



BSI Standards Publication

# Intelligent transport systems — After-theft systems for the recovery of stolen vehicles

Part 5: Messaging interface

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**National foreword**

This British Standard is the UK implementation of EN 15213-5:2013. It supersedes DD CEN/TS 15213-5:2006 which is withdrawn.

The UK participation in its preparation was entrusted to Technical Committee EPL/278, Intelligent transport systems.

A list of organizations represented on this committee can be obtained on request to its secretary.

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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.

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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of an identical text or by endorsement, at the latest by December 2013, and conflicting national standards shall be withdrawn at the latest by December 2013.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*<sup>1)</sup>.

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.

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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

## 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.

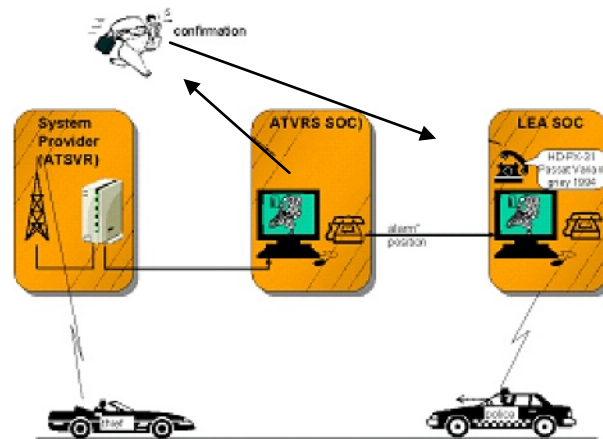


Figure 1 — National level: five-step process

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.

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.

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;

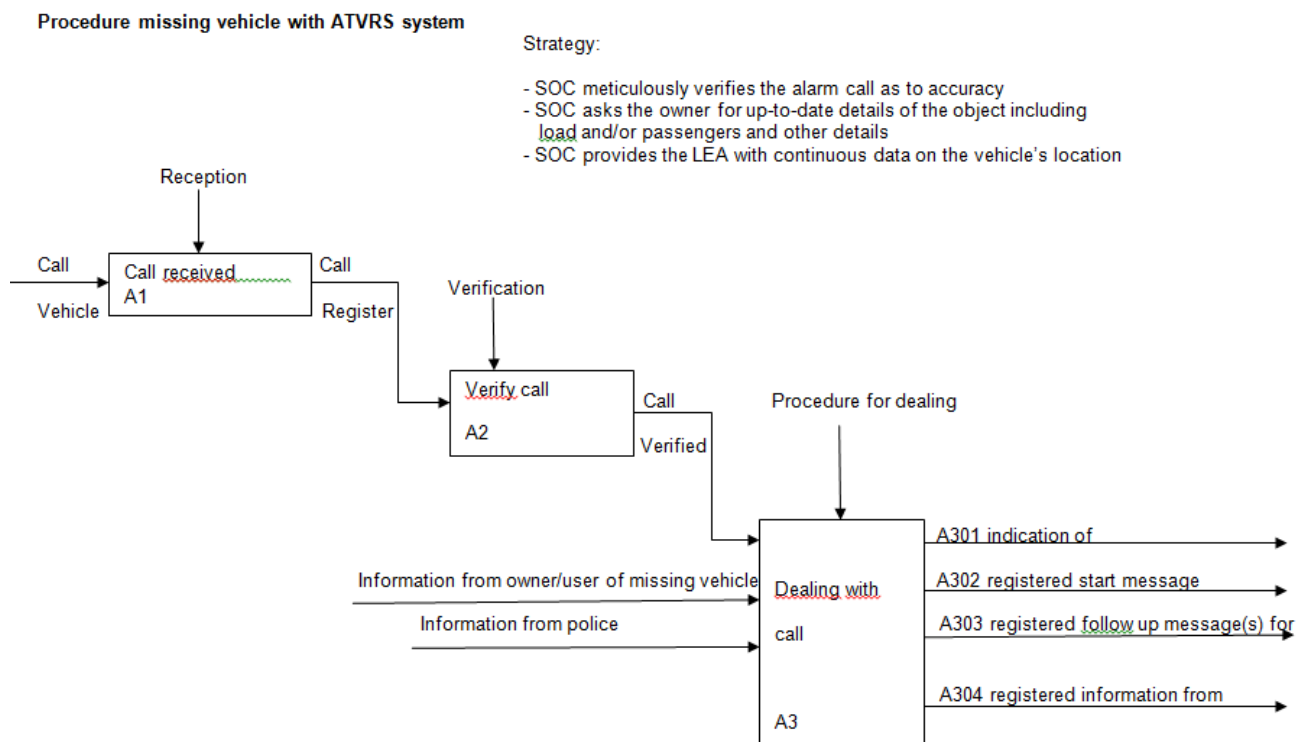
- 5) vehicle, colour;
- 6) vehicle VIN;
- 7) vehicle, other descriptive information.

## 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.

### 7.1.2 Specific systems

The certified SOC's will have various automated processes at their disposal. It is desirable for them to have the same process to facilitate exchange of information with the LEA.

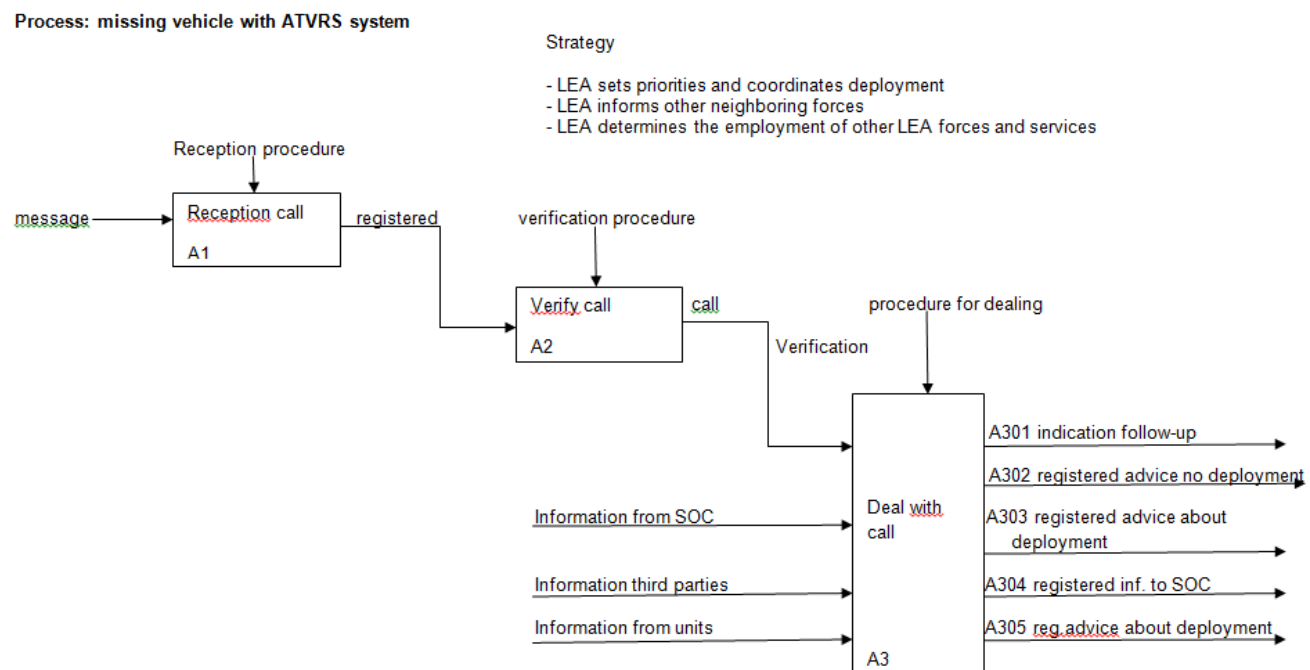
This LEA procedure should contain the following elements (Registered advice or information means that this advice or information is officially logged and recorded):

- A301: Indication of follow-up care;
- A302: Registered start message for the LEA;
- A303: Registered follow-up message(s) for the LEA;
- A304: Registered information for the party making the call/owner.

## 7.2 Co-operation procedure to the Law Enforcement Agency (LEA SOC's)

### 7.2.1 General

Figure 3 shows a schematic representation of the police procedure upon receipt of a missing vehicle call.



**Figure 3 — Schematic representation of the procedure for the police upon receipt of a missing vehicle call**

A SOC informs the LEA by sending a 'starting message' to commence the process. If the vehicle is moving, the SOC sends frequent information about the position, direction in which it is driving and speed to an incident room by sending 'follow-up messages.' (In case of homing systems, initial information from the SOC is sufficient.) This enables LEA officers who are deployed to have adequate information at their disposal to determine which tactics are to be followed. The regional incident room of the LEA is responsible for the deploying the LEA.

Accurate data and prompt response creates a good chance that suspects can still be found in or in the vicinity of the vehicle.

### 7.2.2 Specific systems

The LEA that receives the information checks the message sent by the ATSVR SOC for authenticity. After it has been authenticated, the message is prioritised according to the quality of the data, resources available and the nature of other messages being handled (no uniform systems) to determine the LEA response. By using a GIS (Geographical Information System), the characteristics for determining the location can be projected on the 'map'. After each follow-up message this data can be brought up-to-date in the GIS.

This procedure should contain the following elements:

- A301: indication of follow-up action;
- A302: Registered advice about no deployment/action;
- A303: Registered advice about deployment by/via regional incident room;
- A304: Registered information to the SOC;
- A305: Registered advice about deployment of an auxiliary service (non LEA unit).

## 8 Remote Engine Degradation Function

The Remote Engine Degradation Function provides the possibility to degrade from a remote site the vehicle's performance using either long or short-range transmission techniques. Short-range communication may be preferable, as some countries require the vehicle to be in the direct line of sight of authorised personnel to trigger this function.

Regulations for these devices will be developed according to the laws in each country. However, this EN seeks to establish main principles as currently requested by the LEA's. These are:

- a) Use of the system and the resulting engine degradation shall not lead to the contravention of vehicle or road transport legislation in the country where it is to be operated. Differences in legislation in different countries should be taken into account.
- b) The system shall not compromise the safety of the vehicle, or any other vehicle. It shall only influence the intended vehicle and no other, irrespective of the system or system operator (anti-collision protection).
- c) For safety reasons the device shall not switch off the engine or have any influence on braking, steering or safety of the vehicle. Subject to these requirements a slow degradation of power that the engine can generate is permissible. The degradation time may be as long as 30 min to 60 min until a steady low power state is reached. This would permit the driver to park the vehicle safely without endangering passing traffic.
- d) There shall be positive identification of the vehicle and confirmation that it is actually stolen.
- e) The systems may only be activated by a person authorised by the LEA or a relevant government department. Some countries may require the vehicle to be in the direct line of sight of such an authorised person to trigger this function.
- f) ATSVR companies will indemnify, in writing, each LEA where it is intended that the system will operate. The indemnity shall cover the LEA, and their officers and servants, against any claim under any course of action made by any person in respect of:
  - 1) personal injury (including death) caused as a result of the use of the tracking/remote engine degradation system;

- 2) any loss, damage, expense, personal injury (including death), wrongful arrest, prosecution or charge caused by the negligent operation of the system by the SOC, or by any malfunction of the system which results in a vehicle being wrongly identified as stolen.

g) The ATSVR companies and SOC's should have international public liability insurance.

This section does not inhibit the use of Prohibit Engine Start function when the vehicle is in Engine Off mode.

## **9 General requirements on data Protection**

All data shall be accurate, up to date and secure, particularly in relation to personal data.

NOTE All data will be kept in accordance with the data protection principles set out by the Council of Europe Convention on January 28<sup>th</sup> 1981 and will take account of Recommendation R(87)15 of the Committee of Ministers of the Council of Europe, September 17<sup>th</sup> 1987 concerning the use of personal data in the police sector.

There are some variations in requirements across EU member states, therefore the data should also be kept in accordance with the national data protection requirements of the country where the data originates and the country where the data is stored.

**Annex A**  
(informative)

**Form for vehicle registration for use by ATSVR SOC's**

The initial registration of vehicles provided with a vehicle tracking system requires somewhat more detailed registration by the SOC's than has hitherto been used. In order to avoid each SOC developing its own version, it is recommended that a standard format be used for this registration. This Annex contains a proposal for this format form for vehicle registration for use by SOC's. The exact content, layout and language of the form is for the SOC and LEA to agree. Some of the installation data may be "commercial confidential", therefore the exact data will depend on the contract.

The format of all data elements in messages referred to in this annex will be those defined in EN 15213-2 and so any formats and contents shown here should be treated as illustrative reference only.

<b>Contracting Party</b>				
Name (of firm /owner)				
Contact person				
Address				
Postal code		Town		Country
Telephone no.			Fax no./ e-mail address	
<b>Vehicle</b>				
Registration no.			Category (chart)	
VIN no.			Country of Registration	
Make			Type/Model	
Colour (chart)			Other	
<b>Installation Data</b>				
Installed by			Town	
Recognition no.			Class	
Make of equipment			Type	
Code			GSM no	
Burglary			Robbery	

(Insert data protection statement in accordance with Clause 9)

<b>Alert</b>					
1	title		Telephone no.		
			Radio/mobile no.		
2	Mr/Mrs/Ms		Telephone no.		
			Radio/car phone no.		
3	Mr/Mrs/Ms.		Telephone no.		
			Radio/car phone no.		
4	Mr/Mrs/Ms		Telephone no.		
			Radio/car phone no.		
<b>System Operating Centre</b>					
	Name and address		Fax :		
	Telephone no.				
<b>Colour Chart</b>			<b>Category Chart</b>		
0	White	5	Blue	01	Passenger car
1	Yellow	6	Green	02	Lorry
2	Orange	7	Grey	03	Trailer
3	Red	8	Brown	04	Semi-trailer
4	Purple	9	Black	05	Other
<b>Free Text Page</b>					

NOTE Colour code and category code like EU standard for the registration authorities.



## Annex B (informative)

### Message specification

#### B.1 Scenario

The format of all data elements in messages referred to in this annex are those defined in EN 15213-2 and so any formats and contents shown here should be treated as an illustrative reference only.

Figure B.1 shows a scenario for co-operation between SOC's and the police forces in response to the alarm call of an ATSVR system. It does not indicate whether and how many times each message can appear within a transaction.

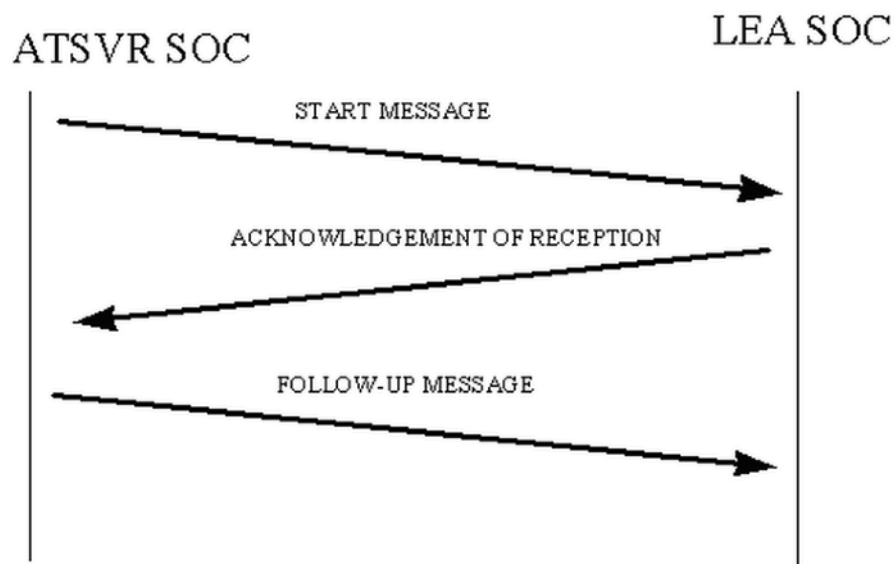


Figure B.1 — Scenario for co-operation between ATSVR SOCs and the LEA SOC

#### B.2 Form and content of the message

The message elements are defined in EN 15213-2. These elements are grouped together to form messages that pass between the SOC and LEA. If the information is not available then the code FF (hex) will be used.

### B.3 Primary information (Fixed content)

<b>Object</b>
— Make (Vehicle, Manufacturer)
— Type (Vehicle, Model)
— Colour (Vehicle, Colour)
— Registration number (Vehicle, Nationality & Licence Plate)
— Country
— Particularities (Vehicle, other Descriptive Information)

<b>Dynamics</b>
— Position: Dynamic Data, Descriptive Location or Dynamic Data, Geographic Location. Incident, Theft Update, Location
— Time: Date and Time, Incident, Time of Theft,
— Route see also Dynamic Data Descriptive Location
— Direction Dynamic Data, Direction
— Speed Dynamic Data, Speed

<b>Static</b>
— Confirmation
— Motor on/off

## B.4 Secondary information

<b>Dynamics</b>
— Place of theft

<b>Static</b>
— Owner
— Load
— Passengers
— Circumstances of theft

<b>Object</b>
— VIN

## Annex C (informative)

### Suggestion for a model to be used in Internet communication

The format of all data elements in messages referred to in this annex will be those defined in EN 15213-2 and so any formats and contents shown here should be treated as an illustrative reference only.

The following is an XML representation of a suggestion for a model to be used in Internet Communication:

```
<ELEMENT (starting message, receipt message, follow-up message*).^>
```

```
<!--The ID of the starting message consists of a combination of the identification of the SOC in question with another unique characteristic. For example, in combination with the date and time when the message was drawn up. In this way, the unique character of each starting message is guaranteed.
```

```
The ID of the addressee can consist of part of the so-called 'PL-code', at least the first two positions of this.
```

```
The type indicates that it is a starting message.
```

```
These attributes can be left out if a choice is made for the message ID for including the date and time when the message was drawn up.-- >
```

```
<ELEMENT starting message (missing object, determining location)>
```

```
<!--Formats:
```

```
ID an..35
```

```
ID addressee an..35
```

```
type of message n2 chart: see list with attribute
```

```
date sent n8
```

```
time sent n4
```

```
-->
```

```
<!ATTLIST starting message ID object CDATA #REQUIRED
```

```
ID addressee CDATA #REQUIRED
```

```
Type CDATA #REQUIRED
```

```
Date sent CDATA #REQUIRED
```

```
Time sent CDATA #REQUIRED>
```

```
<!--The significance of the receipt message is to acknowledge that the starting message has been properly received and processed. The ID of the receipt message consists of the ID of the starting message. The combination with the indication
```

of the type of message as 'receipt message' makes it significant as such to the original sender of the starting message.

Date when sent and time when sent represent the time when the message was drawn up.

-->

<!ELEMENT receipt message (#PCDATA)>

<!--Formats:

(see starting message)- - >

<!ATTLIST receipt message ID object CDATA #REQUIRED

ID addressee CDATA #REQUIRED

TYPE CDATA #REQUIRED

Date sent CDATA #REQUIRED

Time sent CDATA #REQUIRED>

<!--The follow-up message is intended to send the up-to-date data of the location of the vehicle being tracked to the police. The ID of this message is composed of the ID of the original starting message. The indication of the type 'follow-up message' and the combination of date and time make it a uniquely identifiable message, provided that the time includes seconds as well.-- >

<!ELEMENT follow-up message (determination of location)>

<!--Formats:

(see starting message)-- >

<!ATTLIST follow-up message ID object CDATA #REQUIRED

ID addressee CDATA #REQUIRED

Type CDATA #REQUIRED

Date sent CDATA #REQUIRED

Time sent CDATA #REQUIRED>

<!--This element contains a collection of characteristics which can serve, in the first place, to make it possible to identify the vehicle for purposes of investigation and, in the second place, actually establish the identity of the vehicle.

The ID of the object in this context is usually the registration number, and if possible, combined with the vehicle identification number, as far as motor vehicles are concerned.

In the case of a trailer, this is often a registration sign which is different to the one on the vehicle.

The vehicle identification number makes a more reliable identification of the vehicle possible, compared with the registration number. Yet this VIN has a clearly lesser significance when police is in pursuit. As the exact position of the vehicle is known, in theory, for purposes of localising it, law enforcement officers will be able to identify the vehicle from the description of the vehicle. Make, type and colour shall be able to provide sufficient information for this purpose. After stopping the vehicle the VIN can be of great value for the final identification.

- - >

<!ELEMENT missing object (permanent features, up-to-date features\*)>

<!-- By ID object is meant here the registration number or registration sign.

Format

ID an..35-- >

<!ATTLIST missing object ID object CDATA #REQUIRED>

<!--The data relating to determining the location are intended for establishing the position of the vehicle which has to be tracked. A collection of attributes has been selected which enables the police to be informed about the location of the vehicle, irrespective of whether they have a GIS at their disposal. Preference is given, however, to application of the coordinates. If that is the case (after the transfer of the x-y coordinates, the deployment by the police is given considerably better support, provided that they have a GIS at their disposal. If they do not have a GIS, then the other attributes shall provide the necessary information about the position of the vehicle. In the indication of roads, this could be an indication of national and provincial roads.

The direction in which the vehicle is travelling is indicated with the directions of compass

The speed is given in kilometres per hour.-- >

<!ELEMENT determining of location(#PCDATA)>

<!--Formats:

name of town an..24 chart:PTT list of names of towns

x-coordinate an..30

y-coordinate.an..30

indication of road an..35

street name an..35

Direction in which vehicle is travelling n2 chart:???

Speed n..3 (in km/hour)

- - >

<!ATTLIST determination of location x-coordinate CDATA #IMPLIED

y-coordinate CDATA #IMPLIED

name of town CDATA #IMPLIED

street name CDATA #IMPLIED

direction of travelling CDATA #IMPLIED

speed CDATA #IMPLIED>

<!-- Permanent features in this connection are properties which are more or less invariable. It is not possible, for example, to convert a passenger car into an estate car in a trice.

The option for permanent features is partly based upon the impossibilities and possibilities connected with the initial registration of objects with the SOCs.-->

<!ELEMENT permanent features (#PCDATA)>

<!-- Formats:

colour n2 chart: Colour of motor vehicle established by the RDW (TOO11)

type an..35

make an..35

category n2 chart: see list with attribute

other an..35-- >

<!ATTLIST permanent features colour CDATA #REQUIRED

type CDATA #IMPLIED

make CDATA #REQUIRED

other CDATA #IMPLIED

kind (passenger car /lorry/trailer/other/semi-trailer)

#REQUIRED>

<!-- This collection of data offers the police the possibility of attuning the deployment to the actual situation of the vehicle and the load and/or passengers, if any.

Up-to-date features will not part of the registration of the object with the SOCs.

Features of this kind will not usually be known until there is a dialogue between the owner of a stolen vehicle and a SOC. The staff of the SOCs shall, therefore, expressly ask for these.

Passengers:

The present situation as regards the passengers of a missing vehicle is important for the police in determining how they are to be deployed. Passengers means other persons than the thieve(s).

Load:

In the section on load an indication can be given of whether, and if there is one, what load there is in the vehicle. In the case of a lorry or trailer, this can also influence the manner in which the police organise the manner in which they are to be deployed. That could be the case where there is a dangerous load or something similar.-- >

<!ELEMENT up-to-date features (#PCDATA)>

<!--FORMATS:

passengers an..70

load an..70-- >

<!ATTLIST up-to-date features passengers CDATA #IMPLIED

Load CDATA #IMPLIED>



## Bibliography

- [1] EN 15213-2, *Intelligent transport systems — After-theft systems for the recovery of stolen vehicles — Part 2: Common status message elements*
- [2] 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*
- [3] 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*
- [4] CEN/TS 15213-6,<sup>2)</sup> *Road transport and traffic telematics — After-theft systems for the recovery of stolen vehicles — Part 6: Test procedures*
- [5] ECE R97.01
- [6] UTE C 70-201; EMC - Part 1 (transmission)
- [7] UTE C 70-202; EMC -Part 2 (immunity)
- [8] EU 95/54; *Automotive type approval for 4 wheeled vehicles*
- [9] VSIB Code of Practice (UK)
- [10] Data protection principles, Council of Europe Convention, January 28<sup>th</sup> 1981
- [11] Recommendation R(87)15 of the Committee of Ministers of the Council of Europe, September 17<sup>th</sup> 1987

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2) 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.





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