

Report

Deliverable 1.3.1 *Report on resource requirements and organisational/legal form for the common European ID Registration Repository (IDRR)*

Deliverable 1.3.2 *Common ID Registration Repository set up between participating Member States*

Deliverable 1.3.3 *Management support structure for the common ID Registration Repository set up, that allows its extension to other and potentially all Member States even those that are yet to set up an IDRO*

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List of abbreviations

Abbreviation	Definition
CPO	Charge Point Operator
EC	European Commission
EVSE ID	Electric Vehicle Supply Equipment ID
EMAID	E-Mobility Account Identifier
IDRO	ID Registration Organisation
IDRR	ID Registration Repository
MSP	Mobility Service Provider

1 Introduction

IDs for CPOs, MSPs and Location Owners – a subcategory of CPOs – are maintained by ID Registration Organisation (IDROs) under the responsibility of national governments. To support these IDROs and to facilitate market companies finding and obtaining IDs, the EU under the IDACS project calls for the set-up of a central ID Registration Repository (IDRR).

This document describes the conception of an IDRR, providing specific information about its set-up. Practically, this covers Deliverables 1.3.1 (Organisation of IDRR), 1.3.2 (Set up of IDRR) and 1.3.3 (Management Support Structure for common IDRR) of the IDACS project.

Goals of the ID Registration Repository (IDRR)

The IDRR has multiple purposes, which can be summarised as follows:

- Act as entrance/portal for electro-mobility companies and organisations which need to obtain an IDs for MSPs, CPOs and Location owners. In addition, the IDRR is a central point of information for all kind of aspects related to the IDs codes and the search of the adequate national IDRO.
- Support and coordinate at European level national IDROs with their activities.
- Offer IDRO functionalities to Member States who might not have yet their own IDRO.
- Ensuring long-term sustainable ID management.

Target group

The purpose and role of both the IDRO and the IDRR is primarily related to B2B purposes. Companies and organisations that are active or want to become active in the EV charging market can get information and IDs. Published information and ways of communication for both the IDRO and the IDRR should be attuned to this B2B target group.

2 Functions of the IDRR

As result of the aforementioned goals several functions are identified. In order to get a comprehensive overview and easy comparison between the IDRO and IDRR functions, the following table provides a concise comparative:

	Function	IDRO (National)	IDRR (EU level)
1	ID Registration (5 characters)	√	
2	ID Maintenance (changes between owners, deletions)	√	
3	National information about how to use IDs	√	
4	EU/international portal for general information about IDs and IDROs		√
5	General information about purpose and usage of IDs and cost, including support for companies and organisations	√	√
6	Manage IDs on behalf of countries who do not have their own IDRO	√*	√
7	National overview of all submitted IDs	√	
8	Overview of all national IDROs, contact details and their websites		√
9	Link to the national ID overviews		√
10	Contact for EU about ID questions and issues		√
11	Manage Community of IDROs		√

* = on request of governments other IDROs can and may manage IDs for other countries during a specific time until the Member State who does not have an IDRO establishes one.

Table 1: Functions of IDRO

Each function of the IDRR is described in the following paragraphs. The functions of the IDRO are described in Deliverables 1.2.1 and 1.2.2 of the IDACS project.

2.1 EU international portal for general information about IDs and IDROs

This is one of the main roles of the IDRR. The IDRR should act as central entry point for organisations that want to be active in the EV charging market. Moreover, the roles of national IDROs should be explained as well as the EU context and cooperation between IDROs.

2.2 General information about purpose and usage of IDs and costs, including support for companies and organisations (helpdesk)

The IDRR should explain the general purpose of IDs, providing an overview of the possible costs that are involved. However, the specific costs of each IDRO will be displayed in their corresponding website at national level, for which the IDRR should display and provide the proper link. Therefore, the IDRR would convey a high level view that the national IDRO would take to the required level of details.,

2.3 Manage IDs on behalf of countries who do not have their own IDRO

There are situations where an EU country does not have an own IDRO yet. This can be because of the following reasons:

- Not enough demand for IDs to set up own IDRO
- Country too small to have own IDRO

- The process of setting up an IDRO is planned but not yet finished – this is a temporarily situation where a country cannot yet offer own IDs via own national IDRO.

In these situations, there are two possibilities:

1. An IDRO is asked to manage national IDs on behalf of this country. An IDRO cannot be forced to do submit services for other countries.
2. IDRR is asked to manage IDs on behalf of a country. If there are no IDROs who want to support a country, the IDRR must offer this.

A request for offering IDs via another IDRO or via the IDRR must always be done via a national government. This way the execution of this task will stay under the countries'/government's responsibility.

It is important to remark that this set-up, as well as the enforceability of a national IDRO, is conditioned to the evolution of European legislation, in particular, the revision of the Alternative Fuels Infrastructure Directive (AFID) also known as the forthcoming Alternative Fuel Infrastructure Regulation (AFIR).

2.4 Overview of all national IDROs, contact details and their websites

The IDRR maintains an overview of all IDROs in Europe, their contact details and link to their websites. This overview must also be freely accessible through the web portal of the IDRR.

2.5 Link to the national ID registers

Besides the contact information of national IDROs also a direct link to the national ID registers must be provided via the web portal of the IDRR, in order for all interested parties to be able to directly check/verify whether a certain ID is still available or to whom it belongs.

2.6 Contact for EU about ID questions and issues

The IDRR is the central contact for the EU about general ID-related questions. Specific issues on issuing of IDs or questions at technical level should fall under the remit of the national IDROs. Thus, the IDRR would play a key role as facilitator of solutions between different companies and Member States.

2.7 Manage Community of IDROs

The IDRR should also unite the individual IDROs through community management.

Purpose of this community role is to:

- Share information between IDROs
- Share and discuss experiences related to ID and ID management with IDROs to improve services
- Share and discuss questions and issues from users (CPOs, MSPs, Location owners) with IDROs
- Share and discuss market developments with IDROs e.g., related to syntaxes/format of IDs, security features, different usage or new types of users of IDs.

3 IDRR organisation

During the elaboration of this document, several set-ups of the IDRR were drafted and discussed as can be seen in the overview of Figure 1 below. At the moment of finalising this document, half of the IDROs are operational, therefore, it would not justify the set-up or enabling of an independent IDRR. Next to that, the Alternative Fuel Infrastructure Directive (AFID) is being revised which could lead to the obligation to Member States of setting up an IDRO, which would require additional time until there is a common European layer that would lead to the creation of the IDRR. Moreover, experience with the IDRR is necessary to be able to evaluate its functioning and possibly adjust its set-up. Therefore, it was agreed that flexibility is essential and, thus, the set-up of an IDRR light (Variation 2) was preferred including a long-term vision, which will be described in deliverable 1.4.

Hence, the IDRR light (Variation 2) is the starting point and set-up of the IDACS project. Depending on the developments the coming years, this could grow to a set-up with a fully operational IDRR management organisation.

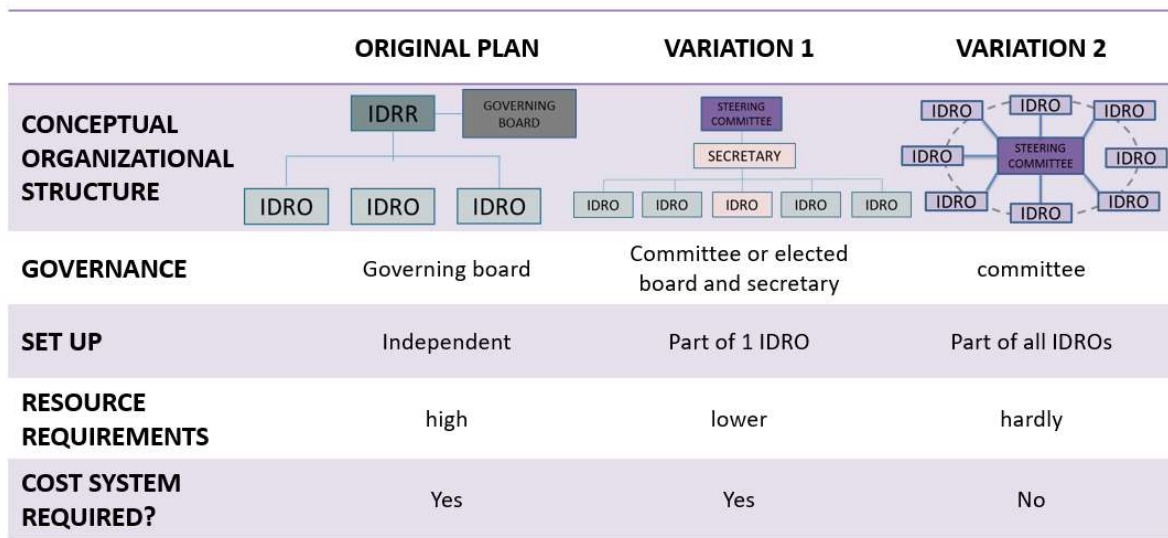


Figure 2: IDRR organisation – Overview of proposed set ups

3.1 IDRR light

3.1.1 Tasks

The IDRR will perform two main tasks:

1. Present an overview and basic information about IDs and the IDROs
2. Manage discussions and possible needed changes of activities done by the IDROs, as far as this is limited to situations where EU-wide alignment is needed (e.g. change in format of IDs or way to use it).

In chapter 2.3 is stated the IDRR should be able to manage IDs on behalf of a Member State without an own IDRO. If there are no IDROs who want to fulfil this role for the other Member State, the IDRR must offer this.

At this moment in time (May 2021) the IDROs of Austria and the Benelux are able to manage national IDs temporarily on behalf of another Member State. Therefore, this task is not included in the tasks of the IDRR light.

3.1.2 Management Support Structure

The IDRR will be formed by the operational IDROs who will all be part of the IDRR Steering Committee. The IDRR will have its own IDRR portal.

This portal will be set up by the IDACS project and will contain information about:

- the concept of IDs including the agreed format
- the general rules about how and where IDs can be used
- the IDROs with overview and links to these individual IDROs and their registers

The portal will be hosted by one of IDROs and will be accessible through its own URL. The organisation that will set up this IDRR portal will also be responsible to maintain and update the information. Contact details of all IDROs will be listed to answer any specific questions. Several Member States indicated that their IDROs are able to set up and host the EU IDRR Portal.

The Consortium has ultimately decided the Benelux IDRO will host this portal corresponding to the 'IDRR light' concept.

3.1.3 IDRR Steering Committee

The Steering Committee will consist of one representative of each Member State that has an operational IDRO. Biannual (remote) meetings will be organised to evaluate experiences, discuss the developments and possible issues and, if necessary, changes, concerning the IDRR activities or the ID format and the usage of IDs.

The IDRO representatives in the Steering Committee will agree on a procedure for a rotating board with (alternating) chair and secretary to lead the meetings and activities. This will be decided in the first meeting of the Steering Committee, as well as a working cooperation structure. This working cooperation structure will describe e.g., the decision-making process. The procedures and working cooperation structure will be drafted in a 'Terms of Reference' and agreed upon the next meeting. The first meeting will be chaired by the coordinator of the IDACS project. Moreover, discussions will take place concerning for example participation of non-EU operational IDROs in the IDRR Steering Committee and any other relevant business.

3.1.4 Tasks IDRO versus IDRR

The IDRR will start without active daily management. Consequently, the IDROs will take responsibility to also inform their customers/visitors about usage of IDs in international context and refer to the IDRR web portal and other IDRO websites. In addition, IDROs can still be requested to support other countries and manage the IDs on behalf of these countries. As this is based on bilateral agreement it cannot be enforced. If no agreement can be made countries can check via the IDRR who can support them. An overview of IDROs that are willing to execute IDRO tasks for other Member States on bilateral agreement should be provided.

3.1.5 Financing

The IDRR light will not require any additional financing. The necessary resources e.g., for the web portal will be limited and the Steering Committee meetings can be done remotely and participation will be financed by each IDRO.

3.2 Beyond IDACS

The next steps, future set up and organisation of the IDRR depends on developments at EU level (e.g., experience with the IDRR, the revised AFID, number of operational IDROs). Next to that, a relevant question will be who will manage the ID formats in the future. For the market it is crucial that this format and agreed ways to use it will not limit the activities of CPOs and MSPs or other market parties.

The growth to an active IDRR with separate management organisation would require budget and resources. Furthermore, the experiences of the current set up of the IDRR will be important lessons for a future more mature IDRR. However, it remains to be seen whether such an evolution is necessary.

Deliverable 1.4 will take these issues into consideration.