

IBNS at Brink's

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IBNS Status Brink's EMEA

- Brink's has a large amount of IBNS units of different brands for its operations in almost all countries.
- Different IBNS Modus Operandi:
 - Pavement Protection
 - End to End operations
 - Multi point collect
 - IBNS exchange or opening mode
- Different environment:
 - Armed and or unarmed crews
 - Armored and or soft skin vehicles
 - 1 to 3 men crews
- Certified and or non certified IBNS systems

Attacks on IBNS

- During recent years Brink's had suffered attacks on IBNS:
 - Attacks during pavement transit
 - IBNS stolen at customer premises (burglary)
 - No Attacks on Armored vehicles
- Attacks on the pavement:
 - IBNS stolen (the criminal fled the scene with a full IBNS)
 - IBNS forced opened on the pavement
- Our concern, in most of the cases, the liability was not recovered.
- In some cases, the IBNS fail to activate/neutralize.

Attacks on Brink's IBNS

- Some numbers 2010-YTD 2012:
 - Brink's suffered 17 attacks on IBNS protected transport
 - Total liabilities stolen in these attacks \$839K
 - We also had to pay a further \$65K in replacement of stolen boxes
 - 89% of the IBNS were stolen (taken by thieves)
 - 33% of the IBNS were retrieved after the attack
 - 27% of the IBNS were proved to be activated
 - In 67% of the incidents, the funds were not recovered
- Excluding robberies at client's premises

Financial point of view

- IBNS TCO can be considered as High:
 - IBNS price
 - IBNS peripheral equipment
 - IBNS {SLA's} pro activate maintenance
 - IBNS additional repairs
 - IBNS false activation
- In case of attack even if the IBNS works properly, we see a poor recovery rate.

Operational Prospective

- IBNS in general requires a strong level of maintenance to maintain its effectiveness:
 - Regular maintenance :
 - Checking, replacing batteries
 - Checking, replacing pyrotechnics components
 - Mechanical parts control.
 - Corrective maintenance:
 - Repairs
 - Software/firmware update
- Requirement of asset management
- Requirement of Spare IBNS and Spare unit parts
- Concern on effective product to eradicate this constant threat.

Security Point of view

- The deterrent effect of the IBNS appears to fade away
 - The attacks still occur, we note peaks, areas and countries
 - Stained notes are not recovered
 - Stained bank notes ARE legal tender in almost all countries
 - Number of stained notes increases into a “Grey Market”
 - End user and staff confidence in the product to deter and protect
 - Constant crew training required.
 - Concern with the many systems and respective end results
 - Migration of attacks between the CIT companies

Conclusion

One Comment: IBNS **Process Delivery** is critical

- We know the criminals are not stupid; they select target based on previous success
- In the same city of a country, we had suffered some successful (for the thieves) attacks. They found a weak point and have therefore subsequently undertaken to exploit it with the same Modus Operandi. We had acted swiftly and made some changes in the delivery process and also reinforced the IBNS self protection with the provider. The last attack was a failure, so the attacks migrate.

Two Questions for Debate:

- Are IBNS, and especially ink staining systems, **still credible** as an effective deterrent in reducing or eradicating pavement attacks while legally, criminals can still re-use the stained bank notes?
- How do we as the end user reduce the TCO?