Land Scenarios

Detailed examples and visualisations for the assistance of carriers transporting groups overland by coach

Done at Warsaw
30/05/2024

....
Signature
Name Surname
Position

FRONTEX

1. Contents

2. Purpose   5

3. General considerations   5

4. Submission of carrier interface queries   9

5.   Conclusion   63

2. Purpose

The target audience of the guidelines contained in this document are the registered international carriers transporting groups overland by coach (hereafter "land carriers"), and their duly authorised staff, who transport passengers to European countries that use Entry/Exit System (EES) or require European Travel Information and Authorization System (ETIAS). The purpose of the description and illustration of the following case scenarios is to ease and facilitate the comprehension of certain procedures which carriers are expected to perform while complying with their obligations derived from EES and ETIAS Regulations, in combination with the relevant legislation (please check the following links for advanced information):
[Frequently Asked Questions (FAQ)](), [EES website](), [ETIAS website]().

The following case scenarios consist of itineraries to/from countries that use EES or require ETIAS, for which land carriers seem to pose the majority of inquiries related to the implementation of the EES/ETIAS projects. Moreover, the case scenarios contain clarifications, depicted in examples, on how land carriers shall query the Carrier Interface (CI) for their passengers.

3. General considerations

Nowadays, carriers are obliged to verify manually, prior boarding, if the passengers are in possession of valid travel documents when travelling to countries that in the future will be using EES or requiring ETIAS.

After EES enters into operations, carriers will, still, have the obligation to verify manually the travel documents, however the consumption of the entries of the short-stay visas, issued for one or two entries, can only be verified by querying the CI.

Later, after ETIAS enters into operations, carriers will have to verify, by querying the same CI, if passengers in scope of ETIAS have a valid travel authorization.

The obligation to query the CI for EES and ETIAS, is only applicable when travelling to countries that use EES or require ETIAS, therefore, carriers are not obliged to query the CI when departing from a country that uses EES or requires ETIAS and intending to enter a third country's territory.

For further information please see [Frequently Asked Question (FAQ)]() and, especially, Q/A [When should carriers perform the verification query?]()

3.1. ETIAS transition and grace periods

The ETIAS transition period is a period of six months from the date on which ETIAS starts operations. During the transition period, travellers will be allowed to enter the territory of a European country that requires ETIAS without an ETIAS travel authorisation, provided that they meet the other entry conditions as set forth in [Article 6 of the Schengen Borders Code]().

The grace period, is a period of six months that will follow the transition period, and travellers will be allowed to enter the territory of the countries that require ETIAS without an ETIAS travel authorisation (ETIAS TA), if this is their first entry during that period.

For further information please see FAQ Section [Transition and Grace Periods]().

3.2. Land carriers' exemption period from verifying ETIAS TA

For the first three years following the entry into operation of ETIAS, querying the CI to verify travellers who are required to be in possession of an ETIAS TA will be optional for land carriers. During this period, land carriers will not be penalised for boarding travellers without a valid ETIAS travel authorisation. However, carriers are always responsible for returning the traveller in the case of a refusal of entry, according to Art.26(1) (a) of the CISA. For further information please see FAQ Section Land carriers.

However, this does not mean that travellers who are required to be in possession of an ETIAS TA are exempt of holding an ETIAS TA for the first three years following the entry into operation of ETIAS, if they travel boarding a land carrier. If such travellers do not hold the required ETIAS TA, then they will be refused entry at the border of a country that requires ETIAS.

3.3. "Juxtaposed" border crossing points

In some cases, border checks for entry into the territory of countries that use EES or require ETIAS may precede boarding. In such cases, carriers should be relieved of the obligation to verify the travel authorisation status of travellers[1].

Those cases apply to "juxtaposed" border crossing points such as in Dover (UK) and Folkstone (UK – Eurotunnel crossing) where the French immigration authorities perform border checks prior boarding. Therefore, land carriers are relieved from the obligation to query the CI, for holders of single or double entry visas or holders of ETIAS TA when crossing those "juxtaposed" border crossing points.

3.4. Potential exemption of land carriers' drivers from holding a visa or an ETIAS TA

European countries that use EES or require ETIAS may exempt employees of the land transport industry (e.g. coach drivers) from the obligation to hold a visa, under certain circumstances. The same exemptions that currently apply for visas (for visa-required nationalities) are to apply for ETIAS (for visa-exempt nationalities).

European countries that use EES or require ETIAS have communicated to the European Commission the measures they have taken pursuant to Article 6 (3) of Regulation (EU) 2018/1806, under the following link Information on national derogations from the visa requirement. This link includes an Excel file which contains the sheet "Exceptions to the exemptions of visa requirement in accordance with Article 6(3)", where exception to the visa exemptions as regards persons carrying out a paid activity during their stay, mentioned in Article 6(3) can be found, indicating the way each Member State treats the aforementioned exemptions.

Land carriers' staff, such as coach drivers, may or may not be included in those exemptions so land carriers are advised to contact the European country/countries, in which they intend to operate their itineraries, in order to verify the conditions applying in each country related to their staff.

For further information please Q/A Do land carriers need to query the carrier interface for the bus driver and other crew members.

---

[1] *Please see recital recital (8) of Commission Implementing Regulation (EU) 2022/1380 of 8 August 2022 laying down the rules and conditions for verification queries by carriers, provisions for data protection and security for the carriers' authentication scheme as well as fall back procedures in case of technical impossibility and repealing Implementing Regulation (EU) 2021/1217 and recital (14) of Commission Implementing Regulation (EU) 2022/1409 of 18 August 2022 concerning the detailed rules on the conditions for the operation of the web service and data protection and security rules applicable to the web service, as well as measures for the development and technical implementation of the web service and repealing Implementing Regulation (EU) 2021/1224.*

3.5. Verification of land carriers' drivers, or other staff members onboard, via the CI

In the event that a driver or any other staff member of a land carrier plans to enter countries that use EES or require ETIAS, and possesses a single or double entry visa or an ETIAS TA, it is necessary to verify the validity of these visas or ETIAS TA through the CI.

However, if the staff members of land carriers fall under any visa or ETIAS exemption mentioned in the present section of this document, or any other exemption, then land carriers should not query these staff members' status through the CI.

For further information please Q/A Do land carriers need to query the carrier interface for the bus driver and other crew members.

3.6. Visas issued with Limited Territorial Validity (LTV)

In some circumstances visas may be, exceptionally, issued with Limited Territorial Validity, as per Article 25 of the Visa Code.

In those cases land carriers should, manually, check the LTV visa sticker, affixed on the travellers' passport, in order to verify whether the country/countries indicated in the LTV visa corresponds/correspond to the country/countries which the travellers intend to enter, prior boarding and prior transporting them to this country/countries.

If a European country/countries is not indicated in the LTV visa, and the traveller attempts to enter the territory of that European country/countries coming from a third country, then this traveller will be refused entry at the border.

In cases where travellers hold LTV visa issued for one or two entries a "NOK EES" reply from the CI will appear in the following cases:

➢ LTV visa issued for one or two entries has expired or will be expired on the intended date of entry in a country/countries that use EES;

➢ LTV visa issued for one or two entries is valid for the intended date of entry in a country/countries that use EES, but the the entry(-ies) have already been consumed;

In these instances, land carriers, before considering to deny boarding, they must verify that travelers do not possess any additional documentation, such as a residence permit, that would allow them to cross the border without a visa.

For more information on how to query for single or double entry LTV visas please see 4.2.4 Regarding travellers who are visa required and hold a single or double entry visas with Limited Territorial Validity (LTV).

3.7. ETIAS TA issued with Limited Territorial Validity (LTV)

In some circumstances ETIAS TA may be, exceptionally, issued with Limited Territorial Validity, as per Article 44 of ETIAS Regulation.

ETIAS TA, including ETIAS LTV, can be verified only by querying the CI and not manually.

Below you can find the potential replies by the CI in case a traveller holds an ETIAS TA issued with LTV:

a) If the traveller:

➢ holds an ETIAS LTV, issued for the country/countries of intended entry, but the ETIAS LTV has expired or will be expired on the intended date of entry, then the CI will return a "NOK ETIAS" reply;

➢ holds a valid ETIAS LTV for the intended date of entry, but the country/countries of intended entry does not correspond to the country/countries for which the ETIAS LTV has been issued, then the CI will return a "NOK ETIAS" reply;

In such instances, the land carriers must assess the possibility of denying boarding to travelers, after verifying that they do not possess any additional documents (such as a residence permit or others) that would exempt them from needing an ETIAS TA to cross the border.

For example:

A Serbian citizen, holder of biometric passport, is issued with an ETIAS LTV valid for entering Croatia, for the period from 01/05/2029 – 01/06/2029.

➢ If this passenger intends to board a coach and travel to Croatia on 02/06/2029, when the land carriers queries for this passenger, the CI will return a "NOK ETIAS", because the ETIAS LTV will be expired on 02/06/2029;

➢ If this passengers intends to board a coach and travel to Hungary on 03/05/2029, when the land carriers queries for this passenger, the CI will return a "NOK ETIAS", because the ETIAS LTV is valid only for Croatia;

➢ If this passenger intends to board a coach and travel to Hungary on 02/06/2029, when the land carriers queries for this passenger, the CI will return a "NOK ETIAS", because the ETIAS LTV will be expired on 02/06/2029 and, apart from that, because the ETIAS LTV is valid only for Croatia;

b) If the traveller:

➢ holds an ETIAS LTV issued for the country/countries of intended entry and the ETIAS LTV is valid for the intended date of entry in this country/countries, then the CI will return an "OK" reply;

3.8. Consultation of authorised stay and valid visa/ETIAS TA

Land carriers should advise their travellers to consult the EES web service (Authorised Stay Verification Tool) in order to gain further information on the remaining period of authorised stay and the validity of visas. For passengers holding an ETIAS TA, additionally, to consult the Verification Tool, in order to verify the status and the validity of their travel authorisation. These tools can provide reassurances that passengers would be in possession of the valid documentation for the whole duration of their itinerary.

4. Submission of carrier interface queries

According to art. 26 of CISA, land carriers, already, have the obligation to ensure that an alien who is carried at the borders of the European territory, is in possession of the travel documents required for entry in that territory. Therefore, land carriers, already, have the obligation, according to EU legislation, to perform documentation checks for their passengers. Those checks, performed by the carriers, consist, mainly but not only, by manual verification of the required travel documents.

Those provisions will continue to apply after the implementation of EES and ETIAS with a major difference:

- ➢ After the entry into force of EES, carriers shall identify the holders of short-stay visas, issued for one or two entries, and query the CI for them, in order to check the validity and the consumption of the entries authorised by those visas.

- ➢ After the entry into force of ETIAS, carriers shall identify the holders of an ETIAS TA and query the CI for them, in order to check the validity of their ETIAS TA.

The purpose of those queries is, exactly, to comply with the EU legislation, and ensure that the aforementioned passengers hold proper and valid travel documents to enter the territory of countries that use EES and require ETIAS.

Land carriers are obliged to query the carrier interface anytime between 48 hours prior to the scheduled time of departure and the time of departure, when transporting:

- ➢ passengers who are visa required and hold a short-stay visa for one or two entries, from outside the territory of a European country that uses EES to such a country;

- ➢ passengers who are required to be in possession of an ETIAS travel authorisation, from outside the territory of a European country that requires ETIAS to such a country.

Carriers may perform a single verification query through the CI for both categories of passengers, those who are visa required and hold a short-stay visa for one or two entries, and those who are required to be in possession of an ETIAS TA.

Important notice

All the case scenarios described below assume that the traveller holds a single ticket for the whole itinerary and the itinerary is operated by the same land carrier or by multiple carriers registered as one.

If different land carriers are involved in the itinerary then each of them should perform the verification queries, adjusting the guidelines according to the leg of the itinerary they are operating.

The point of departure and arrival may differ for each traveller in a given itinerary. For this reason, land carriers should take under consideration each traveller's point of departure and arrival when providing those in the CI. Having that in mind, land carriers may organise their queries by performing batch queries, with travellers that embark and disembark at the same point. It goes without saying, that the way land carriers will query the CI (batch queries, individual queries) is up to each land carrier's implementing policy.

Please check the screenshot below in order to visualize the fields of the CI mentioned below.

4.1. Itineraries that include <u>one entry</u>, from third countries, to countries that use EES or require ETIAS

4.1.1. Regarding passengers who are required to be in possession of an ETIAS TA

query the carrier interface, by providing the following, among others,:

a) *"scheduled local date and time of departure"* → the local date and time at the point of departure;

b) *"Country of destination"* → the country that requires ETIAS included in the itinerary where the travellers intend to enter from a third country;

c) *"Scheduled local date at point of arrival"* → the local date and time at the land border crossing point between a third country and the "Country of destination", as indicated in point (b).

4.1.2. Regarding passengers who are visa required and hold a short-stay visa for one or two entries

query the carrier interface, by providing the following, among others,:

a) *"scheduled local date and time of departure"* → the local date and time at the point of departure;

b) *"Country of destination"* → the country that uses EES included in the itinerary where the travellers intend to enter from a third country;

c) *"Scheduled local date at point of arrival"* → the local date and time at the land border crossing point between a third country and the "Country of destination", as indicated in point (b).

Please see the scenarios below in order to visualise the concept.

4.1.3. Itinerary: Istanbul – <u>Kapitan Andreevo</u> – Plovdiv - Sofia

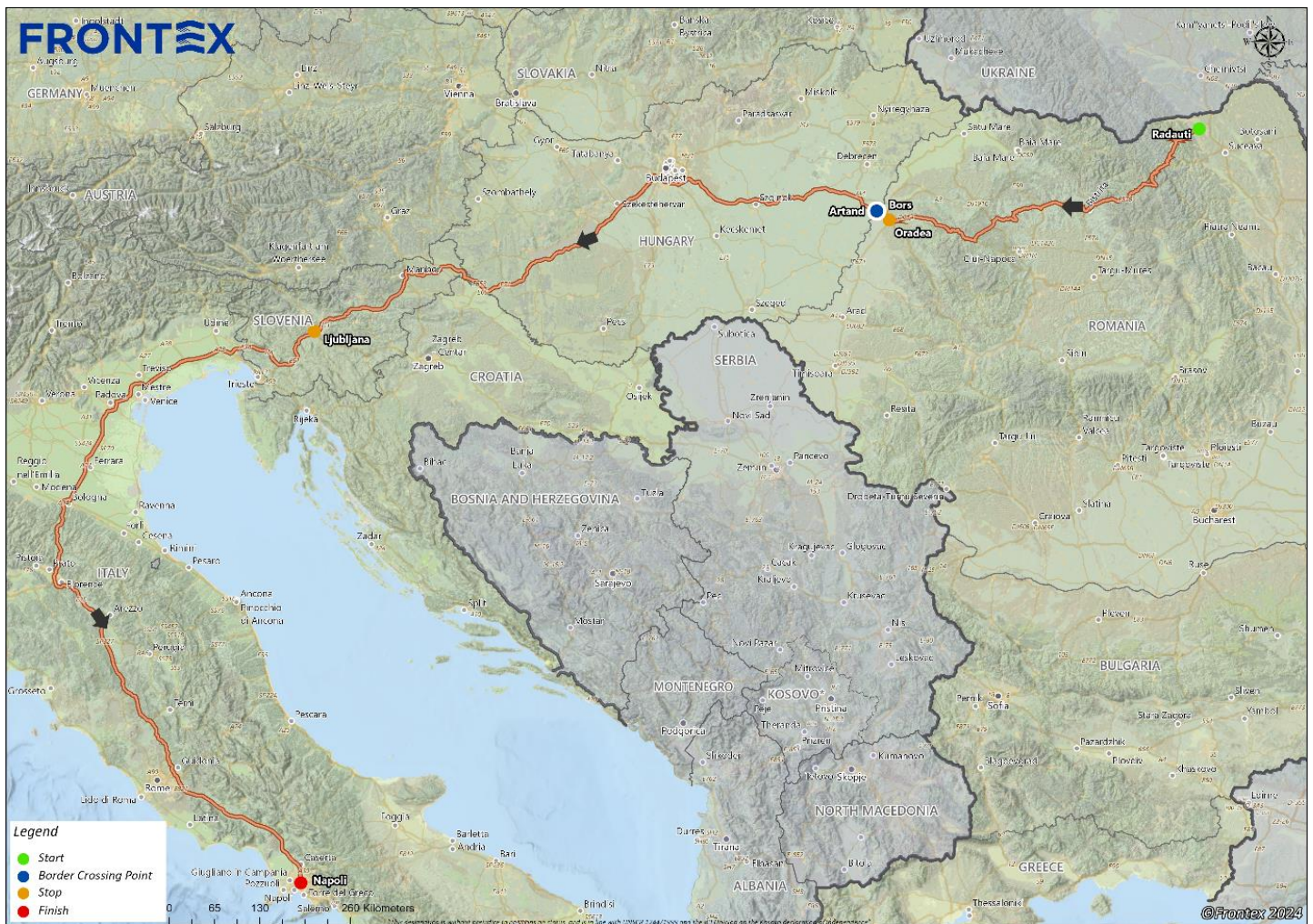|	Status	City	Type of territory	Type of passengers to be queried		"Scheduled date at point of arrival" and "Country of destination, to be provided in the CI
				Holders of single or double entry visas	Passengers required to be in possession of an ETIAS TA	
1	Start	Istanbul/Turkey	Non-Schengen / Non-EU	YES	YES	Scheduled local date of arrival in Kapitan Andreevo/Bulgaria Border Crossing Point
2	Border Crossing Point (BCP)	Kapitan Andreevo/Bulgaria	MS using EES and requiring ETIAS	NO	NO	-
3	Stop	Plovdiv/Bulgaria	MS using EES and requiring ETIAS	NO	NO	-
4	Finish	Sofia/Bulgaria	MS using EES and requiring ETIAS	-	-	-

4.1.4. Itinerary: Kyiv – Zhytomir – Rivne – Lutsk – <u>Dorohusk</u> – Lublin - Warsaw

	Status	City	Type of territory	Type of passengers to be queried		"Scheduled local date at point of arrival" and "Country of destination, to be provided in the CI
				Holders of single or double entry visas	Passengers required to be in possession of an ETIAS TA	
1	Start	Kyiv/Ukraine	Non-Schengen / Non-EU	YES	YES	Scheduled local date of arrival in Dorohusk/Poland Border Crossing Point
2	Stop	Zhytomir/Ukraine	Non-Schengen / Non-EU	YES Only for new passengers	YES Only for new passengers	Scheduled local date of arrival in Dorohusk/Poland Border Crossing Point
3	Stop	Rivne/Ukraine	Non-Schengen / Non-EU	YES Only for new passengers	YES Only for new passengers	Scheduled local date of arrival in Dorohusk/Poland Border Crossing Point
4	Stop	Lutsk/Ukraine	Non-Schengen / Non-EU	YES Only for new passengers	YES Only for new passengers	Scheduled local date of arrival in Dorohusk/Poland Border Crossing Point
5	Border Crossing Point (CP)	Dorohusk/Poland	MS using EES and requiring ETIAS	NO	NO	-
6	Stop	Lublin/Poland	MS using EES and requiring ETIAS	NO	NO	-

7	Finish	Warsaw/Poland	MS using EES and requiring ETIAS	-	-	

4.1.5. Itinerary: Radauti – Oradea – Bors – <u>Artand</u> – Ljubljana - Napoli

	Status	City	Type of territory	Type of passengers to be queried		"Scheduled date at point of arrival" and "Country of destination, to be provided in the CI
				Holders of single or double entry visas	Passengers required to be in possession of an ETIAS TA	
1	Start	Radauti/Romania	MS using EES and requiring ETIAS	NO	NO	-
2	Stop	Oradea/Romania	MS using EES and requiring ETIAS	NO	NO	-
3	Stop	Bors/Romania	MS using EES and requiring ETIAS	NO	NO	-
4	Border Crossing Point (BCP)	Artand/Hungary	MS using EES and requiring ETIAS	NO	NO	-
5	Stop	Ljubljana/Slovenia	MS using EES and requiring ETIAS	NO	NO	-
6	Finish	Napoli/Italy	MS using EES and requiring ETIAS	-	-	-

4.1.6. Itinerary: Minsk – Ashmyany – <u>Medininkai</u> - Vilnius

	Status	City	Type of territory	Type of passengers to be queried		"Scheduled date at point of arrival" and "Country of destination, to be provided in the CI"
				Holders of single or double entry visas	Passengers required to be in possession of an ETIAS TA	
1	Start	Minsk/Belarus	Non-Schengen / Non-EU	YES	YES	Scheduled local date of arrival in Medininkai/Lithuania Border Crossing Point
2	Stop	Ashmyany/Belarus	Non-Schengen / Non-EU	YES Only for new passengers	YES Only for new passengers	Scheduled local date of arrival in Medininkai/Lithuania Border Crossing Point
3	Border Crossing Point (BCP)	Medininkai/Lithuania	MS using EES and requiring ETIAS	NO	NO	-
4	Finish	Vilnius/Lithuania	MS using EES and requiring ETIAS	-	-	-

4.1.7. Itinerary: Novi Sad – Beograd – Nis – <u>Evzoni</u> – Thessaloniki – Larissa - Athens

| | Status | City | Type of territory | Type of passengers to be queried | | "Scheduled local date at point of arrival" and "Country of destination, to be provided in the CI |
				Holders of single or double entry visas	Passengers required to be in possession of an ETIAS TA	
1	Start	Novi Sad/Serbia	Non-Schengen / Non-EU	YES	YES	Scheduled local date of arrival in Evzoni/Greece Border Crossing Point
2	Stop	Beograd/Serbia	Non-Schengen / Non-EU	YES Only for new passengers	YES Only for new passengers	Scheduled local date of arrival in Evzoni/Greece Border Crossing Point
3	Stop	Nis/Serbia	Non-Schengen / Non-EU	YES Only for new passengers	YES Only for new passengers	Scheduled local date of arrival in Evzoni/Greece Border Crossing Point
4	Border Crossing Point (BCP)	Evzoni/Greece	MS using EES and requiring ETIAS	NO	NO	-
5	Stop	Thessaloniki/Greece	MS using EES and requiring ETIAS	NO	NO	-
6	Stop	Larissa/Greece	MS using EES and requiring ETIAS	NO	NO	-

7	Finish	Athens/Greece	MS using EES and requiring ETIAS	-	-	-

4.1.8. Itinerary: Novi Sad – Kalotina - Istanbul
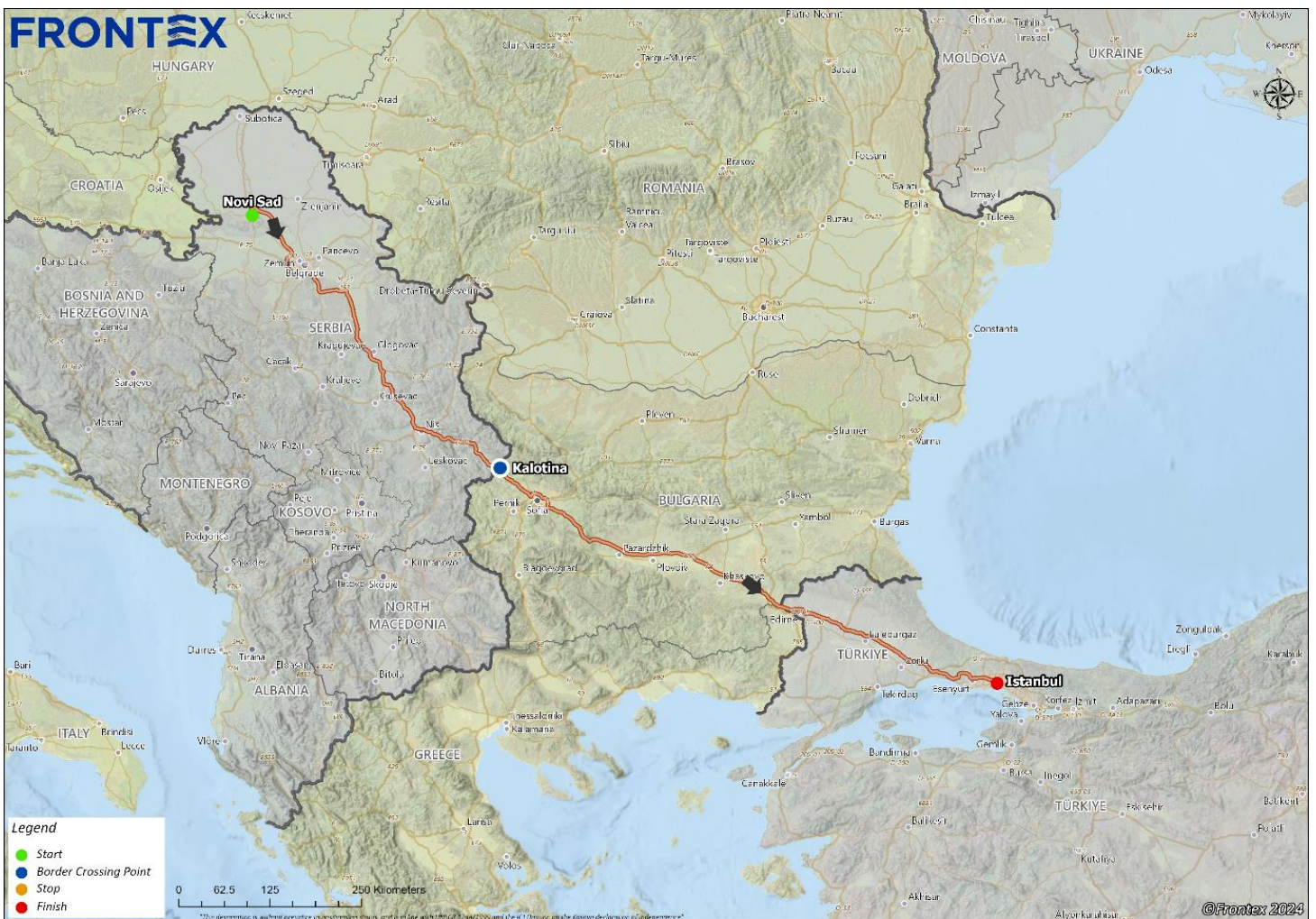
	Status	City	Type of territory	Type of passengers to be queried		"Scheduled local date at point of arrival" and "Country of destination, to be provided in the CI
				Holders of single or double entry visas	Passengers required to be in possession of an ETIAS TA	
1	Start	Novi Sad/Serbia	Non-Schengen / Non-EU	YES	YES	Scheduled local date of arrival in Kalotina/Bulgaria Border Crossing Point
2	Border Crossing Point (BCP)	Kalotina/Bulgaria	MS using EES and requiring ETIAS	NO	NO	-
3	Finish	Istanbul/Turkey	MS using EES and requiring ETIAS	-	-	-

4.1.9. Itinerary: Veliko Gradište – Požarevac – Belgrade – <u>Roszke</u> – Nickelsdorf – Parndorf – Vienna

	Status	City	Type of territory	Type of passengers to be queried		"Scheduled local date at point of arrival" and "Country of destination, to be provided in the CI
				Holders of single or double entry visas	Passengers required to be in possession of an ETIAS TA	
1	Start	Veliko Gradište/Serbia	Non-Schengen / Non-EU	YES	YES	Scheduled local date of arrival in Roszke/Hungary Border Crossing Point
2	Stop	Požarevac/Serbia	Non-Schengen / Non-EU	YES Only for new passengers	YES Only for new passengers	Scheduled local date of arrival in Roszke/Hungary Border Crossing Point
3	Stop	Belgrade/Serbia	Non-Schengen / Non-EU	YES Only for new passengers	YES Only for new passengers	Scheduled local date of arrival in Roszke/Hungary Border Crossing Point
4	Border Crossing Point	Roszke/Hungary	MS using EES and requiring ETIAS	NO	NO	-
5	Stop	Nickelsdorf/Austria	MS using EES and requiring ETIAS	NO	NO	-
6	Stop	Parndorf/Austria	MS using EES and requiring ETIAS	NO	NO	-

7	Finish	Vienna/Austria	MS using EES and requiring ETIAS	-	-	-

4.1.10.Itinerary: Belgrade – <u>Bajakovo</u> – Obrezje – Fernetti – Chiasso - Berna

| | Status | Port | Type of territory | Type of passengers to be queried | | "Scheduled local date at point of arrival" and "Country of destination, to be provided in the CI |
				Holders of single or double entry visas	Passengers required to be in possession of an ETIAS TA	
1	Start	Belgrade/Serbia	Non-Schengen / Non-EU	YES	YES	Scheduled local date of arrival in Bajakovo/Croatia Border Crossing Point
2	Border Crossing Point (BCP)	Bajakovo/Croatia	MS using EES and requiring ETIAS	NO	NO	-
3	Stop	Obrezje/Slovenia	MS using EES and requiring ETIAS	NO	NO	-
4	Stop	Fernetti/Italy	MS using EES and requiring ETIAS	NO	NO	-
5	Stop	Chiasso/Switzerland	Schengen Associated Country	NO	NO	-
6	Finish	Berna/Switzerland	Schengen Associated Country	-	-	

4.1.11.Itinerary: Bursa – Istanbul – <u>Lesovo</u> – Sliven – Targovishte – Shumen – Razgrad - Ruse

	Status	Port	Type of territory	Type of passengers to be queried		"Scheduled local date at point of arrival" and "Country of destination, to be provided in the CI
				Holders of single or double entry visas	Passengers required to be in possession of an ETIAS TA	
1	Start	Bursa/Turkey	Non-Schengen / Non-EU	YES	YES	Scheduled local date of arrival in Lesovo/Bulgaria Border Crossing Point
2	Stop	Istanbul/Turkey	Non-Schengen / Non-EU	YES Only for new passengers	YES Only for new passengers	Scheduled local date of arrival in Lesovo/Bulgaria Border Crossing Point
4	Border Crossing Point	Lesovo/Bulgaria	MS using EES and requiring ETIAS	NO	NO	-
5	Stop	Sliven/Bulgaria	MS using EES and requiring ETIAS	NO	NO	-
6	Stop	Targovishte/Bulgaria	MS using EES and requiring ETIAS	NO	NO	-
7	Stop	Shumen/Bulgaria	MS using EES and requiring ETIAS	NO	NO	-

| 8 | Stop | Razgrad/Bulgaria | MS using EES and requiring ETIAS | NO | NO | - |
| 9 | Finish | Ruse/Bulgaria | MS using EES and requiring ETIAS | - | - | - |

4.1.12.Itinerary: Bečej – Kalotina - Sofia

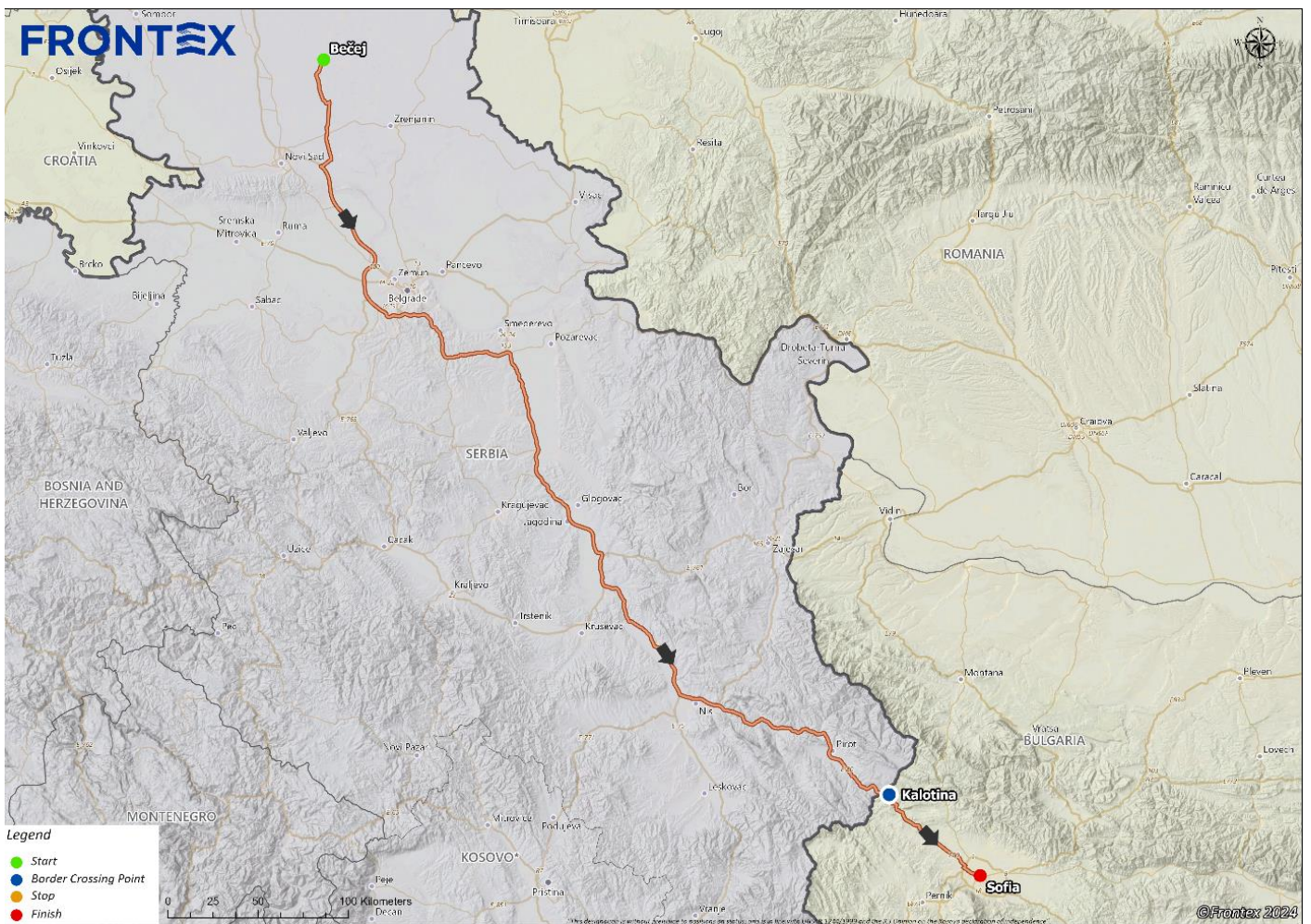| | Status | City | Type of territory | Type of passengers to be queried | | "Scheduled local date at point of arrival" and "Country of destination, to be provided in the CI |
				Holders of single or double entry visas	Passengers required to be in possession of an ETIAS TA	
1	Start	Bečej /Serbia	Non-Schengen / Non-EU	YES	YES	Scheduled local date of arrival in Kalotina/Bulgaria Border Crossing Point
2	Border Crossing Point (BCP)	Kalotina/Bulgaria	MS using EES and requiring ETIAS	NO	NO	-
3	Finish	Sofia/Bulgaria	MS using EES and requiring ETIAS	-	-	-

4.2. Itineraries that include <u>two entries</u>, from third countries, to countries that use EES or require ETIAS

All steps below may be performed anytime between 48 hours prior to the scheduled time of departure and the time of departure from the initial embarkation of passengers. This is to maximize the reassurance that passengers hold valid documentation for all future entries to Schengen area. This way the land carriers can verify whether a passenger does not hold valid documentation for those entries and, therefore, consider not to allow boarding at the initial embarkation and not at a future middle stop or at the borders of Schengen countries.

For passengers boarding in middle stops the queries to the CI should be adjusted accordingly. Please see <u>Queries for passengers boarding in middle stops</u>.

4.2.1. Itinerary: Tbilisi – Istanbul – <u>Kipoi</u> – Skopje – Belgrade – <u>Roszke</u> – Vienna – Munich

4.2.2. Regarding travellers who are required to be in possession of an ETIAS TA

Land carriers shall query the carrier interface following the steps below, by providing the following, among others:

1st step

a) *"scheduled local date and time of departure"* → the local date and time at the point of departure (initial embarkation);

b) *"Country of destination"* → the country that requires ETIAS included in the itinerary where the <u>first</u> entry from a third country will occur;

c) *"Scheduled local date at point of arrival"* → the local date and time at the land border crossing point in which the <u>first</u> entry from a third country to a country that requires ETIAS will occur.

2nd step

If the CI returns a "NOK ETIAS", it means that the passenger does not hold a valid ETIAS TA or ETIAS TA LTV, to enter the first "Country of destination". In such case, the land carriers must assess the possibility of denying boarding to the passenger, after verifying that they do not possess any additional documents (such as a residence permit or others) that would exempt them from needing an ETIAS TA to cross the border.

If the CI returns an "OK", it means that the passenger holds a valid ETIAS TA or ETIAS TA LTV, to enter the first "Country of destination". Therefore, land carriers shall perform a second query by providing the following, among others,:

a) *"scheduled local date and time of departure"* → the local date and time at the point of departure (initial embarkation);

b) *"Country of destination"* → the country that requires ETIAS included in the itinerary where the <u>second</u> entry from a third country will occur;

c) *"Scheduled local date at point of arrival"* → the local date and time at the land border crossing point in which the <u>second</u> entry from a third country to a country that requires ETIAS will occur.

If the CI returns a "NOK ETIAS", it means that the passenger does not hold a valid ETIAS TA or ETIAS TA LTV, to enter the first "Country of destination". In such case, the land carriers must assess the possibility of denying boarding to the passenger, after verifying that they do not possess any additional documents (such as a residence permit or others) that would exempt them from needing an ETIAS TA to cross the border.

Please see the table below to visualise the concept:

	Status	City	Type of territory	Type of passengers to be queried / Passengers required to be in possession of an ETIAS TA	"Scheduled local date at point of arrival" and "Country of destination, to be provided in the CI
1	Start	Tbilisi/Georgia	Non-Schengen / Non-EU	YES	1. Scheduled local date of arrival in Kipoi/Greece Border Crossing Point If "OK" then 2. Scheduled local date of arrival in Roszke/Hungary Border Crossing Point
2	Stop	Istanbul/Turkey	Non-Schengen / Non-EU	YES Only for new passengers	1. Scheduled local date of arrival in Kipoi/Greece Border Crossing Point If "OK" then 2. Scheduled local date of arrival in Roszke/Hungary Border Crossing Point
3	Border Crossing Point (BCP)	Kipoi/Greece	MS using EES and requiring ETIAS	YES Only for new passengers	Scheduled local date of arrival in Roszke/Hungary Border Crossing Point
4	Stop	Skopje/North Macedonia	Non-Schengen / Non-EU	YES Only for new passengers	Scheduled local date of arrival in Roszke/Hungary Border Crossing Point
5	Stop	Belgrade/Serbia	Non-Schengen / Non-EU	YES Only for new passengers	Scheduled local date of arrival in Roszke/Hungary Border Crossing Point

6	Border Crossing Point (BCP)	Roszke/Hungary	MS using EES and requiring ETIAS	NO	-
7	Stop	Vienna/Austria	MS using EES and requiring ETIAS	NO	-
8	Finish	Munich/Germany	MS using EES and requiring ETIAS	-	-

4.2.3. Regarding travellers who are visa required and hold a short-stay visa for one or two entries

OPTION 1

Land carriers shall query the carrier interface following the steps below, by providing the following, among others:

First step

a) *"scheduled local date and time of departure"* → the local date and time at the point of departure (initial embarkation);

b) *"Country of destination"* → the country that uses EES included in the itinerary in which the <u>first</u> entry from a third country will occur;

c) *"Scheduled local date at point of arrival"* → the local date and time at the land border crossing point in which the <u>first</u> entry from a third country to a country that uses EES will occur.

d) indicate that a double entry visa is required for this itinerary by marking the indicator "Double entry required".

Second step

If the CI returns a "NOK EES", land carriers must assess the possibility of denying boarding to the passenger, after verifying that they do not possess any additional documents (such as a residence permit or others) allowing them to cross the border.

If the CI returns an "OK", land carriers shall perform a second query by providing the following, among others:

a) *"scheduled local date and time of departure"* → the local date and time at the point of departure (initial embarkation);

b) *"Country of destination"* → the country that uses EES included in the itinerary in which the <u>second</u> entry from a third country will occur;

c) *"Scheduled local date at point of arrival"* → the local date and time at the land border crossing point in which the <u>second</u> entry from a third country to a country that uses EES will occur.

d) indicate that a double entry visa is required for this itinerary by marking the indicator "Double entry required".

If the CI returns a "NOK EES", land carriers must assess the possibility of denying boarding to the passenger, after verifying that they do not possess any additional documents (such as a residence permit or others) allowing them to cross the borders.

This OPTION 1 might accommodate better the land carriers who wish to perform bulk queries for both holders of single/double entry visas and ETIAS TA, since the method described in this option is the same with the method recommended to query for holders of ETIAS TA.

Please see the table below to visualise the concept:

	Status	City	Type of territory	Type of passengers to be queried / Holders of single or double entry visas	"Scheduled local date at point of arrival" and "Country of destination, to be provided in the CI
1	Start	Tbilisi/Georgia	Non-Schengen / Non-EU	YES (indicate that "Double entry required")	1. Scheduled local date of arrival in Kipoi/Greece Border Crossing Point If "OK" then 2. Scheduled local date of arrival in Roszke/Hungary Border Crossing Point
2	Stop	Istanbul/Turkey	Non-Schengen / Non-EU	YES Only for new passengers (indicate that "Double entry required")	1. Scheduled local date of arrival in Kipoi/Greece Border Crossing Point If "OK" then 2. Scheduled local date of arrival in Roszke/Hungary Border Crossing Point
3	Border Crossing Point (BCP)	Kipoi/Greece	MS using EES and requiring ETIAS	YES Only for new passengers	Scheduled local date of arrival in Roszke/Hungary Border Crossing Point
4	Stop	Skopje/North Macedonia	Non-Schengen / Non-EU	YES Only for new passengers	Scheduled local date of arrival in Roszke/Hungary Border Crossing Point
5	Stop	Belgrade/Serbia	Non-Schengen / Non-EU	YES Only for new passengers	Scheduled local date of arrival in Roszke/Hungary Border Crossing Point

6	Border Crossing Point (BCP)	Roszke/Hungary	MS using EES and requiring ETIAS	NO	-
7	Stop	Vienna/Austria	MS using EES and requiring ETIAS	NO	-
8	Finish	Munich/Germany	MS using EES and requiring ETIAS	-	-

OPTION 2

<u>First step</u>

Land carriers shall check <u>manually</u> the period of validity of the visa, by checking the visa sticker, in order to ensure that the visa is valid for the intented dates of entry, from a third country, to the first and the second country that use EES.

<u>Second step</u>

After that manual verification, land carriers shall query the carrier interface by providing the following, among others:

a) *"scheduled local date and time of departure"* → the local date and time at the point of departure (initial embarkation);

b) *"Country of destination"* → the country that uses EES included in the itinerary in which the <u>first</u> entry from a third country will occur;

c) *"Scheduled local date at point of arrival"* → the local date and time at the land border crossing point in which the <u>first</u> entry from a third country to a country that uses EES will occur.

d) indicate that a double entry visa is required for this itinerary by marking the indicator "Double entry required".

If the CI returns a "NOK EES", land carriers must assess the possibility of denying boarding to the passenger, after verifying that they do not possess any additional documents (such as a residence permit or others) allowing them to cross the border.

This OPTION 2 follows a different logic than the OPTION 1. It includes a manual verification of the period of validity of the visa, unlike the OPTION 1 where this verification is achieved, electronically, by performing two queries via the carrier interface for both countries of destination. Hence, in OPTION 2 we have, firstly, manual verification of period of validity of the visa, and secondly, one query in the carrier interface.

Please see the table below to visualise the concept:

First step

Check, <u>manually</u>, that the single or double entry visa is valid for the intended dates of entry in Greece and Hungary.

<u>Second step</u>

	Status	City	Type of territory	Type of passengers to be queried / Holders of single or double entry visas	"Scheduled local date at point of arrival" and "Country of destination, to be provided in the CI"
1	Start	Tbilisi/Georgia	Non-Schengen / Non-EU	YES (indicate that "Double entry required")	Scheduled local date of arrival in Kipoi/Greece Border Crossing Point
2	Stop	Istanbul/Turkey	Non-Schengen / Non-EU	YES Only for new passengers (indicate that "Double entry required")	Scheduled local date of arrival in Kipoi/Greece Border Crossing Point
3	Border Crossing Point (BCP)	Kipoi/Greece	MS using EES and requiring ETIAS	YES Only for new passengers	Scheduled local date of arrival in Roszke/Hungary Border Crossing Point
4	Stop	Skopje/North Macedonia	Non-Schengen / Non-EU	YES Only for new passengers	Scheduled local date of arrival in Roszke/Hungary Border Crossing Point
5	Stop	Belgrade/Serbia	Non-Schengen / Non-EU	YES Only for new passengers	Scheduled local date of arrival in Roszke/Hungary Border Crossing Point
6	Border Crossing Point (BCP)	Roszke/Hungary	MS using EES and requiring ETIAS	NO	-

7	Stop	Vienna/Austria	MS using EES and requiring ETIAS	**NO**	-
8	Finish	Munich/Germany	MS using EES and requiring ETIAS	-	-

4.2.4. Regarding travellers who are visa required and hold a single or double entry visas with Limited Territorial Validity (LTV)

For the purpose of analysing such, rather rare, scenarios we will analyse the following itinerary, as an example *Georgia → Turkey → Greece → North Macedonia → Serbia → Hungary → Austria → Germany*.

In such occasions, as mentioned in 3.6 Visas issued with Limited Territorial Validity (LTV), the land carrier should manually check the visa sticker to ensure that the LTV is issued for Greece and for Hungary, which means that the passenger holds proper LTV visa to enter the territory of Greece and Hungary, respectively.

After that manual verification the procedure to be followed is the same with the one stipulated in 4.2.3 Regarding travellers who are visa required and hold a short-stay visa for one or two entries.

Therefore land carriers can either:

OPTION 1: query prior departure in Georgia with intended date of entry in Greece, indicating in the CI "Double entry required". If the reply from the CI is "OK", then the land carrier shall perform a second query, prior departure in Georgia, with intended date of entry in Hungary, indicating in the CI "Double entry required",

OR

OPTION 2: prior departure in Georgia, check, manually, that the visa is valid for the intended dates of entry in Greece and Hungary. After that, query prior departure in Georgia, with intended date of entry in Greece, indicating in the CI "Double entry required".

4.3. Itineraries that include <u>more than two entries</u>, from third countries, to countries that use EES or require ETIAS

All steps below may be performed anytime between 48 hours prior to the scheduled time of departure and the time of departure from the initial embarkation of passengers. This is to maximize the reassurance that passengers hold valid documentation for all future entries to Schengen area. This way the land carriers can verify whether a passenger does not hold valid documentation for those entries and, therefore, consider not to allow boarding at the initial embarkation and not at a future middle stop or at the borders of Schengen countries.

For passengers boarding in middle stops the queries to the CI should be adjusted accordingly. Please see 4.6 Queries for passengers boarding in middle stops.

4.3.1. Itinerary: Istanbul – <u>Kipoi</u> – Skopje – Pristina - Novi Pazar – <u>Roszke</u> – Budapest – Sarajevo - Novi Pazar – Pristina – Skopje – <u>Evzoni</u> – Istanbul

4.3.2. Regarding travellers who are required to be in possession of an ETIAS TA

Land carriers shall query the carrier interface, the same way as indicated in the section 4.2 Itineraries that include two entries, from third countries, to countries that use EES or require ETIAS.

In a nutshell, land carriers should check, prior initial embarkation, if the ETIAS required passengers hold valid ETIAS TA to cross the borders between third countries and countries requiring ETIAS, included in the itinerary.

4.3.3. Regarding travellers who are visa required

Visa required travellers can participate in such an itinerary only by holding a multiple entry visa or other permit (e.g. residence permit) allowing them to do so.

Those multiple entry visas and permits are still verified manually by carriers therefore land carriers should check, manually, if their travellers hold single or double entry visas and, consequently, not allow them to board for such an itinerary.

New passengers boarding at a stopover, after which 2 entries are expected to occur:

For itineraries that include more than two entries, if new passengers board during a stopover after which 2 entries in Schengen area are expected to occur, then land carriers should query for holders of single or double entry visas and holders of ETIAS TA according to the guidelines stipulated in 4.2 Itineraries that include two entries, from third countries, to countries that use EES or require ETIAS.

New passengers boarding at a stopover, after which 1 entry is expected to occur.

For itineraries that include more than two entries, if new passengers board during a stopover after which 1 entry in Schengen area is expected to occur, then land carriers should query for holders of single or double entry visas and holders of ETIAS TA according to the guidelines stipulated in 4.1 Itineraries that include one entry, from third countries, to countries that use EES or require ETIAS.

Please see, also, 4.6 Queries for passengers boarding in middle stops.

Please see the scenario below in order to visualise the concept. Please, also, note that for passengers boarding after entering Greece by crossing the Kipoi Border Crossing Point, in the table below, only the "OPTION 1" of section 4.2.3 Regarding travellers who are visa required and hold a short-stay visa for one or two entries is depicted. If land carriers choose to follow the "OPTION 2" then they shall adjust their checks according to the recommendations stipulated in "OPTION 2" of the section 4.2.3 Regarding travellers who are visa required and hold a short-stay visa for one or two entries.

| | Status | City | Type of territory | Type of passengers to be queried | | "Scheduled local date at point of arrival" and "Country of destination, to be provided in the CI |
				Holders of single or double entry visas	Passengers required to be in possession of an ETIAS TA	
1	Start	Istanbul/Turkey	Non-Schengen / Non-EU	NO (Manual verification of multiple entry visas or other permits)	YES	**ONLY for ETIAS required passengers** **1. Scheduled local date of arrival in Kipoi/Greece Border Crossing Point (border crossing from Turkey to Greece)** **If "OK" then** **2. Scheduled local date of arrival in Roszke/Hungary Border Crossing Point (border crossing from Serbia to Hungary)** **If "OK" then** **3.. Scheduled local date of arrival in Evzonoi/Greece Border Crossing Point (border crossing from North Macedonia to Greece)**
2	Border Crossing Point (BCP)	Kipoi/Greece	MS using EES and requiring ETIAS	YES ONLY for new passengers (indicate that "Double entry required")	YES ONLY for new passengers	**1. Scheduled local date of arrival in Roszke/Hungary Border Crossing Point (border crossing from Serbia to Hungary)** **If "OK" then** **2. Scheduled local date of arrival in Evzonoi/Greece Border Crossing Point (border crossing from North Macedonia to Greece)**
3	Stop	Skopje/North Macedonia	Non-Schengen / Non-EU	YES ONLY for new passengers (indicate that "Double entry required")	YES ONLY for new passengers	**1. Scheduled local date of arrival in Roszke/Hungary Border Crossing Point (border crossing from Serbia to Hungary)** **If "OK" then** **2. Scheduled local date of arrival in Evzonoi/Greece Border Crossing Point (border crossing from North Macedonia to Greece)**

4	Stop	Pristina/Kosovo[2]	Non-Schengen / Non-EU	YES ONLY for new passengers (indicate that "Double entry required")	YES ONLY for new passengers	1. Scheduled local date of arrival in Roszke/Hungary Border Crossing Point (border crossing from Serbia to Hungary) If "OK" then 2. Scheduled local date of arrival in Evzonoi/Greece Border Crossing Point (border crossing from North Macedonia to Greece)
5	Stop	Novi Pazar/Serbia	Non-Schengen / Non-EU	YES ONLY for new passengers (indicate that "Double entry required")	YES ONLY for new passengers	1. Scheduled local date of arrival in Roszke/Hungary Border Crossing Point (border crossing from Serbia to Hungary) If "OK" then 2. Scheduled local date of arrival in Evzonoi/Greece Border Crossing Point (border crossing from North Macedonia to Greece)
6	Border Crossing Point (BCP)	Roszke/Hungary	MS using EES and requiring ETIAS	YES ONLY for new passengers	YES ONLY for new passengers	Scheduled local date of arrival in Evzonoi/Greece Border Crossing Point (border crossing from North Macedonia to Greece)
7	Stop	Budapest/Hungary	MS using EES and requiring ETIAS	YES ONLY for new passengers	YES ONLY for new passengers	Scheduled local date of arrival in Evzonoi/Greece Border Crossing Point (border crossing from North Macedonia to Greece)
8	Stop	Sarajevo/Bosnia & Herzegovina	Non-Schengen / Non-EU	YES ONLY for new passengers	YES ONLY for new passengers	Scheduled local date of arrival in Evzonoi/Greece Border Crossing Point (border crossing from North Macedonia to Greece)

---

[2] *this designation is without prejudice to positions on status, and is in line with UNSCR 1244/1999 and the ICJ Opinion on the Kosovo declaration of independence.*

9	Stop	Novi Pazar/Serbia	Non-Schengen / Non-EU	**YES ONLY for new passengers**	**YES ONLY for new passengers**	**Scheduled local date of arrival in Evzonoi/Greece Border Crossing Point (border crossing from North Macedonia to Greece)**
10	Stop	Pristina/Kosovo[3]	Non-Schengen / Non-EU	**YES ONLY for new passengers**	**YES ONLY for new passengers**	**Scheduled local date of arrival in Evzonoi/Greece Border Crossing Point (border crossing from North Macedonia to Greece)**
11	Stop	Skopje/North Macedonia	Non-Schengen / Non-EU	**YES ONLY for new passengers**	**YES ONLY for new passengers**	**Scheduled local date of arrival in Evzonoi/Greece Border Crossing Point (border crossing from North Macedonia to Greece)**
12	Border Crossing Point (BCP)	Evzoni/Greece	MS using EES and requiring ETIAS	**NO**	**NO**	**-**
13	Finish	Istanbul/Turkey	Non-Schengen / Non-EU	**-**	**-**	**-**

[3] *this designation is without prejudice to positions on status, and is in line with UNSCR 1244/1999 and the ICJ Opinion on the Kosovo declaration of independence.*

4.4. "Juxtaposed" border crossings

As mentioned in 3.3"Juxtaposed" border crossing points, land carriers are relieved from the obligation to query the CI, for holders of single or double entry visas or holders of ETIAS TA when crossing those "juxtaposed" border crossing points.

Please see the scenarios below in order to visualise the concept.

4.4.1. Itinerary: Wolverhampton – <u>Dover</u> – Ypres – Rudesheim – Bruges - Wolverhampton

| | Status | City | Type of territory | Type of passengers to be queried | | "Scheduled date at point of arrival" and "Country of destination, to be provided in the CI |
				Holders of single or double entry visas	Passengers required to be in possession of an ETIAS TA	
1	Start	Wolverhampton/UK	Non-Schengen / Non-EU	NO	NO	No obligation to query the CI since the border checks to enter France occur in Dover/UK ("juxtaposed" border crossing point – applicable both to Eurotunnel and Dover sea port)
2	Border Crossing Point (BCP)	Dover/UK	Non-Schengen / Non-EU	NO	NO	
3	Stop	Ypres/Belgium	MS using EES and requiring ETIAS	NO	NO	-
4	Stop	Rudesheim/ Germany	MS using EES and requiring ETIAS	NO	NO	-
5	Stop	Bruges/Belgium	MS using EES and requiring ETIAS	NO	NO	-
6	Finish	Wolverhampton/UK	Non-Schengen / Non-EU	NO	NO	-

4.4.2. Itinerary: Wolverhampton – Northampton - Harwich International Port - Hook of Holland - Ypres – Rudesheim – Bruges - Wolverhampton

	Status	City	Type of territory	Type of passengers to be queried		"Scheduled date at point of arrival" and "Country of destination, to be provided in the CI
				Holders of single or double entry visas	Passengers required to be in possession of an ETIAS TA	
1	Start	Wolverhampton/UK	Non-Schengen / Non-EU	YES	YES	Scheduled local date of arrival in Hook of Holland/Netherlands Border Crossing Point
2	Stop	Northampton/UK	Non-Schengen / Non-EU	YES Only for new passengers	YES Only for new passengers	Scheduled local date of arrival in Hook of Holland/Netherlands Border Crossing Point
3	Border Crossing Point (BCP)	Harwich International Port/UK	Non-Schengen / Non-EU	Coach boarding the ferry to Hook of Holland/Netherlands		
4	Border Crossing Point (BCP)	Hook of Holland/Netherlands	MS using EES and requiring ETIAS	NO	NO	-
5	Stop	Ypres/Belgium	MS using EES and requiring ETIAS	NO	NO	-
6	Stop	Rudesheim/ Germany	MS using EES and requiring ETIAS	NO	NO	-

7	Stop	Bruges/Belgium	MS using EES and requiring ETIAS	NO	NO	-
8	Finish	Wolverhampton/UK	Non-Schengen / Non-EU	NO	NO	-

4.4.3. Itinerary: London – Southampton – Plymouth - Saint Malo - Mont Saint -Michel - Saint Malo – Plymouth - London

	Status	City	Type of territory	Type of passengers to be queried		"Scheduled date at point of arrival" and "Country of destination, to be provided in the CI"
				Holders of single or double entry visas	Passengers required to be in possession of an ETIAS TA	
1	Start	London/UK	Non-Schengen / Non-EU	YES	YES	Scheduled local date of arrival in Saint Malo/France Border Crossing Point
2	Stop	Southampton/UK	Non-Schengen / Non-EU	YES Only for new passengers	YES Only for new passengers	Scheduled local date of arrival in Saint Malo/France Border Crossing Point
3	Border Crossing Point (BCP)	Plymouth/UK	Non-Schengen / Non-EU	Coach boarding the ferry to Saint Malo/France		
4	Border Crossing Point (BCP)	Saint Malo/France	MS using EES and requiring ETIAS	NO	NO	-
5	Stop	Mont Saint - Michel/France	MS using EES and requiring ETIAS	NO	NO	-
6	Stop	Saint Malo/France	MS using EES and requiring ETIAS	NO	NO	-
7	Stop	Plymouth/UK	Non-Schengen / Non-EU	NO	NO	-

8	Finish	London/UK 🇬🇧	Non-Schengen / Non-EU	**NO**	**NO**	-

4.5. "Closed door" trips – roundtrip excursions

For coach excursions which are performed in a form of a roundtrip, and require two or more entries in countries that use EES or require ETIAS, the guidelines stipulated in 4.2 Itineraries that include two entries, from third countries, to countries that use EES or require ETIAS and 4.3 Itineraries that include more than two entries, from third countries, to countries that use EES or require ETIAS, may, also, apply.

Please see the scenarios below in order to visualise the concept.

4.5.1. Itinerary: Istanbul – Kipoi – Skopje – Pristina - Novi Pazar – Sarajevo - Novi Pazar – Pristina – Skopje – Evzoni – Istanbul

In the following scenario we consider that <u>no new passengers</u> are boarded in the middle stops of the itinerary.

OPTION 1

	Status	City	Type of territory	Type of passengers to be queried		"Scheduled local date at point of arrival" and "Country of destination, to be provided in the CI
				Holders of single or double entry visas	Passengers required to be in possession of an ETIAS TA	
1	Start	Istanbul/Turkey	Non-Schengen / Non-EU	YES (indicate that "Double entry required")	YES	1. Scheduled local date of arrival in Kipoi/Greece Border Crossing Point (border crossing from Turkey to Greece) If "OK" then 2. Scheduled local date of arrival in Evzonoi/Greece Border Crossing Point (border crossing from North Macedonia to Greece)
2	Border Crossing Point (BCP)	Kipoi/Greece	MS using EES and requiring ETIAS	NO	NO	-
3	Stop	Skopje/North Macedonia	Non-Schengen / Non-EU	NO	NO	-
4	Stop	Pristina/Kosovo[4]	Non-Schengen / Non-EU	NO	NO	-

---

[4] this designation is without prejudice to positions on status, and is in line with UNSCR 1244/1999 and the ICJ Opinion on the Kosovo declaration of independence.

5	Stop	Novi Pazar/Serbia	Non-Schengen / Non-EU	NO	NO	-
6	Stop	Sarajevo/Bosnia & Herzegovina	Non-Schengen / Non-EU	NO	NO	-
7	Stop	Novi Pazar/Serbia	Non-Schengen / Non-EU	NO	NO	-
8	Stop	Pristina/Kosovo[5]	Non-Schengen / Non-EU	NO	NO	-
9	Stop	Skopje/North Macedonia	Non-Schengen / Non-EU	NO	NO	-
10	Border Crossing Point (BCP)	Evzoni/Greece	MS using EES and requiring ETIAS	NO	NO	-
11	Finish	Istanbul/Turkey	Non-Schengen / Non-EU	-	-	-

[5] this designation is without prejudice to positions on status, and is in line with UNSCR 1244/1999 and the ICJ Opinion on the Kosovo declaration of independence.

OPTION 2

✓ For passengers required to be in possession of an ETIAS TA

	Status	City	Type of territory	Type of passengers to be queried	"Scheduled local date at point of arrival" and "Country of destination, to be provided in the CI"
				Passengers required to be in possession of an ETIAS TA	
1	Start	Istanbul/Turkey	Non-Schengen / Non-EU	YES	1. Scheduled local date of arrival in Kipoi/Greece Border Crossing Point (border crossing from Turkey to Greece) If "OK" then 2. Scheduled local date of arrival in Evzonoi/Greece Border Crossing Point (border crossing from North Macedonia to Greece)
2	Border Crossing Point (BCP)	Kipoi/Greece	MS using EES and requiring ETIAS	NO	-
3	Stop	Skopje/North Macedonia	Non-Schengen / Non-EU	NO	-
4	Stop	Pristina/Kosovo6	Non-Schengen / Non-EU	NO	-
5	Stop	Novi Pazar/Serbia	Non-Schengen / Non-EU	NO	-

6	Stop	Sarajevo/Bosnia & Herzegovina	Non-Schengen / Non-EU	NO	-
7	Stop	Novi Pazar/Serbia	Non-Schengen / Non-EU	NO	-
8	Stop	Pristina/Kosovo[7]	Non-Schengen / Non-EU	NO	-
9	Stop	Skopje/North Macedonia	Non-Schengen / Non-EU	NO	-
10	Border Crossing Point (BCP)	Evzoni/Greece	MS using EES and requiring ETIAS	NO	-
11	Finish	Istanbul/Turkey	Non-Schengen / Non-EU	-	-

---

[7] this designation is without prejudice to positions on status, and is in line with UNSCR 1244/1999 and the ICJ Opinion on the Kosovo declaration of independence.

✓ For holders of single or double entry visas

<u>First step</u>

Check, <u>manually</u>, that the visa is valid for the intended dates of entry in Greece, coming from Turkey (Kipoi BCP), and in Greece, coming from North Macedonia (Evzoni BCP).

<u>Second step (please see below)</u>

	Status	City	Type of territory	Type of passengers to be queried Holders of single or double entry visas	"Scheduled local date at point of arrival" and "Country of destination, to be provided in the CI
1	Start	Istanbul/Turkey	Non-Schengen / Non-EU	YES (indicate that "Double entry required")	Scheduled local date of arrival in Kipoi/Greece Border Crossing Point (border crossing from Turkey to Greece)
2	Border Crossing Point (BCP)	Kipoi/Greece	MS using EES and requiring ETIAS	NO	-
3	Stop	Skopje/North Macedonia	Non-Schengen / Non-EU	NO	-
4	Stop	Pristina/Kosovo[8]	Non-Schengen / Non-EU	NO	-
5	Stop	Novi Pazar/Serbia	Non-Schengen / Non-EU	NO	-

---

[8] *this designation is without prejudice to positions on status, and is in line with UNSCR 1244/1999 and the ICJ Opinion on the Kosovo declaration of independence.*

6	Stop	Sarajevo/Bosnia & Herzegovina	Non-Schengen / Non-EU	**NO**	-
7	Stop	Novi Pazar/Serbia	Non-Schengen / Non-EU	**NO**	-
8	Stop	Pristina/Kosovo[9]	Non-Schengen / Non-EU	**NO**	-
9	Stop	Skopje/North Macedonia	Non-Schengen / Non-EU	**NO**	-
10	Border Crossing Point (BCP)	Evzoni/Greece	MS using EES and requiring ETIAS	**NO**	-
11	Finish	Istanbul/Turkey	Non-Schengen / Non-EU	-	-

---

[9] *this designation is without prejudice to positions on status, and is in line with UNSCR 1244/1999 and the ICJ Opinion on the Kosovo declaration of independence.*

4.6. Queries for passengers boarding in middle stops

As depicted in the tables following this introductory part, the land carriers are obliged to query the CI for all passengers that hold single/double entry visas or ETIAS TA, even if they embark the coach in a middle stop of a given itinerary.

Queries for such passengers shall be performed, at the earliest, 48 hours prior scheduled departure from the point (stop) at which a passenger embarks.

For example, in the itinerary **Georgia → Turkey → Greece → North Macedonia → Serbia → Hungary → Austria → Germany**, if a passenger boards the coach at the middle stop in North Macedonia, the land carrier who operates the itinerary shall query the CI, for this passenger, within the timeframe "48 hours prior departure from North Macedonia until the actual departure from North Macedonia".

4.7. Changes in the planned itinerary of a coach trip

In some occasions, prior scheduled departure of a coach trip, land carriers alter the country of destination and/or the date of entry in this country ("Country of destination" and "Scheduled local date at point of arrival" fields of the CI).

In such cases, if they have already submitted the queries, they should submit a new query with the updated data, in order to correspond to the updated, actual itinerary and in order to be compliant with their obligations.

4.8. Valid documentation for the whole duration of a trip

The carriers' obligations derived from Article 26 of CISA refer to assuming responsibility of passengers who are refused entry at the Schengen borders, when transporting those passengers from a Third country to the Schengen territory.

Let's consider, again the aforementioned itinerary _**Georgia → Turkey → Greece → North Macedonia → Serbia → Hungary → Austria → Germany**_.

Those obligations of the carrier, hence to check the validity of the documentation of a passenger are fulfilled upon entry border control in Hungary, which is the external border for this final leg of the itinerary and it is there, where the last entry from a third country occurs.

For the remaining leg of the trip, hence Hungary → Austria → Germany, it is the passenger's responsibility to ensure that he holds valid documentation in order to, lawfully, remain in the Schengen territory of Hungary, Austria and Germany, after entering in Hungary.

Therefore, carriers are obliged, solely, to ensure that their passengers hold valid documentation to cross the borders between Third countries and Schengen territories.

4.9. Travel agencies

As a rule, carriers are responsible for performing verification queries. If a travel agency is also registered as a carrier and it transports travellers who hold short-stay visa for one or two entries, or an ETIAS travel authorisation, they should query the carrier interface.

If a travel agency, is not registered as a carrier, and uses coaches from a land carrier, or multiple, different land carriers, to transport passengers, it is the land carrier's/carriers' responsibility to query the CI.

5. Conclusion

The guidelines described above are introduced in order to facilitate and meet the business needs of the land carriers' industry, as these were identified and defined during the interaction with representatives of international carriers transporting groups overland by coach.

In the case of a single entry in a country that uses EES or requires ETIAS the procedure is clear and solid, as described in 4.1Itineraries that include one entry, from third countries, to countries that use EES or require ETIAS and it corresponds with the general obligations of carriers stipulated in the EES and ETIAS regulations.

On the other hand, when referring to itineraries with more than a single entry in countries that use EES or require ETIAS, the aforementioned guidelines are not to be considered as an obligatory method for land carriers to perform the verification queries to the CI. It is the land carriers' decision either to follow the aforementioned recommendations, laid down in sections 4.2 Itineraries that include two entries, from third countries, to countries that use EES or require ETIAS, 4.3 Itineraries that include more than two entries, from third countries, to countries that use EES or require ETIAS, and 4.2.4 Regarding travellers who are visa required and hold a single or double entry visas with Limited Territorial Validity (LTV) or to perform the verification queries, in an itinerary with multiple entries, every time they intend to enter from a third country to a country that uses EES or requires ETIAS, as described in 4.1 Itineraries that include one entry, from third countries, to countries that use EES or require ETIAS.