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Standards

Irish Standard
I.S. EN 15213-1:2013

Intelligent transport systems - After-theft systems for the recovery of stolen vehicles - Part 1: Reference architecture and terminology

I.S. EN 15213-1:2013

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English Version

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

Systèmes de transport intelligents - Systèmes intervenant
après un vol pour la récupération des véhicules - Partie 1 :
Architecture de référence et terminologie

Intelligente Transportsysteme - Systeme für das
Wiederfinden gestohlener Fahrzeuge - Teil 1:
Referenzarchitektur und Begriffe

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 15213-1:2013) 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of an identical text or by endorsement, at the latest by December 2013, and conflicting national standards shall be withdrawn at the latest by December 2013.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 15213-1:2005.

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* (the present document);
- 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*;
- CEN/TS 15213-6, *Road transport and traffic telematics — After-theft services for the recovery of stolen vehicles — Part 6: Test procedures*¹⁾.

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.

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.

The other parts of EN 15213 should be read in conjunction with this document that distils the architecture and terminology profile generated by the internal technical reports of CEN/TC 278.

1 Scope

For many years, consumers, law enforcement agencies and insurers have been confronted with an ever-increasing number of vehicle thefts, both genuine thefts and insurance frauds, as well as the growing problem of increasing violence and threats against vehicle drivers.

Manufacturers have and will continue to introduce after-theft systems that will enable the police to recover stolen vehicles. Different techniques are being used for that purpose. This document refers to them by the generic name of After Theft Systems for Vehicle Recovery (ATSVR).

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 basic technology blocks for types of short-range ATSVR systems.

Certain specialised terms and definitions have been used in writing the ATSVR standards. This preliminary document aims to provide the preliminary framework of ATSVR concepts and definitions for the purpose of following ones. It will therefore:

- define the concepts and global architecture models for ATSVR and the appropriate terminology;
- identify the various elements that may comprise an ATSVR.

The events and associated information that are relevant to the situation prior to the registration of the theft are relevant to the total process, but may be subject to the laws of individual countries. Such events and associated information may be described in the standards to give clarity to the technical processes identified, which obviously does not presume on the prevailing legal conditions.

2 Normative references

Not applicable.

3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

3.1 General definitions

3.1.1

ATSVR

After Theft System for Vehicle Recovery

system that comprises various technical elements that communicate and interact through various interfaces in accordance with standard procedures and transmission protocols in order to facilitate the recovery of a Registered Stolen Vehicle

Note 1 to entry: An ATSVR necessarily includes various human elements. For clarity, this document will identify interactions and interfaces that exist amongst the equipment and human elements operating within the system.

3.1.2

ATSVR user

individual, group or organisation that directly uses or interacts with an ATSVR

Note 1 to entry: The main users could be: Law Enforcement Agencies, Insurers, Car Manufacturers, System Service Providers and Vehicle Service Providers.

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