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

EESTI STANDARDIKESKUS
ESTONIAN CENTRE FOR STANDARDISATION

EESTI STANDARDI EESSÕNA

NATIONAL FOREWORD

See Eesti standard EVS-EN 15213-2:2013 sisaldab Euroopa standardi EN 15213-2:2013 ingliskeelset teksti.	This Estonian standard EVS-EN 15213-2:2013 consists of the English text of the European standard EN 15213-2:2013.
Standard on jõustunud sellekohase teate avaldamisega EVS Teatajas.	This standard has been endorsed with a notification published in the official bulletin of the Estonian Centre for Standardisation.
Euroopa standardimisorganisatsioonid on teinud Euroopa standardi rahvuslikele liikmetele kättesaadavaks 12.06.2013.	Date of Availability of the European standard is 12.06.2013.
Standard on kättesaadav Eesti Standardikeskusest.	The standard is available from the Estonian Centre for Standardisation.

Tagasisidet standardi sisu kohta on võimalik edastada, kasutades EVS-i veebilehel asuvat tagasiside vormi või saates e-kirja meiliaadressile standardiosakond@evs.ee.

ICS 35.240.60

EUROPEAN STANDARD

NORME EUROPÉENNE

EUROPÄISCHE NORM

EN 15213-2

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.

EUROPEAN COMMITTEE FOR STANDARDIZATION
COMITÉ EUROPÉEN DE NORMALISATION
EUROPÄISCHES KOMITEE FÜR NORMUNG

Management Centre: Avenue Marnix 17, B-1000 Brussels

Ref. No. EN 15213-2:2013: E

Contents

Page

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*[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 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 $7F_{16}$.

— Binary numbers will be denoted by the subscript 2:

EXAMPLE 011111_2.