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# Professional cross-border transportation of euro cash by road between euro-area Member States

## Upcoming Commission Proposal for an EU Regulation

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# Background

Physical single currency since 2002, but difficult to move it across borders within the euro area due to strong differences between national legislations:



- Contradiction with the principle of a single currency.
- Fragmentation of the single market.
- Obstacle to the Single Euro Cash Area.

# The objective of the Commission's initiative

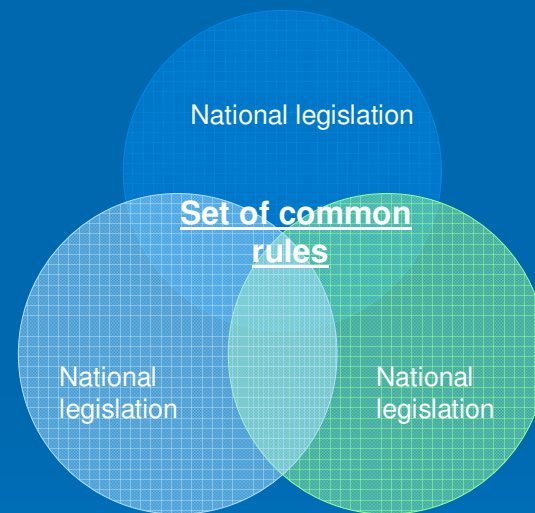
To facilitate cross-border transport of euro cash within  
the euro area

by removing regulatory obstacles to professional transport  
of euro cash by road

under conditions that ensure a high level of security for  
the CIT-staff and the general public.

# Basic principle

- The Regulation will replace national CIT-regulations for all professional cross-border CIT-transports.
- National rules remain in force for domestic transports.
- Transports between central banks, printing works and Mints out of scope if escorted.



# Derogations from common rules

## National rules remain in force concerning:

- Carrying of weapons and maximum permitted calibre.
- Co-operation with national police.
- Rules on the behaviour of the CIT security staff outside the CIT-vehicle and the security of cash-delivery/pick-up locations.

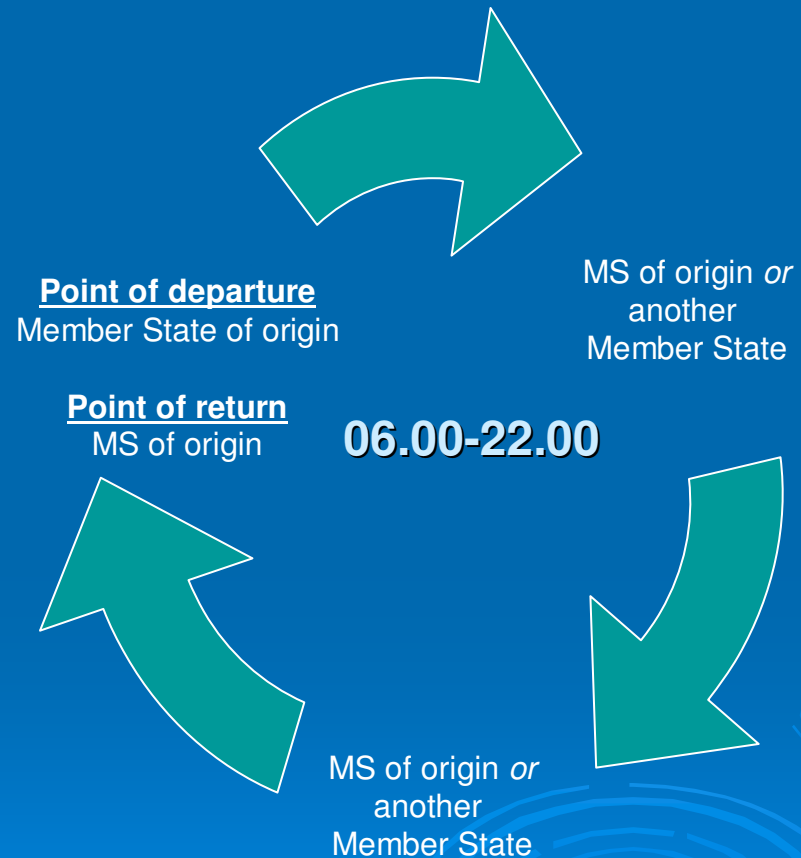
# Restrictions

**Intra-day:** CIT-vehicle must return to its country of origin in the same day

- To avoid safety risks during night stop-overs abroad.

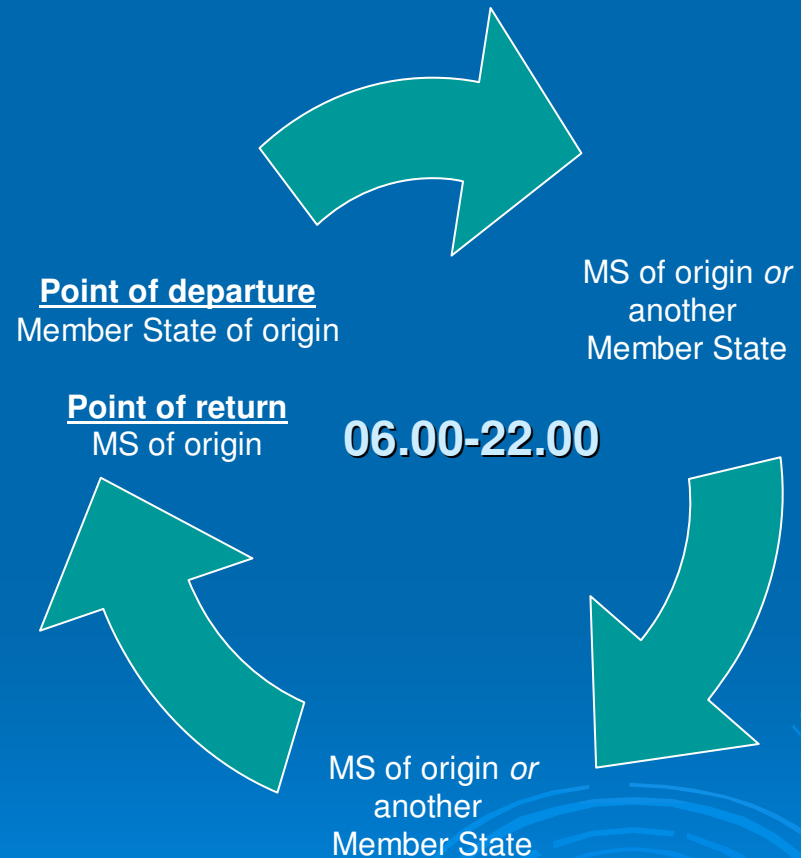
**Daytime:** The transport must take place between 06.00–22.00.

- Exception: Point-to-point transport possible around the clock if allowed by national legislation where transport takes place.



# Restrictions (2)

There is no limit to the number of stops, **but** at least a majority of the cash pick-ups/deliveries during the journey must be carried out in the **host** Member State(s).



# Main rules – CIT cross-border licence

- A specific CIT cross-border licence to be granted by the Member State of origin provided that:

The company is already approved to carry out domestic CIT-transports.

- Active exchange of information between Member States about companies that have been granted a cross-border CIT-licence.





# Main rules – managers and staff

- Managers, members of the Board and CIT-staff may not have relevant offences in their criminal record and they shall be of good repute and integrity.
- CIT-staff: minimum training requirements: at least 200 hours of initial training, consisting of initial national training + “cross-border training module”, + regular training.
- Language skills (one in vehicle + in control room).
- Information between (neighbouring) Member States about their CIT-training requirements.

# Main rules: Penalties

- Granting authority: warning, fine, suspension, withdrawal of licence.
- Host Member State shall inform MS of origin, but may also suspend (if, for instance, minimum staff number or rules on firearms are not respected) and may impose a fine in some cases.
- Active information exchange between Member States about infringements and penalties.

# Authorised transport types

- One-size-fits-all not realistic.
- Five different secure types of transport (options) for banknotes and two for coins.
- Opt-out possibility for Member States.



## Based on current practices in MS, five transport types for banknotes

- Unarmoured *ordinary* vehicle with IBNS
- Unarmoured *marked* vehicle with IBNS
- Cabin-armoured vehicle equipped with IBNS
- Fully-armoured vehicle not equipped with IBNS (opt-out not possible for point-to-point)
- Fully-armoured vehicle equipped with IBNS

## And two transport types for (exclusively) coins

- Unarmoured vehicle of ordinary appearance
- Cabin-armoured vehicle with clear markings



# Protection and staffing

- Armouring to withstand Kalashnikov 7.62.
- If partly or fully armoured, staff must wear bullet-proof vests (VPAM class 5, NIJ IIIA or equivalent).
- If IBNS (or coins only) - at least two CIT staff. Otherwise at least three CIT-staff.

*N.B. National weapons legislation to be respected*

# Monitoring and review

- **Committee** (Commission + Member States + ECB) to be set up to monitor implementation.
- Formal review by the Commission after two years. Thereafter, once every five years.
- Delegation procedure, whereby the Commission may amend technical rules (armouring of vehicles, IBNS, bullet-proof vests etc). *Subject to veto by Council or EP.*

# Remuneration of CIT-staff

carrying out cross-border transport

Specific rule on analogous application of the Posted Workers Directive (PWD) to staff carrying out cross-border cash transport.

- PWD applies.
- But, limited to minimum rates of pay of host country for the whole day (if more favourable).

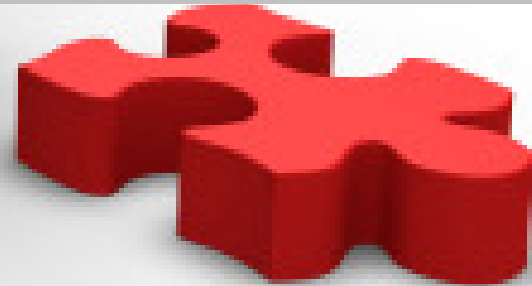
If more than 100 days in a calendar year – full application of PWD (host country rules on max. work periods, paid holidays, health, safety and hygiene etc).



# WHAT'S NEXT?



- Before the summer (July): Commission adopts its proposal
- Transmission of proposal to the European Parliament and the Council as well as national Parliaments
- Final adoption in 2011?



THANK YOU FOR YOUR  
ATTENTION!