



European Banking Federation

Cash-in-Transit from a European perspective: the European banking industry position

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4TH EUROPEAN CONFERENCE ON PRIVATE SECURITY SERVICES

“Towards a European Model of Private Security”

Madrid - 14/10/2004

www.fbe.be



European Banking Federation

The European Banking Federation

- United voice of European commercial banks
- Current membership: 25 National Banking Associations
(EU Member States + Switzerland, Norway, Iceland)
- Associates: 7 (Andorra, Albania, Bulgaria, Croatia, Romania, Russia & Turkey)



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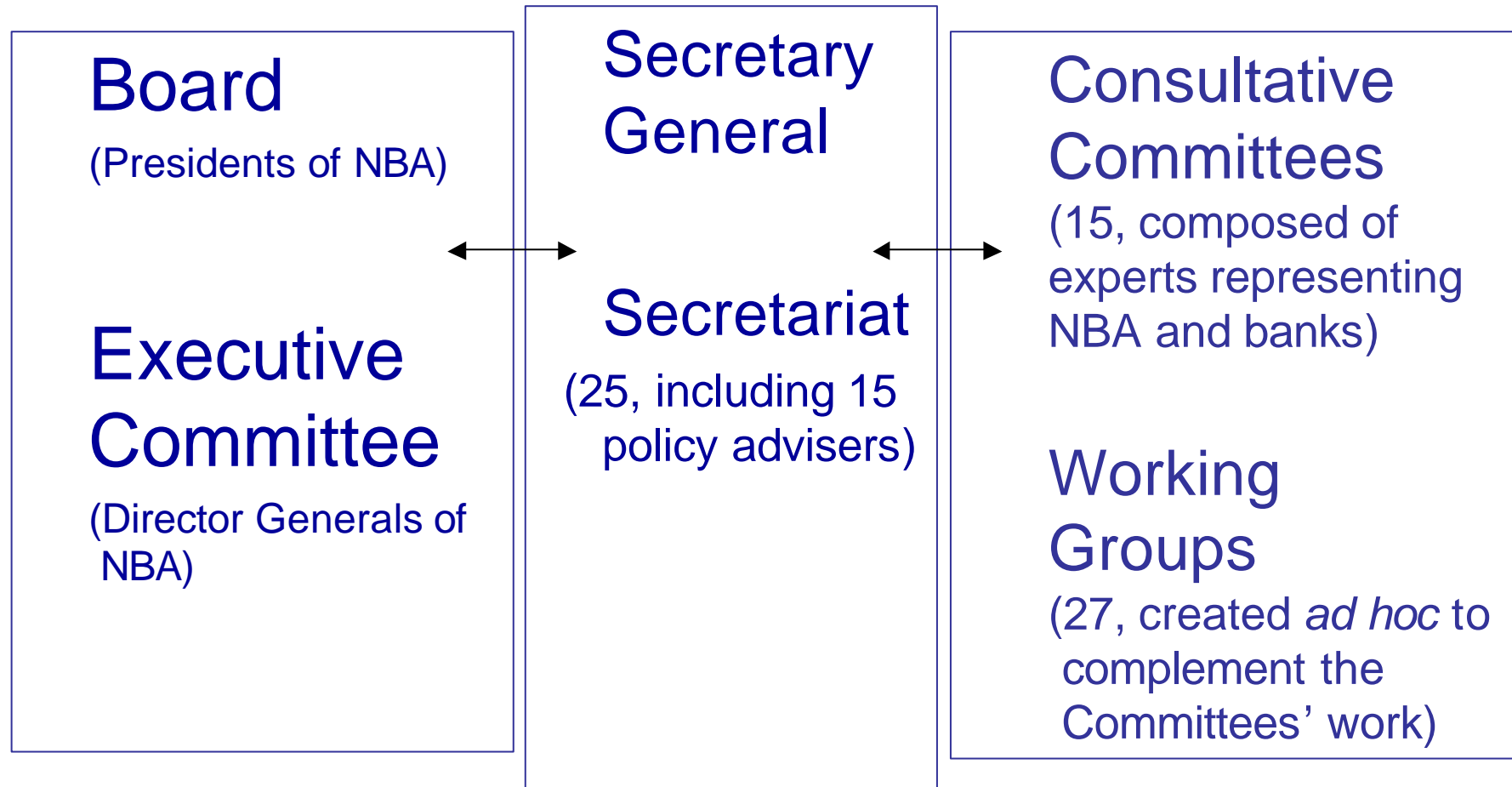
- Represents interests of over 4 000 European banks, large and small
- 20 000 billion € in assets
- Over 2 million employees
- Role of representation both at EU & international levels



Positioning the banking sector

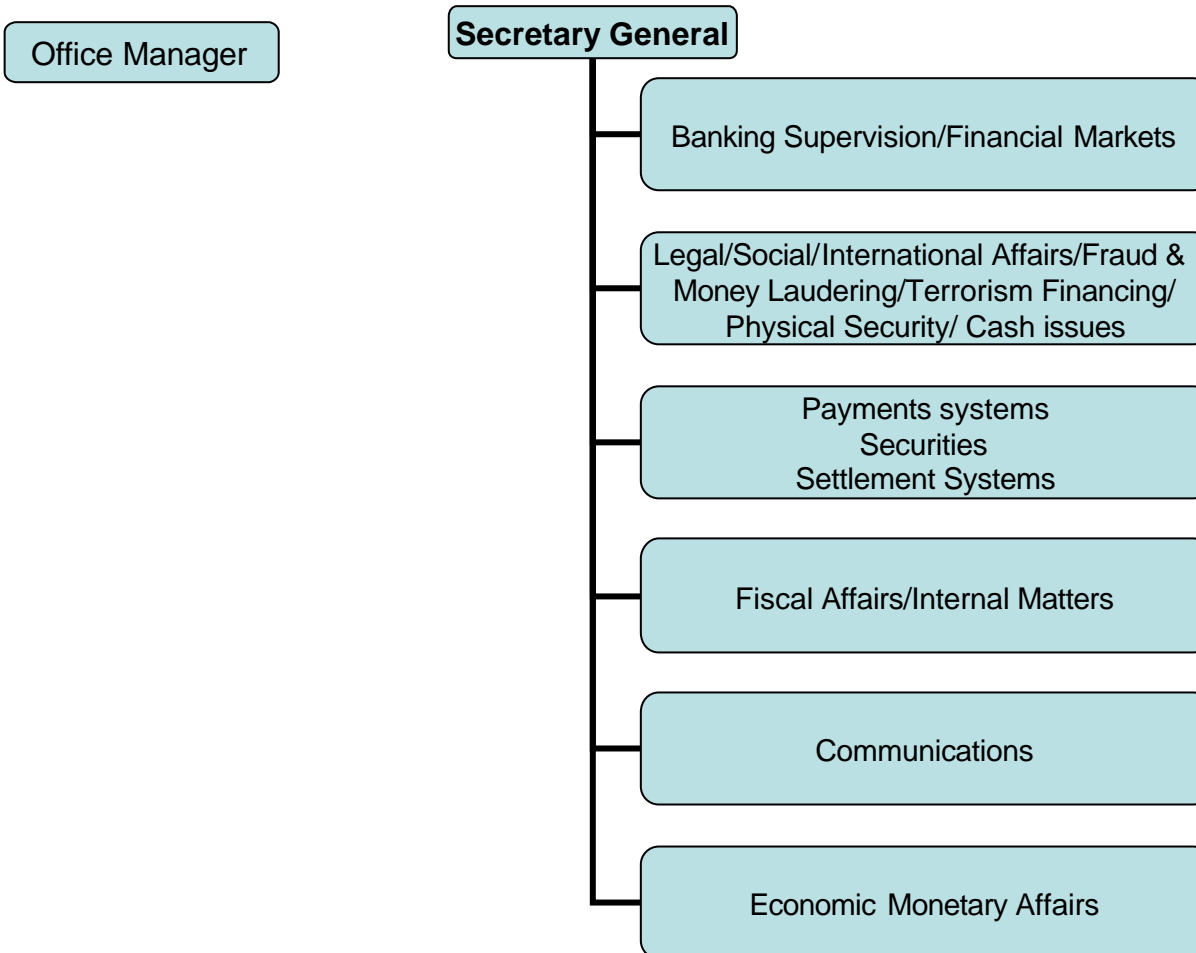
Since its inception in 1960, the Federation has constantly maintained an ongoing dialogue with the European institutions, with the aim of ensuring that the experience and the views of banks are taken into consideration in the shaping of relevant policies.

Structure





Secretariat





A “Single Euro Cash Area” cannot exist as long as...

- Provision and sourcing of cross-border wholesale and retail cash services is not possible under the same conditions as the provision and sourcing of equivalent national services.
- The reality of the eurozone as a domestic payment area cannot become tangible neither for banks as service providers, nor for their customers, as long as different legal and regulatory conditions in the EU countries foster different cost structures, which often cannot be passed on to the actual users of the service(s).



Problems and priorities

- A number of regulatory and technical barriers prevent the existence and the development of cross border cash transportation in the Eurozone, in particular between national central banks' branches in one country and financial institutions' branches in another country.
- The access to cross-border NCB services is part of the natural development of the single currency usage within the Eurozone.
- Competition in the cash transportation sector should be fostered within the Eurozone in order to maximize efficiency.



Recommendations

- Harmonisation of national laws and regulations may be a lengthy process
 - ↳ Specific “cross-border transportation” license and rules should be defined, provided :
 - they do not generate undue costs compared to prevailing national conditions,
 - they are compatible with national laws and regulations.
- It must be ensured that national legislators will be willing to adjust their laws and regulations as appropriate.
- In particular harmonized rules for the acceptance and use of “smart boxes” should be defined.
- Cooperation between the key players in this field (European Central Bank, manufacturers, law enforcement authorities) should be fostered.
- A contingency plan (“minimum cash transport service”) should be developed in order to ensure continuity of service at the appropriate security levels in case of extraordinary circumstances.