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IMPACT ASSESSMENT

accompanying document to the

Proposal for a Regulation (EU) of the European Parliament and of the Council No xx/yy on the professional cross-border transportation of euro cash by road between euro-area Member States

and the

Proposal for a Council Regulation (EU) No zz/yy concerning the extension of the scope of Regulation (EU) of the European Parliament and of the Council No xx/yy concerning the professional cross-border transportation of euro cash by road between euro-area Member States

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{SEC(2010) 877final}

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WEAPONS DEPENDING ON THE TYPE OF CIT-TRANSPORT (CF. NON-PAPER OF 17.7.2009[2])

The carrying of weapons is mandatory (M), allowed (A) or prohibited (P)

Country	Banknotes — Unarmoured vehicle with IBNS	Banknotes — Cabin-armoured vehicle with IBNS	Banknotes — Fully-armoured vehicle without IBNS	Banknotes — Fully-armoured vehicle with IBNS	Coins — Unarmoured vehicle	Coins — Cabin-armoured vehicle	Notes — If applicable: permitted type and calibre of weapons
Belgium	A	A	A	A	A	A	Pistol 9 mm.
Luxembourg	A	A	M	N/A	A*)	M	Handguns (revolvers and pistols) of calibre .357 MAG, .38 SPL, 9mm Para or similar. *) The question of transport of coins in an unarmoured vehicle is understood as a transport of less than 100.000 Euros. Above this amount, the vehicle must be armoured and carrying of weapons is in that case also mandatory.
The Netherlands	P	P	P	P	P	P	
Germany	A	Not in use	A/M*)	n/a	A	Not in use	In accordance with the German Firearms Act, all arms are permitted for which a firearms licence is required. Smith & Wesson .38 special handguns are normally used in Germany. Regulations stipulate, however, that no weapon-like "devices", such as weapons deploying blank shots, gas or irritants may be used. *) No specific legal requirements, but laid down in insurance agreements.

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[1]   Questionnaire of 17/07/2009.
[2]   State of play of envisaged common rules as submitted to the Expert group on cross-border transport of cash by road on 17.7.2009.

Country	Banknotes Unarmoured vehicle with IBNS	Banknotes Cabin-armoured vehicle with IBNS	Banknotes Fully-armoured vehicle without IBNS	Banknotes Fully-armoured vehicle with IBNS	Coins Unarmoured vehicle	Coins Cabin-armoured vehicle	**Notes** If applicable: permitted type and calibre of weapons
France	**P**	**M**	**M**	**M**	**n/a**	Will exist if forecast law enters in force.	Arme de 1ère catégorie mentionnée au paragraphe 1 du A de l'article 2 du décret n°95-589 du 6 mai 1995 / arme de 4ème catégorie du paragraphe 1 du B de l'article 2 du décret
Italy	**M**	**M**	**M**	**M**	**M**	**M**, but not much in use	CIT security staff should use common firearms – short-barrelled. Only under exceptional circumstances, can long-barrelled firearms be used (art. 42 of TULPS); War firearms and war type firearms (common firearms with war ammunition) are forbidden.
Spain	Not used	Not used	**M** *)	Not used	**M** **)	**M** **)	*) Revolver Caliber 38 / Shotgun^ / Caliber 12 **) Revolver Caliber 38 / Shotgun^ / Caliber 12
Portugal	**A**	**---**	**A**	**A**	**A**	**---**	Small weapons (class B1: pistol or revolver) - authorised for pistols of calibre inferior to 7,65 mm - authorised for revolvers of calibre inferior to .38
Slovakia	**A**	**A**	**A**	**A**	**A**	**A**	Permitted type and calibre of weapons are not determined.
Austria	**A** not used by the industry	**Not in use**	**A, M** due to industry standard	**Not in use**	**A** partially used by some carriers	**Not in use**	Mainly Glock 9mm or S&W 38
Slovenia	**M**	**M**	**M**	**M**	**M**	**M**	
Cyprus			**P**		**P**		
Ireland			**P**		**P**		
Finland	**A**	**A**	**A**	**A**	**A**	**A**	**Handgun,** Pistol 9mm, Revolver 38 / 357

EL, MT did not answer.

^ The shotgun is not a requirement in Spain but an option.

(The below estimation has been carried out by the external consultant Ramböll management. The full study is available at: http://ec.europa.eu/economy_finance/articles/euro/2010-02-26-cross-border-cash_en.htm)

An estimation of the potential savings in travel distance should ideally cover all possible destinations in an area where the facilitation of cross-border CIT transport will imply a reduction in driving distance when using a cash centre on the other side of the border compared to using the domestic the cash centre, cf. the blue area labelled "potential market" in the example below.

Example A:
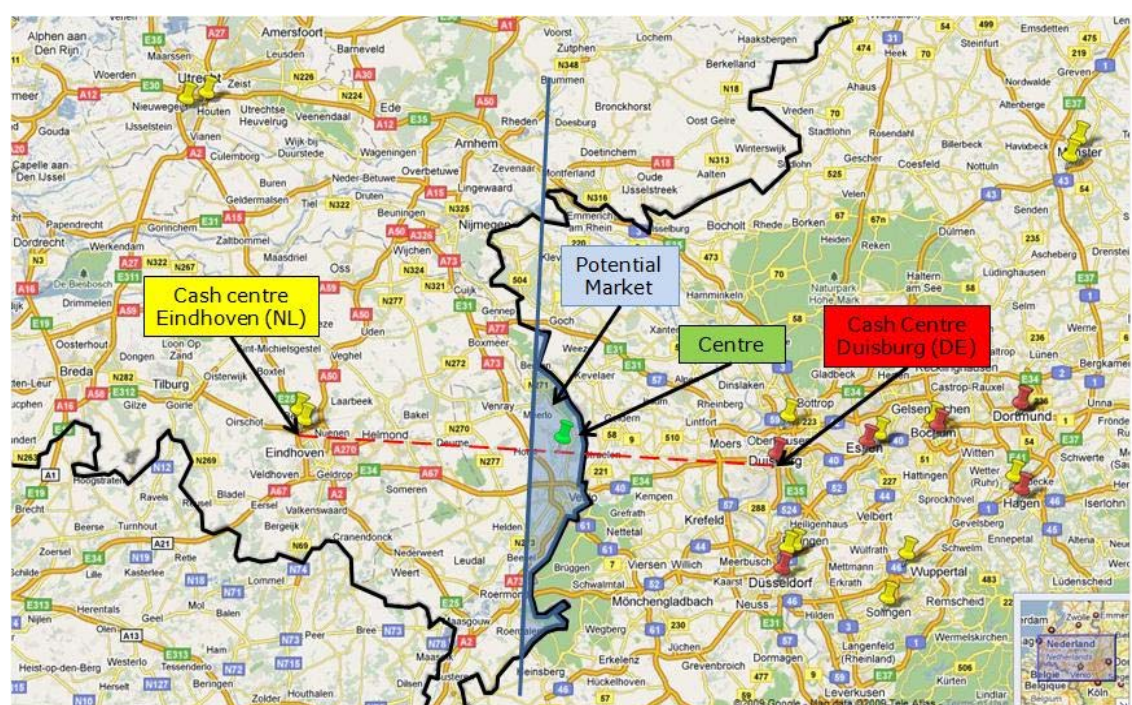
In this illustration we have a cash centre in Eindhoven, the Netherlands and a cash centre in Duisburg, Germany (hidden behind the red pin indicating the NCB branch). The blue area indicates the potential market for cross-border transport measured in terms of the part of Holland, where Dutch CIT customers have a shorter distance to the cash centre located on the German side of the border (Cash centre Duisburg) than the cash centre located on the Dutch side of the border (Cash centre Eindhoven) and where the Dutch costumers are located within the action radius of the German cash centre. The blue straight line defining the blue area indicates the place where there is an equivalent distance to the two cash centres in question. The green pushpin in the blue area indicates the centre of the area that is assumed to be the average distance to the potential market.

Ideally, all potential customers located in the potential market zone should be taken into consideration and their individual savings in travel distance determined. This is

however not possible within the scope of this study and a more general approach needs to be applied. Such a general approach should aim at assessing the most precise average of the savings in distance that will accrue from cross-border CIT transport within the potential market zone.

A possible way of assessing such an average is to look at the distances between two cash centres located on each side of the border. Between these two cash centres a halfway point can be defined and on the basis of this halfway point, the distance from the halfway point to the border, cf. red horizontal brase in figure 1 below.
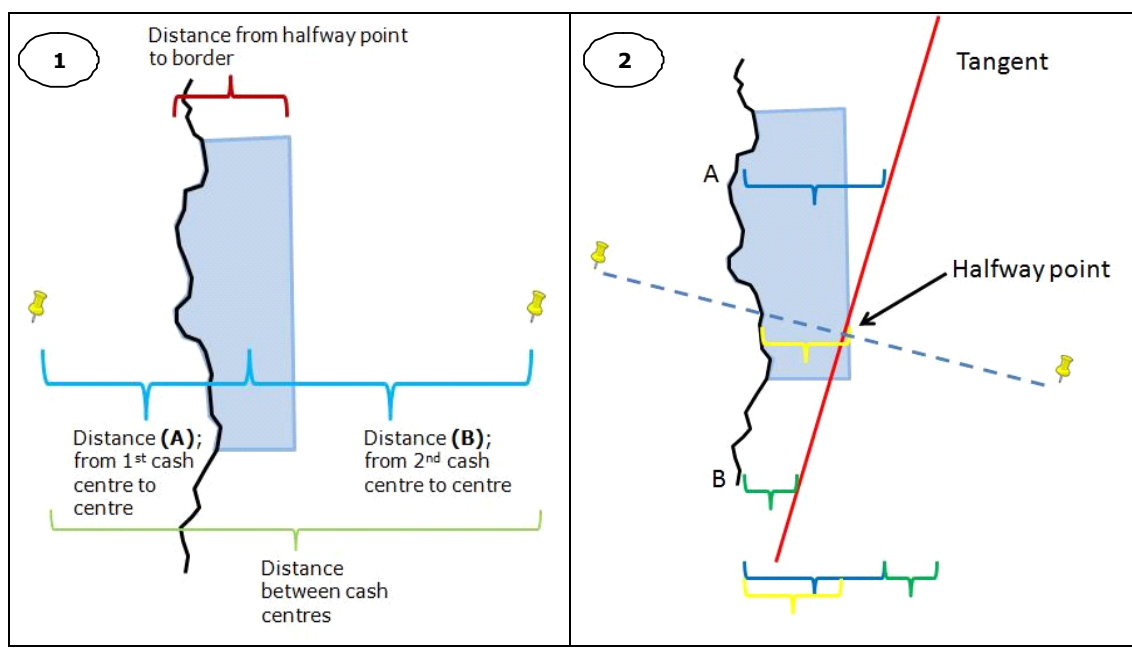
The red horizontal brace frames the areas of interest where bank branches and retailers are closer to a cash centre on the opposite side of the border. The distance from the cash centre to the centre of the area of interest area is assumed to be the average distance to locations in the area, and the difference between the two cash centres and the centre are the distance saved:

Equation a: $Possible\ savings = Distance(A) - Distance(B)$

The reasoning of this approach is based on the tangent between the two bobbles cf. figure 2 above. The idea is that the tangent is the line where the two cash centres have an equivalent distance to travel and the average distance from the tangent to the border can therefore be calculated by:

Equation b: $\dfrac{\int_A^B Tangent(AB)}{|AB|} = Average\ distance\ to\ border$

This is the integral between point A and B divided by the distance between point A and B under the assumption that the distance between point A and B is calculated as a linear function. It is a condition that the halfway point between the two cash centres is the exact middle of the tangent. This condition can be met by considering point A and B, where the two points have an equivalent distance to the halfway point. The distance from the halfway point to the border is then equal to the average distance to the border calculated by equation b.

The practical application of this approach is further illustrated in Map 1 below.

MAP 1   **EXAMPLE 1: DISTANCE SAVINGS IN MAP 4 - BELGIUM/GERMANY /THE NETHERLANDS**
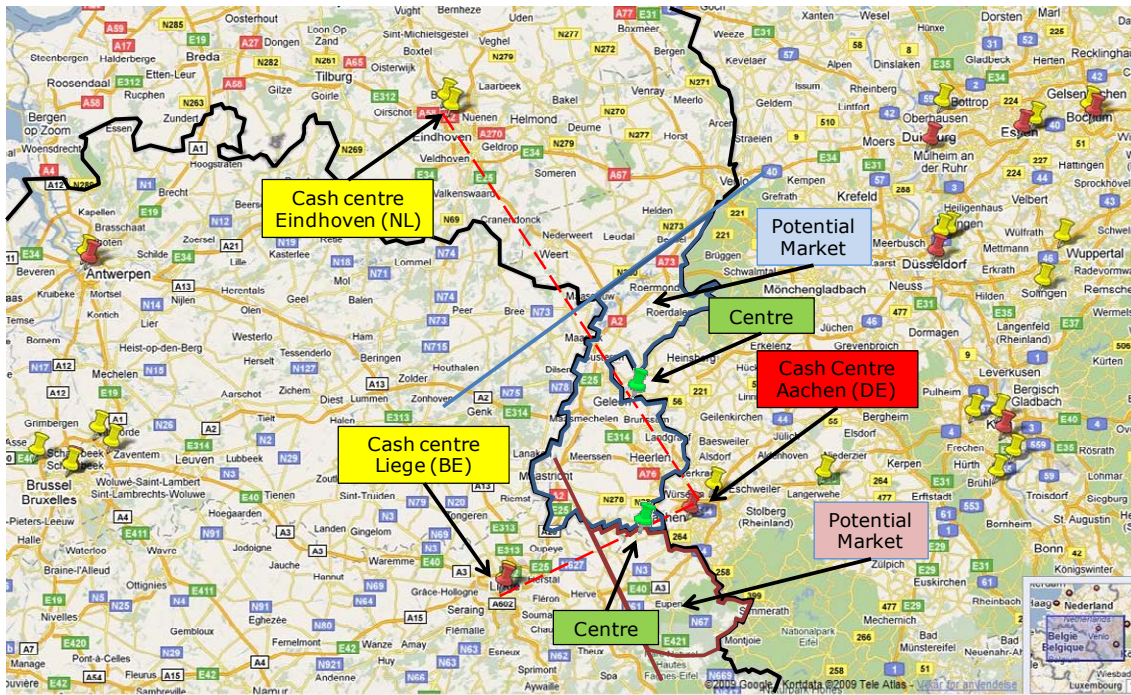
Cash centre (CIT and com. Banks)   NCB branches