



Processes to Accelerate EES Border Crossing Transaction Times

eu-LISA Industry Roundtable

Thursday, 16 June 2022

European Entry/Exit System (EES)

Key Challenges (2019) → Future Learnings (2022/2023)

In 2019, working for an EU Member State, we jointly identified the following key challenges – aspects likely to be overlooked – during the implementation of EES:

- 1 Stakeholder Collaboration
- 2 Operating Procedures
- 3 New Tools
- 4 Staffing Schedules
- 5 Future Proofing



European Entry/Exit System (EES)

Illustrative Case Study

European Entry/Exit System (EES)

Illustrative Case Study

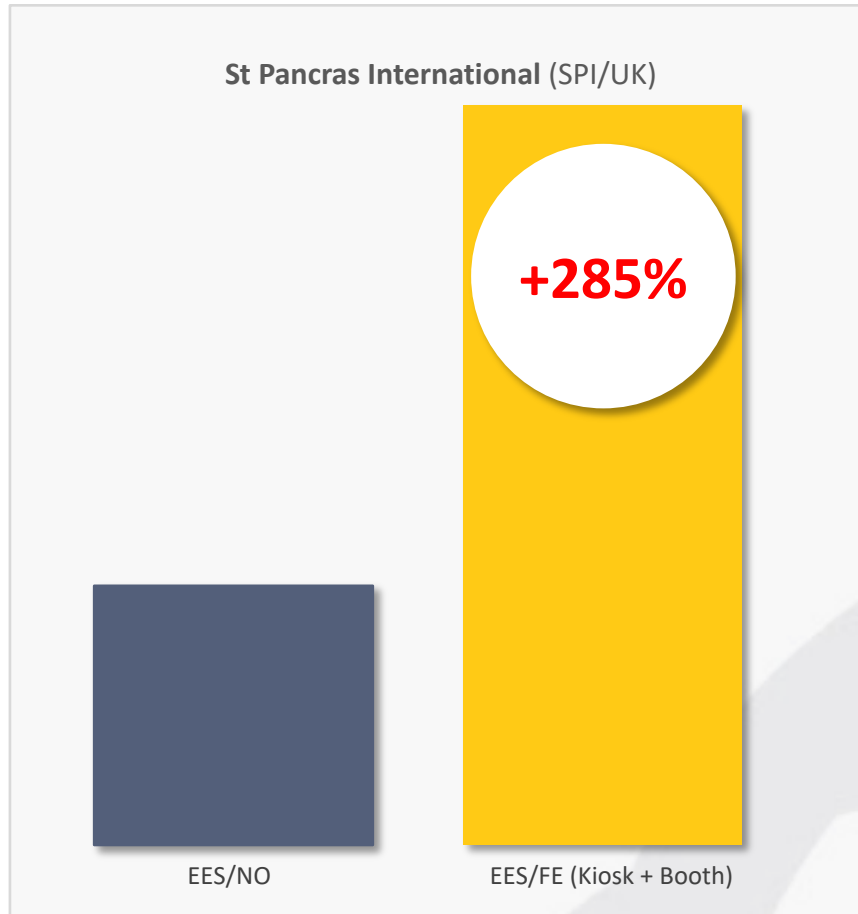
“Based on our modeling, there is no scenario in which EES does not have a significant negative impact on Eurostar’s operations.”



- Simulations by the French Ministère de l’Intérieur have, at Eurostar’s request, modeled high volume scenarios in which as many as **80%** of passengers could be subject to EES.
- Analysis indicates that on peak days of operation, EES could add **>5 HOURS** of queues in London (St Pancras International) and **3-4 HOURS** in Paris (Gare du Nord).

European Entry/Exit System (EES)

285% Increase in Passenger Processing Times EES/NO vs. EES/FE



The impact of '*first entry*' (EES/FE) passenger processing is severe.

Current modelling forecasts an increase in passenger processing times – i.e. the time needed to process a TCN passenger, using a combination of kiosks and booths at St Pancras International – rising to as much as **285%**.

In short, compared to today's operations, it will take nearly **3x longer** to process a TCN passenger for their '*first entry*' when EES is operational.



EES: Leveraging Self-Service Systems

Online | Mobile | Kiosk

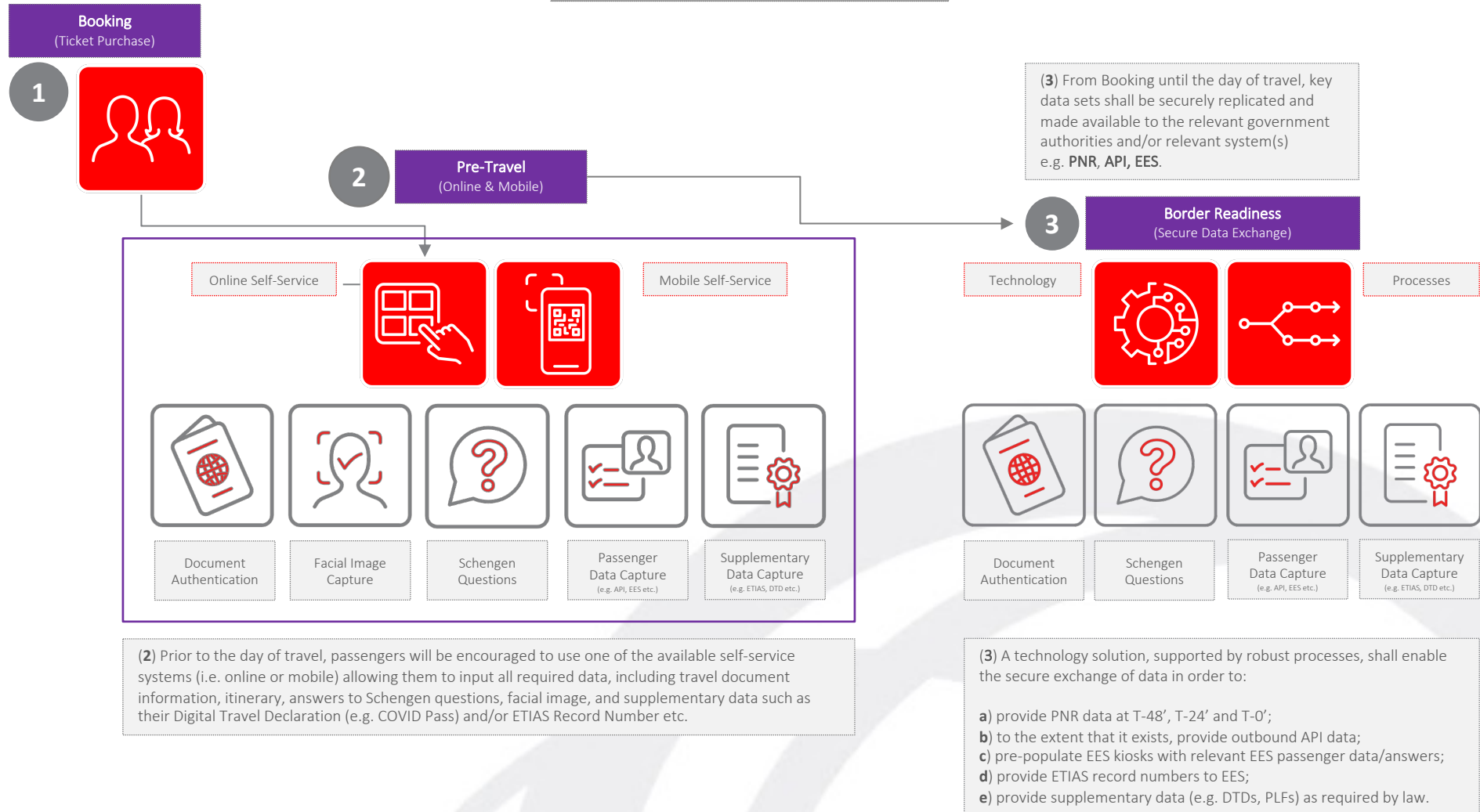
European Entry/Exit System

The need to leverage all available self-service systems

“ [...] it is not legally possible to capture and record personal data of travellers in any tool, for the purposes of being verified and recorded in EES at a later point.

The only possibility considered by the current legal base is to pre-enrol data in kiosks, which need to be supervised by the border guard.”

BEFORE THE BORDER

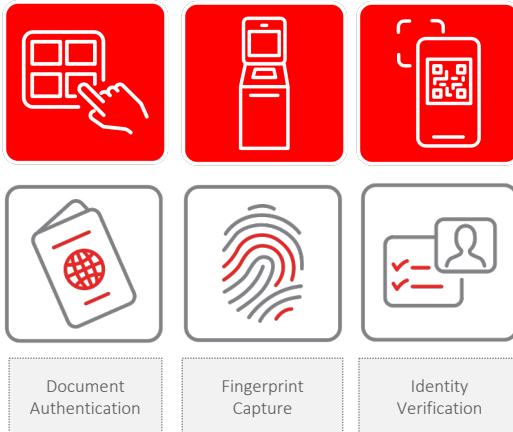


AT THE BORDER

(4) Upon arrival at the port/station, passengers directed by comms/staff/signage to appropriate lane(s) / location(s) to finalize data capture/verification prior to border control.

4

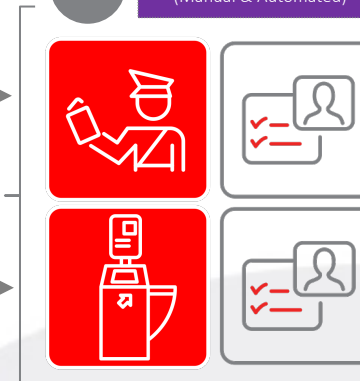
On the Day of Travel
(Self Service Systems)



(5) Following fingerprint capture and identity verification, passenger proceeds to the border, ideally to be processed via an automated control (e.g. EU, EES/SE, RPT8 et al).

5

Border Control
(Manual & Automated)



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