Basic information

2010/0204(COD) COD - Ordinary legislative procedure (ex-codecision procedure) Regulation	Procedure completed
Professional cross-border transportation of euro cash by road between euro-area Member States See also 2010/0206(APP) **Subject** 2.50.04 Banks and credit 3.20.15.04 Road transport agreements and cooperation 5.20.02 Single currency, euro, euro area	

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
ECON Economic and Monetary Affairs	AUCONIE Sophie (PPE)	06/09/2010
	Shadow rapporteur GOULARD Sylvie (ALDE)	

Committee for opinion	Rapporteur for opinion	Appointed
EMPL Employment and Social Affairs	The committee decided not to give an opinion.	
TRAN Transport and Tourism	The committee decided not to give an opinion.	

Council of the European Union

Council configuration	Meetings	Date
Justice and Home Affairs (JHA)	3121	2011-10-27

European Commission

Commission DG	Commissioner
Economic and Financial Affairs	REHN Olli

Key events

Date	Event	Reference	Summary

14/07/2010	Legislative proposal published	COM(2010)0377	Summary
07/09/2010	Committee referral announced in Parliament, 1st reading		
16/03/2011	Vote in committee, 1st reading		Summary
22/03/2011	Committee report tabled for plenary, 1st reading	A7-0076/2011	
27/09/2011	Decision by Parliament, 1st reading	T7-0405/2011	Summary
27/09/2011	Results of vote in Parliament		
27/10/2011	Act adopted by Council after Parliament's 1st reading		
16/11/2011	Final act signed		
16/11/2011	End of procedure in Parliament		
29/11/2011	Final act published in Official Journal		

Technical information

Procedure reference	2010/0204(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Regulation
Amendments and repeals	See also 2010/0206(APP)
Legal basis	Treaty on the Functioning of the European Union TFEU 133
Other legal basis	Rules of Procedure EP 165
Stage reached in procedure	Procedure completed
Committee dossier	ECON/7/03539

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee draft report		PE454.357	19/11/2010	
Amendments tabled in committee		PE456.920	27/01/2011	
Committee report tabled for plenary, 1st reading/single reading		A7-0076/2011	22/03/2011	
Text adopted by Parliament, 1st reading/single reading		T7-0405/2011	27/09/2011	Summary

Council of the EU

Document type	Reference	Date	Summary
Draft final act	00018/2011/LEX	16/11/2011	

European Commission

Document type	Reference	Date	Summary
Document attached to the procedure	COM(2010)0376	14/07/2010	Summary
Legislative proposal	COM(2010)0377	14/07/2010	Summary
Document attached to the procedure	SEC(2010)0877	14/07/2010	
Document attached to the procedure	SEC(2010)0878	14/07/2010	
Commission response to text adopted in plenary	SP(2011)8584	09/11/2011	
Follow-up document	COM(2017)0005	11/01/2017	Summary
Follow-up document	COM(2022)0295	22/06/2022	

National parliaments

Document type	Parliament /Chamber	Reference	Date	Summary
Contribution	PT_PARLIAMENT	COM(2010)0376	27/10/2010	
Contribution	IT_SENATE	COM(2010)0376	09/11/2010	

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
ECB	European Central Bank: opinion, guideline, report	CON/2010/0072 OJ C 278 15.10.2010, p. 0001	05/10/2010	Summary

Additional information

Source	Document	Date
National parliaments	IPEX	
European Commission	EUR-Lex	

Final act

Regulation 2011/1214
OJ L 316 29.11.2011, p. 0001 Summary

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

2010/0204(COD) - 11/01/2017 - Follow-up document

The Commission presented a report on the implementation of Regulation (EU) No 1214/2011 of the European Parliament and of the Council of 16 November 2011 on the professional cross-border transport of euro cash by road between Member States in the euro area.

The report assesses whether Regulation (EU) No 1214/2011 needs to be revised, examining in particular:

- the possibility of **establishing common training requirements for the carrying of arms** by security staff of cash-in-transit ('CIT') companies ;
- the possibility of amending Article 24 of the Regulation in the light of Directive 96/71/EC on the **remuneration of conveyors of funds**;
- technological progress in the area of **intelligent banknote neutralisation systems** (IBNS);
- consider the potential added value of **granting Union CIT licences** on a group basis.

The main conclusions of the report are as follows :

- there is currently no need for common training requirements for the carrying of arms by CIT staff given the diversity of national rules for the carrying of firearms;
- Article 24 on remuneration should not be amended given the proposed revision of Directive 97/71/EC on the posting of workers in the context of the provision of services to combat unfair practices;
- no major technological change likely to lead to a revision of Regulation (EU) No 1214/2011 has taken place in the field of IBNS: staining devices are the most commonly used IBNS technologies and should remain the preferred technology on the market in the coming years;
- lastly, there is no need for a licensing system for each group: Member States' authorities have not come across any particular problems in connection with the issuance of cross-border licences. Licensing by group would result in a lack of monitoring and control by the cash carriers and would complicate the verification measures in place.

Better use of the potential for cross-border transport of funds: the fact that to date only **25 cross-border transport licences** have been granted for a zone of 14 participating Member States shows that **the potential of the Regulation is still untapped**. Not much cross-border transport seems to be taking place.

With a view to improving the application of the Regulation and to permit the granting of more cross-border licences for the transport of funds, the Commission suggests **simplifying the definition** of cross-border transport and applying the **"Member State of origin principle"** to the means of transport. Several interested parties have sought to call into question the principle of the host Member State because it creates barriers to the market which, in their view, cannot be justified on grounds of safety.

Recommendations: participating Member States are recommended to:

- put procedures in place to get **a better overview on cross-border CIT transport** actually taking place in their territory. Better data would contribute to the discussion of possible legislative changes;
- deploy **a wider range of applicable transport arrangements** provided for by the Regulation on their territory in order to enhance the potential of cross-border CIT transport.

In addition, an **information campaign** targeting stakeholders on the demand side of cash (banks, supermarkets, retailers) and money transport companies to encourage greater use of matching transport arrangements should be carried out to contribute to the efficiency of the Regulation and increase the number of CIT licences.

No later than the date of the next review, i.e. 1 December 2021, the Commission must carry out an **impact assessment** with a view to introducing possible legislative improvements to Regulation (EU) No 1214/2011.

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

2010/0204(COD) - 05/10/2010 - European Central Bank: opinion, guideline, report

OPINION OF THE EUROPEAN CENTRAL BANK on two proposals for regulations on the professional cross-border transportation of euro cash by road between euro-area Member States

On 6 September 2010, the European Central Bank (ECB) received a request from the European Parliament for an opinion on a proposal for a regulation of the European Parliament and of the Council on the professional cross-border transportation of euro cash by road between euro-area Member States (proposed Regulation). On 20 September 2010, the ECB also received a request from the Council of the European Union for an opinion on the proposed regulation.

On 27 September 2010, the ECB received a request from the Council of the European Union for an opinion on a proposal for a Council regulation concerning the extension of the scope of the European Parliament and Council Regulation on the professional cross-border transportation of euro cash by road between euro-area Member States (proposed extending regulation).

General observations

The ECB is of the opinion that the proposed regulations will **maximise the benefits of remote access to national central bank cash services** by making the circulation and transport of euro banknotes and coins between euro-area Member States as free as possible. This is important as only euro banknotes and coins have the status of legal tender within the euro area.

The **notion of legal tender** is also of particular importance with regard to the use of 'Intelligent Banknote Neutralisation Systems', as defined by the proposed regulation. As the authority having the exclusive right to authorise the issue of legal tender euro banknotes, the ECB notes that 'neutralised' euro banknotes retain their legal tender status and that this has already been accepted by the Commission.

As regards the **proposed extending regulation** concerning non-euro area Member States, the ECB supports continuing the practice already established prior to the Treaty's entry into force. More specifically, all provisions of the proposed regulation should be extended to such Member States. Non-euro area Member States cannot be 'Member States of origin' or 'host Member States' in the sense of the proposed regulation. They should, moreover, be eligible to become 'Member States crossed'; if this is not the case, euro-area Member States that can only be accessed by roads that cross through non-euro area Member States would be unduly discriminated against.

Where the ECB recommends that the proposed regulations are amended, specific drafting proposals are set out in the Annex accompanied by explanatory text to this effect.

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

2010/0204(COD) - 14/07/2010 - Document attached to the procedure

The purpose of the present proposal is to extend the scope of the Proposal for a Regulation on the cross-border transportation of euro cash by road **between euro-area Member States to the territory of a Member State that is about to introduce the euro**, since there will normally be an increased need for cross-border euro cash transportation in the run-up to the changeover.

The extension of the Regulation should be automatic and take effect as from the date when the Council decides to lift the derogation of a Member State from its participation in the euro.

The main proposal is based on Article 133 where voting rights in the Council are limited to Member States that have already adopted the euro. Since this proposal concerns Member States that have not yet adopted the euro, it is based on Article 352. This is appropriate since action by the Union is necessary in order to facilitate a smooth changeover to the euro.

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

2010/0204(COD) - 27/09/2011 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted by 634 votes to 23 with 8 abstentions, a legislative resolution on the proposal for a regulation of the European Parliament and of the Council on the professional cross-border transportation of euro cash by road between euro-area Member States.

Parliament adopted its position in first reading in accordance with the ordinary legislative procedure. The amendments adopted in plenary are the result of a compromise negotiated between Parliament and Council. The Commission's proposal was amended as follows:

Subject matter: the text clarifies that the Regulation is designed to allow the professional cross-border transport of euro cash by road between participating Member States under conditions that guarantee the security of the transaction, the safety of the CIT security staff involved and of the public and the free movement of euro cash. In accordance with normal market practice, allows a limited value of non-euro cash to be transported in the same CIT vehicle.

Exclusions: the transport of euro banknotes and coins shall be excluded from the scope of the Regulation where it is(i) a) carried out on the account of, and between, NCBs, or between banknote printing works and/or mints of participating Member States and the relevant NCBs; and b) escorted by the military or the police.

Place of departure, maximum duration and number of euro cash deliveries/pick-ups: by derogation from the Regulation, point-to-point transport may be carried out within a time-slot of 24 hours, provided that night-time transport of euro cash is allowed under national rules of the Member State of origin, of the Member State of transit and of the host Member State. By way of derogation from Regulation (EC) No 1072/2009, there shall be no limit to the number of euro cash deliveries/pick-ups that a CIT vehicle may carry out in a host Member State during the same day.

Cross-border CIT licence: CIT companies established in those participating Member States which do not have a specific approval procedure for CIT-companies in addition to their general rules for the security or transport sectors must demonstrate a minimum experience of 24 months of regularly transporting cash in the Member State of establishment without infringing national law before they are granted a cross-border CIT licence by that Member State. Such an approach would increase mutual confidence between Member States. It must also have a valid civil liability insurance to cover at least third-party damage to life and property, regardless of whether the cash transported is insured thereunder.

The cross-border CIT licence shall be drawn up in accordance with the model and the physical characteristics defined in Annex I .

Training: the minimum requirements of initial training for CIT security staff that carry out cross-border euro cash transport are set out in Annexe VI. CIT security staff shall follow further training activities in the areas set out in point 3 of Annex VI, at least every three years.

At least one member of the CIT security staff in the CIT vehicle shall have at least A1-level language skills in the languages used by the local authorities and the population in the relevant areas of the Member State of transit and of the host Member State.

The CIT vehicle shall, furthermore, be in constant radio contact, via the CIT company's control centre, with someone who has at least B1-level language skills in the languages used by the local authorities and the population in the relevant areas of the Member State of transit and of the host Member State, so as to ensure that effective communication with the national authorities is possible at all times.

Carrying of weapons: CIT security staff shall comply with the law of the Member State of origin, of the Member State of transit and of the host Member State as regards the carrying of weapons and the maximum permitted calibre. CIT security staff who are armed or who travel in a CIT vehicle with arms on board shall (i) have a professional weapons licence or authorisation issued by the national authorities of the Member State of transit and /or the host Member State, where those Member States allow CIT security staff to be armed, and (ii) fulfil all the national requirements for that professional weapons licence or authorisation. For that purpose, Member States may recognise the professional weapons licence or authorisation of the other Member State .

Member States shall establish a single central national contact point to which CIT companies established in other Member States may submit applications for a professional weapons licence or authorisation for their CIT security staff.

Removal of neutralised banknotes from circulation: CIT companies operating under this Regulation shall remove from circulation all banknotes that may have been neutralised that they encounter while carrying out their activities. They shall hand over those banknotes to the appropriate NCB branch of their Member State of origin and provide a written statement on the cause and nature of the neutralisation.

Mutual information: Member States shall keep a register of all the companies to which they have delivered a cross-border CIT licence and shall inform the Commission about its content. To facilitate information-sharing, the Commission shall set up a central secured database containing data on licences issued, suspended or withdrawn, which shall be accessible to the relevant authorities of the participating Member States.

A company holding or having submitted an application for a cross-border CIT licence shall inform the granting authority at least two months before it begins its cross-border activity of the Member States in which it will carry out CIT transport. The Member State of origin shall subsequently immediately notify the Member States concerned that the cross-border activity is to start.

Applicable transport arrangements: with respect to the cross-border transport of euro banknotes by road carried out on its territory, each Member State shall allow:

- at least one of the five options laid down in the text; and
- those options laid down in the Regulation that are comparable to the transport arrangements allowed for domestic CIT transport.

Transport which includes both euro banknotes and coins shall be covered by the transport arrangements for the cross-border transport of euro banknotes.

Regarding the transport of banknotes, a Member State may decide that only end-to-end IBNS may be used on its territory for the servicing of off-premises ATMs or other types of off-premises cash dispensers, provided that the same rules apply for domestic CIT transport.

Participating Member States shall notify the Commission of the transport arrangements which are applicable. The Commission shall publish a corresponding information notice in the Official Journal of the European Union. The applicable transport arrangements shall take effect one month after publication of the information notice.

If a host Member State or a Member State of transit finds that an IBNS displays serious deficiencies as regards the technical characteristics normally required, namely that the cash can be accessed without triggering the neutralisation mechanism or the IBNS has been modified after homologation in such a way that it no longer fulfils the homologation criteria, it shall inform the Commission and the Member State that granted the homologation and may ask that new tests be carried out on that IBNS.

Pending the results of those new tests, Member States may provisionally prohibit the use of those IBNS on their territory. They shall, without delay, inform the Commission and the other participating Member States thereof.

In the case of a cabin-armoured CIT vehicle equipped with IBNS, or a fully-armoured CIT vehicle not equipped with IBNS, the cabin of the vehicle is equipped with a bullet-proof vest for each member of the CIT security staff on board. The CIT security staff may wear the bullet-proof vests referred to in point (c) during the transport and shall wear them where required by the law of the Member State where they are situated.

Compliance: during the period of validity of a cross-border CIT licence, Member States of origin shall ensure that the rules laid down in the Regulation are complied with, including via random inspections without prior notification to the company. Such inspections may also be carried out by host Member States.

Security: with a view to improving CIT security both for the staff involved and for the public, use of the intelligent banknote neutralisation system (IBNS) should be encouraged and, after a thorough impact assessment by the Commission, should be capable of being developed in a manner entailing harmonisation of IBNS among the participating Member States.

Review: four years after the entry into force of the Regulation, the Commission shall on the implementation of the Regulation, having consulted the stakeholders in the sector including the social partners followed by the Member States. The report shall, in particular, (i) examine the possibility of establishing common training requirements for the carrying of arms by CIT security staff and of amending Article 24 in the light of Directive 96/71

/EC, take due account of technological progress in the area of IBNS, and (ii) consider the potential added value of granting Union CIT licences on a group basis and assess whether this Regulation needs to be revised accordingly.

Delegated acts: the Commission is empowered to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union (TFEU) in respect of the amendment of the technical rules on standards in regard to the IBNS, the armouring of CIT vehicles, bullet-proof vests and weapons strong-boxes.

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

2010/0204(COD) - 14/07/2010 - Legislative proposal

PURPOSE: to allow professional cross-border transportation of euro cash by road between participating Member States under conditions that guarantee the security of the transaction, the safety of the staff involved and of the public and the free movement of currency.

PROPOSED ACT: Regulation of the European Parliament and of the Council.

BACKGROUND: the introduction of the euro has considerably increased the need for cross-border transportation of cash by road. However, due to incompatibilities between national legislations it is in most cases very difficult for professional cash transporters to move euro cash between euro-area Member States and very little cross-border land transportation therefore takes place. Regulatory differences concern a wide range of issues such as the possession and carrying of firearms by the cash-in-transit (CIT) staff, authorised transport modalities, armouring and equipment of the CIT-vehicles, number of staff in the vehicles etc. The current regulatory obstacles moreover imply a fragmentation of the single market in this sector.

The European Central Bank, the banking sector and the large retail sector have repeatedly called for the launch of an initiative aimed at lifting the obstacles to the professional cross border transportation by road of euro cash in Europe.

On this basis, the Commission adopted a White Paper on professional cross-border transportation of euro cash by road between Member States in the euro area in May 2009.

IMPACT ASSESSMENT: five broad options were considered:

- ***Option 1***: a baseline no-change scenario;
- ***Option 2***: bilateral/multilateral agreements between those Member States potentially most concerned by cross-border transports;
- ***Option 3***: a set of common rules for cross-border transports only;
- ***Option 4***: full mutual recognition; and
- ***Option 5***: full harmonisation of the regulation of all CIT-transport.

The detailed analysis of impacts concerns **option 3**: a set of common rules for cross-border transport. This option would meet the objective of facilitating the free circulation of euro cash. Since it is limited to cross-border transports it would furthermore not go beyond what is necessary to achieve the objectives.

Three sub-options are moreover considered: (i) extending the scope of the rules to EU Member States outside the current euro area; (ii) extending the scope to other cash and valuables; and (iii) restricting the scope to point-to-point transports only.

As regards the sub-options, it is concluded that the common rules should apply also to the territory of EU Member States that are about to introduce the euro as from the date of the decision of the Council to abrogate their derogation from participating in the euro.

LEGAL BASIS: **Article 133** of the Treaty on the Functioning of the European Union (TFEU). Action at EU level brings important economies of scale as compared to bilateral or multilateral action.

CONTENT: the proposed Regulation lays down a **set of common rules** for the professional cross-border transport of euro cash within the euro area. It is based on the principle of a **specific cross-border CIT-licence** which would be granted by the Member State of origin to CIT-companies whishing to transport euro cash across borders. Seven different authorised transport types are foreseen – five for the transport of banknotes and two for the transport of coins – with possibilities for Member Sates to opt out from specific options for their territory.

In terms of scope, the following elements are noteworthy:

- the proposed Regulation would apply to the professional transport of euro cash by road between euro-area Member States. It is also foreseen that the territory of Member States which have not yet introduced the euro are covered by the Regulation as from the date of the Council decision to abrogate their derogation from participating in the euro. The extension of the scope of the Regulation is the subject of a separate proposed Regulation;
- the proposed Regulation would apply both to so-called point-to-point transports (i.e. transports from one secure location to another secure location with no intermediate stops) and so-called retail transports of cash (multi-stops transports servicing final customers);
- for retail transports, the majority of the stops must take place in the host Member State(s), whereas there is no limit to the number of stops that can be made in either the Member State of origin or the host Member State;
- the transports must as a rule be carried out during daytime, with exceptions foreseen for point-to point transports;
- the CIT-vehicle must return to its Member State of origin within the same day.

The CIT cross-border licence: CIT-companies whishing to undertake cross-border transport of cash under the terms of the Regulation must apply for a specific licence from the granting authority of their Member State of origin. To obtain the licence, the company, its management and its staff will have to meet a certain number of conditions laid down in the Regulation. In case of infringement of the rules, the sanctioning power belongs to the authority that granted the licence, i.e. the authority of the Member State of origin. However, safeguarding powers are granted to the Member State crossed or the host Member State in case of emergency or manifest breaches of the rules (e.g. minimum number of staff not respected, infringement of the rules on the carrying of weapons etc). Member States furthermore have a duty of mutual information on all these aspects.

Authorised transport types

For banknotes, the following five transport types would be authorised for the cross-border transport of cash:

- transportation of banknotes in an unarmoured vehicle of ordinary appearance equipped with a system of neutralisation of banknotes (IBNS);
- transportation of banknotes in an unarmoured vehicle with a clear marking indicating that it is equipped with IBNS;
- transportation of banknotes in a cabin-armoured vehicle equipped with IBNS;
- transportation of banknotes in a fully-armoured vehicle not equipped with IBNS;
- transportation of banknotes in a fully-armoured vehicle equipped with IBNS.

For coins, the following two transport types are foreseen:

- transportation of coins in an unarmoured vehicle;
- transportation of coins in a cabin-armoured vehicle.

In all cases, there must be at least two security staff in the vehicle, except for transport in a fully-armoured vehicle without IBNS where three security staff are required. Member States may choose to close down the use of certain options for their territory as long as they accept at least one of the above-listed options for banknotes and one of the above-listed options for coins and as long as they do not allow comparable transport modalities for domestic CIT-transports.

Application of national rules: in particularly sensitive areas from the point of view of security, national rules would continue to apply. These areas concern the carrying and use of weapons, the relationship with the police forces and the rules governing the behaviour of the CIT security staff outside the CIT-vehicle as well as the security of the locations where the cash is delivered or picked up.

BUDGETARY IMPLICATION: the proposal has no negative impact on the EU budget.

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

2010/0204(COD) - 16/11/2011 - Final act

PURPOSE: to facilitate the professional cross-border transport of euro cash by road between euro-area Member States

LEGISLATIVE ACT: Regulation (EU) No 1214/2011 of the European Parliament and of the Council on the professional cross-border transport of euro cash by road between euro-area Member States.

CONTENT: following agreement in first reading with the European Parliament, the Council adopted a regulation aimed at facilitating the professional cross-border transport of euro cash by road between the Member States of the euro zone.

The new Regulation provides for conditions designed to guarantee the security of the transaction, the safety of the cash-in-transit (CIT) security staff involved and of the public and the free movement of euro cash. This includes the obligation for companies wishing to make cross-border transport of euro cash by road to apply for a cross-border cash-in-transit (CIT) licence from their Member States of origin.

Place of departure, maximum duration and number of euro cash deliveries/pick-ups: cross-border transport of euro cash provided in accordance with this Regulation shall be carried out during the daytime. A CIT vehicle carrying out cross-border transport of euro cash shall start its journey from its Member State of origin and shall return to it on the same day.

By derogation, point-to-point transport may be carried out within a time-slot of 24 hours, provided that night-time transport of euro cash is allowed under national rules of the Member State of origin, of the Member State of transit and of the host Member State.

Cross-border CIT licence: a company wishing to undertake cross-border transport of euro cash by road shall apply for a cross-border CIT licence from the granting authority in its Member State of origin. The cross-border CIT licence shall be granted for a period of 5 years by the national granting authority, provided that the applicant company meets certain conditions. Amongst other things, the applicant company must have a **valid civil liability insurance** to cover at least third- party damage to life and property, regardless of whether the cash transported is insured thereunder.

Applicant companies established in a Member State which has no specific approval procedure for CIT companies in addition to its general rules for the security or transport sector, must be able to provide evidence that it has had **regular business transporting cash for at least 24 months** within its Member State of origin prior to the application with **no infringements of that Member State's national law** governing such activities.

CIT security staff: staff must: (i) not have a relevant entry in a criminal record and are of good repute and integrity according to, for instance, relevant police records; (ii) have a medical certificate certifying that their physical and mental health is adequate for the task to be performed; (iii) have successfully followed at least **200 hours of ad hoc initial training**, not including any training on the use of firearms.

The minimum requirements for the ad hoc initial training are set out in Annex VI.

At least one member of the CIT security staff in the CIT vehicle shall have at least A1-level language skills in the languages used by the local authorities and the population in the relevant areas of the Member State of transit and of the host Member State.

Carrying of weapons: CIT security staff shall **comply with the law of the Member State of origin, of the Member State of transit and of the host Member State** as regards the carrying of weapons and the maximum permitted calibre. CIT security staff who are armed or who travel in a CIT vehicle with arms on board shall have a professional weapons licence or authorisation issued by the national authorities of the Member State of transit and/or the host Member State, where those Member States allow CIT security staff to be armed.

In the case of a cabin-armoured CIT vehicle equipped with IBNS, or a fully-armoured CIT vehicle not equipped with IBNS, the cabin of the vehicle is equipped with a bullet-proof vest for each member of the CIT security staff on board. The CIT security staff may wear the **bullet-proof vests** during the transport and shall wear them where required by the law of the Member State where they are situated.

Security: with a view to improving CIT security for both the CIT security staff involved and the public, **use of the intelligent banknote neutralisation system (IBNS) should be encouraged** and, after a thorough analysis of the potential impacts by the Commission, should be capable of being developed in a manner entailing harmonisation of IBNS among the participating Member States, without prejudice to the rules set out in this Regulation on applicable transport arrangements.

A Member State may decide to introduce temporary security measures going beyond those provided for in this Regulation in the event of an urgent problem affecting significantly the security of CIT operations.

Mutual information: Member States shall submit to the Commission the rules as well as information on which IBNS have been homologated by them and must keep a register of all the companies to which they have delivered a cross-border CIT licence and shall inform the Commission about its content. To facilitate information-sharing, the Commission shall set up a **central secured database** containing data on licences issued, suspended or withdrawn, which shall be accessible to the relevant authorities of the participating Member States.

Compliance: during the period of validity of a cross-border CIT licence, Member States of origin shall ensure that the rules laid down in this Regulation are complied with, including via random inspections without prior notification to the company. Such inspections may also be carried out by host Member States.

Remuneration of CIT security staff carrying out cross-border transport: CIT security staff carrying out cross-border transport in accordance with this Regulation shall be guaranteed the relevant minimum rates of pay, including overtime rates, in the host Member State in accordance with Directive 96 /71/EC.

Review: by 1 December 2016 and every 5 years thereafter, the Commission shall report to the European Parliament and to the Council on the implementation of this Regulation. For that purpose, it shall consult the stakeholders in the sector including the social partners followed by the Member States.

ENTRY INTO FORCE: 29/11/2012.

DELEGATED ACTS: the Commission shall be empowered to adopt delegated acts concerning amendments to Annex II and to the technical rules on the standards applicable to the armouring of CIT vehicles and to bulletproof vests and to weapons strong-boxes, with a view to taking into account technological progress and possible new European standards.

The power to adopt delegated acts is conferred on the Commission for an indeterminate period of time from 30 November 2012. The delegation of power may be revoked at any time by the European Parliament or by the Council. A delegated act shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of 3 months of notification of that act (which may be extended by 3 months at the initiative of the European Parliament or of the Council.