



SLOVENSKI STANDARD

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Nadomešča:

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Inteligentni transportni sistemi - Sistemi za odkrivanje ukradenih vozil - 5. del: Vmesnik za sporočanje

Intelligent transport systems - After-theft systems for the recovery of stolen vehicles -
Part 5: Messaging interface

Intelligente Transportsysteme - Systeme für das Wiederfinden gestohlener Fahrzeuge -
Teil 5: Schnittstelle für die Mitteilungsübermittlung

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

Ta slovenski standard je istoveten z: EN 15213-5:2013

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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EUROPEAN STANDARD
NORME EUROPÉENNE
EUROPÄISCHE NORM

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June 2013

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Supersedes CEN/TS 15213-5:2006

English Version

Intelligent transport systems - After-theft systems for the recovery of stolen vehicles - Part 5: Messaging interface

Systèmes de transport intelligents - Systèmes intervenant après un vol pour la récupération des véhicules - Partie 5: Interface de messagerie

Intelligente Transportsysteme - Systeme für das Wiederfinden gestohlener Fahrzeuge - Teil 5: Schnittstelle für die Mitteilungsübermittlung

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.

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Foreword

This document (EN 15213-5:2013) 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 15213-5:2006.

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*;
- 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 (the present document)*;
- CEN/TS 15213-6, *Road transport and traffic telematics — After-theft services for the recovery of stolen vehicles — Part 6: Test procedures¹⁾*.

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.

1) 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 15213-5:2013 (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 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 European Standard 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 will 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 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.

<http://www.iso.org/iso/standards/catalogue/browse.htm>
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EN 15213-1:2013, *Intelligent transport systems — After-theft systems for the recovery of stolen vehicles — Part 1: Reference architecture and terminology*

3 Terms and definitions

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

4 Symbols and abbreviations

ATSVR	After Theft Systems for Vehicle Recovery
DE	Detection Equipment
LEA	Law Enforcement Agency (see EN 15213-1)
LR	Long Range
OBE	On Board Equipment
SOC	System Operating Centre
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.

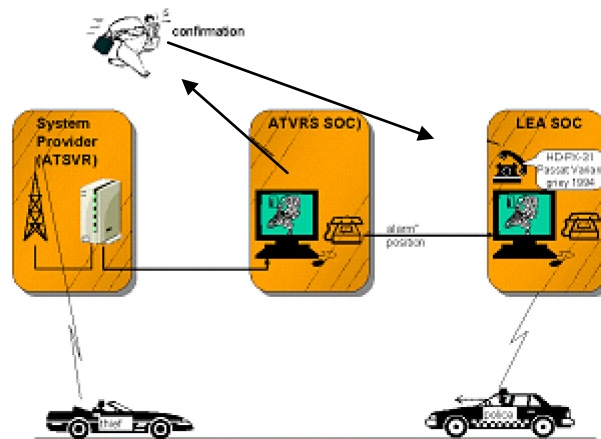


Figure 1 — National level: five-step process

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 European Standard the information exchange will be by telephone, but future systems will make it possible to exchange data information electronically.

6 SOC Approval by LEA.

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

LEAs 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 shall 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 European Standard.

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.

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.

a) Dynamic:

- 1) incident, place of theft;
- 2) dynamic data, direction;
- 3) incident, time of theft;
- 4) dynamic data, descriptive location;
- 5) dynamic data, speed;
- 6) dynamic data, geographic location;
- 7) dynamic data, date and time.

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b) Static:

- 1) incident, URN;
- 2) incident, vehicle load;
- 3) incident, vehicle passengers;
- 4) name and address of owner / keeper;
- 5) incident report.

c) Object:

- 1) vehicle manufacturer;
- 2) vehicle, body type;
- 3) vehicle colour;
- 4) vehicle, licence plate / registration number;
- 5) vehicle, country of registration;
- 6) vehicle VIN number;
- 7) 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.

d) Dynamic:

- 1) dynamic data, date and time;
- 2) dynamic data, descriptive location;
- 3) dynamic data, speed;
- 4) dynamic data, geographic location;
- 5) dynamic data, direction of travel.

e) Object:

- 1) vehicle manufacturer;
- 2) vehicle, body type;
- 3) vehicle licence plate / registration number;
- 4) vehicle, nationality;

- 5) vehicle, colour;
- 6) vehicle VIN;
- 7) vehicle, other descriptive information.

7 Procedures

7.1 Procedure for the System Operating Centre (ATSVR SOC)

7.1.1 General

Figure 2 shows a schematic representation of the procedure for a SOC upon receipt of a missing vehicle call.

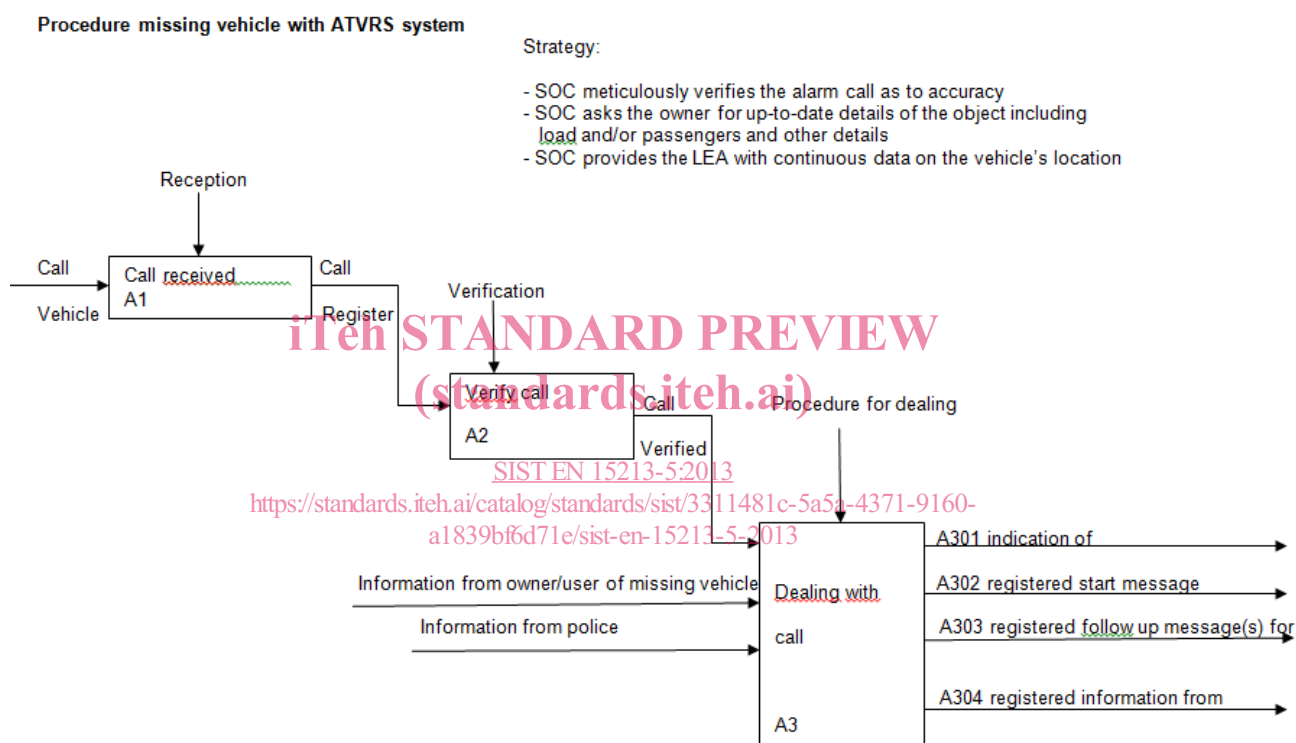


Figure 2 — Schematic representation of the procedure for a SOC upon receipt of a missing vehicle call

A SOC is notified that the vehicle has gone missing by the owner or by a call generated by the vehicle. This SOC verifies the facts with the owner and records the contents of the vehicle and any other (external) particulars.

Only when it is certain that the owner has confirmed the vehicle is missing, is a message sent to the regional incident room of a LEA. The choice of the LEA depends upon the location of the vehicle and any national procedures. The selection should be made on the basis of a 'relation chart' in which the relation is made between the name of every town and the LEA region within which the town is situated. The owner is instructed to report the theft to the LEA. This formal report depends on the requirements of the law in each country.

If the vehicle in question is moving, the SOC should provide information about the position, direction in which it is being driven and speed to the LEA. The frequency of new information or the use of continuous commentary will be determined by the LEA according to the level of LEA response and the type of ATSVR system. The LEA then take over the co-ordination of any (inter) regional deployment.