



# SLOVENSKI STANDARD

## SIST EN 15213-2:2013

01-september-2013

Nadomešča:

SIST-TS CEN/TS 15213-2:2006

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### Inteligentni transportni sistemi - Sistemi za odkrivanje ukradenih vozil - 2. del: Elementi splošnega poročila o stanju

Intelligent transport systems - After-theft systems for the recovery of stolen vehicles -  
Part 2: Common status message elements

Intelligente Transportsysteme - Systeme für das Wiederfinden gestohlener Fahrzeuge -  
Teil 2: Bestandteile allgemeiner Statusmitteilungen

Systemes de transport intelligents - Systemes intervenant après un vol pour la  
récupération des véhicules - Partie 2: Éléments de message d'état communs

Ta slovenski standard je istoveten z: EN 15213-2:2013

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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

**SIST EN 15213-2:2013**

**en,fr,de**

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EUROPEAN STANDARD

EN 15213-2

NORME EUROPÉENNE

EUROPÄISCHE NORM

June 2013

ICS 35.240.60

Supersedes CEN/TS 15213-2:2006

English Version

## Intelligent transport systems - After-theft systems for the recovery of stolen vehicles - Part 2: Common status message elements

Systèmes de transport intelligents - Systèmes intervenant après un vol pour la récupération des véhicules - Partie 2 :  
Éléments de message d'état communs

Intelligente Transportsysteme - Systeme für das Wiederfinden gestohlener Fahrzeuge - Teil 2: Bestandteile allgemeiner Statusmitteilungen

This European Standard was approved by CEN on 26 April 2013.

CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration. Up-to-date lists and bibliographical references concerning such national standards may be obtained on application to the CEN-CENELEC Management Centre or to any CEN member.

This European Standard exists in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the CEN-CENELEC Management Centre has the same status as the official versions.

CEN members are the national standards bodies of Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, Former Yugoslav Republic of Macedonia, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and United Kingdom.



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## Foreword

This document (EN 15213-2:2013) has been prepared by Technical Committee CEN/TC 278 "Road transport and traffic telematics", the secretariat of which is held by NEN.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by December 2013, and conflicting national standards shall be withdrawn at the latest by December 2013.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN [and/or CENELEC] shall not be held responsible for identifying any or all such patent rights.

This document supersedes CEN/TS 15213-2:2006.

It is derived from a suite of CEN Technical Specifications CEN/TS 15213-1 to -6 inclusive dealing with the tracking and recovery of stolen vehicles. Parts 1 to 5 inclusive have been upgraded to EN status without change. CEN/TS 15213-6:2011 remains a valid Technical Specification as of the date of this publication and will be considered for EN status in due course. All these documents remain related and should be read in conjunction according to the type of technology, product or service being considered.

EN 15213 consists of the following parts:

- EN 15213-1, *Intelligent transport systems — After-theft systems for the recovery of stolen vehicles — Part 1: Reference architecture and terminology*;
- EN 15213-2, *Intelligent transport systems — After-theft systems for the recovery of stolen vehicles — Part 2: Common status message elements* (the present document),
- EN 15213-3, *Intelligent transport systems — After-theft systems for the recovery of stolen vehicles — Part 3: Interface and system requirements in terms of short range communication system*;
- EN 15213-4, *Intelligent transport systems — After-theft systems for the recovery of stolen vehicles — Part 4: Interface and system requirements in terms of long range communication system*;
- EN 15213-5, *Intelligent transport systems — After-theft systems for the recovery of stolen vehicles — Part 5: Messaging interface*;
- CEN/TS 15213-6, *Road transport and traffic telematics — After-theft services for the recovery of stolen vehicles — Part 6: Test procedures*<sup>1)</sup>.

According to the CEN-CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, Former Yugoslav Republic of Macedonia, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

<sup>1)</sup> Part 6 awaits final evaluation and ratification as EN and until such time remains a valid part of this EN as CEN/TS 15213-6:2011.

**EN 15213-2:2013 (E)****Introduction**

This European Standard 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 comprised representatives and experts from police, insurance associations (CEA), car manufacturers, transport associations, vehicle rental associations and ATSVR system and product providers. The work was also in cooperation with Europol and the European Police Cooperation Working Group (EPCWG).

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

This will provide minimum standards of information and assurance to users as to the functionality of systems, thereby enabling the recovery of vehicles, detection of offenders and a reduction in crime.

This European Standard refers to the potential development of systems to enable law enforcement agencies to remotely slow and/or stop the engines of stolen vehicles. This situation remains and further information is available in 2012 CEN publication N2643 Feasibility Report on Remote Slow and Stop Technology, available from CEN/TC 278.

This document should be read in conjunction with EN 15213-1 which provides the preliminary framework for ATSVR concepts.

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## 1 Scope

This European Standard specifies the basic structure of the message elements, or items of information, that are put together to form the common message sets used in exchanging information in an After Theft System for Vehicle Recovery.

Parts 3, 4 and 5 of EN 15213 define the content of these messages. The design is such that all currently identified information can be included in an unambiguous format, while allowing for additional items to be included should they either be required in the future or become available in the future.

These message elements can also be referenced in a unique manner and described in plain language for transmission by voice, fax or e-mail. Similarly the data can be encoded in XML language for electronic transmission.

Standards for Automatic Vehicle Identification (AVI) and Automatic Equipment Identification (AEI) are being developed by CEN/TC 278/WG 12 in parallel with EN ISO 14814. This ATSVR standard does not prejudice that work and does not seek to establish parameters for future AVI/AEI standards. DSRC and AVI standards are seen as the basic technology blocks for types of short-range ATSVR systems.

This part of EN 15213 aims to identify the main elements and illustrate the data concepts and way forward.

## 2 Normative references

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

EN 15213-1:2013, *Intelligent transport systems — After-theft systems for the recovery of stolen vehicles — Part 1: Reference architecture and terminology*

EN ISO 3166-1, *Codes for the representation of names of countries and their subdivisions — Part 1: Country codes (ISO 3166-1)*

## 3 Terms and definitions

For the purposes of this document, the terms and definitions given in EN 15213-1:2013 apply.

## 4 Numerical notations

Numerical notations are represented as follows:

— Decimal (“normal”) notation will have no subscript:

EXAMPLE 127.

— Hexadecimal numbers will be denoted by the subscript 16:

EXAMPLE 7F<sub>16</sub>.

— Binary numbers will be denoted by the subscript 2:

EXAMPLE 011111<sub>2</sub>.

**EN 15213-2:2013 (E)**

Characters will be encoded in ASCII and represented as follows:

- Characters will have no subscript or hyphen:

EXAMPLE ABC59MNO

**5 Symbols and abbreviations**

For the purposes of this document, the symbols and abbreviations given in EN 15213-1:2013 and the following apply.

AEI	Automatic Equipment Identification
ASCII	American Standard Code for Information Interchange
ATSVR	After Theft System for Vehicle Recovery
AVI	Automatic Vehicle Identification
RTTT	Road Traffic and Transport Telematics

**6 Requirements****6.1 General requirements**

The coding structure defined in this document is an enabling structure. It is designed to allow combinations of data elements to be used in composite data structures. It is designed to allow as much interoperability of the data elements as possible. Data elements may be of any length and may be combined in many ways.

This document recognises that there will be systems of different capability that should be interoperable, even though the systems may be significantly different. Even where information is obtained by a proprietary system, the data, once collected, is held in a common interoperable format and so may be accurately and confidently used.

The document has been designed according to the principles of ISO/IEC 8825-2. The encoding rules enable the chaining of multiple data elements to build complex data structures.

The structure is built from a series of data elements that identify:

- a) first, the Sector Identifier indicating that it is an RTTT data structure;
- b) second, the RTTT Application Identifier;
- c) third, the Coding structure Identifier;
- d) fourth (et seq.), the data elements.

By adopting this document, some degree of compatibility can be achieved with AVI and AEI existing standards.

The overall coding structure shall:

- be unambiguous and flexible enough to include relevant numbering structures;
- follow relevant standards;



- provide an exact coding of the data elements;
- be extendable to enable future expansion;
- be able to accommodate private structures.

## 6.2 Data structure

This subclause refers to a future general ASN.1 coding structure standard being developed by CEN/TC 278. When this document is available, this subclause will be replaced.

The schematic of the ASN.1 Message is:

RTTT Sector Identifier	Length	RTTT Application Identifier	Length	Coding structure Identifier	Length	CS Data Field
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EXAMPLE 1 For a data content field of 6 bytes or octets:

RTTT sector Identifier	(to be found)	nm <sub>16</sub>
Length, number of bytes following this length field e.g. 11		0B <sub>16</sub>
RTTT Application Identifier	(to be found)	pQ <sub>16</sub>
Length, number of bytes following this length field e.g. 09		09 <sub>16</sub>
Coding structure Identifier e.g. 1		41 <sub>16</sub>
Length, number of bytes following this length field e.g. 07		07 <sub>16</sub>

Data content – 7 bytes

The length field defines the length of the rest of the message, excluding the length field itself.

In the example below, the data contents have three data elements: country code, issuer and unique number.

NOTE Each element does not have to be a multiple of 8 bits, although the Data content is a multiple of 8 bits.

EXAMPLE 2	Country code	2 octets	e.g. GB
	Issuer	14 bits	e.g. 110F <sub>16</sub>
	Unique number	32 bits	e.g. 12345678 <sub>16</sub>
	Total	56 bits or 7 bytes	

## 7 General rules for data elements

### 7.1 General points

This subclause defines some general codes and rules used by the data elements section, these codes and rules have been constructed from existing standards where available. Each of the data elements will be given a unique reference.

**EN 15213-2:2013 (E)****7.2 Country code**

Country code values shall be assigned according to EN ISO 3166-1.

NOTE An updated list of country codes can be found at [http://www.iso.org/iso/country\\_codes.htm](http://www.iso.org/iso/country_codes.htm).

**7.3 Alphabet Indicator**

This is the alphabet used in the rest of the message or until another alphabet indicator is read. This is referenced in EN ISO 14816.

Definition	Decimal Code	Hex Code
latinAlphabetNo1	1	1 <sub>16</sub>
latinAlphabetNo2	2	2 <sub>16</sub>
latinAlphabetNo3	3	3 <sub>16</sub>
latinAlphabetNo4	4	4 <sub>16</sub>
latincyrillicAlphabet	5	5 <sub>16</sub>
latinArabicAlphabet	6	6 <sub>16</sub>
latinGreecAlphabet	7	7 <sub>16</sub>
latinHebrewAlphabet	8	8 <sub>16</sub>
latinAlphabetNo5	9	9 <sub>16</sub>
latinAlphabetNo6	10	A <sub>16</sub>
two OctetBMP	128	80 <sub>16</sub>
fourOctetCanonical	129	81 <sub>16</sub>

Default latinAlphabetNo1

**7.4 Date**

The date element will be fixed format of eight octets of numbers coded as ASCII characters. It may require a time zone parameter when used, depending on context.

YYYYMMDD

EXAMPLE 20011206 for the 6th of December 2001.

**7.5 Time**

Time will default to UTC and be of twelve octets coded as ASCII characters. This format allows sorting by date. The Time data element requires time zone information.

YYYYMMDDhhmm

EXAMPLE 200112060958 for 09:58 on the 6th of December 2001.

## 7.6 Time zone

The time zone will be represented by the hours difference from UTC. The first octet will be the sign “+” or “-“ and the second and third will be the hours difference.

SZZ

EXAMPLE +01 for winter time in Europe.

## 7.7 String delimiters

The standard delimiters of “null” 00<sub>16</sub> or <<Carriage Return>> or <<Carriage Return+Line Feed>> will be used.

## 8 Data protection — General requirements

All data shall be accurate, up to date and secure, particularly where this relates to personal data. All data shall be kept in accordance with the data protection principles set out by the Council of Europe Convention on 28<sup>th</sup> January 1981 and shall take account of Recommendation R(87)15 of the Committee of Ministers of the Council of Europe 17<sup>th</sup> September 1987 concerning the use of personal data in the police sector.

There are some variations in requirements across EU member states. Therefore, the data shall also be kept in accordance with the national data protection requirements of the country where the data originates and the country where the data is stored.

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