Connectivity testing is ongoing for 21% of these systems, and 16% are ready for Connectivity Testing (CT). Access to the Carrier Web Portal has been granted to all concerned Carrier SPOCs, allowing for a minimum of 10 users per Carrier, but only if the Security Convention (Form F07) is signed. The report also noted very low numbers of authentications in the training environment. This points to a need for Carriers to complete staff training diligently and to keep the Carrier Onboarding Team informed of their progress. Carriers raised concerns about certification and connectivity processes. In reply to a question if the exemption form had been provided, it was clarified that Carriers are notified and given the form once their system is compliant. Another major concern was the timeline for achieving production connectivity by October 6th. Carriers are worried about the substantial work required to connect their Departure Control Systems to the production environment. eu-LISA explained that it plans to provide production environment as soon as possible to facilitate this. The connectivity process with production environment will be similar to PGD. Challenges in aligning Departure Control Systems and ensuring airline connections were highlighted, along with concerns about training staff due to frequent changes and the need for a definitive go-live date. As an interim solution for those who might miss the September-October deadline, the use of the web portal was suggested, focusing on passengers with single and double entry visas to reduce the number of queries and ease the transition.</p>
<p>4. Carriers and Travellers Support - Operational updates (Frontex)</p>	<p>Frontex updated the CWG regarding the finalisation of the FAQ documents. The last version is being completed and will be sent for graphic design and translation into all EU official languages and 9 non-EU languages in the upcoming weeks. Carriers are expected to receive this new version, including design and translations, during the summer. Frontex is focused on preparing internal procedures to provide support to Carriers when EES EiO goes live. 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 answered Carriers' questions. Carriers highlighted a recent info session with Belgian authorities, which provided valuable insights into their readiness and ongoing testing. It was suggested that similar sessions are organised by other EU MS as they are very beneficial. The Commission acknowledged the suggestion and agreed to pass the message to MS, encouraging them to organise similar meetings.</p>

	<p>The Commission assured Carriers that the progress of all MS is being closely monitored and that everyone is working towards the targeted October 6th go-live date.</p>
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