PUBLIC

Video conference, 14 October 2026

Carriers Working Group of 14 October 2026

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 71 participants).

1. Introduction **a. Agenda** **b. Carriers meeting calendar**	eu-LISA presented the agenda of the 58th Carriers Working Group (CWG). The future meetings calendar will be circulated to the community shortly.
2. Legal updates (European Commission)	The European Commission provided an update on the EES and informed that since its launch in April 2026, the system registered to date over 230 million total entries and exits with over 80 000 refusals of entries, out of which 2000 were individuals presenting a threat to the EU internal security. The Commission provided updates concerning the ETIAS timeline.
3. Technical updates (eu-LISA)	eu-LISA shared the latest Carriers Onboarding figures along with an update on progress status across different business areas for sea, land and air carriers including the daily number of requests by channel and the COBST ticket three-month trend. 15 additional air carriers were registered in September, while the sea and road domains remained unchanged. While carrier onboarding continues to progress, there is still a significant gap between registration and operational adoption. More than 1,600 carriers are registered in the system, but only 577 are actively submitting requests in production, indicating that less than half of the registered carriers are currently using the system operationally. Furthermore, the Agency informed that the Carrier Interface (CI) was stable, and no critical incidents were declared in September 2026. Finally, the status of the actions listed in September was presented.
4. Carriers and Travellers Support -	Frontex presented an overview of the statistics, progress and types of requests covering technical and operational requests, as well as technical impossibility (TI) declarations received in COBST between 9 January 2026 and 13 October 2026.

Operational updates and sea scenarios (Frontex)	Frontex reiterated that the ETIAS ACU is responsible for responding to operational requests, while eu-LISA handles technical requests. The community was reminded that TI declaration must be submitted when carrier is unable to use the CI to verify that travellers in scope of EES have already used the number of their authorised entries for short stay visas. As the TI declaration constitutes a formal declaration that triggers notification and follow up actions to the affected MS, the Carriers were reminded to select the appropriate request type, as TI declarations cannot be reclassified. Frontex also provided an overview of the travel documents currently covered by the CI. At present, only short-stay visas with one or two authorised entries are within scope. The CI verifies visa validity and whether the authorised entries have already been used. Visa Type C- MULT, Type D, Type A and residence permits are currently out of scope and will be covered once the revised VIS becomes operational. Following the entry into operation of ETIAS, the CI will also verify the validity of ETIAS travel authorisations held by third-country nationals. Regarding the visa type C (short stay) with LTV, the CI checks the expiry date of the visa and whether the authorised entry/ies have been already consumed. LTV status is visible on the visa sticker, and the territorial validity is determined by the “valid for” field on the visa sticker. Carriers therefore remain responsible for checking, prior to boarding, that the country of destination corresponds to the country indicated on the LTV visa sticker. Regarding the visa type C (multiple entries), regardless of whether the visa is LTV or valid for the entire Schengen Area, the CI returns NA (Not Applicable).
5. Q&A	During the Q&A session, eu-LISA, the Commission and Frontex addressed several topics and responded to questions from the Carriers on the ETIAS EiO, CI replies and travel document types in scope.

Carriers Working Group of 14 October 2026

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 156 participants).

1. Introduction **a. Agenda** **b. Carriers meeting calendar**	eu-LISA presented the agenda of the 58th Carriers Working Group (CWG). The future meetings calendar will be circulated to the community shortly.
2. Legal updates (European Commission)	The European Commission provided an update on the EES and informed that since its launch in April 2026, the system registered to date over 230 million total entries and exits with over 80 000 refusals of entries, out of which 2000 were individuals presenting a threat to the EU internal security. The Commission provided updates concerning the ETIAS timeline.
3. Technical updates (eu-LISA)	eu-LISA shared the latest Carriers Onboarding figures along with an update on progress status across different business areas for sea, land and air carriers including the daily number of requests by channel and the COBST ticket three-month trend. 15 additional air carriers were registered in September, while the sea and road domains remained unchanged. While carrier onboarding continues to progress, there is still a significant gap between registration and operational adoption. More than 1,600 carriers are registered in the system, but only 577 are actively submitting requests in production, indicating that less than half of the registered carriers are currently using the system operationally. Furthermore, the Agency informed that the Carrier Interface (CI) was stable, and no critical incidents were declared in September 2026. Finally, the status of the actions listed in September was presented.

4. Carriers and Travellers Support - Operational updates (Frontex)	Frontex presented an overview of the statistics, progress and types of requests covering technical and operational requests, as well as technical impossibility (TI) declarations received in COBST between 9 January 2026 and 13 October 2026. Frontex reiterated that the ETIAS ACU is responsible for responding to operational requests, while eu-LISA handles technical requests. The community was reminded that TI declaration must be submitted when carrier is unable to use the CI to verify that travellers in scope of EES have already used the number of their authorised entries for short stay visas. As the TI declaration constitutes a formal declaration that triggers notification and follow up actions to the affected MS, the Carriers were reminded to select the appropriate request type, as TI declarations cannot be reclassified. Frontex also provided an overview of the travel documents currently covered by the CI. At present, only short-stay visas with one or two authorised entries are within the scope. The CI verifies visa validity and whether the authorised entries have already been used. Visa Type C - MULT, Type D, Type A and residence permits are currently out of scope and will be covered once the revised VIS becomes operational. Following the entry into operation of ETIAS, the CI will also verify the validity of ETIAS travel authorisations held by third-country nationals. Regarding the visa type C (short stay) with LTV, the CI checks the expiry date of the visa and whether the authorised entry/ies have been already consumed. LTV status is visible on the visa sticker, and the territorial validity is determined by the “valid for” field on the visa sticker. Carriers therefore remain responsible for checking, prior to boarding, that the country of destination corresponds to the country indicated on the LTV visa sticker. Regarding the visa type C (multiple entries) , regardless of whether the visa is LTV or valid for the entire Schengen Area, the CI returns NA (Not Applicable).
5. Q&A	During the Q&A session, eu-LISA, the Commission and Frontex addressed several matters and responded to further questions on several aspects such as the technical impossibility, visa with LTV topic, air crew, verification query and CI responses.