



SLOVENSKI STANDARD
SIST-TS CEN/TS 15213-5:2006
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Cestna transportna in prometna telematika - Sistemi za odkrivanje ukradenih vozil - 5. del: Vmesnik za sporočanje

Road transport and traffic telematics - After-theft systems for the recovery of stolen vehicles - Part 5: Messaging interface

Straßentransport - und Verkehrstelematik - Systeme zum Wiederfinden gestohlener Fahrzeuge - Teil 5: Schnittstelle für Nachrichten

Télématique des transports - Systemes intervenant apres un vol pour la récupération des véhicules volés - Partie 5 : Interface de messagerie

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ICS:

13.310	Varstvo pred kriminalom	Protection against crime
35.200	Vmesniška in povezovalna oprema	Interface and interconnection equipment
43.040.15	Avtomobilska informatika. Vgrajeni računalniški sistemi	Car informatics. On board computer systems

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TECHNICAL SPECIFICATION
SPÉCIFICATION TECHNIQUE
TECHNISCHE SPEZIFIKATION

CEN/TS 15213-5

November 2006

ICS 35.240.60

English Version

**Road transport and traffic telematics - After-theft systems for the
recovery of stolen vehicles - Part 5: Messaging interface**

Télématique des transports - Systèmes intervenant après
un vol pour la récupération des véhicules volés - Partie 5 :
Interface de messagerie

This Technical Specification (CEN/TS) was approved by CEN on 5 September 2006 for provisional application.

The period of validity of this CEN/TS is limited initially to three years. After two years the members of CEN will be requested to submit their comments, particularly on the question whether the CEN/TS can be converted into a European Standard.

CEN members are required to announce the existence of this CEN/TS in the same way as for an EN and to make the CEN/TS available promptly at national level in an appropriate form. It is permissible to keep conflicting national standards in force (in parallel to the CEN/TS) until the final decision about the possible conversion of the CEN/TS into an EN is reached.

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Foreword

This document (CEN/TS 15213-5:2006) has been prepared by Technical Committee CEN/TC 278 “Road Transport and Traffic Telematics”, the secretariat of which is held by NEN.

According to the CEN/CENELEC Internal Regulations, the national standards organizations of the following countries are bound to announce this Technical Specification: Austria, Belgium, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland and United Kingdom.

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CEN/TS 15213-5:2006 (E)**Introduction**

This Technical Specification was developed by CEN/TC 278 "Road transport and traffic telematics" Working Group 14 (WG 14) on the subject of After Theft Systems for Vehicle Recovery (ATSVR).

WG 14 is comprised representatives and experts from police, insurance associations (CEA), car manufacturers, transport associations, vehicle rental associations and ATSVR system and product providers working in cooperation with Europol and the European Police Cooperation Working Group (EPCWG).

This Technical Specification was developed to define an architecture within the CEN/TC 278 guidelines through which a level of interoperability can be achieved between Systems Operating Centres (SOC) and Law Enforcement Agencies (LEA), both nationally and internationally.

This document will provide minimum standards of information and assurance to users regarding the functionality of systems, so as to enable the recovery of vehicles, detect offenders and reduce crime.

This Technical Specification should be read in conjunction with CEN/TS 15213-1 *Road transport and traffic telematics – After-theft systems for the recovery of stolen vehicles - Reference architecture and terminology* which provides the preliminary framework for ATSVR concepts.

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1 Scope

This Technical Specification specifies guidelines for co-operation and the procedures to be followed between the LEA and ATSVR System Operating Centers (SOC) in response to alarm signals by ATSVR systems. For purposes of optimum mutual communication, this Technical Specification also includes suggestions and a format for the electronic exchange of information.

ATSVR are electronic systems that enable a communication centre or other authorised facility, such as the LEA, to monitor the location and theft status of a vehicle. Other information may also be available including the speed and direction of the vehicle. These systems may be automatically activated by a signal from an anti-theft security device or upon receipt of a signal from an authorised SOC following confirmation of theft.

Systems may be short range or long range and may use different technology to achieve results. Systems may identify the vehicle from on-board data or via reference to data held externally to the vehicle. Nevertheless, the standards of data and speed of communication should be compliant with requirements in this set of standards. System reliability and good, consistent procedures are extremely important.

System operators and users must remain aware that the level and timing of any response ultimately remains the responsibility of the LEA where the vehicle is currently located by an ATSVR system. It is implicit that there should be a uniform way of dealing internationally with these systems when a stolen vehicle is in a country other than where the originating SOC is located.

2 Normative references

The following referenced documents are indispensable for the application of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

CEN/TS 15213-1:2005 *Road transport and traffic telematics - After-theft systems for the recovery of stolen vehicles - Part 1: Reference architecture and terminology*

3 Terms and definitions

For the purposes of this Technical Specification, the terms and definitions given in CEN/TS 15213-1:2005 apply.

4 Symbols and abbreviations

4.1

ATSVR

After Theft Systems for Vehicle Recovery

4.2

DE

Detection Equipment

4.3

LEA

Law Enforcement Agency (see CEN/TS 15213-1)

4.4

LR

Long Range

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4.5
OBE
 On Board Equipment

4.6
SOC
 System Operating Centre

4.7
SR
 Short Range

5 Message requirements.

5.1 National and local level messaging for ATSVR technology

The potential for widespread adoption of ATSVR and the possibility of false or malicious calls requires an agreed process at local and national level. Figure 1 illustrates messaging at the national level.

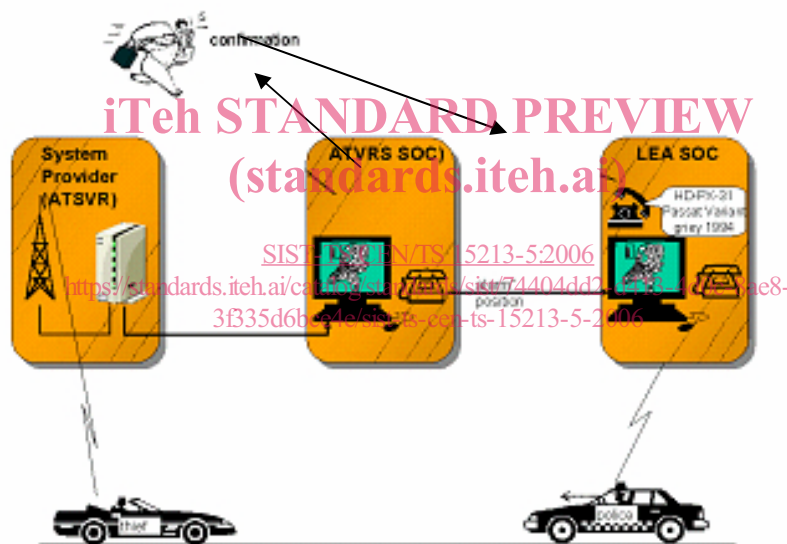


Figure 1 — National level: five-step process

The five steps are as follows:

- SOC notifies the Vehicle Owner or Authorised User of unauthorised use of the Target Vehicle/OR, the owner notifies SOC of the theft starting the process where the system is activated by the SOC.
- Vehicle Owner or Authorised User confirms that the Target Vehicle has been stolen.
- SOC and/or owner/authorised user reports the vehicle as a Confirmed Stolen Vehicle to LEA. When a car jacking is confirmed by other, possibly technical means, the SOC is not obliged to confirm the emergency call to the owner/authorised user who is with the vehicle.
- SOC gives the location, speed, direction, and other data to LEA and provides continuous commentary or regular updates at defined intervals of time or distance. This data is system dependent.
- LEA decides on the level of response and advises SOC.

5.2 International level messaging for ATSVR technology

The exchange of information between police forces across borders is a matter for those police forces, Interpol, Europol and Schengen to address and not for CEN.

These LEA organisations are responsible for the exchange of crime intelligence and operations against organised crime. Looking to the future when many vehicles will be fitted with After Theft devices, some of which will also offer audit trails for debt collection or failure to return hire vehicles. These applications are not an area that will concern these international police organisations. Indeed, the tracking of a stolen car will be low on the list of their priorities when speed may be essential as the vehicle travels towards seaports or non-EU countries.

This scenario is based on the fact that a bureau in one country can easily monitor the theft and location of vehicles in several other countries. The police in the country where the vehicle is stolen may not agree to detain a vehicle and driver based on information from a non-police source outside their country.

The preferred model is that if a company offers an ATSVR product that is capable of operating in other countries and some SOC facility is required to contact the police, then the responsibility for transmitting the information across borders remains with the SOC. It is not for the police to assist them with international communication to carry out their commercial obligations.

It should be the responsibility of the SOC to have links with an authorised SOC in each country where the system will operate. The location/tracking information will be passed to the SOC in the country where the vehicle was stolen and they will contact the local police and give details of location. This way the operators speak the local language, will know much of the local geography and will be known to the police who may then have more faith in the information being correct.

At the time of first publication of this Technical Specification the information exchange will be by telephone, but future systems will make it possible to exchange data information electronically.

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6 SOC Approval by LEA

6.1 Non-confirmed theft and calls from non-certified SOC's

LEA's do not normally accept location/tracking data for non-confirmed thefts or from a non-approved SOC. There will be occasions where such information is accompanied by other important information that leads an LEA to believe that, in spite of the lack of conformity with these rules, there is a special case to accept that police response is desirable. Such occasions will be the rare exception than the rule and there must be no assumption by the ATSVR provider, the SOC or the owner of vehicles that such response will be given. The only reasonable means of gaining police response is compliance with this Technical Specification.

6.2 The minimum standard for an approved SOC

The minimum requirements for an SOC are:

- operates 24 hours a day, 365 days a year;
- provides full backup monitoring systems in the event of down time;
- has a recovery plan enabling continuity of service;
- adheres to its own national data protection laws.

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The following information should be available over long range to the LEA from the ATSVR system or from the SOC data. The exact data will be that appropriate to the system technology.

- Dynamic:
 - incident, place of theft;
 - dynamic data, direction;
 - incident, time of theft;
 - dynamic data, descriptive location;
 - dynamic data, speed;
 - dynamic data, geographic location;
 - dynamic data, date and time.
- Static:
 - incident, URN;
 - incident, vehicle load;
 - incident, vehicle passengers;
 - name and address of owner / keeper;
 - incident report.
- Object:
 - vehicle manufacturer;
 - vehicle, body type;
 - vehicle colour;
 - vehicle, licence plate / registration number;
 - vehicle, country of registration;
 - vehicle VIN number;
 - vehicle, other descriptive information.

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When the vehicle with an ATSVR system is in another country and the information of the vehicle's position is received in the home country, the SOC sends this information to its partner in the relevant country.

The receiving partner SOC informs the local LEA in accordance with national regulations.

The following information should be available over short range to the LEA from the ATSVR system or from the SOC data. The exact data will be that appropriate to the system technology.

- Dynamic:
 - dynamic data, date and time;
 - dynamic data, descriptive location;
 - dynamic data, speed;
 - dynamic data, geographic location;
 - dynamic data, direction of travel;
- Object:
 - vehicle manufacturer;
 - vehicle, body type;
 - vehicle licence plate / registration number;
 - vehicle, nationality;
 - vehicle, colour;
 - vehicle VIN;
 - vehicle, other descriptive information.

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