

Report

Deliverable 1.4.1 *Report on requirements necessary to extend the approach of a common ID Registration Repository to all Member States*

Deliverable 1.4.2 *Report with options for an institutional structure and support for the IT operations – beyond the period for this PSA, including funding mechanisms*

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Table of contents

List of abbreviations.....	3
1 Introduction	4
2 Purpose	4
3 Methodology	4
4 Resource requirements IDRO and IDRR	5
4.1 Resource requirements IDROs.....	5
4.1.1 Expected yearly submitted number of IDs.....	5
4.1.2 Collaboration in IDRO set-up.....	5
4.1.3 Legal and governance structure of the IDRO	6
4.1.4 Resources, roles, responsibilities and competence/skills	6
4.1.5 Funding and financing of an IDRO.....	7
4.1.6 Support to other Member States for the set-up and maintenance	7
4.1.7 Contact between IDRO and the CPOs and MSPs.....	7
4.2 Resource requirements IDRR	8
4.2.1 IDRR web portal	8
4.2.2 Management support structure.....	8
5 IDRR: options for an institutional structure	9
5.1 Functions of the IDRR	9
5.2 Variations of IDRR Governance models.....	9
5.3 Evolution of the IDRR.....	10
5.4 Cost, fees and funding	11
5.5 Continuity of IDRR	11
5.6 Involvement of IDRO and IDRR towards stakeholders and the market.....	13
5.7 Connection with the EU	13
6 Extend the approach of the IDRR to all Member States	14
6.1 Support by the IDRR.....	14
6.2 Entry of new established IDRO to the IDRR.....	14
6.3 Communication	14

List of abbreviations

AFID	Alternative Fuel Infrastructure Directive
AFIR	Alternative Fuel Infrastructure Regulation
CPO	Charge Point Operators
EC	European Commission
EAFO	European Alternative Fuel Observatory
IDRO	Identification Registration Organization
IDRR	Identification Registration Repository
JRC	Joint Research Centre
MSP	Mobility Service Providers
NAP	National Access Point
FTE	Full-time equivalent

1 Introduction

The Programme Support Action ID and Data collection for Sustainable fuels (PSA IDACS) aims to support the set-up of ID Registration Organizations (IDROs) and provide data on alternative fuels through the National Access Points (NAPs) in all participating Member States. The IDROs need to maintain the ID registration for Charge Point Operators (CPOs) and Mobility Service Providers (MSPs) with a unique ID for each organization. These IDs issued by the IDROs are used by CPOs and MSPs to identify charge contracts and charge stations. The use of the unique IDs supports the cross-border use of charge stations by EV drivers, as it enables domestic and foreign ad hoc payments. More information about this can be found in deliverable 1.1 and 1.2.

A total of 15 Member States participate in the PSA IDACS: Austria, Belgium, Croatia, Czech Republic, France, Germany, Greece, Hungary, Poland, Portugal, The Netherlands, Lithuania, Luxembourg, Slovenia and Spain. The UK does not officially participate; they ensure the IDACS project and are aligned with the decisions taken.

According to the goals of the PSA IDACS, the national IDROs are expected to collaborate at EU level via an ID Registration Repository (IDRR). The IDRR is expected to provide relevant and coordinated information at EU level on IDs, access to national ID registers and ID requests, amongst other possible features. It supports national IDROs with their activities and ensures long-term sustainable ID management.

2 Purpose

The purpose of this document is to outline the path for the sustainability and continuity of the ID registration system after the PSA IDACS has finished, both on the national level of the IDROs and the European level of the IDRR. The document will present the results of the following topics and tasks of activity 1.4:

- Information about how existing IDROs and the IDRR are setup by the PSA IDACS project members, which can be used as example for other/new IDROs.
- Options for an institutional structure and support for IDRO and IDRR.
- Requirements of the IDRR to extend the approach to all Member States.

The topics as described in this document result in the combined deliverable 1.4.1 and 1.4.2. Furthermore, this document refers to Deliverables 1.2.1 and 1.2.2 set-up of IDROs and 1.3.1, 1.3.2 and 1.3.3 on the set-up and management structure of the IDRR.

3 Methodology

To formulate a proposal on the requirements how to extend the approach of a common IDRR to all Member States, in first place, it provides an insight in the set-up and management of the IDROs and IDRR. Next to that, the resource requirements of the Consortium members were researched via a questionnaire. The results of this research are presented in chapter 4 and can be used as example for other Member States.

These taken resource requirements into account, options for an institutional structure and support beyond the PSA IDACS have been discussed by the Consortium and presented in chapter 5. Finally, in chapter 6, the Consortium presents a proposal on the requirements to extend the approach of a common IDRR to all Member States.

4 Resource requirements IDRO and IDRR

Almost all IDROs are organized on a national level (except for the Benelux IDRO). Due to this national approach, differences in set-up occur. To gain better insight in the resource requirements of these IDROs different topics were researched:

- Number of submitted IDs
- Collaboration forms
- Legal and governance structure
- Roles and responsibilities
- Funding and financing
- Support to other Member States
- Interaction with market players (CPO and MSP)

An analysis on the research results is presented in §4.1. In §4.2 a reflection is written on the resource requirements as stated in Deliverable 1.3.1.

4.1 Resource requirements IDROs

Before it is explained how the different IDROs are set-up, it is relevant to gain insight in the forecasted number of yearly registered IDs as this will have its impact on the needed effort and resources of the IDRO.

4.1.1 Expected yearly submitted number of IDs

Most IDROs forecast to issue between 10 and 40 ID requests per year in total for both CPOs and MSPs; only one IDRO forecasts 120 IDs per year. The number of IDs that will be requested can be unpredictable, as IDs can be used in different Member States and the market is continuously developing. The number of ID requests will be significantly more during the first years of an IDRO and slow down afterwards, as the majority will already have an ID and only new CPOs and MSPs need to request an ID-code.

A few developments should be taken into account, regarding the expected yearly amount of IDs:

- As IDs from a certain Member State can also be used in other Member States, it is possible that there is no longer a need to request an ID in a specific Member State.
- If each city has its own operator or acts as its own operator (e.g. in Germany and France), the number of IDs can be significantly higher.
- More and more new parties will become active in the e-mobility market and due to the economy of sharing, the amount of semi-public poles (e.g. for clients of supermarkets, or restaurants) will also grow considerably.
- The market of CPOs and MSPs is still emerging in many countries. New CPOs and MSPs are being established, which results in more requested IDs on short term.
- Over the last years several CPOs and MSPs have been taken over by other companies which results in a more consolidated market with less market players. On the long term this can have an effect on the amount of requested and maintained IDs.

As a result the workload of an IDRO should be reassessed regularly. It was agreed this should be a recurring agenda item during the IDRR Steering Committee meetings.

4.1.2 Collaboration in IDRO set-up

It is possible that two or more Member States work together to set-up and organise the IDRO. Currently, only the Benelux Member States (Belgium, Netherlands and Luxembourg) are

collaborating in this way. All other participating Member States have set-up and currently manage their own IDRO.

Collaboration can be interesting for the following reasons:

- Knowledge of ID and ID management can be organised collectively.
- Resources for managing and issuing the IDs can be shared and thus limited.
- There can be Member States where the expected amount of IDs is so limited, it is not beneficial to set-up an own IDRO.
- It can be an intermediate situation for Member States that do not yet have their own IDRO but already want to support the CPOs and MSPs.

Reasons why Member States manage the IDRO by themselves are:

- As the IDRO is a national governmental responsibility, it is less complex then collaborating with other Member States and create an official legal agreement for the collaboration.
- When the (potential) number of ID registrations in a Member State is so large that a national IDRO gives more value to the market.
- A positive financial business case for a national IDRO due to a large (potential) number of ID registrations.
- It can be more convenient to keep communication in their native language to support the market (besides English).
- When the IT-system of an IDRO is linked to the taxonomy system and/or to the National Access Point, e.g. in Greece and Poland.

4.1.3 Legal and governance structure of the IDRO

Three out of fifteen participating Member States have subcontracted the IDRO activity to an external organization (Germany, France and Greece). Germany has mandated the activity to their association for Energy and Water Industries (BDEW) and Greece subcontracted it to a public company. France has mandated the IDRO activity by a ministerial decree for a renewable term of 5 years to AFIREV. Using a mandate with a renewable term can be a good way to operate the IDRO via an external organization.

The legal base of the IDRO varies between the Member States. There are Member States that made it part of regulations and laws related to their Alternative Fuels Infrastructure policy framework. In addition, there are also Member States that simply make use of a decree by a transport-related Ministry.

4.1.4 Resources, roles, responsibilities and competence/skills

Most IDROs have one or two persons partially available, often this is not more than 1 FTE on a yearly base in total.

Once a system for registration and maintenance of IDs has been set-up, the actual effort of registration is quite limited; probably not more than 2 to 4 hours a week. However, questions will be asked that require answers, billing needs to be managed and contact with the applicants and stakeholders requires time. So even though registration activities will not require a lot of time from a net perspective, these related issues will require availability and time of the persons responsible for the IDRO activities.

Most of the effort is done by operational staff, supported by IT specialists for the automation of processes and maintenance of the website and system(s). However, as mentioned before, the workload should be reassessed regularly. A proposal is to discuss this topic on a regular basis during IDRR Steering Committee meetings.

4.1.5 Funding and financing of an IDRO

Based on the results obtained as part of the project, Member States have invested approximately 25.000 to 35.000 Euro on IT and related infrastructure for setting up their IDRO. In exceptional situations when public procurement is needed these costs are higher and can be up to 100.000 Euro. Occasionally, the set-up of the IDRO is also combined with other EV related activities like the introduction of the National Access Point (NAP) or the implementation of legislation (e.g. from AFID), which makes a specific indication of the costs more complex.

In terms of automation, the level differs per Member State. Most Member States have approximately 60 to 90% of their IDRO processes automated.

Cost covering fees

Currently 9 of the 15 Member States that are part of the IDACS project charge no fee for the registration and maintenance of IDs. A cost covering fee is allowed by the EU, however, national regulations can enforce that no cost shall apply for this kind of activities. In these situations the cost are covered via federal/state budget.

The Member States that do levy a cost covering fee (Benelux, France and Germany), often divide this fee into a registration and yearly fee. One time registration fees are approximately 100 Euro and yearly fees are between 50 and 90 Euro. Another option applied by France is to levy a cost covering fee for three years (200 Euro).

4.1.6 Support to other Member States for the set-up and maintenance

The majority of the IDACS project members are willing to give advice to other Member States who do not yet have an IDRO. During the project Member States developed awareness for the need and understanding of the concept of an IDRO. Moreover, each of the Member States also developed knowledge and experience in setting-up and operating an IDRO. Member States are willing to forward their knowledge to other Member States. As a result of the PSA IDACS a lot of documentation on the ID format and the IDRO set-up is available (check the deliverables of 1.1 and 1.2). Member States interested in setting-up an IDRO are advised to take notice of these documents.

Furthermore, the IDROs of Austria, Hungary, Portugal and the Benelux are willing to offer ID registration activities upon request on behalf of another Member State that does not yet have an IDRO. As this will have impact on the resources and costs of these IDROs, agreements should be made between the Member States. This can either be a temporarily situation or it can result in Member States working together as one IDRO (e.g. like IDRO Benelux).

4.1.7 Contact between IDRO and the CPOs and MSPs

The EV market is emerging rapidly with influences from standardization bodies, national and international (EU) regulations, and of course the market itself. IDROs and the IDRR support this market in the ID registration and maintenance. For these reasons, it is valuable for the IDROs to stay in touch with their customers - the CPOs and MSPs - regarding market developments and more specifically about the use and usability of the IDs. Within the timeframe of the PSA IDACS the Consortium agreed on a specific ID syntax and rules how to use it in good consultation with the market. However, future market developments could require e.g. a change to the syntax or the way it is issued and/or used.

The IDROs that are part of the IDACS project all acknowledge the need to stay in touch with the CPOs and MSPs. They do this in many different ways, e.g.:

- via national and regional representatives (e.g. at foundations or communities of CPOs and MSPs);
- via annual surveys;

- via workshops, online meetings and branch meetings that can either be initiated by the IDRO, the market itself or by other organizations (e.g. national bodies, government departments);
- in situations with a small number of CPOs and MSPs there can be direct one-on-one contact with these organizations.

4.2 Resource requirements IDRR

As stated in the Deliverable 1.3.2. the IDACS Consortium has decided to start with a light version of the ID Registration Repository (IDRR) organization.

The *IDRR Light* will execute 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).

4.2.1 IDRR web portal

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 web 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 (IDRO Benelux) and will be accessible through its own URL (www.emobility-idrr.eu). The IDRO Benelux will also be responsible to maintain and update the information.

The IDRR webpage is developed as part of the website of the IDRO Benelux, which entails considerably less costs than building an own website. The IDRR webpage is managed by the team that is also managing the IDRO Benelux. It was estimated that managing the IDRR webpage will cost approximately 4 hours per month.

4.2.2 Management support structure

The management support structure of the IDRR is formed by the Steering Committee of the IDRR. The Steering Committee will consist of one representative of each operational IDRO. The European Commission (DG MOVE) will also be invited to attend these meetings. Bi-annual (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 meetings will be held virtually and organized by the assigned chairman/chairwoman and secretary. During the first meeting of the IDRR, the first chair will be decided upon. Organizing these events, including wrap up is expected to approximately cost 40 hours-work per meeting. Besides, each IDRO will spend approximately 12 hours of work on preparation, attending and dissemination of the outcomes of the Steering Committee Meeting.

More information about the IDRR Light is described in Deliverable 1.3.3 IDRR set-up.

5 IDRR: options for an institutional structure

During the IDACS project the IDRR Steering Committee will be established in the last quarter of 2021, and supported by its webpage at www.emobility-idrr.eu. As elaborated in previous deliverables 1.3.1, 1.3.2 and 1.3.3. this is a 'light solution'. Based on the resource requirements mapped in the previous chapter, options for future institutional and funding structures of the IDRR and its relation with the IDROs are described in this chapter.

The institutional structure of the IDROs is described extensively in Deliverables 1.2.1 and 1.2.2.

5.1 Functions of the IDRR

On EU level the IDRR which will be set-up, acts as an overarching repository for the IDROs and a central portal for CPOs and MSPs to find information about IDs and links to individual IDROs. As stated in Deliverable 1.3 and the Grant Agreement, the Member States and the European Commission agreed that the IDRR should at least support the following functions:

1. Searching existing ID-codes and finding contact-details related to the ID-code (respecting the provisions of the General Data Protection Regulation). For this purpose, the IDs in use in the different countries will be synchronised when IDs are issued or changed via national IDROs;
2. Requesting the allocation of new ID-codes via national IDROs (for example to avoid duplicates, but also to avoid that the same code is issued at the same time, by different national IDROs);
3. Uploading new ID-codes and the relevant metadata that have been assigned after the validation check.

These functions are taken into account with the set-up of the IDRR by the Consortium and are further described in deliverable 1.3.1, 1.3.2 and 1.3.3.

5.2 Variations of IDRR Governance models

Noticing the functionalities stated in §5.1, an IDRR can be set-up in different ways each with a different governance model. The Consortium appointed three different IDRR-models: the original ambition, variation 1 and variation 2.

The original ambition envisaged an independent IDRR organization with an IT-system/website that covers the functions as stated in §5.1. This would require many resources and cost that are not in proportion to the value added. Therefore, the Consortium discussed alternative IDRR models which could also execute the tasks of the IDRR, only with less resources. Besides the original ambition, two more IDRR-models were added as option for set-up: a model where the IDRR is part of one IDRO (variation 1) and the IDRR as part of all IDROs (variation 2).

Original ambition: Independent IDRR

- In this situation the IDRR is operating as a full independent organization.
- It has its own governing board and daily operational management with own staff.
- The individual IDROs are connected to this organization for support and data exchange.
- This IDRR has its own profit and loss responsibility.

Variation 1: Part of one IDRO

- This IDRR is managed by one IDRO who is willing to take this role and who is appointed by the other IDROs to manage the IDRR.
- It has a Steering Committee or elected Board and separate Secretary. The Secretary can be 'delivered' by the managing IDRO.

- The individual IDROs are connected to this organization for support and data exchange but do not need to be part of the Steering Committee.
- As the IDRR is using its own system, it can be transferred to another IDRO for the daily operations with limited effort.
- The required cost/resources need to be financed by all the IDROs together.

Variation 2: Part of all IDROs

- This IDRR is governed by all IDROs via the IDRR Steering Committee.
- All individual IDROs are represented in and part of the Steering Committee.
- The IDRR is executed by one of the IDROs which is managing the web portal of the IDRR.
- Although this IDRR has its own webpage, it is part of the IDRO organization which is also doing the daily operations. There is no separate secretary and cost for operations are limited.
- This version is also called IDRO Light.

The figure below gives an overview of the different IDRR models, as was described in deliverable 1.3.




	ORIGINAL AMBITION	VARIATION 1	VARIATION 2
CONCEPTUAL ORGANIZATIONAL STRUCTURE			
GOVERNANCE	Governing board	Committee or elected board and secretary	committee
SET UP	Independent	Part of 1 IDRO	Part of all IDROs
RESOURCE REQUIREMENTS	high	lower	hardly
COST SYSTEM REQUIRED?	Yes	Yes	No

Figure 1: Overview different IDRR models

All three IDRR models support the three main described functions (§3.1). The IDRR Light will do this via references to existing IDROs and links to their ID registers and ID request webpages. While the independent IDRR from the original plan supports these tasks more actively, e.g. by one system which can synchronise ID overviews, offer search functionalities for all IDs and direct application for an ID via one of the connected IDROs. However, the set-up and operational costs of an independent IDRR (original ambition) are at this moment in time not in proportion regarding the added value of the service performed. Therefore, the Consortium decided to start with an IDRR Light (variation 2), with possibility to grow into an independent IDRR. The intermediate variation 1 is not seen as a logic step in between, as it only changes the organisational structure without clear benefits for the execution of the tasks.

5.3 Evolution of the IDRR

In February 2021 the Consortium decided the IDRR should start as an IDRR Light (Variation 2). The IDRR webpage was published in October 2021 and the first Steering Committee was held in May 2022. The Consortium has the desire to first gain experience with this governance model (IDRR Light), and review its functioning on a yearly base before any changes are made to the model.

The annual evaluation could point out reasons to change the IDRR Light-model or changes in EU legislation (AFIR), e.g. if more tasks need to be added, current tasks are expanded, improvement of user-friendliness and/or the efficiency of the daily management. In this context, there could be a preference to grow into (part of) an independent organization as it has more autonomy and stability ((e.g. part of an EU (mandated) institution).

5.4 Cost, fees and funding

The governance model of the IDRR determines the amount of funding and financing necessary. In the case of an IDRR Light, as is proposed, the cost are limited to website set-up, maintenance and organising meetings of the Steering Committee – which is financed by the participating Member States. However, if the IDRR evolves into an independent organization with more tasks, more costs will be involved. These costs could be financed by contributions of the national IDROs and/or by the EC. Therefore, the possibilities of funding mechanisms by the EC should be explored regularly. This could be a recurring agenda item for the IDRR Steering Committee.

The operational costs of an independent IDRR can be funded by annual IDROs fees, calculated on the basis of the budget of the IDRR. Each fee should be proportional to a significant number, e.g: the number of IDs or number of plug-in vehicles in the country/countries covered. This calculation should not have a distorting effect on the way an IDRO manage IDs. Funding the IDRR via a fee from each company requesting an ID is complicated as not all IDROs levy a cost covering fee to their CPOs and MSPs. This could result in an unbalanced way of funding between Member States. Some Member States fear the additional cost for CPOs and MSPs which can be a barrier to enter the market.

The details of the needed amounts and structure for covering the cost for set-up and operations of an independent IDRR requires further analysis, as costs are strongly coherent to choices in the set-up. The following main cost components can be differentiated:

- Set-up of interactive portal/website for CPOs and MSPs to get more information about IDs and with search function to existing IDs.
- Set-up of mechanism for requesting an ID at a specific IDRO via the IDRR portal/website
- Set-up of synchronisation mechanism with ID registers from all individual IDROs
- Maintenance costs of the interactive portal/website
- Resources: director with administrative support
- Communication cost for contact with all stakeholders including the Governing Board

5.5 Continuity of IDRR

The IDRR starts as a Light version in the autumn of 2021. To guarantee the continuity after the IDACS project the following agreements are made:

1. The IDRR will be set-up as a light organization, which can be maintained at minimal costs and with limited resources. In this setup the IDRR will be managed by all IDROs.
2. The IDRR will be managed by a Steering Committee that exist out of a representative of all Member States that have an operational IDRO, where the European Commission will be invited in the role of guest. They will support the IDRR organization, while the IDRR can support the IDROs with knowledge and operational support of the IDRO activities.

The IDRR chair will initiate at least twice a year a (virtual) meeting with the Steering Committee to discuss possible issues, learn from each other and discuss future developments in the EV market that might influence the role and tasks of the IDROs. During these meetings an annual evaluation of the IDRR should be done.

It is likely that when more Member States set-up an IDRO the importance of coordination and support at the EU level increases, both for EV market (incl. but not limited to CPOs and MSPs) and the IDROs.

Combining existing organizations with IDRR role

During Activity 1.3 the IDACS Consortium already investigated the possibility of having the IDRR activities carried out by an existing organization, so that unnecessary overhead cost of a new organization could be avoided. This resulted in the IDRR light set-up at minimal cost.

To create a mature repository with an institutional purpose at EU level it would be reasonable to also add other EV or even alternative fuels tasks stemming from EU legislation. The IDRR would have a unique position as it has direct links with all Member States and IDROs in these Member States. In the future, these tasks could be executed either entirely independent by Member States coordination, or as part of an existing organization, e.g.:

- EAFO (European Alternative Fuel Observatory): portal from the European Commission with multiple data and statistics on the status of alternative fuels infrastructure and vehicles in Europe
 - Pro: existing EU observatory with experience on handling big volumes of data on e-mobility and alternative fuels in general. In addition, ample knowledge of this platform by relevant stakeholders.
 - Con: not equipped yet for active communication with market parties like CPOs and MSPs
- JRC (Joint Research Centre or European Agency): the European Commission's science and knowledge service carries out research in order to provide independent scientific advice and support to EU police.
 - Pro: Could maintain the ID syntax, although JRC is not acknowledged as a standardization body
 - Con: Not equipped yet for interaction with market parties like CPOs and MSPs
- ERTICO: a commercial independent branch organization for companies in the Intelligent Transport Systems market.
 - Pro: familiar with IDs as they formerly operated eMI3 who 'designed' the first ID formats
 - Con: commercial organization managed by members mainly from ITS side and no or very limited number of CPOs and MSPs. Also not official EU organization.

These organizations and platforms are mentioned as possible candidates. Nevertheless, there might be other organizations in Europe that could eventually show a better fit, which have been unknown to the Consortium.

As the functionalities of the more mature IDRR are not determined, it is hard for the Consortium to point out one of these organizations as the perfect match. Although EAFO, as EU organization focused on alternative fuels, and ERTICO, as independent organization, might be a reasonable approach to investigate in case of growing towards an independent IDRR. Importantly, this organization should deal with, and be motivated by, several functions of the same kind in relation with the development of an open common market of charging and e-mobility service in Europe.

When the IDRR Light is not sufficient anymore, an independent IDRR can be an option however further research is needed for the exact format. The Steering Committee of the IDRR will assess annually the current situation of its governance and management model, delivering to the European Commission a short paper on current evolution and further actions or support on this area.

5.6 Involvement of IDRO and IDRR towards stakeholders and the market

Both IDRO and IDRR support the e-mobility market. For their existence it is important to be in touch with the market players and stakeholders on a regular basis. In several Member States there is no branch organization or any representing group of the electric mobility market. If such a representing group does not exist, the IDRO has the possibility to organise meetings and gain insights from the market about IDs and related topics. This can also encourage branch organizations to be set-up.

Also for the IDRR the involvement with the market is important as it is the EU entrance for CPOs and MSPs to information about IDs and links to the IDROs. In the situation of an IDRR Light this market connection occurs through the IDRR web portal and via the connected IDROs from the Member States who are represented as stakeholders in the Steering Committee. The IDRR Light will not organise additional market related activities.

If the IDRR grows towards an independent organization, it is likely that the IDRR will get direct relations with market parties and organizations, besides the relation with the participating IDROs.

5.7 Connection with the EU

The IDRR must have links to the EU and its organizations. The IDROs are indirectly linked to the EU through the IDRR. At this moment it is unclear how the EU foresees this connection and what kind of support they are able and willing to give. The new proposal for a Regulation on Alternative Fuels Infrastructure (AFIR) mandates that Member States shall appoint an Identification Registration Organisation (IDRO). The IDRO shall issue and manage unique identification (ID) codes to identify, at least operators of recharging points and mobility service providers, at the latest one year after the date referred to in Article 24. Consequently, an IDRO shall be established by all Member States.

In this context, the participation as a guest of the European Commission on the IDRR Light Steering Committee represents an opportunity for Member States to transmit their challenges and recommendations on how to continue supporting the development of an open data ecosystem for e-mobility and alternative fuels in general.

In addition, the Consortium proposes to share the written outcomes reached as part of the deliberations of the IDRR Steering Committee, as well as specific recommendations to the European Commission, specifically to DG MOVE and the relevant intelligent transport unit. It is important for the IDRR Steering Committee to interact on a common ground with the EU and to be able to anticipate on new legislation and activities.

6 Extend the approach of the IDRR to all Member States

As can be read in the proposed revision of the Alternative Fuel Infrastructure Regulation (July 2021), the EC requires to set-up national IDROs in all EU Member States. At the end of the PSA IDACS (30 June 2022), all 15 Member States which participated in the PSA IDACS will have established a national IDRO. Member States that did not participate will have to set-up an IDRO within one year from the day the AFIR has entered into force.¹ These Member States can benefit from the work of the IDACS Consortium on the ID format, IDROs and IDRR.

6.1 Support by the IDRR

The IDRR aims to support and coordinate at European level national IDROs with their activities and offer IDRO functionalities to Member States who might not have their own IDRO yet.

Therefore, the current IDRR Light organization will support Member States by giving all kind of information about the reason and purpose of ID and IDROs, how they can be set-up and organised. A website with information will become available via: www.emobility-idrr.eu and includes the contact details from individual IDROs who indicated that they are willing to support other Member States setting up their IDRO.

6.2 Entry of new established IDRO to the IDRR

When new IDROs are established by Member States, these should be able to join the IDRR Steering Committee and be linked to the webpage of the IDRR (www.emobility-idrr.eu). An admission procedure for new IDROs should be defined by the IDRR Steering Committee and this procedure should be made clear on the IDRR webpage.

6.3 Communication

To be found by national governments, CPOs and MSPs the external visibility of IDROs and IDRR is of great importance. This can be via presentations, press releases, a website or social media channels and via internet search engines.

¹ The regulation will enter into force on the twentieth day following on of the publication of the AFIR in the Official Journal of the European Union.