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English Version

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

Télématique des transports - Recherche des véhicules  
volés - Partie 1: Architecture de référence et terminologie

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## Foreword

This Technical Specification (CEN/TS 15213-1:2005) has been prepared by Technical Committee CEN/TC 278 "Road transport and traffic telematics", the secretariat of which is held by NEN.

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.

CEN/TS 15213 "*Road transport and traffic telematics — After-theft systems for the recovery of stolen vehicles*" consists of the following parts:

*Part 2: Common status message elements*

*Part 3: Interface and system requirements in terms of short-range communication system*

*Part 4: Interface and system requirements in terms of long range communication system*

*Part 5: Messaging interface*

*Part 6: Test procedures*

According to the CEN/CENELEC Internal Regulations, the national standards organizations of the following countries are bound to announce this Technical Specification: Austria, Belgium, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden, Switzerland and the United Kingdom.

## Introduction

This Technical Specification 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 Technical Specification 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.

The other parts of CEN/TS 15213 should be read in conjunction with this document that distils the architecture and terminology profile generated by the internal technical reports of WG 14.

## 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 prEN 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 Technical Specification, the following terms and definitions apply.

### 3.1 General definitions

#### 3.1.1

##### **ATSVR**

after Theft System for Vehicle Recovery, a 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** 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.