In the course of the SIS I+ project, the existing Schengen Information System (SIS) will receive a new hardware and software platform. In addition to resolving the problems associated with SIS maintenance and the year 2000, this will make possible and prepare for the integration of the Nordic States into the SIS (Part 2 of the SIS I+ project). As a result, the conditions for their integration will be in place by the year 2000.

Within Part I of the SIS I+ project, the tests agreed under contract with the implementing firm ATOS on the second of the three technical levels of SIS have been successfully concluded in June. The contractual tests on the third level of SIS are currently being conducted. During these tests, some new technical difficulties have appeared, making it necessary to apply the fall-back plan in order to meet the deadline of 1 January 2000. This implies that the current tests are focused on those functionalities that are essential to guarantee the operation of the system.
Within Part 2 of the SIS I+ project, detailed plans have now been drawn up for executing the work. This will allow progress to be made with integrating the Nordic States into the SIS according to schedule. The purchases necessary to allow the tests of the Nordic States to run in parallel to the ongoing tests will soon be initiated.

On the main question of overcoming the "millennium bug", the date for migration from SIS I, which is currently in operation, to the modernised SIS I+ still remains 17 November 1999.

ATOS has made a claim of 1.000.000 FRF for the execution of work which, in its opinion, was not included in the technical specifications. This claim is currently being investigated by the experts' groups and more detailed information will be given at a later stage.

The situation can be summarised thus: there is a six-week interval before 31 December 1999 and, as things stand, there is no risk that SIS I+ will not start operating before the year 2000. However, the fact that internal project planning still allows very little room for manoeuvre time-wise requires all the Schengen States to continue to display maximum flexibility and readiness.