Carriers Working Group of 20 March 2025

Summary

Subject: Monthly Carriers Working Group meeting

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

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 82 participants).

1. Introduction **a. Agenda** **b. Carriers meeting calendar**	eu-LISA presented the agenda of the 41st Carriers Working Group (CWG) and the calendar of the upcoming meetings to the participants. The CWG reviewed the schedule for upcoming meetings, noting the dates through July 2025, with the next session scheduled for April 28th 2025.
2. Legal updates (European Commission)	The European Commission updated the CWG on the proposal introducing the progressive entry into operations of the EES and on the roadmap which was discussed and approved in the Justice and Home Affairs (JHA) Council meeting on 5 March 2025. The JHA Council approved the revised roadmap for the rollout of the Interoperability architecture. This roadmap confirms the progressive start of operations of EES in October 2025, while the start of operations of ETIAS is planned for the last quarter of 2026. According to the official message published by Council, the revised roadmap focuses on 2025 and 2026; all the other elements of the Interoperability architecture, including the new Visa Information System, will be fully deployed as of 2027.

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3. Technical updates (eu-LISA)	eu-LISA updated the CWG on the latest Carrier Implementation Figures and the current status of the different implementation areas. Currently, 63 carriers for the sea industry and 122 carriers for the road industry were registered. Regarding the number of systems declared for the sea industry, there are 20 systems declared while for the land industry there is one. Concerning the number of registrations by channel, 713 carriers opted for System2System (S2S), 524 carriers for the Mobile app and the Web Portal. The land industry declared their intention to use more the web interfaces and Mobile app.
	Furthermore, an overview of the S2S CT for carriers and Service Providers was presented. It was announced that good progress has been reached for the carriers ready to be in operations. However, there are still some carriers who have not yet completed the missing forms. For the web portal and the mobile application, eu-LISA informed that in the last month, the progress reached is not satisfactory, mainly because a significant number of carriers did not complete the Security Convention (F07 form), it was also noted that the number of confirmations for the training activities still remains low. The Agency reminded the community that it is mandatory for the carriers to send the confirmation to the eu-LISA Carriers Onboarding team that their staff is trained for the Carrier Web Portal to be granted access to the live environment.
	eu-LISA also underlined that according to the current legal proposal, the carriers may only start using the carrier interface (CI) 90 days after the progressive start date of operations; use at this time and until 180 days after the start of operations shall remain optional. However, this period provides the carriers with an opportunity to ensure readiness of their systems and business processes. As of day 180, marking the end of the progressive start, it is mandatory for all carriers to perform the verification of all the travellers in scope.
	An overview of the carriers' S2S readiness status and the main challenges behind the statistics were presented. For those carriers still missing mandatory onboarding forms (1) and with the connectivity or testing status on-going (2), the main challenges are linked to either their system being still under development, or not complying with the eu-LISA security requirements, or to the carrier's unresponsiveness to the various communications and reminders.
	The Agency underlined that in case of no response, after one month, the connectivity will be withdrawn; the activities can be resumed once these systems are ready.
	A number of carriers have completed their testing and are approaching the end of the process (3); however, some actions still need to be taken in order to be connected to the production environment and be ready for operations.

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	Finally, the last category of carriers, ready for operations (4), are connected to the production environment and can start the operations from day 90. The activation of the traffic of each carrier in this category can be done upon request during the progressive approach. Most of the sea and land carriers expect to use the Web Portal or Mobile app, and for those concerned, they were requested to sign the necessary missing forms or complete the training of their staff.
4. Carriers and Travellers Support - Operational updates and sea scenarios (Frontex)	Frontex updated the community on the verification of crew members after entry into operations of EES. It was recalled that the carrier obligations stipulated in Article 26 of the CISA remain unchanged. Carriers are currently verifying the passengers and crew members based on their business model. After EES enters into operations, carriers will have the possibility to verify travellers who hold a short-stay visa for one to two entries, or at a later stage the ETIAS travel authorisation, in an electronic way via the carrier interface. Carriers do not need to query the carrier interface if the crew members are exempted under the conditions specified by each European country that uses EES or requires ETIAS travel authorisation. The derogation from checks on passengers during daytrips does not apply to crew members. Sea carriers are obliged to query the carrier interface anytime between 48 hours before the scheduled time of departure and the time of departure. For crew that are not exempt, sea carriers should adjust their queries to the CI according to their knowledge about their crew members' disembarkations. As a rule, the carrier should respect the crew or the passengers' itinerary. The CWG was also reminded to refer to the Sea Scenarios document and FAQ and encouraged to regularly consult it for updates and guidance. An update of the FAQ is on-going, and it will also include Q&A on the progressive start of EES operations once the legislative process is concluded.
6. Q&A	During the Q&A session, eu-LISA, the Commission and Frontex addressed several topics and responded to questions posed by Carriers on various legislative, operational and technical topics, such as the timeline and the modalities of the progressive approach, training of the carriers' staff, ferry operators' processes.

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Carriers Working Group of 20 March 2025

Summary

Subject: Monthly Carriers Working Group meeting

Air Carriers at 13:30– 16:00 CET

Participants: Carriers representing air industry, their declared service providers, Carrier associations, European Commission (DG HOME), Member State (MS) experts, Frontex and eu-LISA (altogether 155 participants).

1. Introduction **a. Agenda** **b. Carriers meeting calendar**	eu-LISA presented the agenda of the 41st Carriers Working Group (CWG) and the calendar of the upcoming meetings to the participants. The CWG reviewed the schedule for upcoming meetings, noting the dates through July 2025, with the next session scheduled for April 28th 2025.
2. Legal updates (European Commission)	The European Commission updated the CWG on the proposal introducing the progressive entry into operations of the EES and on the roadmap which was discussed and approved in the Justice and Home Affairs (JHA) Council meeting on 5 March 2025. The JHA Council approved the revised roadmap for the rollout of the Interoperability architecture. This roadmap confirms the progressive start of operations of EES in October 2025, while the start of operations of ETIAS is planned for the last quarter of 2026. According to the official message published by Council, the revised roadmap focuses on 2025 and 2026; all the other elements of the Interoperability architecture, including the new Visa Information System, will be fully deployed as of 2027.

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3. Technical updates (eu-LISA)	eu-LISA updated the CWG on the latest Carrier implementation figures and on the current status of the different implementation areas. It was noted that 1052 air carriers were registered thus far. Concerning the number of registrations by channel, 713 carriers opted for S2S, 524 carriers for the Mobile app and the Web Portal. Furthermore, an overview of the carriers S2S CT and of the Service Providers was presented. Good progress has been reached for carriers ready for operations. However, there are still some carriers who have not completed the necessary forms. For the Web Portal and the Mobile app, eu-LISA informed that the progress reached is not satisfactory yet, mainly because a significant number of carriers did not complete the Security Convention (F07) and the number of confirmations for the training activities remains still low. The Agency reminded the community that it is mandatory for the carriers to send the confirmation to the eu-LISA Carriers Onboarding team that their staff is trained for the Carrier Web Portal to be granted access to the live environment. eu-LISA also underlined that according to the current legal proposal, the carriers may only start using the carrier interface 90 days after the progressive start date of operations; use at this time and until 180 days after the start of operations shall remain optional. However, this period provides the carriers with an opportunity to ensure readiness of their systems and business processes. As of day 180, marking the end of the progressive start, it is mandatory for all carriers to perform the verification of all the travellers in scope. An overview of the carriers S2S readiness status and the main challenges behind the statistics were presented. For those carriers with missing mandatory onboarding forms (1) and with the connectivity or testing status on-going (2), the main challenges are linked to either their system being still under development, or not complying with the eu-LISA security requirements, or to the carrier's unresponsiveness to the various communications and reminders. It was underlined that those carriers in category two (2) can easily be ready for operations by sending a CT waiver. A number of carriers have completed their testing and are approaching the end of the process (3); however, some actions still need to be taken in order to be connected to the production environment and be ready for operations. Finally, the last category of carriers, ready for operations (4), are connected to the production environment and can start the operations from day 90. The activation of the traffic of each carrier in this category can be done upon request during the progressive approach. Most of the air passenger traffic is covered by those air carriers under categories three (3) and four (4).

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4. Carriers and Travellers Support - Operational updates (Frontex)	Frontex informed the community about the verification of in-transit passenger from a non-Schengen country to another non-Schengen country. From the start of operations of EES, carriers will be able to flag the passengers who are in transit in the carrier interface and the answer will be Not Applicable (NA). The same process applies for the out-of-scope travellers in case they are sent for verification; carriers may query the carrier interface for this category of passengers and indicate (flag) that they are out of scope. Regarding Cyprus, Frontex highlighted that Cyprus is an EU Member State that does not use EES but will require an ETIAS travel authorisation. Finally, Frontex informed that an update of the FAQ is on-going, it will be done periodically, including also Q&A on the progressive start of EES operations once the legislative process is concluded.
5. Q&A	During the Q&A session, eu-LISA, the Commission and Frontex addressed several topics and responded to further questions posed by Carriers on the timeline of the proposal on the progressive entry into operation of the EES and its operational implications on the community.

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