



**COUNCIL OF
THE EUROPEAN UNION**

Brussels, 2 February 2012

**Interinstitutional File:
2011/0023 (COD)**

**5109/1/12
REV 1**

LIMITE

**GENVAL 2
AVIATION 3
DATAPROTECT 1
CODEC 28**

NOTE

from: Presidency
to: Working Party on General Matters, including Evaluations

No. prev. doc.: 6007/11 GENVAL 5 AVIATION 15 DATAPROTECT 6 CODEC 278
14233/3/11 REV 3 GENVAL 91 AVIATION 207 DATAPROTECT 95
CODEC 1447

Subject: Proposal for a Directive of the Council and the European Parliament on the use of Passenger Name Record data for the prevention, detection, investigation and prosecution of terrorist offences and serious crime

The following delegations maintain a general scrutiny reservation on the proposal: BE, BG, CZ, DE, EE, ES, FI, FR, GR, HU, IE, IT, LT, LV, LU, NL, AT, PT, RO, SE, SI and UK. The following delegations hold a parliamentary scrutiny reservation: CZ, FR, IE, LT and UK.

Following the meeting of the Working Party on General Matters on 17-18 January 2012, including Evaluations (GENVAL), the Presidency has redrafted some aspects of the Directive. The main elements of the proposed changes are explained hereafter.

I. Data Retention

The Commission had proposed an initial storage period of 30 days, followed by a further retention period of five years of masked out data. At the GENVAL meeting of 17-18 January 2012, the difference of views among the Member States regarding this aspect of the Commission's proposal was confirmed. Essentially two views have emerged. According to a first viewpoint, the initial storage period of 30 days is much too short from an operational point of view and a much longer initial storage period of the unmasked data is required¹. Member States arguing in favour of this viewpoint seem to acknowledge that a longer initial storage period provides for a more restricted access to the masked-out data. An opposite view is that the initial retention period of the full data should be drastically reduced as the "real-time" pre-arrival/pre-departure assessment cannot warrant a long "un-masked" retention of these data². Most Member States arguing in favour of this viewpoint at the same time argue in favour of rendering the access to the masked-out data easier.

The Presidency has redrafted Article 9 as follows. Paragraph 1 sets out the total retention period: 5 years. Paragraph 2 clarifies that this period is to be subdivided into two periods: a first period in which the data are fully accessible and a second-period during which the data are masked out. Paragraph 3 states the conditions for access during the second period. According to the first sentence of paragraph 3, the data shall be accessible only to a limited number of specifically authorised personnel. According to the second sentence of Paragraph 3, access to the full PNR data is furthermore restricted to the purposes referred to in Article 4(2)(b) and subject to further conditions. It implicitly follows from this that during the initial period the full PNR data can be accessed for all three purposes mentioned in Article 4(2) and that during the second period the full PNR data can no longer be used for Article 4(2)(a) and (c).

A majority of Member States have argued in favour of a longer initial storage period. Therefore, the Presidency proposes to set the first period at two years. This is one year less than the three-year period in the 2011 EU-Australia Agreement, to which the EP has given its consent. It is also the period which has been mentioned by the single Member State that has an intensive experience with a national PNR system.

¹ BE, EE, ES, FR, RO and UK.

² AT, DE, GR, NL and PT.

In view of the longer initial retention period, the Presidency suggests to make the access to the data during the second-period more restricted by requiring that during this period access to the full PNR data shall be permitted only by a judicial authority designated by the Member State and only for the purpose of Article 4(2)(b) and when it is deemed to be of essential importance to a specific investigation or prosecution. It is clear that such permission should be given on a case-by-case basis and cannot amount to a general authorisation.

Member States are invited to express themselves as to whether they can agree to the proposed approach.

II. API

Article 3 of the so-called API Directive (Council Directive 2004/82/EC of 29 April 2004 on the obligation of air carriers to communicate passenger data) requires Member States to ensure that API data are collected by the carriers when the carriers are carrying passengers to an authorised border crossing point through which the passengers will enter the territory of a Member State. Apart from the principal requirement that these data should be transmitted electronically to the authorities responsible for carrying out border checks, the API Directive does not impose any obligations as to how air carriers should collect, store and transmit the API data. Apparently some air carriers store API data as part of the PNR data, but others do not.

API data are listed under item (18) of Annex 1 to the draft Directive. The title of this Annex (PNR data as far as collected by air carriers) and the current wording of Article 6 (1) (“Member states shall adopt the necessary measures to ensure that air carriers transfer (“push”) the PNR data as defined in article 2(d) and specified in Annex I”) seems to imply that the PIUs will only be receiving any collected API data if these data are stored as part of the PNR data.

In view of the above, Member States are invited to express themselves as to whether there is a need to redraft the draft Directive in order to ensure that air carriers transmit any collected API data to the PIUs, also when not stored as part of the PNR data.

DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

**on the use of Passenger Name Record (PNR) data for the prevention, detection, investigation
and prosecution of terrorist offences and serious crime**

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Articles 82(1)(d) and 87(2)(a) thereof,

Having regard to the proposal from the European Commission,

After transmission of the draft legislative act to the national Parliaments,

Having regard to the opinion of the European Economic and Social Committee³,

Having regard to the opinion of the Committee of the Regions⁴,

Acting in accordance with the ordinary legislative procedure,

³ OJ C , , p. .

⁴ OJ C , , p. .

Whereas:

- (1) On 6 November 2007 the Commission adopted a proposal for a Council Framework Decision on the use of Passenger Name Record (PNR) data for law enforcement purposes. However, upon entry into force of the Treaty of Lisbon on 1 December 2009, the Commission's proposal, which had not been adopted by the Council by that date, became obsolete.
- (2) The 'Stockholm Programme — An open and secure Europe serving and protecting the citizens'⁵ calls on the Commission to present a proposal for the use of PNR data to prevent, detect, investigate and prosecute terrorism and serious crime.
- (3) In its Communication of 21 September 2010 "On the global approach to transfers of Passenger Name Record (PNR) data to third countries" the Commission outlined certain core elements of a Union policy in this area.
- (4) Council Directive 2004/82/EC of 29 April 2004 on the obligation of air carriers to communicate passenger data⁶ regulates the transfer of advance passenger data by air carriers to the competent national authorities for the purpose of improving border controls and combating illegal immigration.
- (5) PNR data are necessary⁷ to effectively prevent, detect, investigate and prosecute terrorist offences and serious crime and thus enhance internal security.
- (6) PNR data help law enforcement authorities⁸ prevent, detect, investigate and prosecute terrorist offences and serious crime, inter alia by comparing them with various databases of persons and objects sought, to construct evidence and, where relevant, to find associates of criminals and unravel criminal networks.

⁵ 17024/09.

⁶ OJ L 261, 6.8.2004, p. 24.

⁷ AT reservation: AT supports the CLS opinion of 12 April 2011: 8850/11 JUR 163 GENVAL 38 AVIATION 92 DATAPROTECT 20 CODEC 618.

⁸ SE requests to extend the scope of the recital so as to encompass also intelligence gathering.

- (7) PNR data enable law enforcement authorities to identify persons who were previously "unknown", i.e. persons previously unsuspected of involvement in terrorism or serious crime, but whom an analysis of the data suggests may be involved in such crime and who should therefore be subject to further examination by the competent authorities. By using PNR data law enforcement authorities can address the threat of terrorism and serious crime from a different perspective than through the processing of other categories of personal data. However, in order to ensure that the processing of data of innocent and unsuspected persons remains as limited as possible, the aspects of the use of PNR data relating to the creation and application of assessment criteria should be further limited to terrorist offences and relevant forms of serious crime. Furthermore, the assessment criteria shall be defined in a manner which ensures that as few innocent people as possible are identified by the system.
- (8) The use of PNR data together with advance passenger information (API) data has added value in assisting Member States in verifying the identity of an individual and thus reinforcing their law enforcement value.
- (9) To prevent, detect, investigate and prosecute terrorist offences and serious crime, it is therefore essential that all Member States introduce provisions laying down obligations on air carriers operating extra-EU flights to or from the territory of the Member States and , where necessary, also selected intra-EU flights between Member States⁹.
- (10) Air carriers already collect and process PNR data from their passengers for their own commercial purposes. This Directive should not impose any obligation on air carriers to collect or retain any additional data from passengers or to impose any obligation on passengers to provide any data in addition to that already being provided to air carriers.
- (11) The processing of personal data must be proportionate to the specific security goals pursued by this Directive.

⁹ SE emphasized the need to reflect the issue regarding clarity on intelligence work and in this respect suggested to add the following sentence at the end of recital 9: "In this context prevention, detection and investigation includes conducting criminal intelligence operations."

- (12) The definition of terrorist offences applied in this Directive should be the same as in Council Framework Decision 2002/475/JHA on combating terrorism¹⁰ and the definition of serious crime applied in this Directive should be the same as in Council Framework Decision 2002/584/JHA of 13 June 2002 on the European Arrest Warrant and the surrender procedure between Member States¹¹. The list of relevant serious crime with relation to which PNR data may be used for the creation and application of assessment criteria should be based on Framework Decision 2002/584/JHA.
- (13) PNR data should be transmitted to a single designated unit (Passenger Information Unit) in the relevant Member State, so as to ensure clarity and reduce costs to air carriers.
- (14) The contents of any lists of required PNR data to be obtained by a Passenger Information Unit should be drawn up with the objective of reflecting the legitimate requirements of public authorities to prevent, detect, investigate and prosecute terrorist offences or serious crime, thereby improving internal security within the Union as well as protecting the fundamental rights of persons, notably privacy and the protection of personal data. Such lists should not be based on a person's race or ethnic origin, religious or philosophical beliefs, political opinion, trade union membership, health or sexual life. The PNR data should contain details on the passenger's reservation and travel itinerary which enable competent authorities to identify air passengers representing a threat to internal security.
- (15) There are two possible methods of data transfer currently available: the 'pull' method, under which the competent authorities of the Member State requiring the data can reach into (access) the air carrier's reservation system and extract ('pull') a copy of the required data, and the 'push' method, under which air carriers transfer ('push') the required PNR data to the authority requesting them, thus allowing air carriers to retain control of what data is provided. The 'push' method is considered to offer a higher degree of data protection and should be mandatory for all air carriers.

¹⁰ OJ L 164, 22.6.2002, p. 3.

¹¹ OJ L 190, 18.7.2002, p. 1.

- (16) The Commission supports the International Civil Aviation Organisation (ICAO) guidelines on PNR. These guidelines should thus be the basis for adopting the supported data formats for transfers of PNR data by air carriers to Member States. This justifies that such supported data formats, as well as the relevant protocols applicable to the transfer of data from air carriers should be adopted in accordance with the examination procedure provided for in Regulation (EU) No182/2011 of the European Parliament and of the Council of 16 February 2011 laying down rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers¹².
- (17) The Member States should take all necessary measures to enable air carriers to fulfil their obligations under this Directive. Dissuasive, effective and proportionate penalties, including financial ones, should be provided for by Member States against those air carriers failing to meet their obligations regarding the transfer of PNR data.
- (18) Each Member State should be responsible for assessing the potential threats related to terrorist offences (...) and serious crime.
- (19) Taking fully into consideration the right to the protection of personal data and the right to non-discrimination, no decision that produces an adverse legal effect on a person or seriously affects him/her should be taken only by reason of the automated processing of PNR data. Moreover, no such decision should be taken solely by reason of a person's race, colour, ethnic or social origin, genetic features, language, religious or philosophical belief, political or any other opinion, trade union membership, property, birth, disability, health or sexual life.

¹² OJ L 55, 28.02.2011, p. 13.

- (20) Member States should share with other Member States the PNR data that they receive where such transfer is necessary for the prevention, detection, investigation or prosecution of terrorist offences or serious crime. The provisions of this Directive should be without prejudice to other Union instruments on the exchange of information between police and judicial authorities, including Council Decision 2009/371/JHA of 6 April 2009 establishing the European Police Office (Europol)¹³ and Council Framework Decision 2006/960/JHA of 18 September 2006 on simplifying the exchange of information and intelligence between law enforcement authorities of the Member States of the European Union¹⁴. Such exchange of PNR data between law enforcement¹⁵ and judicial authorities should be governed by the rules on police and judicial cooperation.
- (21) The period during which PNR data are to be retained should be proportionate to the purposes of the prevention, detection, investigation and prosecution of terrorist offences and serious crime. Because of the nature of the data and their uses, it is necessary that the PNR data are retained for a sufficiently long period for carrying out analysis and for use in investigations. In order to avoid disproportionate use, it is necessary that, after an initial period, the data are masked out¹⁶ and only accessible under very strict and limited conditions.
- (22) Where specific PNR data have been transmitted to a competent authority and are used in the context of specific criminal investigations or prosecutions, the retention of such data by the competent authority should be regulated by the national law of the Member State, irrespective of the retention periods set out in this Directive.
- (23) The processing of PNR data domestically in each Member State by the Passenger Information Unit and by competent authorities should be subject to a standard of protection of personal data under their national law which is in line with Framework Decision 2008/977/JHA of 27 November 2008 on the protection of personal data processed in the framework of police and judicial cooperation in criminal matters¹⁷.

¹³ OJ L 121, 15.5.2009, p. 37.

¹⁴ OJ L 386, 29.12.2006, p. 89.

¹⁵ SE requests to extend the scope of the recital so as to encompass also intelligence gathering.

¹⁶ BE, FR and RO await explanations as to the notion of masking out.

¹⁷ OJ L 350, 30.12.2008, p. 60.

- (24) Taking into consideration the right to the protection of personal data, the rights of the data subjects to processing of their PNR data, such as the right of access, the right of rectification, erasure and blocking, as well as the rights to compensation and judicial remedies, should be in line with Framework Decision 2008/977/JHA.
- (25) Taking into account the right of passengers to be informed of the processing of their personal data, Member States should ensure they are provided with accurate information about the collection of PNR data and their transfer to the Passenger Information Unit.
- (26) Transfers of PNR data by Member States to third countries should be permitted only on a case-by-case basis and in compliance with Framework Decision 2008/977/JHA. To ensure the protection of personal data, such transfers should be subject to additional requirements relating to the purpose of the transfer, the quality of the receiving authority and the safeguards applicable to the personal data transmitted to the third country.
- (27) The national supervisory authority that has been established in implementation of Framework Decision 2008/977/JHA should also be responsible for advising on and monitoring of the application and implementation of the provisions of this Directive.
- (28) This Directive does not affect the possibility for Member States to provide, under their domestic law, for a system of collection and handling of PNR data for purposes other than those specified in this Directive, or from transportation providers other than those specified in the Directive, provided that such domestic law respects the Union acquis¹⁸.
- (29) This Directive is without prejudice to the current Union rules on the way border controls are carried out or with the Union rules regulating entry and exit from the territory of the Union.
- (29a) In order to ensure uniform conditions for the implementation Directive, implementing powers should be conferred on the Commission and those powers should be exercised in accordance with Regulation (EU) No .../2011 of the European Parliament and of the Council of laying down the rules and general principles concerning mechanisms for control by the Member States of the Commission's exercise of implementing powers.

¹⁸ AT reservation: AT is of the opinion that the aim of this directive would be jeopardized if the Member States were to be allowed to use PNR data for other purposes than those specified in the Directive.

- (30) As a result of the legal and technical differences between national provisions concerning the processing of personal data, including PNR, air carriers are and will be faced with different requirements regarding the types of information to be transmitted, as well as the conditions under which this information needs to be provided to competent national authorities. These differences may be prejudicial to effective cooperation between the competent national authorities for the purposes of preventing, detecting, investigating and prosecuting terrorist offences or serious crime.
- (31) Since the objectives of this Directive cannot be sufficiently achieved by the Member States, and can be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality, as set out in that Article, this Directive does not go beyond what is necessary in order to achieve that objective.
- (32) This Directive respects the fundamental rights and the principles of the Charter of Fundamental Rights of the European Union, in particular the right to the protection of personal data, the right to privacy and the right to non-discrimination as protected by Articles 8, 7 and 21 thereof and has to be implemented accordingly. The Directive is compatible with data protection principles and its provisions are in line with the Framework Decision 2008/977/JHA. [Furthermore, and in order to comply with the proportionality principle, the Directive, on specific issues, will have stricter rules on data protection than the Framework Decision 2008/977/JHA].

- (33) In particular, the scope of this Directive is as limited as possible, as it allows retention of PNR data for period of time not exceeding 5 years¹⁹, after which the data should be deleted, as the data should be masked out after a very short period, and as the collection and use of sensitive data is prohibited. In order to ensure efficiency and a high level of data protection, Member States are required to ensure that an independent national supervisory authority is responsible for advising and monitoring the way PNR data are processed. All processing of PNR data should be logged or documented for the purpose of verification of its legality, self-monitoring and ensuring proper data integrity and security of the processing. Member States should also ensure that passengers are clearly and precisely informed about the collection of PNR data and their rights.
- (34) In accordance with Article 3 of the Protocol (No 21) on the position of United Kingdom and Ireland in respect of the Area of Freedom, Security and Justice, annexed to the Treaty on European Union and the Treaty on the Functioning of the European Union, those Member States have notified their wish to participate in the adoption and application of this Directive
- (35) In accordance with Articles 1 and 2 of the Protocol (No 22) on the position of Denmark annexed to the Treaty on European Union and the Treaty on the Functioning of the European Union, Denmark is not taking part in the adoption of this Directive and is not bound by it or subject to its application,

HAVE ADOPTED THIS DIRECTIVE:

¹⁹ ES wishes a less binding wording.

CHAPTER I

GENERAL PROVISIONS

Article 1

Subject matter and scope

1. This Directive provides for the transfer by air carriers of Passenger Name Record (PNR) data of passengers of extra-EU flights to and from the Member States, as well as the processing of that data.
2. The PNR data collected in accordance with this Directive may be processed only²⁰ for the purpose of prevention, detection, investigation and prosecution of terrorist offences and serious crime as provided for in Article 4 (2) (a), (b) and (c).²¹

Article 1a

Application of the directive to intra-EU flights²²

1. If a Member State wishes to apply this Directive to intra-EU flights, it shall give notice in writing to the Commission to that end. The Commission shall publish such a notice in the *Official Journal of the European Union*. A Member State may give such notice at any time following the period of 36 months after the entry into force of this Directive.

²⁰ FR, ES, IT and NL suggested to delete the word "only" as they thought Member States should at national level have the option of using PNR data for other purposes as well. This was opposed by AT, BE, GR, COM, DE, LU, BG and PT.

²¹ NL demanded that the combating of illegal immigration be added to the scope of the proposal. This was opposed by BE. In line with the suggestion of many delegations, as voiced during the September 30th meeting and forwarded to the Presidency in subsequent written comments, the "transnational" qualification has been deleted.

²² AT, COM, DE, LU, GR and SI reservation on the inclusion of intra-EU flights.

2. Where such a notice is given, all the provisions of this Directive shall apply in relation to intra-EU flights as if they were extra-EU flights and to PNR data from intra-EU flights as if it were PNR data from extra-EU flights. In case such a notice is given prior to the date referred to in Article 15(1), it shall take effect only on that date.
3. A Member State which applies this Directive to intra-EU flights shall decide the intra-EU flights for which it wishes PNR data to be transferred to its national Passenger Information Unit²³. It shall make this decision by choosing the flights²⁴ it considers necessary in order to further the purposes of this Directive. It may decide to change the intra-EU flights at any time. The Member State shall communicate its decision to each affected carrier in accordance with procedures adopted by the Commission by means of implementing acts in accordance with Article 14²⁵.

Article 2

Definitions

For the purposes of this Directive the following definitions shall apply:

- (a) ‘air carrier’ means an air transport undertaking with a valid operating licence or equivalent permitting it to carry out carriage by air of passengers;
- (b) ‘extra-EU flight’ means any scheduled or non-scheduled flight by an air carrier planned to land on the territory of a Member State originating in a third country or to depart from the territory of a Member State with a final destination in a third country²⁶;

²³ FR, IT and SK thought that in case of inclusion of intra-EU flights, all intra-EU flights arriving to/departing from that Member State should be covered. UK (supported by HU and SE) was opposed to this as it thought such general obligation would not muster the tests of necessity and proportionality as intelligence shows that only some routes are a threat. LT and EE while being in favour of the former position, could also accept the latter option.

²⁴ NL wishes further clarifications on the matters of feasibility of the use of PNR mechanism on targeted routes and costs related to implementation of this provision

²⁵ IE wishes to include consultation mechanism between Member States before the decision referred in Article 1a, paragraph 3 is taken.

²⁶ AT proposed to include an explicit exception in paragraphs (b) and (c) for medical transports of patients and organs.

- (c) ‘intra-EU flight’ means any scheduled or non-scheduled flight by an air carrier departing from a Member State and expected to land at the territory of another Member State, without any stopovers at third country airport/territory²⁷;
- (d) ‘Passenger Name Record’ or ‘PNR data’ means a record of each passenger’s travel requirements which contains information necessary to enable reservations to be processed and controlled by the booking and participating air carriers²⁸ for each journey booked by or on behalf of any person, whether it is contained in reservation systems, Departure Control Systems (DCS) or equivalent systems providing the same functionalities^{29 30};
- (e) ‘passenger’ means any person, except members of the crew, carried or to be carried in an aircraft with the consent of the air carrier, which is manifested by the persons’ registration in the passengers list and which includes transfer or transit passengers;
- (f) ‘reservation systems’ means the air carrier’s internal reservation system, in which PNR data are collected for the handling of reservations;
- (g) ‘push method’ means the method whereby air carriers transfer the required PNR data into the database of the authority requesting them;
- (h) ‘terrorist offences’ means the offences under national law referred to in Articles 1 to 4 of Council Framework Decision 2002/475/JHA;

²⁷ GR proposal based on Regulation (EEC) N° 3925/91 of 19 December 1991 concerning the elimination of controls and formalities applicable to the cabin and hold baggage of persons taking an intra-Community flight.

²⁸ FR and NL remarked that the exact IATA terminology should be used for "participating air carriers".

²⁹ RO wishes to add a reference to the Annex I.

³⁰ UK remarked that it would be useful to include information specifying whether a passenger was allowed to enter the territory. The need for further reflection whether the data should be sent prior the departure of an aircraft or during a flight is being carried on.

- (i) 'serious crime' means the offences under national law referred to in Article 2(2) of Council Framework Decision 2002/584/JHA if they are punishable by a custodial sentence or a detention order for a maximum period of at least three years³¹ under the national law of a Member State[, however, Member States may if justified exclude those offences for which, taking into account their respective criminal justice system, the processing of PNR data pursuant to this directive would not be in line with the principle of proportionality³²];
- (k) 'masking out of data' means [rendering certain data elements of such data unavailable to a user without deleting these data elements]³³.

³¹ EE and NL would like the period to be 4 years.

³² SE and CZ, supported by DE, requested to restore the phrase setting the possibility to exclude a usage of PNR directive in certain situation that would not be in line with the principle of proportionality.

³³ DE scrutiny reservation. BE and UK reservation: they did not agree with this definition. GR proposes an alternative definition: "obscuring specific data elements of the PNR database, thus rendering certain sensitive passenger information unavailable outside the authorised environment"

CHAPTER II
RESPONSIBILITIES OF THE MEMBER STATES

Article 3

Passenger Information Unit³⁴

1. Each Member State shall set up or designate an authority competent for the prevention, detection, investigation or prosecution of terrorist offences and serious crime or a branch of such an authority to act as its 'Passenger Information Unit³⁵' ("PIU") responsible for collecting PNR data from the air carriers, storing them, analysing them and transmitting the result of the analysis to the competent authorities referred to in Article 5. Its staff members may be seconded from competent public authorities. It shall be provided with adequate resources in order to fulfil its tasks.
2. Two or more Member States may establish or designate a single authority to serve as their Passenger Information Unit. Such a Passenger Information Unit shall be established in one of the participating Member States and shall be considered the national Passenger Information Unit of all such participating Member States. The participating Member States shall agree on the detailed rules for the operation of the Passenger Information Unit and shall respect the requirements laid down in this Directive.
3. Each Member State shall notify the Commission within one month of the establishment or designation of the Passenger Information Unit thereof. It may at any time modify its notification. The Commission shall publish this information, including any modifications of it, in the *Official Journal of the European Union*.

³⁴ AT and LT reservation on the proposed decentralised architecture.

³⁵ FR and UK stated that the word "unit" could not be read as implying that all data should be located in one place. FR suggests changing the name of PIU from Passenger Information Unit into Passenger Information Authority.

Article 4

Processing of PNR data

1. The PNR data transferred by the air carriers in relation to extra-EU flights shall be collected by the Passenger Information Unit of the relevant Member State, as provided for in Article 6. Should the PNR data transferred by air carriers include data beyond those listed in Annex I, the Passenger Information Unit shall delete such data immediately upon receipt.
2. The Passenger Information Unit shall process PNR data only³⁶ for the following purposes:
 - (a) carrying out an assessment of the passengers prior to their scheduled arrival to or departure from the Member State in order to identify persons who require further examination by the competent authorities referred to in Article 5, in view of the fact that such persons may be involved in a terrorist offence or serious crime³⁷.
 - (i) In carrying out such an assessment the Passenger Information Unit may compare PNR data against databases relevant for the purpose of prevention, detection, investigation and prosecution of terrorist offences and serious crime, including databases on persons or objects sought or under alert, in accordance with Union, international and national rules applicable to such databases.
 - (ii) Only when carrying out an assessment of persons who may be involved in a terrorist offence or serious crime listed in Annex II to this Directive, the Passenger Information Unit may also process PNR data against pre-determined criteria.

Member States shall ensure that any positive match resulting from automated processing of PNR data conducted under this Directive is individually reviewed by non-automated means in order to verify whether the competent authority referred to in Article 5 needs to take enforcement³⁸ action;

³⁶ See footnote 20.

³⁷ AT expressed doubts on the operational added value of pro-active use of PNR data and requested further evidence thereof. Other delegations, however, remarked that the use of risk criteria was meant to reduce the number of controls by arriving at more focused controls.

³⁸ NL suggestion.

(b) responding, on a case-by-case basis, to duly reasoned requests from competent authorities to provide PNR data and process PNR data in specific cases for the purpose of prevention, detection, investigation and prosecution of a terrorist offence or serious crime, and to provide the competent authorities with the results of such processing;³⁹ and

(c) analysing PNR data for the purpose of updating or creating new criteria for carrying out assessments referred to point (a) (ii) in order to identify any persons who may be involved in a terrorist offence or serious crimes listed in Annex II⁴⁰.

3. The assessment of the passengers prior to their scheduled arrival or departure from the Member State carried out against pre-determined criteria referred to in point (a)(ii) of paragraph 2 shall be carried out in a non-discriminatory manner on the basis of assessment criteria established by its Passenger Information Unit. Member States shall ensure that the assessment criteria are set by the Passenger Information Units, in cooperation with the competent authorities referred to in Article 5. The assessment criteria shall in no circumstances be based on a person's race, colour, ethnic or social origin, genetic features, religious or philosophical belief, political or any other opinion, trade union membership, property, health or sexual life⁴¹.
4. The Passenger Information Unit of a Member State shall transmit the PNR data or the results of the processing of PNR data of the persons identified in accordance with point (a) of paragraph 2 for further examination to the relevant competent authorities of the same Member State. Such transfers shall only be made on a case-by-case basis.

³⁹ EE is in the opinion that process described in the paragraph 2 (b) must be more clear and foresee the possibility in case-by-case bases use also specific targeting rules in all the crimes listed in EAW

⁴⁰ AT thinks that the analysis of PNR data for this purpose should always take place on the basis of masked-out data. However, the Presidency has proposed in Article 9 to exclude the use of the full PNR data for the purpose of Article 4(2)(c) during the second period. From a practical point of view it would be very difficult to mask out data during the first period for this purpose only.

⁴¹ NL would prefer to replace the third sentence by a reference to Article 6 DPF D.

5. The consequences of the assessments of passengers (...) referred to in point (a) of paragraph 2, whether these are carried out in relation to extra-EU flights or intra-EU flights, shall not jeopardise the right of entry of persons enjoying the Union right of free movement into the territory of the Member State concerned as laid down in Directive 2004/38/EC.

In addition, the consequences of such assessments, where these are carried out in relation to intra-EU flights between Member States to which the Regulation (EC) No 562/2006 of the European Parliament and of the Council of 15 March 2006 establishing a Community Code on the rules governing the movement of persons across borders⁴² applies, shall comply with that Code (...).

Article 5

Competent authorities

1. Each Member State shall adopt a list of the competent authorities entitled to request or receive PNR data or the result of the processing of PNR data from the Passenger Information Units in order to examine that information further or take appropriate action for the purpose of preventing, detecting, investigating and prosecuting terrorist offences and serious crime.
2. The authorities referred to in paragraph 1 shall be competent for the prevention, detection, investigation or prosecution of terrorist offences or serious crime.
3. Each Member State shall notify the list of its competent authorities to the Commission eighteen months after entry into force of this Directive at the latest, and may at any time update this notification. The Commission shall publish this information, as well as any modifications of it, in the *Official Journal of the European Union*.
4. The PNR data and the result of the processing of PNR data received by the Passenger Information Unit may be further processed by the competent authorities of the Member States only⁴³ for the purpose of preventing, detecting, investigating or prosecuting terrorist offences or serious crime.

⁴² OJ L 105, 13.4.2006, p. 1.

⁴³ See footnote 20.

5. Paragraph 4 shall be without prejudice to national law enforcement or judicial powers where other offences⁴⁴, or indications thereof, are detected in the course of enforcement action further to such processing⁴⁵.
6. The competent authorities shall not take any decision that produces an adverse legal effect on a person or significantly affects a person only by reason of the automated processing of PNR data. The decisions of competent authorities shall not be taken solely on the basis of a person's race, colour, ethnic or social origin, genetic features, language, religious or philosophical belief, political or any other opinion, trade union membership, property, birth, disability, health or sexual life⁴⁶.

Article 6

Obligations on air carriers on transfer of data⁴⁷

1. Member States shall adopt the necessary measures to ensure that air carriers transfer ('push') the PNR data as defined in Article 2(d) and specified in Annex I, to the extent that such data are already collected by them, to the database of the (...) Passenger Information Unit of the Member State on the territory of which the extra-EU flight will land or from the territory of which the flight will depart. Where the flight is code-shared between one or more air carriers, the obligation to transfer the PNR data of all passengers on the flight shall be on the air carrier that operates the flight. Where the flight has one or more stop-overs at the airports of different Member States, air carriers shall transfer the PNR data of all passengers to the Passenger Information Units of all the Member States concerned.

⁴⁴ NL proposes to add the words "or other violations of national law".

⁴⁵ ES scrutiny reservation.

⁴⁶ DE, GR, NL and PT scrutiny reservation. NL would prefer to replace the second sentence by a reference to Article 21 of the Charter. SI would prefer to replace the expression "not (...) solely" by "never primarily, but even then exceptionally".

⁴⁷ DE referred to the argumentation that this type of obligation on air carriers could not be based on Article 82 TFEU.

2. Air carriers shall transfer PNR data by electronic means using the common protocols and supported data formats to be adopted in accordance with the procedure referred to in Articles 13 and 14 taking due account of ICAO regulations, or, in the event of technical failure⁴⁸, by any other appropriate means ensuring an appropriate level of data security:
 - (a) once⁴⁹ 24 to 48 hours before the scheduled time for flight departure;and
 - (b) once immediately after flight closure, that is once the passengers have boarded the aircraft in preparation for departure and it is no longer possible for passengers to board or leave.
3. Member States may permit air carriers to limit the transfer referred to in point (b) of paragraph 2 to updates of the transfer referred to in point (a) of paragraph 2.
4. On a case-by-case basis, in duly substantiated cases, upon request from a Passenger Information Unit in accordance with the procedures provided under national law, air carriers shall transfer PNR data where access earlier than that mentioned in point (a) of paragraph 2 is necessary to assist in responding to a immediate (...) threat related to terrorist offences or serious crime.

⁴⁸ DE suggested to restrict this to technical failures by the air carriers.

⁴⁹ UK scrutiny reservation.

Article 7

Exchange of information between Member States⁵⁰

1. Member States shall ensure that, with regard to persons identified by a Passenger Information Unit in accordance with Article 4(2)(a), the PNR data or the result of the processing of PNR data is transmitted by that Passenger Information Unit to the corresponding units of other Member States where it considers such transfer to be necessary for the prevention, detection, investigation or prosecution of terrorist offences, or serious crime. The Passenger Information Units of the receiving Member States shall transmit such PNR data or the result of the processing of PNR data to their relevant competent authorities. The latter transmissions shall only be made on a case-by-case basis.
2. The Passenger Information Unit of a Member State shall have the right to request, if necessary, the Passenger Information Unit of any other Member State to provide it with PNR data that are kept in the latter's database and have not yet been masked out under Article 9(2) and, if necessary, also the result of the processing of PNR data. The duly reasoned request for such data may be based on any one or a combination of data elements, as deemed necessary by the requesting Passenger Information Unit for a specific case of prevention, detection, investigation or prosecution of terrorist offences or serious crime. Passenger Information Units shall provide the requested data as soon as practicable and shall provide also the result of the processing of PNR data, if it has already been prepared pursuant to Article 4(2)(a)⁵¹.

⁵⁰ NL scrutiny reservation. DE and NL thought that the proposed drafting was not detailed enough and left too much vagueness as to how data should be transferred. UK indicated it was concerned about sharing of the results of processing that might divulge intelligence sources. COM reassured this was not intended by this proposed text.

⁵¹ FR thought that this provision should be more fleshed out. DE thought that possibility for the requested Member States to check the request, in particular against the necessity requirement, should be stipulated here. COM thought that only the requesting Member State should assess the necessity requirement.

3. The Passenger Information Unit of a Member State shall have the right to request, if necessary, the Passenger Information Unit of any other Member State to provide it with PNR data that are kept in the latter's database in accordance with Article 9(2), and, if necessary, also the result of the processing of PNR data. The Passenger Information Unit may make a duly reasoned request for access to full PNR (...) data kept by the Passenger Information Unit of another Member State only for the purpose of Article 4(2)(b) and when it is deemed to be of essential importance to a specific investigation or prosecution of terrorist offences or serious crime. The requested Passenger Information Unit shall provide the data only if authorised to do so by the judicial authority competent under Article 9(3).
4. Only in those cases where it is necessary for the prevention of an immediate and serious threat to public security may the competent authorities of a Member State request directly the Passenger Information Unit of any other Member State to provide it with PNR data that are kept in the latter's database and that have not yet been masked out under Article 9(2). Such requests, a copy of which shall always be sent to the Passenger Information Unit of the requesting Member State, shall relate to a specific investigation or prosecution of terrorist offences or serious crime and shall be reasoned, in particular as regards the immediate and serious nature of the threat. Passenger Information Units shall respond to such requests as a matter of priority. In all other cases the competent authorities shall channel their requests through the Passenger Information Unit of their own Member State.
5. Exceptionally, where early access is necessary to respond to a immediate and serious threat related to terrorist offences or serious crime, the Passenger Information Unit of a Member State shall have the right to request the Passenger Information Unit of another Member State to provide it with PNR data of flights landing in or departing from the latter's territory at any time.

6. Exchange of information under this Article may take place using any existing channels for cooperation between the competent authorities of the Member States^{52 53}. The language used for the request and the exchange of information shall be the one applicable to the channel used. Member States shall, when making their notifications in accordance with Article 3(3), also inform the Commission with details of the contact points to which requests may be sent in cases of urgency. The Commission shall communicate to the Member States [and the Committee set up in accordance with Article 14 (1)] the notifications received.

Article 8

Transfer of data to third States

A Member State may transfer PNR data stored by the Passenger Information Unit in accordance with Article 9 as well as the results of the processing of PNR data stored by the Passenger Information Unit data to a third State only on a case-by-case basis and if:

- (a) the conditions laid down in Article 13 of Council Framework Decision 2008/977/JHA are fulfilled;
- (b) it is necessary for the purposes of this Directive as specified in Article 1(2);

⁵² BE asked whether security services could be designated as competent authorities and whether these would be allowed to use their own, dedicated channels for exchange of information.

⁵³ AT proposed to add the following text before the text of Article 7(6): "To effectively guarantee the legality of information exchange under this Article Member States shall provide for adequate mechanisms of control by the independent supervisory authorities(s) pursuant to Article 12. An exchange of information according to paragraph 2 to 5 of this Article may only take place upon duly motivated request on a case by case basis. Direct access shall be excluded." FR opposes the inclusion of this text.

- (c) the third State agrees to transfer the data to another third country only where it is necessary for the purposes of this Directive as specified in Article 1(2) and only with the express authorisation of the Member State that provided the third State with the data⁵⁴;
- (d) similar conditions as those laid down in Article 7(2), (3) or (4) are fulfilled.

Article 9

Period of data retention

1. Member States shall ensure that the PNR data provided by the air carriers to the Passenger Information Unit are retained in a database at the Passenger Information Unit for a period of five years after their transmission to the Passenger Information Unit of the first Member State on whose territory the extra-EU flight is landing or departing.
2. Upon expiry of a period of two years after the transfer of the PNR data as referred to in paragraph 1, all data elements which could serve to identify the passenger to whom PNR data relate should be filtered and masked out, in particular the following:
 1. Name (s), including the names of other passengers on PNR and number of travellers on PNR travelling together;
 2. Address and contact information;
 3. All forms of payment information, including billing address, to the extent that it contains any information which could serve to identify the passenger to whom PNR relate or any other persons⁵⁵;
 4. [Complete travel itinerary for specific PNR⁵⁶;

⁵⁴ Presidency proposal in order to address concerns raised by DE.

⁵⁵ Presidency proposal in view of NL remarks.

⁵⁶ EE and NL suggests deleting this element.

5. Frequent flyer information;
 6. General remarks to the extent that it contains any information which could serve to identify the passenger to whom PNR relate; and
 7. Any collected advance passenger information.
3. Upon expiry of the two-year period referred to in paragraph 2, the data shall be accessible only to a limited number of specifically authorised personnel. Access to the full PNR data shall be permitted only by a judicial authority designated by the Member State and only for the purpose of Article 4(2)(b) and when it is deemed to be of essential importance to a specific investigation or prosecution ⁵⁷ .
4. Member States shall ensure that the PNR data are deleted upon expiry of the period specified in paragraph 1. This obligation shall be without prejudice to cases where specific PNR data have been transferred to a competent authority and are used in the context of specific criminal investigations or prosecutions, in which case the retention of such data by the competent authority shall be regulated by the national law of the Member State.
5. The result of matching referred to in Article 4(2)(a) shall be kept by the Passenger Information Unit only as long as necessary to inform the competent authorities of a positive match. Where the result of an automated matching operation has, further to individual review by non-automated means, proven to be negative, it shall, however, be stored so as to avoid future ‘false’ positive matches for a maximum period of three years unless the underlying data have not yet been deleted in accordance with paragraph 3 in which case the log shall be kept until the underlying data are deleted.

⁵⁷ NL had suggested referring to conditions similar to those listed in Article 5 of the Framework Decision 2008/633/JHA concerning access for consultation of the VISA Information System (VIS). The Presidency deems that the new proposed drafting for Article 9(3) provides sufficient guarantees.

Article 10

Penalties against air carriers

Member States shall ensure, in conformity with their national law, that dissuasive, effective and proportionate penalties, including financial penalties, are provided for against air carriers which, do not transmit the data as provided for in Article 6, or do not do so in the required format or otherwise infringe the national provisions adopted pursuant to this Directive.

Article 11

Protection of personal data

1. Each Member State shall provide that, in respect of all processing of personal data pursuant to this Directive, every passenger shall have the same right to access, the right to rectification, erasure and blocking, the right to compensation and the right to judicial redress as those adopted under the national law implementing Articles 17, 18, 19 and 20 of the Council Framework Decision 2008/977/JHA. The provisions of Articles 17, 18, 19 and 20 of the Council Framework Decision 2008/977/JHA shall therefore be applicable.
2. Each Member State shall provide that the provisions adopted under the national law to implement Articles 21 and 22 of the Council Framework Decision 2008/977/JHA regarding confidentiality of processing and data security shall also apply to all processing of personal data pursuant to this Directive.
3. Any processing of PNR data based on characteristics on the basis of a person's race or ethnic origin, religious or philosophical belief, political opinion, trade union membership, health or sexual life shall be prohibited. In the event that PNR data revealing such information are received by Passenger Information Unit they shall be deleted immediately⁵⁸.

⁵⁸ NL would prefer to replace the list of sensitive data by a reference to Article 6 DPF D.

4. All processing, including receipt of PNR data from air carriers and all transfers of PNR data by Passenger Information Units and all requests by competent authorities or Passenger Information Units of other Member States and third countries, even if refused, shall be logged or documented by the Passenger Information Unit concerned and the competent authorities for the purposes of verification of the lawfulness of the data processing, self-monitoring and ensuring proper data integrity and security of data processing, in particular by the national data protection supervisory authorities. These logs shall be kept for a period of five years unless the underlying data have not yet been deleted in accordance with Article 9(3) at the expiry of those five years, in which case the logs shall be kept until the underlying data are deleted.⁵⁹
5. Member States shall ensure that air carriers, their agents or other ticket sellers for the carriage of passengers on air service inform passengers of extra-EU and intra-EU flights at the time of booking a flight and at the time of purchase of a ticket in a clear and precise manner about the transmission data to the Passenger Information Unit, the purposes of their processing, the period of data retention, their possible use to prevent, detect, investigate or prosecute terrorist offences and serious crime, the possibility of exchanging and sharing such data and their data protection rights, in particular the right to complain to a national data protection supervisory authority of their choice⁶⁰. The same information shall be made available by the Member States to the public⁶¹.
6. Without prejudice to Article 5(4), any transfer or use of PNR data collected in accordance with this Directive by Passenger Information Units and competent authorities not authorised by this Directive shall be prohibited⁶² ⁶³.

⁵⁹ NL, supported by AT, suggested that a reference to a supervisory body should be considered, that would be responsible for checking if the data are being processed in the proper manner. The Commission suggested that it can be exercised by an authority referred to in Article 12 of the proposal.

⁶⁰ DE, EE and FR queried how the European Union could impose such obligation on third countries from which air carriers fly to Member States.

⁶¹ FR expressed a preference for system, like the one regarding SIS, whereby passengers are informed at the airports.

⁶² Presidency proposal in view of AT remarks.

⁶³ CZ and NL were opposed to such blanket ban, whereas SI supported it. COM stated that, in its view, this paragraph did not prevent Members from sharing information with private companies that worked with the government.

7. Without prejudice to Article 10, Member States shall in particular lay down effective, proportionate and dissuasive penalties to be imposed in case of infringements of the provisions adopted pursuant to this Directive.

Article 12

National supervisory authority

Each Member State shall provide that the national supervisory authority or authorities established to implement Article 25 of Framework Decision 2008/977/JHA shall also be responsible for advising on and monitoring the application within its territory of the provisions adopted by the Member States pursuant to the present Directive. The further provisions of Article 25 Framework Decision 2008/977/JHA shall be applicable.

CHAPTER IV

IMPLEMENTING MEASURES

Article 13

Common protocols and supported data formats

1. All transfers of PNR data by air carriers to the Passenger Information Units for the purposes of this Directive shall be made by electronic means or, in the event of technical failure, by any other appropriate means, for a period of one year following the adoption of the common protocols and supported data formats in accordance with Article 14⁶⁴.

⁶⁴ NL thought that this transitional period of one year could be done away with and pleaded in favour of harmonisation as great as possible.

2. Once the period of one year from the date of adoption, for the first time, of the common protocols and supported data formats by the Commission in accordance with paragraph 3, has elapsed, all transfers of PNR data by air carriers to the Passenger Information Units for the purposes of this Directive shall be made electronically using secure methods in the form of those accepted common protocols which shall be common to all transfers to ensure the security of the data during transfer, and in a supported data format to ensure their readability by all parties involved. All air carriers shall be required to select and identify to the Passenger Information Unit the common protocol and data format that they intend to use for their transfers.
3. The list of accepted common protocols and supported data formats shall be drawn up and, if need be, adjusted, by the Commission by means of implementing acts in accordance with the procedure referred to in Article 14(2).
4. As long as the accepted common protocols and supported data formats referred to in paragraphs 2 and 3 are not available, paragraph 1 shall remain applicable.
5. Each Member State shall ensure that the necessary technical measures are adopted to be able to use the common protocols and data formats within one year from the date referred to in paragraph 2.

Article 14

Committee procedure

1. The Commission shall be assisted by a committee. That Committee shall be a committee within the meaning of Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers.
2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.

CHAPTER V

FINAL PROVISIONS

Article 15

Transposition

1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive at the latest 36 months after the entry into force of this Directive. They shall forthwith communicate to the Commission the text of those provisions.

When Member States adopt those provisions, they shall contain a reference to this Directive or be accompanied by such a reference on the occasion of their official publication. Member States shall determine how such reference is to be made.

2. Member States shall communicate to the Commission the text of the main provisions of national law which they adopt in the field covered by this Directive.

(...)

Article 17

Review

1. The Council shall, at the appropriate level, discuss regularly and at least [twice] a year the practical experiences and relevant issues within the scope and subject matter of the Directive.⁶⁵

⁶⁵ Several delegations (AT, EE, ES and FR) thought that this task should not be entrusted to a Commission committee, but rather to a Council Working Party.

2. On the basis of these discussions as well as other information provided by the Member States the Commission shall undertake a review of the operation of this Directive and submit a report to the European Parliament and the Council within four years after the date mentioned in Article 15(1)⁶⁶.

Such review shall cover all the elements of this Directive. It shall also contain the statistical information referred to in Article 18 (4).

Article 18

Statistical data

1. Member States shall provide the Commission with a set of statistical information on PNR data provided to the Passenger Information Units. These statistics shall not contain any personal data.
2. The statistics shall as a minimum cover:
 1. total number of persons whose PNR data were collected and exchanged;
 2. number of persons identified for further scrutiny;
 3. number of subsequent law enforcement actions that were taken involving the use of PNR data⁶⁷;

⁶⁶ AT regretted that a report would be published only seven years following the adoption of the Directive. EE thought that a first report on intra-EU flights could already be published two years after the date of transposition of the Directive.

⁶⁷ At the suggestion of CZ, EE, FR, IT, SE and UK, the requirement regarding data for law enforcement actions linked with airlines and destinations was deleted. AT and DE on the other hand thought this was an important element for the evaluation of the effectiveness of the future Directive.

3. On a yearly basis, the Commission shall provide the Council with cumulative statistics referred to in Article 18 (1).

Article 18a

Delegated acts and exercise of the delegation

1. The Commission shall be empowered to adopt delegated acts that may widen the scope of collected statistics referred to in Article 18(2) if that proves necessary⁶⁸. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.
2. The power to adopt delegated acts referred to in paragraph 1 shall be conferred on the Commission for a period of four years after the date mentioned in Article 15(1).
3. The delegation of power referred to in to in paragraph 1 may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.
4. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.

⁶⁸ EE and UK pointed out that the exact requirements for statistics need to be known in advance as there could be difficulty in retrieving statistics retrospectively. As the widening of the scope of the Directive could happen only through a delegated act, the former Presidency suggests this new Article.

5. A delegated act adopted pursuant to paragraph 1 shall enter into force only if no objection has been expressed either by the European Parliament or the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.

Article 19

Relationship to other instruments

1. Member States may continue to apply bilateral or multilateral agreements or arrangements between themselves on exchange of information between competent authorities, in force when this Directive is adopted, in so far as such agreements or arrangements are compatible with this Directive.
2. This Directive is without prejudice to any obligations and commitments of Member States or of the Union by virtue of bilateral and/or multilateral agreements with third countries.

Article 20

Entry into force

This Directive shall enter into force the twentieth day following that of its publication in the *Official Journal of the European Union*.

This Directive is addressed to the Member States in accordance with the Treaties.

Done at Brussels,

For the European Parliament
The President

For the Council
The President

Passenger Name Record data as far as collected by air carriers

- (1) PNR record locator
- (2) Date of reservation/issue of ticket
- (3) Date(s) of intended travel
- (4) Name(s)
- (5) Address and contact information (telephone number, e-mail address)
- (6) All forms of payment information, including billing address
- (7) Complete travel itinerary for specific PNR
- (8) Frequent flyer information
- (9) Travel agency/travel agent
- (10) Travel status of passenger, including confirmations, check-in status, no show or go show information
- (11) Split/divided PNR information
- (12) General remarks (including all available information on unaccompanied minors under 18 years, such as name and gender of the minor, age, language(s) spoken, name and contact details of guardian on departure and relationship to the minor, name and contact details of guardian on arrival and relationship to the minor, departure and arrival agent)
- (13) Ticketing field information, including ticket number, date of ticket issuance and one-way tickets, Automated Ticket Fare Quote fields
- (14) Seat number and other seat information
- (15) Code share information
- (16) All baggage information
- (17) Number and other names of travellers on PNR
- (18) Any Advance Passenger Information (API) data collected
- (19) All historical changes to the PNR listed in numbers 1 to 18

1. participation in a criminal organisation,
2. trafficking in human beings,
3. sexual exploitation of children and child pornography,
4. illicit trafficking in narcotic drugs and psychotropic substances⁷⁰,
5. illicit trafficking in weapons, munitions and explosives⁷¹,
6. [corruption]⁷²,
7. [fraud],
8. laundering of the proceeds of crime,
9. [computer-related crime]⁷³,
10. [environmental crime, including illicit trafficking in endangered animal species and in endangered plant species and varieties],
11. facilitation of unauthorised entry and residence,
12. [murder]⁷⁴,
13. illicit trade in human organs and tissue,

⁶⁹ BE was opposed to the inclusion in Annex II of any offence not featuring in Article 2(2) of the EAW Framework Decision. UK thought it should be identical to the latter. SE also thought it could be identical, but pleaded in favour of the addition of a cross-border requirement. NL scrutiny reservation. PT thought the EAW list should be seen as a starting point, elimination of some offences featuring in it or inclusion of some offences not featuring in it should be possible.

⁷⁰ FI, PT suggest considering inclusion also precursors of narcotic drugs.

⁷¹ FI, PT suggest considering also the inclusion of precursors of explosives.

⁷² DE was opposed to the inclusion of this offence in Annex II.

⁷³ DE and FR were opposed to the inclusion of this offence in Annex II.

⁷⁴ FR was opposed to the inclusion of this offence in Annex II.

14. kidnapping, illegal restraint and hostage-taking,
 15. [racism and xenophobia],
 16. [organised and armed robbery],
 17. illicit trafficking in cultural goods, including antiques and works of art,
 18. illicit trafficking in nuclear or radioactive materials,
 19. unlawful seizure of aircraft,
 20. sabotage.
 21. [illicit trafficking of goods].
-