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Irish Standard
I.S. EN 15213-5:2013

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

I.S. EN 15213-5:2013

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Údarás um Chaighdeáin Náisiúnta na hÉireann

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of an identical text or by endorsement, at the latest by December 2013, and conflicting national standards shall be withdrawn at the latest by December 2013.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 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.

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

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.

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

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