



DIRECTORATE-GENERAL HOME AFFAIRS
Directorate A: Internal Security
Unit A4: Financial support - Internal Security

PROGRAMME "PREVENTION OF AND FIGHT AGAINST CRIME"

TARGETED CALL FOR PROPOSALS ACTION GRANTS 2012

**Law enforcement cooperation through measures to set up
Passenger Information Units in Member States for the
collection, processing, analysis and exchange of Passenger
Name Record (PNR) data**

HOME/2012/ISEC/AG/PNR

Part A - Application Form

The Authorised Signatory of the Applicant/coordinator organisation certifies:

- that the information contained in this Application Form as well as in all its annexes is complete, true and verifiable;
- that none of the partners participating in the project has received any other Union funding to carry out the action or part of the action which is the subject of this grant application;
- that the partners participating in the project have the operational and financial capacity to carry out the project activities described in this Application Form and its annexes;
- that all the partners participating in this project have agreed to the content of the application and have confirmed their intention to carry out the tasks described accordingly.

Please read and complete this Application Form with due care, in accordance with the Guide for Applicants CIPS/ISEC 2012

Please note that only the text visible on the screen will be visible when printed, therefore please fit the text into the text boxes.

Applicants should reply to all the questions of the Application Form.

Please note that you will not be able to upload the form if the fields signed by * are not completed.

0. GENERAL INFORMATION

Reference Call For Proposals:

HOME/2012/ISEC/AG/PNR

Targeted Call 'PNR'

Application Number : HOME/2012/ISEC/AG/PNR / 4000004439

1. INFORMATION CONCERNING THE APPLICANT ORGANISATION/COORDINATOR1.1 Identity of the Applicant organisation/coordinator (not a private person)

1.1.1 Full legal name of the Applicant organisation/coordinator (in original language):

DIRECTION GENERALE DES DOUANES ET DES DROITS INDIRECTS

1.1.2 Short name:

FRENCH GENERAL DIRECTORATE OF CUSTOMS AND EXCISE

1.1.3 Applicant organisation/coordinator's name in English:

FRENCH GENERAL DIRECTORATE OF CUSTOMS AND EXCISE

1.1.4 Legal form:

1.1.5 VAT number:

1.1.6 Is your organisation profit- or non-profit making?

Non-Profit

1.1.7 Is your organisation of public or private law?

Public

1.1.8 Web site*:

1.2 LEGAL REPRESENTATIVE of the Applicant organisation/coordinator - Authorised signatory

1.2.1 Full Name*:

1.2.2 Position*:

1.3 CONTACT PERSON - person responsible for handling the application and to whom all correspondence will be addressed

1.3.1 Title:

Ms

1.3.2 Name:

1.3.3 First Name:

1.3.4 Gender:

1.3.5 Position:

1.3.6 Direct telephone +countrycode (areacode) number:

1.3.7 Direct fax+countrycode (areacode) number:

1.3.8 Email:

1.4 CONTACT ADDRESS for the Commission - address for correspondence

1.4.9 Street:

1.4.10 House No.:

1.4.11 Postal Code:

1.4.12 Town/City:

1.4.13 Country:

1.5 ADDITIONAL INFORMATION about the Applicant organisation/coordinator1.5.1. Summary of the Applicant organisation/coordinator's objectives and regular activities (max 2500 characters)Presentation of the DGDDI:

A wide variety of new responsibilities have been entrusted to French Customs since 1993 and the establishment of the Single Market: indirect taxes, domestic aid management for agriculture, fruit and vegetable withdrawal operations, green taxation, Schengen border controls, and security checkpoints on the fixed Channel link, to mention but a few.

Today customs has three missions. Its foremost mission is taxation, since customs collects some 13 % of State revenue every year and contributes to the funding of the EU budget, like its European counterparts.

As an extension of this task, customs plays an economic role. Based on international trade rules, customs regulates trade flows through business-friendly procedures with three objects in view, namely: fluidity, safety, and quality.

Customs is also in charge of protecting the domestic and European environment and of combating fraud and large-scale international trafficking. It is also responsible for safeguarding domestic and EU economic and financial interests (mobilising against the scourge of counterfeit goods, drug trafficking, terrorism, and so on).

The Bureau D3 "fight against fraud" is in charge of all the aspects of customs law enforcement policy, at the national, European and international levels.

1.5.2 Number of permanent staff of the Applicant organisation/coordinator:

17.000

1.5.3 Applicant organisation/coordinator's usual sources of finance (max 400 characters)

State Budget (programme 302).

1.5.4 Shareholders of the Applicant organisation/coordinator. Please describe which groups/companies hold a share of the Applicant organisation/coordinator's capital and indicate their country of origin (if applicable - max 500 characters)

Does not apply to government administration.

1.5.5 Organisational structure of the Applicant organisation/coordinator.

Please describe how the Applicant organisation/coordinator is set up and indicate the decision-making mechanisms, sections / branch offices/ subsidiaries or any dependent entities and their country of origin, etc. (max 500 characters):

The central services comprise 6 sub-directorates and a department of statistics. They manage the work of customs, frame regulations and oversee the work of the different services. Customs possesses a central intelligence unit and a criminal prosecution department. Customs staff are deployed throughout metropolitan France and its Overseas Departments and Territories, in approximately 200 offices and specialised departments, and 270 land, sea and air surveillance units.

1.5.6 Please list the EU grants (both operating and action grants) and EU procurement contracts obtained by the Applicant organisation/ coordinator in 2009, 2010 and 2011 as Applicant or Partner. List also the EU grant applications (both operating and action grants) and procurement bids submitted (or expected to be submitted, and/or obtained) in 2012 by the Applicant organisation/coordinator as Applicant or as Partner.

After submission of this application, the Applicant organisation/coordinator is required to inform without any delay DG HOME of any further application for funding made to other EU institutions or agencies, and of any funding approved by other EU institutions or agencies

Year of submission / award	EU programme / EU institution taking the award decision (name of Commission's DG + Unit/name of Agency)	Reference number of the grant agreement/ contract Title and duration of the grant agreement/ contract	Applicant or Partner (A/P)	Amount of the grant/contract (EUR) received / applied for by the Applicant organisation / coordinator
2009	ISEC DG Justice, Freedom and Security, Directorate F Security	2009 ISEC DG Justice, Freedom and Security, Directorate F Security		37.755,00

2. INFORMATION ABOUT THE PROJECT FOR WHICH THE FINANCIAL ASSISTANCE IS REQUIRED**2.1 General project information**

2.1.1 Project Title (in original language):

Plateforme PNR France

2.1.1.1 Project Title* (EN):

PNR PIU FRANCE

2.1.2 Acronym/Short title*:

PNR FRANCE

2.1.3 Duration (MAX 24 MONTHS)*:

24

months

2.1.4 List of partners involved in this project

	Name of organisation	Contact person	Country	Address	Profit-oriented	Partnership declaration
	Applicant organisation/coordinator:					
0					<input type="checkbox"/>	<input type="checkbox"/>
	Web site: www.douane.gouv.fr					
	Co-beneficiaries:					
1					<input type="checkbox"/>	<input type="checkbox"/>
	Web site:					
2					<input type="checkbox"/>	<input type="checkbox"/>
	Web site:					
3					<input type="checkbox"/>	<input type="checkbox"/>
	Web site:					
4					<input type="checkbox"/>	<input type="checkbox"/>
	Web site:					
5					<input type="checkbox"/>	<input type="checkbox"/>
	Web site:					
6					<input type="checkbox"/>	<input type="checkbox"/>
	Web site:					
7					<input type="checkbox"/>	<input type="checkbox"/>
	Web site:					

8					<input type="checkbox"/>	<input type="checkbox"/>
Web site:						
9					<input type="checkbox"/>	<input type="checkbox"/>
Web site:						
10					<input type="checkbox"/>	<input type="checkbox"/>
Web site:						
11					<input type="checkbox"/>	<input type="checkbox"/>
Web site:						
12					<input type="checkbox"/>	<input type="checkbox"/>
Web site:						
13					<input type="checkbox"/>	<input type="checkbox"/>
Web site:						
14					<input type="checkbox"/>	<input type="checkbox"/>
Web site:						

	Name of organisation	Contact person	Country	Address	Profit-oriented	Partnership declaration
Associate Partners/on a non EU-funded basis:						
i	DGPN		FR		<input type="checkbox"/>	<input checked="" type="checkbox"/>
Web site: www.police-nationale.interieur.gouv.fr						
ii	DGPN		FR		<input type="checkbox"/>	<input checked="" type="checkbox"/>
Web site: www.gendarmerie.interieur.gouv.fr						
iii	DGSE		FR		<input type="checkbox"/>	<input checked="" type="checkbox"/>
Web site: www.defense.gouv.fr						
iv	DPSD		FR		<input type="checkbox"/>	<input checked="" type="checkbox"/>
Web site: www.defense.gouv.fr						
v	DGAC		FR		<input type="checkbox"/>	<input checked="" type="checkbox"/>
Web site: www.developpement-durable.gouv.fr/-secteur-aerien						
vi					<input type="checkbox"/>	<input type="checkbox"/>
Web site:						

vii					<input type="checkbox"/>	<input type="checkbox"/>
Web site:						
viii					<input type="checkbox"/>	<input type="checkbox"/>
Web site:						
ix					<input type="checkbox"/>	<input type="checkbox"/>
Web site:						
x					<input type="checkbox"/>	<input type="checkbox"/>
Web site:						

CONFORMITY CRITERION

2.1.5 To which specific objective of the ISEC Programme does this project refer? (max 2 selections)*

- ☒ To stimulate, promote and develop horizontal methods and tools necessary for strategically preventing and fighting crime and guaranteeing security and public order
- ☒ To promote and develop coordination, cooperation and mutual understanding among law enforcement agencies, other national authorities and related Union bodies
- ☐ To promote and develop best practices for the protection of and support to witnesses
- ☐ To promote and develop best practices for the protection of crime victims

2.1.6 To which expected result(s) of the targeted call does this project refer?*

- ☒ 1. Establishment of a unit in the Member State which will be responsible for the collection, processing and retention of PNR data.
- ☒ 2. Collection of the PNR data by air carriers on international flights, i.e. flights entering or departing the territory of the EU via the relevant Member State using the "push" method.
- ☒ 3. Establishment of a database capable of retaining the PNR data of passengers on international flights, i.e. flights entering or departing the territory of the EU via the relevant Member State for a period not exceeding 5 years.
- ☒ 4. Establishment of a database capable of gradually reducing the access to the data, for example by depersonalising the data through masking out the personal identifiable information.
- ☒ 5. Establishment of strict data security to safeguard the database and to limit the access to the database to authorised personnel and monitor the access to the database through logging and documentation of all transactions.
- ☒ 6. The Passenger Information Unit should be able to carry out risk assessment of passengers on the basis of the PNR data held in the database mentioned under point 3 prior to their arrival or departure either on the basis of criteria or by comparing the data against relevant databases.
- ☒ 7. Establishment of secure and efficient cooperation mechanisms with other authorities responsible for prevention, detection, investigation and prosecution of terrorist offences and serious crime in the Member State for the use of PNR data.
- ☒ 8. Establishment of a procedure capable of delivering and ensuring that passengers can make full access of their data protection rights.
- ☒ 9. Measures to ensure that the Passenger Information Unit is able to carry out risk assessment of passengers on the basis of the PNR data prior to their arrival or departure either on the basis of criteria or by comparing the data against relevant databases.
- ☒ 10. Measures to ensure that the Passenger Information Unit is able to cooperate with other authorities responsible for prevention, detection, investigation and prosecution of terrorist offences and serious crime in the Member State.

2.1.7 Please explain how your project proposal corresponds to the selected expected result(s) (max 1500 characters):

The French project provides for the creation of an information system to collect data from air carriers and concerning flights as covered by the proposed directive, in push mode exclusively after immediate erasure of sensitive data, first between 24 and 48 hours before boarding, then just after flight closing. A platform or "PIU" of around 70 people will be tasked with collecting and processing data, based on a risk analysis designed in cooperation with competent authorities. Processing will be carried out using powerful targeting and screening tools, and the results will be communicated to competent authorities via a secure portal, after verification by the PIU. Data will be stored in an information system hosted by a secure government site and automatically deleted after 5 years. Data protection will be ensured by strict access control, via a key management infrastructure (KMI), traceability of all transactions, and secure transmission. The government will select a reliable technology for masking and demasking information, after authorisation, enabling direct identification of a passenger, after two years. Data protection guarantees, especially passenger information data, will be strictly enforced in compliance with Community rules as transposed into the French national data protection act, amended, of January 6, 1978.

2.1.8 Type of activities (min 1 selection)*

- ☒ Operational cooperation and coordination
- ☒ Analytical, monitoring and evaluation activities
- ☒ Development and transfer of technology and methodology
- ☒ Training, exchange of staff and experts
- ☒ Awareness and dissemination activities
- ☒ Development and creation of network

2.1.9 CHARACTERISTICS OF THE PROJECT (max 1 selection)*

- ☐ Transnational project (if this box is ticked, please submit all documents requested in Sections 5.2 and 6.1 of the Calls for Proposals)
- ☒ National (if this box is ticked, the following section on NATIONAL projects must also be completed)

NATIONAL projects must: (min 1 selection)

- ☒ prepare transnational projects and/or Union actions ("starter measures")
- ☒ complement transnational projects and/or Union ("complementary measures")
- ☒ contribute to developing innovative methods and/or technologies with a potential for transferability to actions at Union level, or develop such methods or technologies with a view to transferring them to other Member States and/or other country which may either be an acceding or a candidate country

Please explain how your proposal for a national project complies with at least one of the above mentioned conditions (max 500 characters):

The French project anticipates the future PNR directive, aimed at strengthening police cooperation within the Union. France will share its technical, organisational and operational experience in the exploitation of PNR data with the Member States, via exchanges of best practices, meetings of experts, and receiving visits from representatives of their staff and providing training for them at its future platform.

2.1.10 Summary of the project for which the ISEC financial assistance is requested. Please list the objective(s), activities, duration, methodology, partnership, target groups, expected results and deliverables, and dissemination strategy. This summary will be forwarded to Member States' representatives and published in case the proposal is awarded a grant (max 4000 characters). *

The French project entails the creation of an inter-ministerial platform for the collection and processing of PNR data for more effective prevention, detection and prosecution of terrorist acts and serious crime within the existing framework of the proposed PNR directive now before the European Parliament.

The platform (Passenger Information Unit or PIU) will be responsible for the collection, retention and processing of PNR data. It will be supplied with data by air carriers in push mode, once 24 to 48 hours before flight departure, then immediately after flight closing. PNR data will be retained as prescribed in the proposed directive and in accordance with national data protection legislation.

The PIU will automate the processing data currently either processed manually or either concerning a very small number of flights. Beneficiaries will be the different services--Ministries of the Interior, Defence, Budget or Transport--engaged in the fight against terrorism or serious crime. More generally, the system will also benefit judicial authorities in charge of judicial investigations. At the European level, the system will benefit the PIUs of other Member States and their services.

Screening and targeting tools used to process data will employ proven technologies in order to reduce the error rate. Analytical and feedback mechanisms will enable continuous evaluation of the system's effectiveness. No PNR data or processing results will be transmitted to competent authorities without prior human authorisation, assisted by automated decision-making tools. No decision on action to be taken will be made by the competent authorities based solely on automated PNR data processing results.

To guarantee a high level of protection of data collected and processing results, all operations performed by the platform will be subject to:

- control by the CNIL (French national data protection authority)
- immediate erasure of sensitive data
- masking at the end of the period stated in the proposed directive
- comprehensive traceability and audit trail
- deployment of a key management infrastructure (KMI) for members of the PIU and for staff of competent authorities dialoguing with it.

Ultimately, the PIU should be capable of processing the data provided by 230 air carriers and of adjusting to possible changes in scope and in data processing provisions contained in the proposed directive.

The volume of data gathered and processed, and the progressive phasing-in of the system, imply the need for a robust, flexible, secure and adequately dimensioned system from the outset.

This will enable the system to build up its load very rapidly as more air carriers connect to it.

France is putting considerable resources behind this project. An inter-ministerial mission was set up in 2011 to conduct preliminary technical, organisational and financial studies required for the platform's creation. Based on these studies, France decided to contract with specialist industrial firms to build the system, while the inter-ministerial mission has been placed under the authority of the Prime Minister, with specific resources backed by assistance to the project owner.

Finally, France intends to share its technical expertise and operational experience with interested Member States.

2.1.11 Experience of the Applicant organisation/coordinator in the selected priority area(s)

Application Number : 4000004439

Please summarise the activities/experience of the Applicant organisation/coordinator in this priority area and provide a short description of at least 3 successful projects (not necessarily with EU financial support) of comparable nature and volume to the project for which the ISEC financial assistance is requested (max 1000 characters).

French Customs have been developing the Import Control System since January 1, 2011. Applied to freight selection, it secures international goods flows in both safety and security terms.

The aim is to choke off the terrorist threat and boost trade security. Its deployment is called for in Community legislation. Customs perform analyses and targeted controls based on machine-readable pre-entry declarations transmitted by carriers prior to loading or on arrival of the means of transport at the first point of entry to the Union. All goods arriving on Community territory must be declared, and the declaration transmitted, within the stipulated deadline. The Member State of entry performs an automated analysis of the cargo on behalf of all members. Selection criteria are determined by the Community. Profiles, and information systems used to analyse risk are a matter of national decision.

2.1.12 Other projects or activities directly related to this application: Have you, as an Applicant organisation or as a Partner, already obtained financial support for a project directly related to this proposal within this Programme or under other Union programmes/initiatives in the last five years? (if applicable, please repeat the information from Section 1.5.6 above).

☒ Yes (please complete the table below)

☐ No

Year of award/ submission	Union programme / European institution taking the award decision (name of DG + Unit / name of Agency)	Reference number of the grant agreement / contract Title of the project	Applicant or Partner (A/P)	Amount (EUR) of the grant received
2008	ISEC DG Justice, Freedom and Security, Unit F4, Financial support	LS/2008/ISEC/FPA/C1/012- Joint Customs Operation ATHENA (12 months)	A	40.013,00
2009	ISEC DG Justice, Freedom and Security, Directorate F Security	2009 ISEC DG Justice, Freedom and Security, Directorate F Security	A	37.755,00

2.2.1 What specific issue / question does your project address? (max 2000 characters)

In view of the persistent terrorist threat and the growth of criminal networks inside and outside the European Union, France has decided to deploy a powerful modern system, alongside those already in place, to fight these phenomena more effectively while respecting individual freedoms.

The project is intended to supply the anti-terrorist services with faster, more secure, more efficient means to combat terrorism, these services having observed major changes in the way terrorist networks operate over the past several years. Monitoring their travel patterns over a relatively long period is one essential way to protect the Union's territory more effectively, enabling arrests to be made where necessary. The public report on the Merah affair underlines how France could have benefited from access to this person's PNR data.

For serious crime, which is sometimes directly linked to terrorist financing (e.g. drugs and arms trafficking, and financial movements), the system will greatly enhance the responsiveness of the services concerned by enabling them to take timely action in the form of controls and/or arrests.

The authorities will be able to use the data transmitted to link each passenger to each item of baggage (drugs and arms trafficking, trafficking in dangerous counterfeit goods such as medications, etc.), or between flagged-up passengers and other passengers, whether accomplices or victims. In the absence of automated PNR data analysis, this work would be either incomplete, empirical, or random.

Because terrorist organisations and organised crime disregard borders, the French project will increase the density of the European network through compatibility with the other Member States' PNR systems. In that regard, it represents a vital operational component aimed at improving law enforcement services cooperation among the Member States.

2.2.2 Objectives of the project (in relation to the issue/ question mentioned above) (max 1000 characters):

To fulfil the objectives described in 2.2.1, the French project will be dimensioned from the outset with the capacity ultimately to process data from all air carriers concerned. These data will be transmitted securely via a broad offer of connectors, using proven technologies such as UNEDIFACT/XML and internationally recognised formats such as PAXLST and PNRGOV. Appropriate mechanisms will verify data quality and erase unauthorised data. As they come to be integrated into the database, screening tools will compare PNR data with information stored in authorised bases. Targeting tools will apply predefined criteria to passengers' PNR data to detect flagged up passengers. Hits validated by the PIU will be transmitted to approved competent authorities via a secure portal. The complete operational system will be deployed at the end of 2 years.

2.2.3 Please describe the participants (both target groups and beneficiaries) in the activities (max 1000 characters):

The prime beneficiaries will be all services of the Interior, Defence, Budget or Transport Ministries responsible for the prevention, detection and fight against terrorism or combating serious crime, and in the first place specially authorised civil servants or military personnel, who will be able to communicate with the platform or who will be assigned to it.

More generally, the results communicated by the PIU to competent authorities will also benefit prosecutors and examining magistrates.

Beneficiaries at the European level will be the PIUs of other Member States and, through them, the European operational services in charge of fighting terrorism and serious crime.

2.2.3.1 Estimated total number of participants (persons)

- from judicial authorities, legal practitioners

99*

- law enforcement

99*

- other public officials

- civil society, associations, NGOs

- professional organisations

- research/university

- private sector

- total from other sector (please specify) (max 600 characters)

Boxes with 99*: see 2.2.13 for number of participants. Ditto for point 2.2.3.2

2.2.3.2 Estimated total number of participants by Member State and other (e.g. candidate) countries (persons)

EU Countries

Country:	AT	BE	BG	CY	CZ	DE	DK	EE	ES	FI	FR	GB
Number:	99*	99*	99*	99*	99*	99*	99*	99*	99*	99*	99*	99*

Country:	GR	HU	IE	IT	LT	LU	LV	MT	NL	PL	PT	RO
Number:	99*	99*	99*	99*	99*	99*	99*	99*	99*	99*	99*	99*

Country:	SE	SL	SK
Number:	99*	99*	99*

Candidate countries

Country:	HR	IS	ME	MK	TR
Number:					

Other

Country:												
Number:												

IMPACT CRITERION

2.2.4. What are the expected results of the project? What are the concrete deliverables and outputs of the activities? Please quantify the expected results/outputs/achievements /deliverables/end products of the planned activities (max 1000 characters):

The aim of the project is to set up a PIU with a staff of around 70, comprising a platform for the collection, processing and exploitation of data, permitting exchanges of information with other Member States' PIUs.

The platform will collect PNR data from 230 air carriers representing an annual flow of 150 million passengers (including intra-EU flights). These data will be processed by means of screening, targeting and multi-criteria searches, the results then being transmitted to the beneficiaries. The latter come under the authority of four different ministries (Interior/Budget/Defence/Transport), representing around 15 services. The platform will operate 24/7, 365 days a year.

By the end of the ISEC funding period, the platform will collect data from around ten carriers, including Air France (27 million international passengers annually), and beneficiaries will have access to all of the planned functions.

2.2.5 What is the expected impact of the proposed activities (in the short, medium and long term) on the ISEC programme's objectives and on the target groups? how do you intend to evaluate it? (max 1000 characters):

The platform will provide the competent authorities with new capabilities for detection, information, assistance with investigations and coordination, with the aid of:

- Short term:

- o innovative tools able to process large volumes of queries rapidly, combining screening and targeting, with more reliable query results
- o a platform operating 24/7, 365 days a year, staffed by officials from the various competent French authorities representing different ministries, for greater cooperation and mutual understanding,

- Medium term and at the European level: a mechanism for exchanging PNR data with the other PIUs and for sharing methods and tools

- Longer term: exhaustiveness of PNR data processed.

Expected impacts will be assessed against the build-up of capacity, relevance of processing results, and overall system performance.

2.2.6 Based on which indicators do you intend to evaluate the implementation of your activities? Who will do the evaluation of the impact and results of your project? (max 1000 characters):

To manage the platform in practice and measure the system's effectiveness, indicators will track the build-up of the PIU's activities (scope and quality of data collected, processing carried out, results transmitted to beneficiaries, cooperation with other PIUs).

Quantitative indicators will include the number of queries processed, hits transmitted, percentage of positive hits, and dashboard for monitoring the information system's performance.

Qualitative indicators will be added in response to feedback received. The competent authorities will use these to evaluate the relevance and usefulness of the hits transmitted to them, enabling them to adjust their queries in cooperation with the PIU.

All of these indicators will be monitored by a dedicated unit within the PIU, enabling the latter and the national authorities to manage the platform and optimise its different activities.

2.2.7.1 Why is the ISEC support needed to achieve the proposed results? How will the project activities complement other activities (past, present, future) in this field? Will your activities have a multiplier effect on the public? If yes, to what extent? (max 1500 characters):

A preliminary study by France has confirmed the vital role this project can play in combating terrorism and serious crime, as well as its complexity, due to the types of processing deployed, and to the volume and sensitivity of the data collected and its cost. Given the current pressures on public spending, it would be hard to implement this project rapidly if it depended solely financing from the French budget.

Consequently, ISEC support represents both a vital lever to jump-start the project and a crucial accelerator to bring it up to speed. It is essential to build a robust, high-performing, secure and adequately dimensioned platform from the outset, in order to guarantee rapid build-up, and to share best practices with the other Member States and guarantee exchanges of information with their PIUs via interoperable interfaces.

This project, which concerns police and judicial cooperation in fighting crime, will complement the work of the French authorities in implementing other European mechanisms such as the Prüm decisions, the "Swedish framework decision", the Data Retention Directive, and the ICS where freight is concerned. Similarly, the exploitation of PNR data addresses the same goals as the forthcoming deployment of the SIS II, and in the longer term, the European SSFT.

2.2.7.2 Please describe how you intend to sustain the project (its activities, results, impact, etc) in the medium and long term (max 1000 characters) after the period of ISEC financing has ended:

While ISEC funding covers a period of two years, the French project is designed for the long term, since the initial contracts to build the system are for four years.

The two-year ISEC funding will enable the creation of a sufficiently-dimensioned PIU within its target infrastructure. The system will build up its operations over the following two years, with the continuous connection of air carriers and a steep increase in the volume of PNR data handled.

The platform will be placed under the control of a ministerial directorate and funded by the State Budget to ensure its continuing operation over time. This organisational arrangement will permit pooling and reinforcement of the platform's back-office functions.

To keep the information system in good running order, the platform's staff will comprise a team dedicated to maintaining and upgrading it, with the aid of maintenance contracts.

2.2.8.1 Please describe the planned dissemination strategy (how and to whom) for the results of your project (max 1000 characters):

The dissemination strategy will function at two levels.

First, the PIU will contain a unit responsible for providing training to beneficiary services. Training sessions will be provided in step with the build-up of the PIU's operations. It will distribute training and self-training materials to beneficiary services. This unit will also be tasked with mobilising air carriers. At the same time, the PIU's targeting assistance unit also will contribute to training for beneficiary services.

Second, external communications will be handled by a dedicated unit tasked with disseminating the PIU's progress reports, results and best practices to beneficiary services, to other PIUs, and to European and international organisations. Finally, this unit will also offer its own services to other PIUs.

2.2.8.2 Visibility of the EU funding - Please describe how and where the logo and indication that the activities are co-financed by the ISEC programme will be specifically mentioned (max 500 characters):

France undertakes to announce the European Commission's financial contribution on all of the project's communication materials. The Commission logo will be displayed on the fly-leaf of official documents. The website and institutional documents will also display the logo and co-financing by the ISEC fund, and will refer users to the Commission's sites. In addition, the logo will be displayed both inside and outside the platform's premises.

QUALITY CRITERION

2.2.9 Conception and risks

2.2.9.1 Please explain why this project idea came about? Why and how does this project address a real need at European level? (max 2000 characters):

In view of the terrorist threat to France arising from its international commitments, the President of France decided, on the occasion of a restricted meeting of the defence and national security council in December 2010, to provide France with an inter-ministerial platform for the exploitation of PNR data.

In July 2011, the French Prime Minister established an inter-ministerial mission to define the technical, financial and organisational conditions for creating this platform. Several detailed studies covering the various aspects of the project were carried out in conjunction with the operational and technical services and legal experts of the ministries concerned.

All of the French services responsible for fighting terrorism and serious crime have, without exception, and based on their experience and know-how, been calling forcefully for a platform like this for many years, as it addresses a genuine operational need. The services concerned have long known that terrorist and criminal networks use air transport extensively and are highly adaptable. France, moreover, has several major international airports, the most important being Roissy Charles-de-Gaulle.

There is a clear European dimension to this project. The French project will be fully successful only if the other Member States also create their own PIUs, as provided for in the proposed PNR directive. It is essential that the different PIUs cooperate as soon as possible. This is because in the field of terrorism and the fight against serious crime, which are inherently international, each Member State needs to act to reinforce the interior security of the Union's territory and not exclusively on its own account.

2.2.9.2 Please demonstrate your knowledge of the most recent developments on the subject of your proposal (bibliography, contact lists, needs' assessment, project preparatory work, references to EU strategies/action plans, etc.) (max 2000 characters):

France expressed a very early interest in this project, initially through its active contribution to Council discussions and negotiations on the proposed framework decision, and then on the PNR directive.

The mission established in 2011 and mandated to oversee all of the preparatory work on the creation of a PNR platform has also contributed to European and international work on the subject, through:

- Its contribution to framing the French position at meetings of the ICAO, IATA (including CAWG), WCO and ECAC.
- Discussions with Mr Kirkhope, rapporteur to the European Parliament on the proposed PNR directive, and with MEPs.

The mission has thoroughly reviewed the documentation on the subject, including analysis of studies and reports (the Commission's impact study on the proposed PNR directive, 2003 ICAO and 2010 PAXLST guidelines, documents on PNRGOV, and Annex 9 amended to the Chicago Convention).

Moreover, best practices and the most innovative processes have been identified through benchmarking, including via interviews and exchanges with entities in charge of PNR programmes in other countries including the United Kingdom, the United States, Spain, the Netherlands and Australia.

At the same time, workshops have been held with the project's future beneficiaries in order to identify the needs of the different specialities concerned.

The mission has investigated technical and functional aspects, for a state-of-the-art survey of air carriers' constraints and possibilities concerning data transmission in terms of networks, GDS/DCS, typology of carriers, airport platforms, and French tourist industry actors.

Finally, an initial assessment has been performed of technical solutions for data processing, through interviews with industrial firms with proven experience in the field.

See annex to Part A of this form for a list of the different contacts interviewed by the Mission.

2.2.9.3 What are the innovative aspects of your project? How? (max 1000 characters)

The main innovative aspect of the project is the exhaustiveness of the system. Its ambition is to establish the most comprehensive and most effective system, in terms of air carriers connected, data collected and stored, and types of processing carried out, for the use of the competent authorities.

Another innovative aspect is the deployment of high performing tools in order to automate processes on an industrial scale, so as to process queries and exploit results with greater fluidity. These will help to optimise the quality of data managed by the PIU and provide a better level of service to users.

The final aspect is the very high level of protection of the data collected and processed. All operations performed along the data processing chain—storing, queries issued, strong authentication, secure premises to house the PIU and the information system—will be traceable and fully secure.

2.2.9.4 In the implementation of your project, what are the potential risks, uncertainties and difficulties, as well as possible favourable factors? What is your risk mitigation strategy? Please answer both questions (max 1000 characters):

The three main risks facing the French project are:

- the tight schedule implied by the rule requiring ISEC funds to be spent in two years,
- the still uncertain content of the future PNR directive,
- poor mobilisation among air carriers at this stage.

In response, the project's management approach will propose the most appropriate contractual measures.

To design the system's core in two years, the project will comprise experimental operational phases to test the functions developed in real-life conditions, so that it can be deployed on secure foundations.

Moreover, contracts to build the system will be adjustable, in order to adapt to possible changes.

Finally, to help air carriers build up their data flow, the system will comprise a full feature set from the outset and will be dimensioned to handle the target data volumes.

2.2.10 Methodology and Organisational structure

2.2.10.1 Please describe the methodology to achieve the desired objectives (max 1000 characters):

The methodology used to manage the project revolves around two structural principles:

First, deadline-centred management of the project vis-à-vis air carriers and competent authorities, as well as vis-à-vis the industrial contractor building the system. Recourse to experimental operational phases will serve to test functions and give stakeholders a sense of involvement in the project. Multiple tasks required to build the system will be performed with a strong emphasis on parallel execution, mobilising a wide range of specialised resources. Also, the project team will rigorously monitor the industrial contractor's deadlines.

Also, a capacity to take decisions rapidly: the project's inter-ministerial governance, under the authority of the Prime Minister, gives the project team sufficient clout to take all key decisions in the project's execution without delay.

2.2.10.2 Timetable for implementation. Please provide comments on the Timetable Part C - Timetable (max 1500 characters):

The timetable presents the main activities scheduled for years 1 and 2, in order to implement a French PNR system with a complete suite of functions and infrastructure for the collection and processing of PNR data connected with extra-Community flights, in two years.

The activities cover all aspects of the project:

- Transversal management and oversight (management and oversight, communication, support for the different actors),
- Administration (deployment of the PIU and associated continuous functioning),
- A section dedicated to the system.

The section concerning the system contains the different tasks to be carried out with a view to the progressive, secure deployment of the system, articulated around two intermediate versions: the first for data collection, the second for processing.

After design, development and verification of their proper functioning, the two versions will undergo a 6-month experimental phase, entailing a full-scale test of functions by future users, based on real, not fictitious data. This phase will allow comprehensive testing of the system before entry into service. Recourse to intermediate versions also allows the overall timetable to be articulated around different tasks. This facilitates the organisation of work and resources assigned to each task. Numerous tasks can thus be executed in parallel without compromising overall visibility of the project timetable.

Organisation

Application Number : 4000004439

Please describe here the organisational structure and key staff of the project. Please provide the following information for each project staff member: name, experience in the field, basic description of the person's activities and responsibilities, as well as information showing the suitability of the person for the function/position in the project, his/her availability for the project activities, the estimated number of days of work that he/she will dedicate to the project activities. Please indicate the contractual relation of the staff member to the organisation (permanent staff, temporary staff member, volunteer etc.)

Curriculum Vitae of key people performing work in connection with the project must be attached.

In case there is no person recruited for a specific function/position in the project at the time of lodging the application, please provide the description of the function itself within the overall structure of the project and the required qualification/experience.

N.B: the details provided below should correspond to entries in Heading A - Staff of Sheet 2 "Forecast Budget Calculation" of the Cost Claim.

2.2.10.3 Please describe the organisational structure and implementation procedures of the project, the distribution of tasks between Applicant and Partner organisations. Organisation chart of the project must be attached (max 1000 characters):

The project is managed jointly by the DGDDI and the PNR Mission, bringing together the 4 ministries concerned.

The management and oversight structure comprises 4 specialised units, namely:

- procurement oversight: Bureau B3 of the DGDDI,
- legal and European questions,
- IT issues,
- relations with air carriers and competent authorities.

The last 3 units together comprise the PNR Mission. Each of these units will be expanded upon notification of the contracts.

2.2.10.4 Project Manager(s) - Profile of the person(s) who actually manage(s) the project and will be directly in charge of managing the contract if this project is awarded a grant: name, position (in the organisational structure of this project), experience in the field and tasks in this project. Relevant CVs must be attached (max 2000 characters):

Project Management :

[REDACTED]

[REDACTED]

Experience: management and coordination of inter-ministerial teams, representing the French State

Heads of specialised units :

[REDACTED]

Experience: public procurement, budgeting and financial issues

[REDACTED]

Experience: public procurement

[REDACTED]

Experience: Legal questions, data protection, and European aspects of JLS questions

[REDACTED]

Experience: oversight of IT projects and related contracts

[REDACTED]

Experience: oversight of IT projects, deployment of screening and targeting tools, knowledge of airport-related issues.

2.2.10.5 Other project staff - Profiles of other staff responsible for the project activities foreseen: name, position (in the organisational structure of this project), experience in the field and tasks in this project. Relevant CVs must be attached (max 2000 characters):

Other personnel currently assigned to the project :

[REDACTED] (coordination within the Ministry of the Interior, and in particular with the Directorate General of the National Police)

[REDACTED] (coordination with the Directorate General, National Gendarmerie)

[REDACTED]
[REDACTED]

[REDACTED]
Directorate for Defence Protection and Security (DPSD)

[REDACTED]

[REDACTED]
Experience: IT projects design, oversight and deployment

[REDACTED]
Experience: Public procurement

2.2.10.6. Financial management - Name and profile of the person responsible for overall financial management of this project. Please indicate also who will be responsible for the operational tasks of daily financial management of the project, if different from the person for overall financial management. Relevant CVs must be attached (max 1000 characters):

Financial management of the project will be the responsibility of [REDACTED], [REDACTED]
[REDACTED] in conjunction with the PNR Mission.

2.2.11.1 Please justify the project costs as foreseen in Sheet 2 "Forecast Budget Calculation" of the Cost Claim. Please explain to what extent does this Forecast Budget represent the most economic and efficient solution and/or the best value for money? (max 1000 characters):

An estimated budget of €25.36 M ex. tax has been calculated for deployment of a full-scale PNR France system in two years, with a complete suite of functions and infrastructure for the collection and processing of PNR data relating to extra-Community flights.

The budget represents best value for money, being based on an 18-month study by outside experts, yielding a detailed assessment of costs regarding both technical (hardware and infrastructure) and functional (software and services) levels aspects.

The budget is nevertheless a forecast. To build the system, France will use outside providers selected according to technical and financial criteria, with a view to obtaining best value for money.

Finally, the budget covers a two-year implementation period. The French project in fact covers a longer period, with associated costs (around €20 M ex. tax) to be borne by the French budget.

2.2.11.2 Involvement of third parties/subcontracting/consultants: Describe and justify any arrangements for involvement of third parties/subcontracting/consultants, if applicable. Describe in details the work to be done by third parties (i.e. draft terms of reference).

Please demonstrate the need for involvement of third parties/subcontractors and explain how you will select them. Explain the basis of the calculation of the cost estimates for subcontracting.

NB: Subcontracting is not allowed within the Partnership (neither to Applicant organisation/coordinator nor to Co-beneficiaries or Associate Partners). (max 1000 characters):

The French administration will assign a large number of personnel to manage the project and set broad policy for it.

Recourse to outside providers will be indispensable, however, given the workload, and the system's functional (targeting and screening tools) and technical (architecture, systems) complexity.

France will work with 2 outside providers:

- one to handle design and to develop the system, as well as ensuring the supply of the hardware, software and subscriptions required for its proper functioning.
- the other to assist the administration with the operational management of the project, and with its various tasks.

These two outside providers will be selected in accordance with public procurement procedures.

2.2.12 What is the added value of your project at European level? Please demonstrate the European dimension of the activities and their geographical impact. (max 1000 characters):

The French project contributes to the development of a homogeneous system for the protection of EU territory. It is an additional tool, bolstering both the internal and external security of the Union. Thanks to the processing of PNR data envisaged here, and to exchanges between the future platforms of the different Member States, the project will promote greater trust between Member States' law enforcement agencies, and will consequently contribute to implementation of the principle of the exchange of information.

The comprehensive nature of the project from its outset will enable other Member States that so wish to benefit from France's experience in processing PNR data (in terms of operational efficiency and security), as well as France's experience in project management and sharing technical solutions. A high degree of pooling will be an added value for law enforcement forces and air carriers alike.

2.2.13 Additional comments (max 2000 characters)

Items 2.2.3.1 and 2.2.3.2 provide space for only 3 digits. In the light of the Commission's reply, see below the potential size of beneficiary work forces by country that will thus be able to query the French platform via their national PIU.

- 2.2.3.1: For France

Law enforcement agencies: 235 000

Judicial authorities: 2 000

- 2.2.3.2: For the Member States

AT : 26 000 / BE : 15 000 / BG : 30 000 / CY : 5 500 / CZ : 40 000

DE : 260 000 / DK : 11 000 / EE : 6 900 / ES : 179 000 / FI : 7 800

FR : 237 000 / GB : 200 000 / GR : 60 000 / HU : 48 000 / IE : 11 500

IT : 270 000 / LT : 15 000 / LU : 1 700 / LV : 10 000 / MT : 1 800

NL : 61 000 / PL : 120 000 / PT : 50 000 / RO : 96 000 / SE : 21 500

SL : 8 800 / SK : 23 000

Part B : Sheets 1, 2 and 3 of the Budget Form

Relevant supporting documents (salary slips and so on) are not yet attached : the indicated costs are the result of an evaluation based on an 18-months study. The real costs will be detailed at the start of the project once the industrials will be chosen in accordance with public procurement procedures.

3. PROJECT BUDGET INFORMATION**3.1 Estimated Expenditure**

A. Staff 3.000.000 Euro

B. Travel 0 Euro

C. Equipment 4.500.000 Euro

D. Consumables 0 Euro

E. Other direct costs 17.860.000 Euro

3.1.1 Total direct costs (A+B+C+D+E)*: 25.360.000 Euro

F. Indirect costs 0 Euro

3.1.2 Total eligible costs: 25.360.000

3.2 Estimated Income

3.2.1 Financial contribution from the beneficiaries*: 0 Euro

3.2.2 Other contribution from third parties and/or generated by the activities*: 2.536.000 Euro

3.2.3 Project related income / direct revenues from the project*: 0 Euro

3.3 Grant requested from the ISEC Programme: 22.824.000 Euro

3.4 Grant requested / total eligible costs (max 90%): 90 %

4. DECLARATION OF THE APPLICANT ORGANISATION

I, the undersigned, am authorised to represent the Applicant organisation/coordinator and hereby request a grant with a view to implementing the project on the terms indicated in this Application Form.

I certify that:

- all information given in this Application Form as well as in all its annexes is complete, true and verifiable
- the Applicant organisation/coordinator is not in one of the following situations, foreseen by the Financial Regulation of the European Communities:

Art 93 : Candidates [...] shall be excluded [...] if:

- (a) they are bankrupt or being wound up, are having their affairs administered by the courts, have entered into an arrangement with creditors, have suspended business activities, are the subject of proceedings concerning those matters, or are in any analogous situation arising from a similar procedure provided for in national legislation or regulations;
- (b) they have been convicted of an offence concerning their professional conduct by a judgement which has the force of res judicata;
- (c) they have been guilty of grave professional misconduct proven by any means which the contracting authority can justify;
- (d) they have not fulfilled obligations relating to the payment of social security contributions or the payment of taxes in accordance with the legal provisions of the country in which they are established or with those of the country of the contracting authority or those of the country where the contract is to be performed;
- (e) they have been the subject of a judgement which has the force of res judicata for fraud, corruption, involvement in a criminal organisation or any other illegal activity detrimental to the Communities' financial interests;
- (f) they are currently subject to an administrative penalty referred to in Article 96(1);

Art 94 : Contracts may not be awarded to candidates [...] who, during the [...] procedure:

- (a) are subject to a conflict of interest;
- (b) are guilty of misrepresentation in supplying the information required by the contracting authority as condition of participation in the contract procedure or fail to supply this information.

The Applicant organisation/coordinator and its partners have the operational and financial capacity to carry out the project activities described in this Application Form and its annexes.

Date*: 03/04/2013

Authorised Signatory of the Applicant organisation/coordinator

Full name:	[REDACTED]
Position in the Applicant organisation/coordinator*:	[REDACTED]

All personal data (such as names, addresses, CVs, etc.) mentioned in your Application Form will be processed in accordance with Regulation (EC) No 45/2001 of the European Parliament and of the Council of 18 December 2000 on the protection of individuals with regard to the processing of personal data by the Union institutions and bodies and on the free movement of such data. Your replies to the questions in this Application Form are necessary in order to assess your grant application and they will be processed solely for that purpose by the department responsible for the Union grant programme concerned. On request, you may be sent personal data to correct or complete it. For any questions relating to this data, please contact the Commission department to which the form must be returned. Beneficiaries may lodge a complaint against the processing of their personal data with the European Data Protection Supervisor at any time (Official Journal L 8, 12.1.2001).