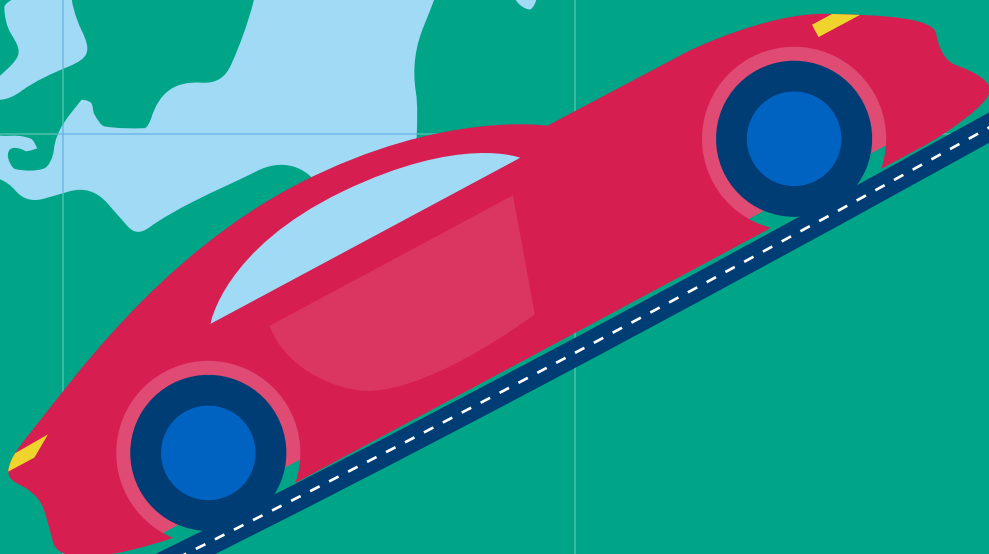




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IDACS

IDACS ID and Data
Collection for Sustainable
fuels in Europe

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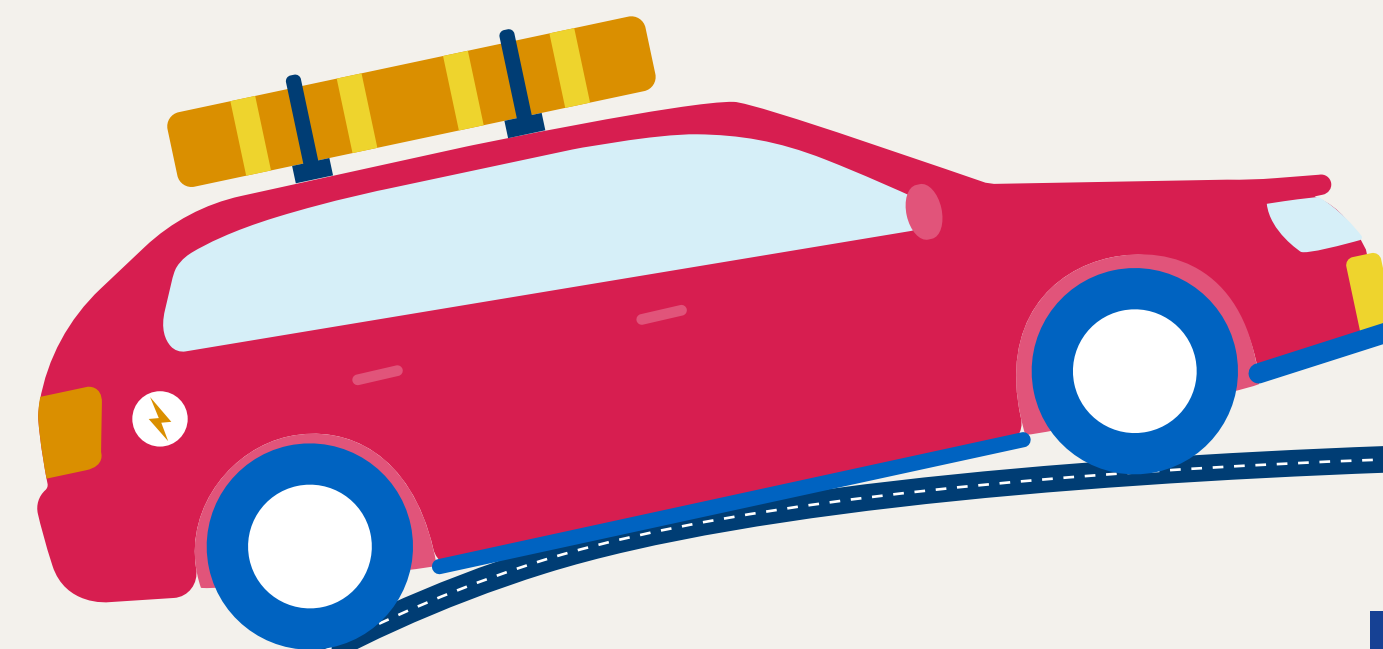
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ID/4CS
ID and Data Collection for Sustainable fuels in Europe



Co-financed by the Connecting Europe Facility of the European Union



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About ID and Data Collection for Sustainable fuels in Europe

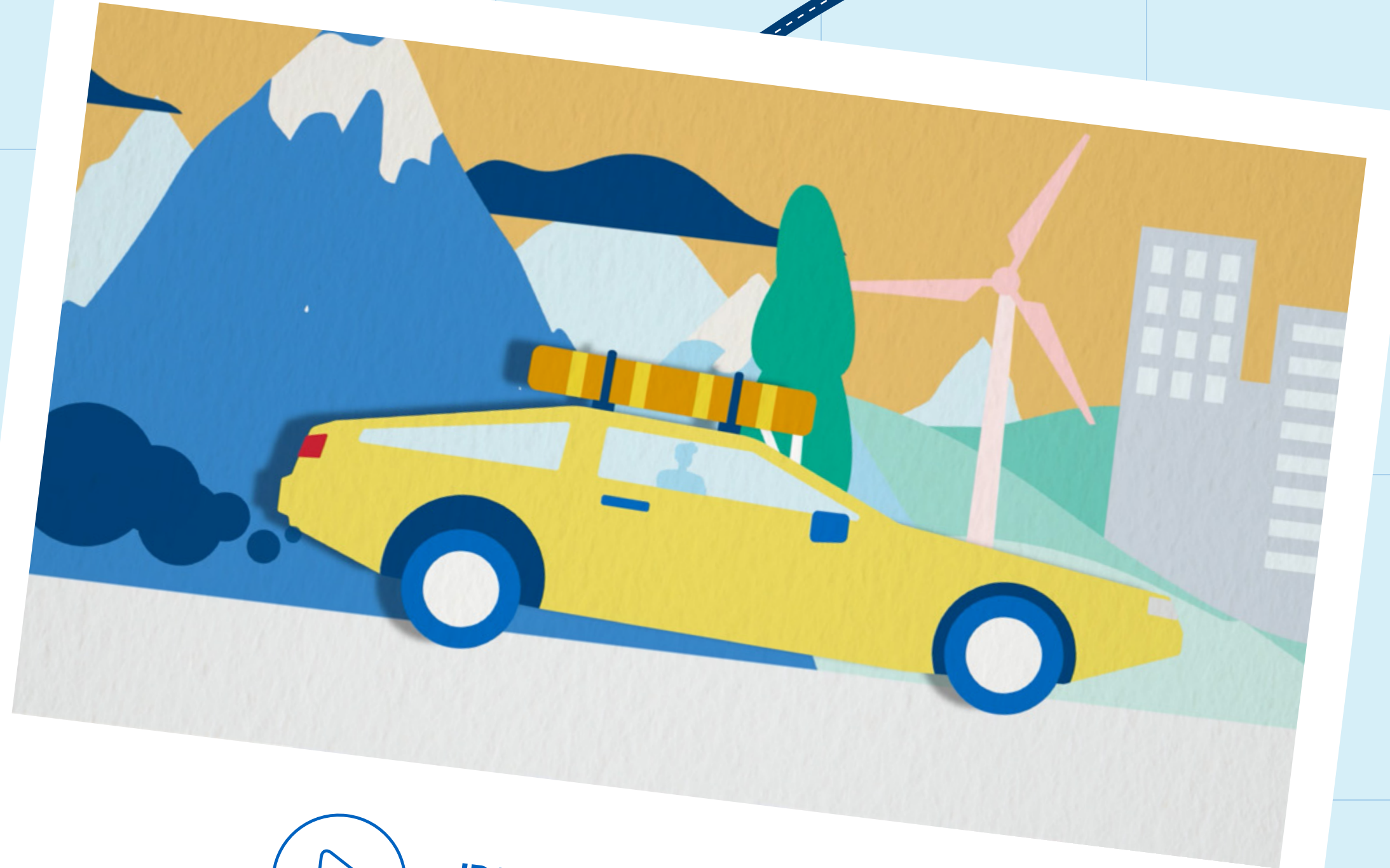
The Programme Support Action (PSA) ID and Data collection for Sustainable Fuels in Europe (IDACS) is a project funded by the Connecting Europe Facility and carried out under the supervision of the Directorate General Move from the European Commission. In 2019, fifteen member states joined forces to support the use of alternative fuels, such as electricity, hydrogen and biofuels, by consumers, through better information provision. The aim was to collect data, e.g. about location and availability, from alternative fuel recharging and refuelling points, and make this data available through the national access points (NAPs). In order to make data collection for electric charging points possible, one part of the project dealt with determining a format for unique e-mobility codes, setting

up ID Registration Organizations (IDROs) in each participating Member States and establish an overarching management structure; the ID Registration Repository (IDRR). Results of the project will be included in the Alternative Fuel Regulation (AFIR). After 3,5 years the project is coming to an end, and our experiences and our findings are presented in this document.

“The works carried out under this Programme Support Action are setting a reference point for the related policy discussions.”

Axel Volkery (during End Event)

Deputy Head of Unit Sustainable and Intelligent Transport Unit, DG MOVE



IDACS in a nutshell

Click on the play button to navigate to the video url



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AFI refers to Alternative Fuel Infrastructure

Alternative Fuels Infrastructure Regulation (AFIR), expected revision of the Alternative Fuel Infrastructure directive (AFID).

The **Charge Point Operator (CPO)** is managing the charge stations and often seen as one entity or one role. As the technical management of a charge station can be quite complex, the role of CPO can be split in Technical CPO (the manufacturer) and the Administrative CPO (the party that is managing the transactions and daily operations). A charge station has only one connection to the operator; because of that the roles are split at the CPO level.

API refers to Application Programming Interface

DATEX II is the electronic language that is used in Europe for exchanging traffic information and traffic data. DATEX II is a way of distributing traffic information and traffic-management information that does not depend on language or presentation format. DATEX II origins from the Intelligent Transport Systems (ITS) directive (2010/40/EU). The Energy Infrastructure release of DATEX II, version 3.0, including the data categories for Alternative Fuels, was adopted by the end of 2021, which caused delays for the development of DATEXII conversion tools.

ECP refers to Electric Charging Points. Collecting data of electric charging points was a mandatory part of the project.

H2 refers to Hydrogen. Collecting data of hydrogen refilling points was mandatory in the project when there were hydrogen stations available.

EV refers to Electric Vehicles

ID Registration Organization (IDRO) issues the first five characters of the e-mobility codes for charge point operators and mobility service providers.

The **ID Registration Repository (IDRR)** is an organizational structure coordinating the functioning of the IDROs. Representatives of all Member States having an IDRO have a seat in the IDRR Steering Committee. The IDRR is managed by a rotating board consisting out of representatives of three Member States of which one chairs the board.

MSP refers to Mobility Service Provider

National Access Point (NAP) is a mechanism for accessing, exchanging and reusing transport related data under delegated acts of the ITS directive (2010/40/EU).

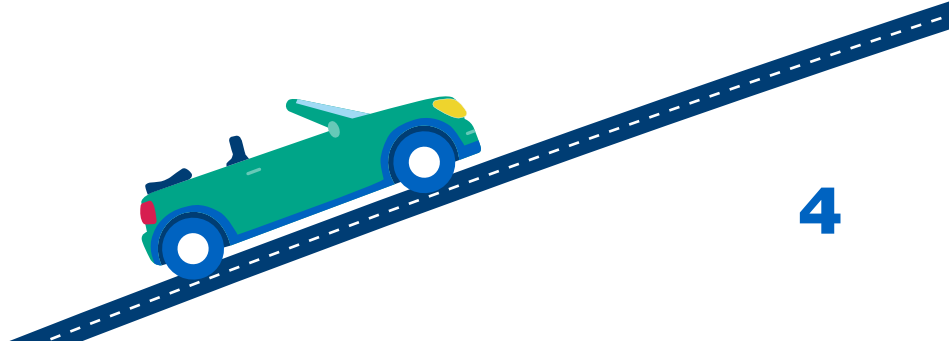
Open Clearing House Protocol (OCHP) enables connections between mobility service providers and charge point operators.

Open Charge Point Interface (OCPI) is a protocol that supports connections between mobility service providers and charge point operators.

Other Fuels referring to CNG, LNG, LPG and highly blended biofuels such as bio diesel and bio ethanol. Collecting the data of the other fuels refilling points was optional in the project.

P2P refers to peer-to-peer connection and is the opposite of platform connection.

PSA refers to Programme Support Action





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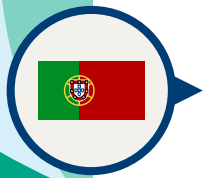
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Expectations

What did partners expect from their participation in the project?



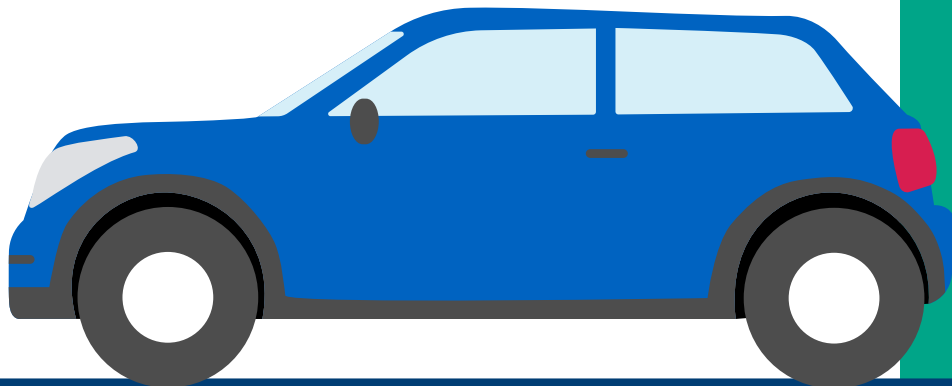
Portugal:

‘We expected to deepen our knowledge of other European electric mobility markets to understand our limitations and how we should overcome them to pursue the ultimate goal of stimulating the use of alternative fuels. IDACS allowed us to exchange experiences with several member states with different realities regarding electric mobility. Also, IDACS promoted internal dialogue between the various national stakeholders.’



Croatia:

‘Our expectations were high given that the Republic of Croatia did not have a system for collecting data on infrastructure for alternative fuels, nor a legislative framework based on which such collection would be carried out.’



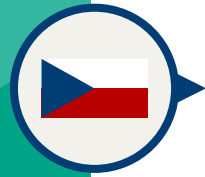
Retrospect

What did partners gain from their participation in the project?



Spain:

‘IDACS provided us the guidance to initiate a harmonised charge points data recompilation in our country and introduce the Charge Point Operator (CPO) and e-Mobility Service Provider (EMSP) market differentiation which did not exist in our legislation.’



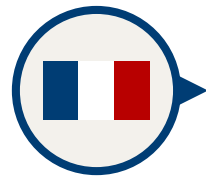
Czech Republic:

‘We appreciated meetings at an international level, exchange of experience, sharing know-how between organisations of participating countries, and creating new personal contacts.’



Greece:

‘IDACS has proved vital for accelerating the transition towards alternative fuels powered vehicles and electromobility in particular. After all, engaging consumers in electromobility can eventually lead to decarbonization of the transport sector.’



France:

‘Participating in the IDACS project allowed the French Ministry for Ecological Transition to tighten its links with the e-mobility ecosystem. Due to increasing light-duty vehicle electrification, business practices, standards, and services evolved quickly. This required constant administration scrutiny to adapt regulation. The IDACS program not only helped enhance the quality of service for the end-user by ensuring data collection and ID registration. It also gave all participants practical knowledge about the effort needed to ensure data dissemination, which will prove useful as charging networks and related services develop.’



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Successes

What did partners consider to be their greatest accomplishment in the project?



France:

‘IDACS allowed us to drastically increase the static data collection in France. It influenced [the new data scheme](#) published by the French administration on May 4th 2021.’

Croatia:

‘We consider being able to compile technical procurement documents and develop IT data collection systems based on jointly drafted guidelines from the member states a great success.’

Hungary:

‘The fact that the IDACS project could manage such a large number of participating countries, with various development stages (in their ID issuing and data collecting activities). Even COVID could not stop its progress.’

Portugal:

‘The major practical successes have been the definition and harmonisation of ID codes and the development of the DATEX II standard, with the integration of the static and dynamic data collected from electric charging points, hydrogen stations and other fuel filling stations. This is a result of getting member states talking in an organised, focused and informed way.’

Spain:

‘For us, one of the biggest successes is harmonising ID codes and data fields.’

Luxembourg:

‘Our biggest achievement was setting up, together with the Netherlands and Belgium, the Benelux IDRO.’

Czech Republic:

‘One of our biggest successes is the realisation of the studies “Design of a functional mechanism for issuing identification codes (IDRO)” and “Technical specification of the module - energy charging points, static and dynamic data collection.” Another great achievement is the project plan for the procurement of “Module for static and dynamic data collection and IDRO agenda” approved by the Government and the Chief Architect of eGovernment and the subsequent call for a public tender.’

Slovenia:

‘During IDACS, there were two turning points for us. First of all, when we were able to identify existing states and stakeholders of the Alternative Fuel Infrastructure sector before starting with IDACS activities. Secondly, we discovered we had a National Transport Management Centre (NTMC) in place. The NTMC already managed the National Access Point (NAP) with real-time transport data, was equipped with adequate IT hardware and could be upgraded with an additional layer of AFI data. That enabled us to decide about technical and other solutions for IDRO and NAP data exchange.’



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From static data to valuable information

Poland was one of the frontrunners during IDACS. Even before the start of the European project, the country established legislation that obliges market parties to share their data. This allowed Poland to quickly implement the data and turn it into valuable information for the market and consumers. Their digital platform Ewidencja Infrastruktury Paliw Alternatywnych, also known as EIPA, which holds records of alternative fuels infrastructure, is a great example of how countries can implement data on alternative fuels. Marek Popiolek (Head of unit Ministry), Joanna Dobek (Ministry Contact), Pawel Smolinski (Director of Innovation and Development at Urząd Dozoru Technicznego), Jaroslaw Napiorkowski (member of IT Department at UDT), Tomasz Jantczak (software developer at UDT) and Darek Cendlewski (member of IT department at UDT) shared their experiences during the implementation and explained the ins and outs of EIPA.



Early adopters

In 2018, Poland established its Electric Mobility Act. Poland based the Act on the European standards available at that time. This meant that ID issuing for their own IT means, and the ID structure existed before entering IDACS. With only some slight adjustments regarding the type of data collected, Poland could start its implementation process right away. Additionally, it created momentum for the market, as the Polish market and demand for sustainable fuels was still growing. Their new Act and the assorted legislation allowed the country to take along a lot of new entities and operators entering the market.

EIPA

The Polish Office of Technical Inspection (UDT) built the digital environment (EIPA), making static and dynamic data on alternative fuels and infrastructure available. On the one hand, the website is meant for Charge Point Operators (CPOs) and Mobile Service Providers (MSPs) to share their data. On the other hand, third party users can use the available data for intelligent solutions for the end users. Lastly, consumers and end users, people who drive/own a vehicle on alternative fuels, can use the website.

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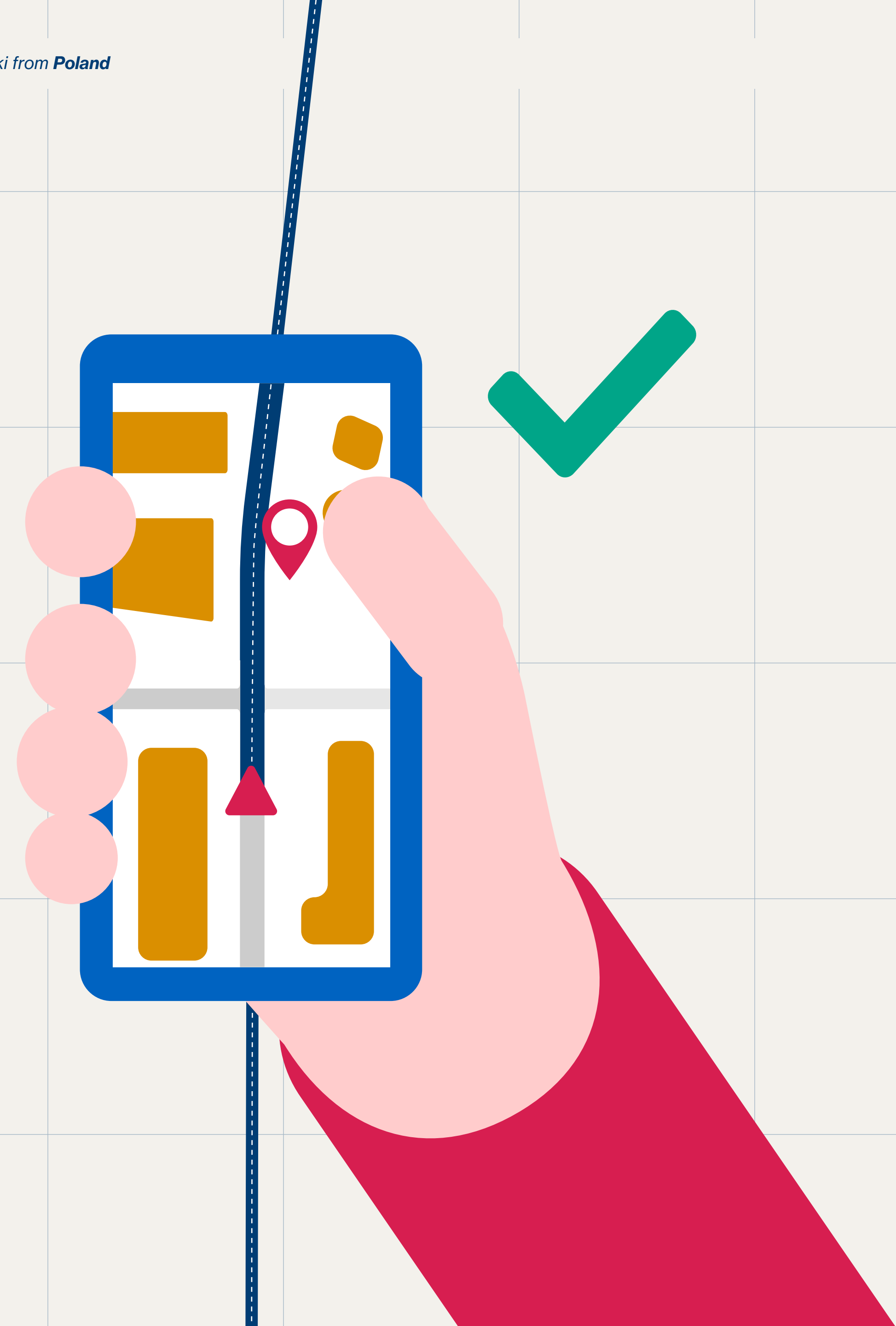
The website releases a list of all ID-code combinations issued in Poland. CPOs can supply and register data through the website, which is directly linked to the countries National Access Point (NAP). The website also includes a map of Poland displaying all charging and refuelling stations in the country. Tomasz: “The website includes (dynamic) data, such as the location of a station, opening hours, pricing, and availability. It shows you the nearest charging and refuelling station based on your location. If you click on the icon of the nearest station, it directs you to a route description in Google Maps.”

TIP: Poland involved market parties right from the start when developing their IDRO and NAP. This smoothened the collaboration during the implementation phase.

Future plans

The Polish IDRO and NAP platforms consist of data on charging stations, Compressed Natural Gas (CNG) and Liquefied Natural Gas (LNG). Shortly, Poland will include data on hydrogen since the country aims to establish 32 hydrogen stations in the near future.

Marek: “As far as we are concerned, IDACS will continue to exist, and this project will be accessible to everyone. Setting up a good infrastructure is crucial for future users of alternative fuels.”





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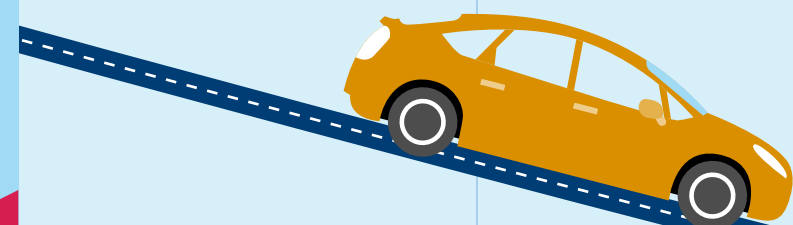
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Gilles Caspar answers the following questions:

- Why did Luxembourg join the IDACS program?
- What was your biggest achievement?
- What was your biggest challenge?



Ilias Pasios & Chrysa Politi answer the questions:

- Why did you decide to join the IDACS projects?
- What were the biggest lessons you learned and biggest achievements?
- What are the next steps you will take in order to start implementation?



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Cooperation

How did partners involve stakeholders in the project?



Spain:

‘Our Ministry constantly communicated with the main Spanish association of EV companies, called AEDIVE. Especially at the beginning of the project, we needed feedback from the industry to define data fields and communication protocols for charge point data recompilation. We organised several meetings with experts from Spanish companies. For example, when working on activity 2.1 (charge point data collection), the Ministry shared the data format and categories templates with company experts and collected feedback on the IDACS project proposal. This helped the Ministry to build a national position.’



The Netherlands:

‘We kept in close contact with our market parties when making the IDACS product. The input from market parties proved useful and lead to better end products.’



Slovenia:

‘We managed to organise a live kick-off event in February 2020, right before COVID hit. Between March 2020 and May 2021, we managed to organise multiple online meetings and workshops with stakeholders, for instance, regarding data exchange with NAP. The final national project event took place June 9th 2022.’



Portugal:

‘We benefited greatly from exchanging experience and knowledge with other member states. This exchange stimulated the need to open up the national system using European norms and standards. [Mobi.Es adoption of the OCPI protocol](#), is a practical example.’



Czech Republic:

‘During the project, we mainly cooperated with the IDACS project coordinator and individual member states during meetings or e-mail.’

Cooperation

How did partners experience the cooperation in the project?





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Great collaboration can have a great impact

Belgium has been collaborating with the Netherlands and Luxembourg to establish a good infrastructure for alternative fuels to stimulate the transition towards zero-emission mobility. Entering IDACS unveiled a new technical side. “At the start of IDACS, I did not know what ID-codes or data categories were”, Simon says. Simon Ruyters is policy advisor of the Clean Power for Transport Programme in Flanders Region. He coordinated IDACS on behalf of Belgium, representing Flanders and the two other Belgian regions: Wallonia and Brussels Capital Region. Simon shares his experiences on the successful collaboration processes on a national and international level and elaborates on his countries progress during IDACS.

Valuable collaboration with our neighbours

The idea of IDACS stems from the Benelux declaration, which stimulates boundless electric driving. “The existing cooperation between Luxembourg, the Netherlands and Belgium regarding driving on alternative fuels allowed the Benelux to take a leading role in IDACS. I noticed that it makes it easier to speak the same language and know where to find each other. The Benelux is a formal and legal partnership that is also beneficial. This enabled us to roll out a common ID Registration Organisation for the Benelux.”

“I believe that it is possible to realise such collaboration on a European level as well in the long term.”

Awareness on different levels

“At the IDACS kick-off, it became clear that ID and data collection for sustainable fuels was relatively unknown territory. Not only for us but for many participating countries. Some countries already had some experience with sustainable fuels. But the majority did not know about an ID code or what data categories to use when disclosing data,” Simon says. IDACS turned out to be as much an awareness campaign as an implementation process. “During the project, we quickly decided to involve external expertise to help guide us through the technical matters of the project. We joined forces with a company that supported us with their substantive knowledge and expertise in the process.”

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Simon: “In our approach, we focused on involving stakeholders. These stakeholders were quite hesitant about sharing their data and making it accessible to the public. They considered it to be ‘their data’ and were concerned about who would get access to the data. To raise awareness of the importance of collecting and sharing data, we organised bilateral discussions with stakeholders and market parties. We were hoping to shine a light on the benefits of sharing the data for themselves, the government, and the end-users. Originally, we strived for free and complete data access. Eventually, we found a more pragmatic solution during the intensive process with the stakeholders. This means that market parties will be obliged to share their data. However, they do not have to provide this data for free. Because the Netherlands aimed for a similar implementation approach, we coordinated our plans with the Dutch plans. A great solution because we share a lot of the same stakeholders. And it allowed us to reuse parts of their legislation while writing ours.”

A project with impact

“In December 2021, the Flemish government approved legislation for the obligatory data sharing. The effects of this law have yet to become apparent. As far as I am concerned, the awareness we have created is an essential result of IDACS. I advise countries that did not participate in IDACS not to underestimate the importance of creating awareness. Ensure that you involve charging point operators, market parties and stakeholders so that everybody stays informed.”





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IDRO

In order to make data collection for electric charging points possible, each Member State had to establish an ID Registration Organization.

This organization deals with issuing ID or Emobility codes for CPOs and MSPs. The unique ID for a charge point allows for linking specific characteristics to a certain charge point, such as location or availability, and thus make it digitally traceable. In combination with the unique ID code of a service contract it enhances payments (abroad) and transparency.



Luxembourg:

‘The handling of IDs was so far delegated by the three BENELUX countries to a private company, so it is also good that we came up with an own solution to do it on our own.’



France:

‘The major success is the development of the operating rules for IDROs and the set-up of the IDRR, which show you that 11 countries already had a referenced IDRO. The challenge is to generalise the existence of an IDRO for each country. And to start up the IDRR as a permanent coordinating body for all IDROs.’



Croatia:

‘At the beginning, we did not know how IDRO would work and whether it would be part of a public body or a private company. The project team, in cooperation with stakeholders and other public bodies, concluded that it would be best if IDRO was within the Ministry of the Sea, Transport and Infrastructure of the Republic of Croatia. Since this Ministry developed the project and had staff, who gained experience and knowledge during project implementation.’





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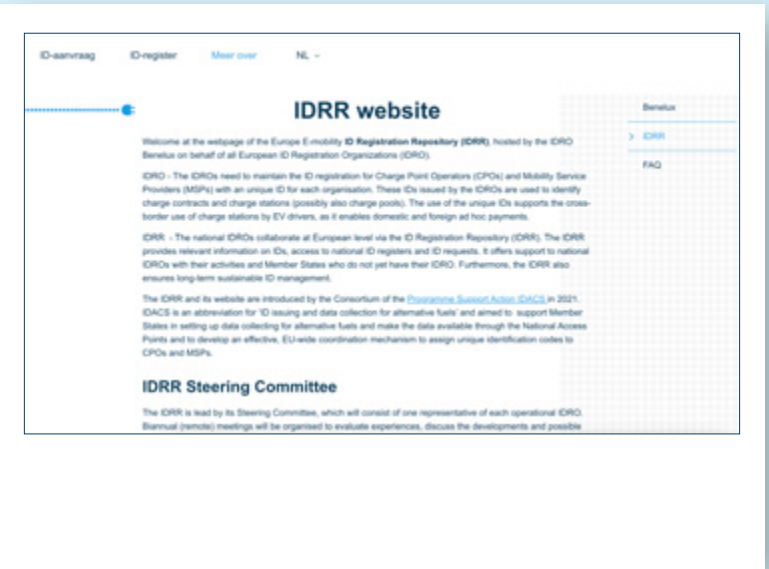
ID Registration Repository

The national IDROs are coordinated by an overarching organizational structure, the so-called ID Registration Repository. The IDRR, amongst other tasks, supports the national IDROs, assists new members with establishing an IDRO and provides information about IDs and the general rules. Furthermore, the IDRR ensures long-term sustainable ID management. Member states having an IDRO appoint a representative to take part in the IDRR Steering Committee.

The IDRR Steering Committee meets on a regular base and is managed by a rotating board consisting of representatives of three Member States of which one is chairing the board. During the first Steering Committee meeting, which was held on the 12th of May 2022 at the Benelux House in Brussels, the website of the IDRR was formally launched and the first managing board was appointed. Representatives from Germany, Portugal and the Netherlands form the first board, with Germany acting as chair.

IDRR website

Click on the picture below to navigate to the official IDRR website hosted by the IDRO Benelux.



“The IDRR steering committee should facilitate problem-solving when needed. For instance, by forming subgroups of workgroups dedicated to specific challenges or problems.”

Suggestions for the IDRR Steering Committee by the participating member states

“The IDRR steering committee should provide advice and information on subjects such as the syntax of IDs and IDROs of countries.”

Suggestions for the IDRR Steering Committee by the participating member states



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Making data available in the absence of dedicated legislation



Germany's process of sorting ID and data collecting for alternative fuels stood out as the country was one of the few countries that managed to collect data without legislation. This challenged the German team to look at existing legislation and alternative methods to make the correct data available. Jan Wegener, Team Leader Europe at the National Organisation Hydrogen and Fuel Cell Technology, explained the chosen approach and shared his experiences during IDACS.

Creating new legislation for obligatory data sharing was not an option for the German government. Jan Wegener and his colleagues searched for creative alternatives in existing legislation. By adding a few elements, such as technical necessities to collect the data, or obligations for data sharing in tenders Germany managed to meet the IDACS requirements. Jan: "Besides, we benefited from the fact that Charge Point Operators (CPOs) in Germany are usually connected to a roaming platform." Connecting all CPOs to the National Access Point (NAP) individually would have been very complex due to the large number of CPOs (>950) in Germany. Instead, the better approach was to connect the two existing roaming platforms to the NAP as the data was then made available in an aggregated form.

Open online platform

The German NAP predates IDACS and takes the form of a data marketplace. Independently of IDACS it underwent a major update. The German government purchased the available data from the roaming platforms. The data conversion to DATEX II as well as making the data available in that format on the NAP was in the scope of the data acquisition. Therefore, CPOs were enabled to use their existing connection to the roaming platforms in order to share their data in a hassle-free manner. We estimated that the overwhelming majority of CPOs is connected to the roaming platforms. Data conversion tools for the protocols OCHP and OICP were also made available by the roaming platforms as open-source software so CPOs were enabled to establish individual connections in case they did not want to go through the roaming platforms. However, such a choice would undermine the inherent advantages of the data aggregation by the platforms.

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Jan: “**DATEX II caused the most headaches. The standard was ultimately just adopted in the same month IDACS was supposed to end. Therefore, procurements had to be delayed and were not awarded until the very end.**”

**Success factor**

Germany disposes of one of the largest hydrogen refuelling networks in the world and the largest in Europe. Therefore, Jan fulfilled the role of work package coordinator for hydrogen. In 2019, the country started with around 50 hydrogen stations. Three years later, this number increased to 92 stations. Unlike for most of the other alternative fuels, the data on hydrogen refuelling stations was available for free from different sources. As part of a procurement, a converter to was created to convert data to DATEX II. The most complete dataset of hydrogen refuelling stations ([H2.live](#)) was thus made available to market parties and NAPs across Europe.

European awareness

Jan: “When we started the project, we had some concerns about whether the sector would cooperate or not in the absence of legal provisions. Luckily, many market parties recognized the advantages of a European approach and even of the data format. The exchanges between countries were eye-opening. And a great merit of IDACS was that we kept assessing each others problems, the motivations of certain market parties and the different aspects to be considered for an open data environment.”





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National Access Point

What were the challenges the project partners encountered while preparing their National Access Point and collecting the required data?

► For more challenges concerning data collection and NAP, please check the videos of [Greece](#), [Lithuania](#), [Luxembourg](#) and [The Netherlands](#).



Hungary:

‘The Hungarian Public Roads launched the National Access Point (NAP) portal in 2019. The data content defined in the IDACS project could only be properly handled by then applied DATEX II v.2.3 . Therefore, the Public Roads considered a transition to DATEX II v.3. to be justified. Another challenge was the lack of willingness of the market parties to provide data. For this reason, the Public Roads established cooperation with the largest domestic electromobility service provider, which included the sharing of charging infrastructure data.’



Spain:

‘The definition of data categories was a challenge. Deciding on dynamic data, such as the price, unveiled different points of view in the Spanish sector. A harmonised approach was the solution to implementing the IDACS project definition. Another important challenge is the translation to DATEX II, which is an ongoing issue.’



Slovenia:

‘The public procurement process takes a lot of time, so you must start with it quickly. We had trouble finding a suitable party with knowledge of DATEX II in our process. Fortunately for us, we found one company that applied. Also, in our procurement call, we included an additional fund from the national budget to maintain and upgrade our Prometej app, which has been part of our IDRO and our NAP for three years.’



Portugal:

‘We believe that it is advisable to stimulate conversation among stakeholders and, if possible, with IT companies, even before going ahead with the hiring process. For Mobi.E (implementing body), the procurement rules are different. For them, it was easier, as they already had a company contracted to supply technological developments.’

Procurement

What advice do project partners have to share concerning possible necessary procurement procedures?

► For more advice on procurement please read the interviews with [Austria](#), [Belgium](#) and [Germany](#).





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Hielke Schurer answers the following questions:

- Why did you decide to join the IDACS project?
- What were your biggest achievements?
- What were the biggest challenges?
- What were the biggest lessons you learned?



Aiste Gasiuniene answers the following questions:

- What were your expectations prior to the project?
- What were your biggest achievements?
- What were the biggest challenges?
- What is the next step you will take during the implementation phase?



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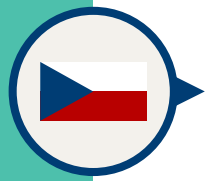
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How did project partners deal with preparing any possible necessary legislation?



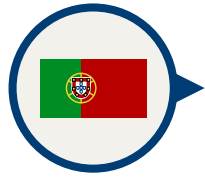
Czech Republic:

‘An important part of the initial phase of the IDACS project was the analysis of existing legislation. It was necessary to clarify the initial conditions in the Czech Republic and identify the missing legislative measures. It turned out that the existing legislation did not cover dynamic data and the issuance of identification codes. After consultation between the Ministry of Transport and the Ministry of Industry and Trade, we agreed that the Ministry of Transport would prepare a decree for this area. Our Fuel Act covers static data. This act also transposes European legislation and therefore did not have to be amended.’



Croatia:

‘In Croatia, there was already a Law on the Establishment of Infrastructure for Alternative Fuels, which transposed the provisions of Directive 2014/94/EU but did not contain articles related to data sharing through the NAP. For that, we have drafted a rule-book that will regulate these processes and whose entry into force is expected soon.’



Portugal:

‘In legal terms, there was already a generic framework regarding the data to be reported by stakeholders, their quality and the update frequency. For electric mobility, these obligations were defined in Decree-Law 39/2010 and for other fuels, it was Decree-Law 243/2008 that established them.’

Legislation

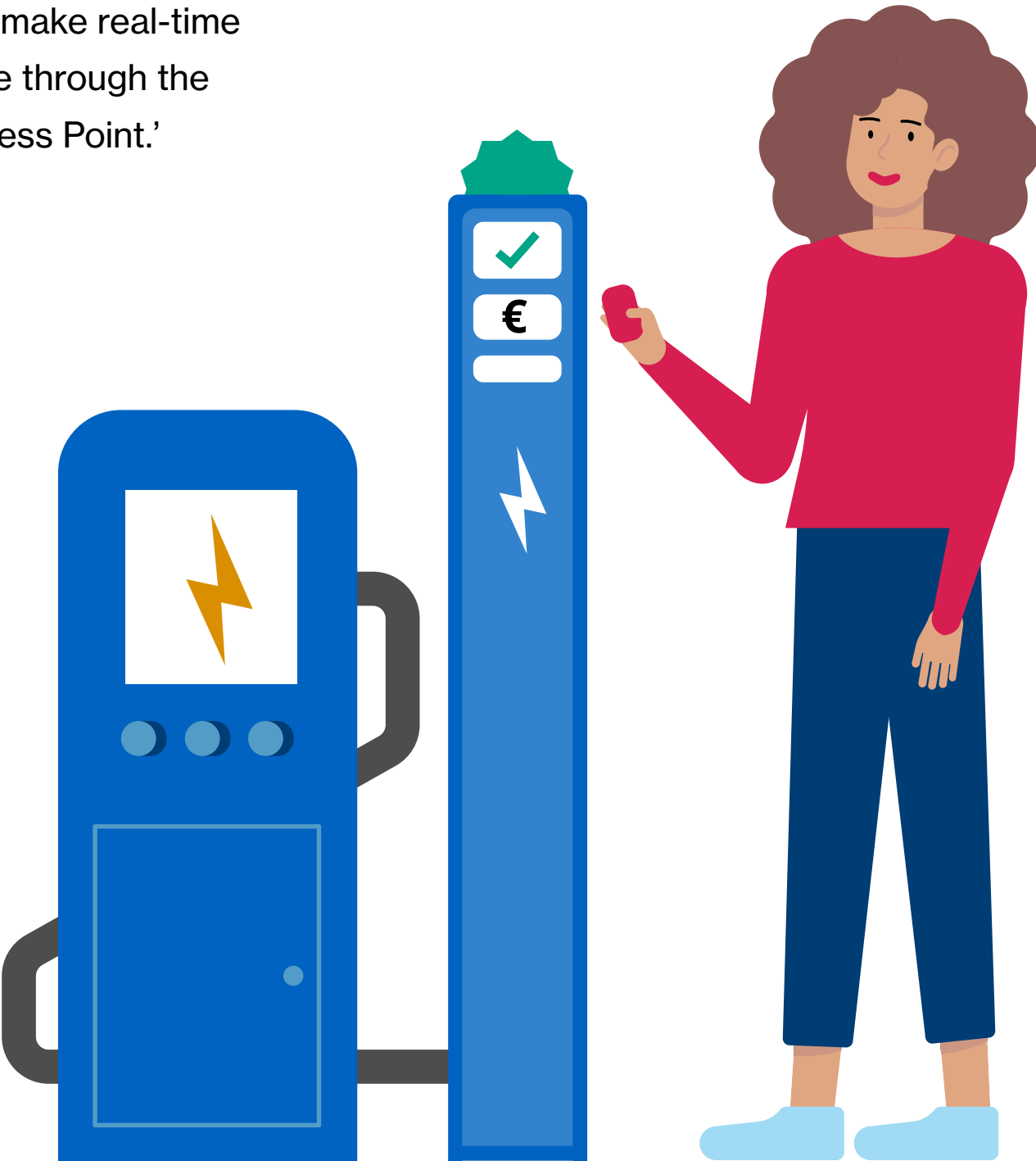
How did project partners deal with preparing any possible necessary legislation?



The Netherlands:

‘Making data on charging stations available, turned out to be challenging without national legislation. It was therefore decided to implement national legislation that makes it mandatory for charge point operators to make real-time data available through the National Access Point.’

► Please check the interviews with [Austria](#), [Belgium](#), [Germany](#) and [Poland](#) for more insights on legislation.





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Creating awareness amongst stakeholders is crucial



Over the past 3 years, Austria managed to set up a national database providing insight into the Austrian infrastructure for alternative fuels. The database offers static and – soon to come - dynamic data and is freely accessible. Daniel Hantigk, Content & Social Media Manager at E-Control, took us along in the Austrian journey during IDACS and described the most significant challenges and critical success factors.

“Before entering IDACS, the Austrian market for alternative fuels was in an early stage of development. As it was not part of their business model right from the start, the big market players could not provide correct data easily. There was one website on where to find a charging station, established almost 10 years ago as part of a marketing challenge by an electricity supplier,” Daniel says. In order to properly set up ID and data collection for alternative fuels, Austria introduced legislation obliging market parties and operators to share their data. This stimulated these parties to clean their systems. All the data is collected in a national database, which is freely accessible. With the introduction of the new law, Daniel and his colleagues noticed a considerable improvement in the amount of data collected.

The challenges of data collecting

Maintaining quality remains one of the biggest challenges for Austria. As the Austrian market changes, they need to make sure that information is accurate and updated. For example, how do you know if a charging point is still operating? Austria aims to provide up-to-date information through dynamic data with a second law. Daniel: “This dynamic data shows us if a charging station is working. If a charging station is active, we expect a certain flow of data coming in. If not, we can automatically send out an email to the owner of a charging point to verify if it is still operating.”

According to Daniel, legislation is crucial in getting the data collection for alternative fuels sorted. Daniel: “It makes sense for market parties and Charge Point Operators (CPOs) to exchange information to some extent. Such as information about the location of their charging station or about the fact that they use green energy. From a marketing perspective, this is valuable information that might stimulate the consumer to use the operators charging station. However, pricing information is, for example, not shared naturally.”

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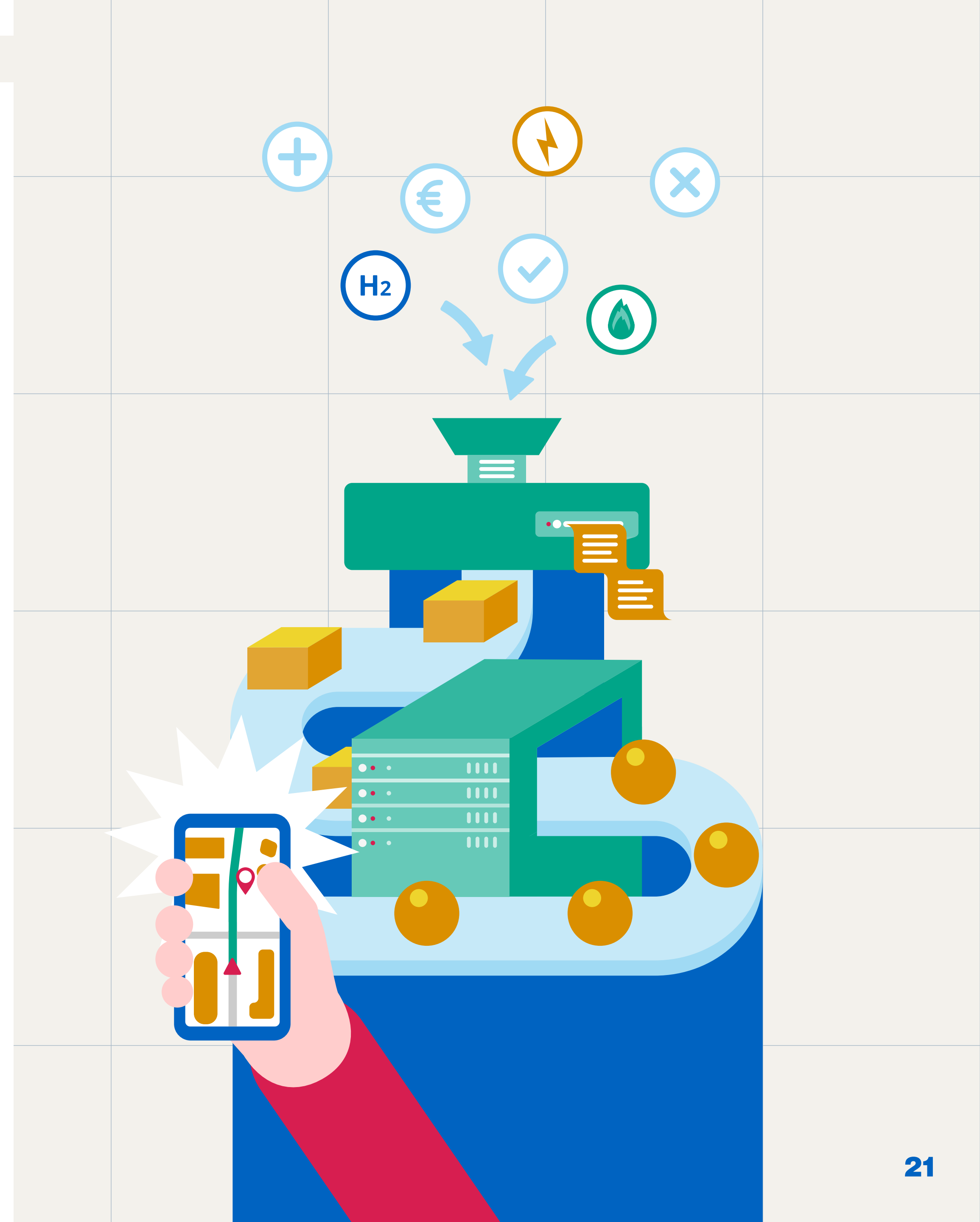
Epilogue**Implementing DATEX II**

During IDACS, Austria was one of the first countries to implement DATEX II. One of the critical factors in achieving this was connecting with the right external parties. Daniel: “We connected with an external agency. This agency was already involved with our development partner and our IT department and had experience with the technical matter. They built a translator for our system, enabling us to translate data from our databases to the DATEX II format.”

Sharing experiences and best practices

Daniel and his team did not know what to expect of IDACS beforehand. Looking back on these past 3 years, Daniel believes it would have been more complex to implement DATEX II without IDACS. “It was a great advantage to share our own experiences and hear about the different approaches of other participating member states. This gave us insight into what type of data we should collect. And it helped us strengthen our message towards stakeholders, as we could share examples of best practices and insights gained during IDACS.”

Daniel: **“We were not the early adopter in e-mobility. When talking with other businesses, we were always a little bit behind and had the feeling we did not know enough. IDACS helped us to keep up and fed us with a lot of knowlegde and experience.”**





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What will be done to ensure the continuation of the works done in this project?

Czech Republic:

‘Due to the long approval process of the project plan and the delay of the public tender for the contract, the Czech Republic will not meet the project objectives until 2023. We are convinced that adopting the AFIR proposal, which addresses the issue, will give a new dynamic to the whole process. It would certainly be desirable for this proposal to fully reflect the IDACS projects conclusions.’



Portugal:

‘All the relevant data collected by Mobi.E and DGEG will be updated, validated and available in DATEX II in their endpoints. From the NAP side, there will be a metadata file with a link to that endpoint, enabling automatic data pulling. Secondly, Mobi.E and DGEG will develop APIs, which will allow IT developers to connect and use data automatically. IDACS outputs shall be considered in the activity of Portuguese stakeholders.’



Greece:

‘Greece will upgrade the national IDRO and the NAP in order to add new functions to the existing registry such as recording accounting data and contracts between stakeholders, so that there is a complete record of electromobility market in Greece.’



Spain:

‘Disclosing this kind of data is very important in the case of Spain, a country with long travel distances where recharging anxiety is a relevant barrier for consumers to acquiring an electric vehicle. These citizens need reliable information about the location and characteristics of charging points and the IDACS project has put the basis for building this official database.’



Czech Republic:

‘We consider the provision of basic information on charging and filling stations as a state service. Our aim is to make this data available free of charge in basic form within the NAP, both to domestic and foreign customers.’



Portugal:

‘Our main concern, as a public entity, is to provide sustainably open, free, accurate, updated, useful and compliant with national and European legislation, data.’



Slovenia:

‘It looks like a mindset change is necessary – data sharing is a new reality, and one should stop buying time and not comply.’



Croatia:

‘The IDACS project should be a pre-paration for introducing data availability through navigation. Information on the availability of alternative fuel infrastructure should also be available through road navigation applications (e.g., Tom-tom and the like).’



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Reflection during the end event by Vivianne Heijnen,
Minister for the Environment (The Netherlands)

“I believe the result of IDACS places a bigger prospect. We have enabled data access for many countries, which makes travelling with an alternative car, or even trucks in the near future, easier.”

Kees Hansma
*Deputy Director Sustainable Mobility,
Ministry of Infrastructure and Water
Management, the Netherlands*

End events

The informal end of the project was celebrated in the Benelux House in Brussels on the 12th of May 2022, together with the kick-off of the IDRR Steering Committee. Partners shared their successes, critical choices and reflected on the past three years of IDACS. The milestones were made tangible and collected in the Experience Museum of IDACS achievements.

The formal end event was held online, on the 19th of May 2022, which allowed for a greater number of participants. Next to the European Commission and the project partners, stakeholders and other Member States were invited to participate in the event to hear about the project results, share experiences and discuss the future of sustainable mobility, and consumer information.

“I am proud that the Benelux secretary joined IDACS in 2020. When the Benelux decided to establish a common service, where service providers can request an ID-code in one click.”

Frank Weekers
*Deputy Secretary-General
Benelux Union*





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Museum of IDACS





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Critical choices

What turned out to be crucial turning points or decisions within the project?



Poland:

‘The most challenging part for us was translating data to DATEX II. We did not know how to translate the data and who should do it. We ended up doing it ourselves.’



Luxembourg:

‘Embracing the SG Benelux proposal to set up the IDRO.’



Slovenia:

‘Deciding that the Ministry will act as IDRO and finding out there was already a National Access Point.’



Belgium:

‘We were able to ‘Copy-Paste’ Dutch legislation.’



France:

‘We decided to build upon existing structures and created a legal base for AFIREV as an IDRO.’



Germany:

‘A critical choice for us was the procurement of data and converter tools.’



“It is essential that consumers have equal and fair access to alternative fuel data in particular on the location and the prices, to help overcome barriers, especially with regards to the lack of infrastructure in certain places.”

Alexander Verduyn
Policy Officer Sustainable and Intelligent
Transport Unit, DG MOVE European
Commission



“You have the kind task to help your fellow member states, to make sure all 27 member states are in the same phase. To ensure smooth transfer of data and endorse alternative mobility.”

Saki Gerassis
Policy and Data Officer
European Commission





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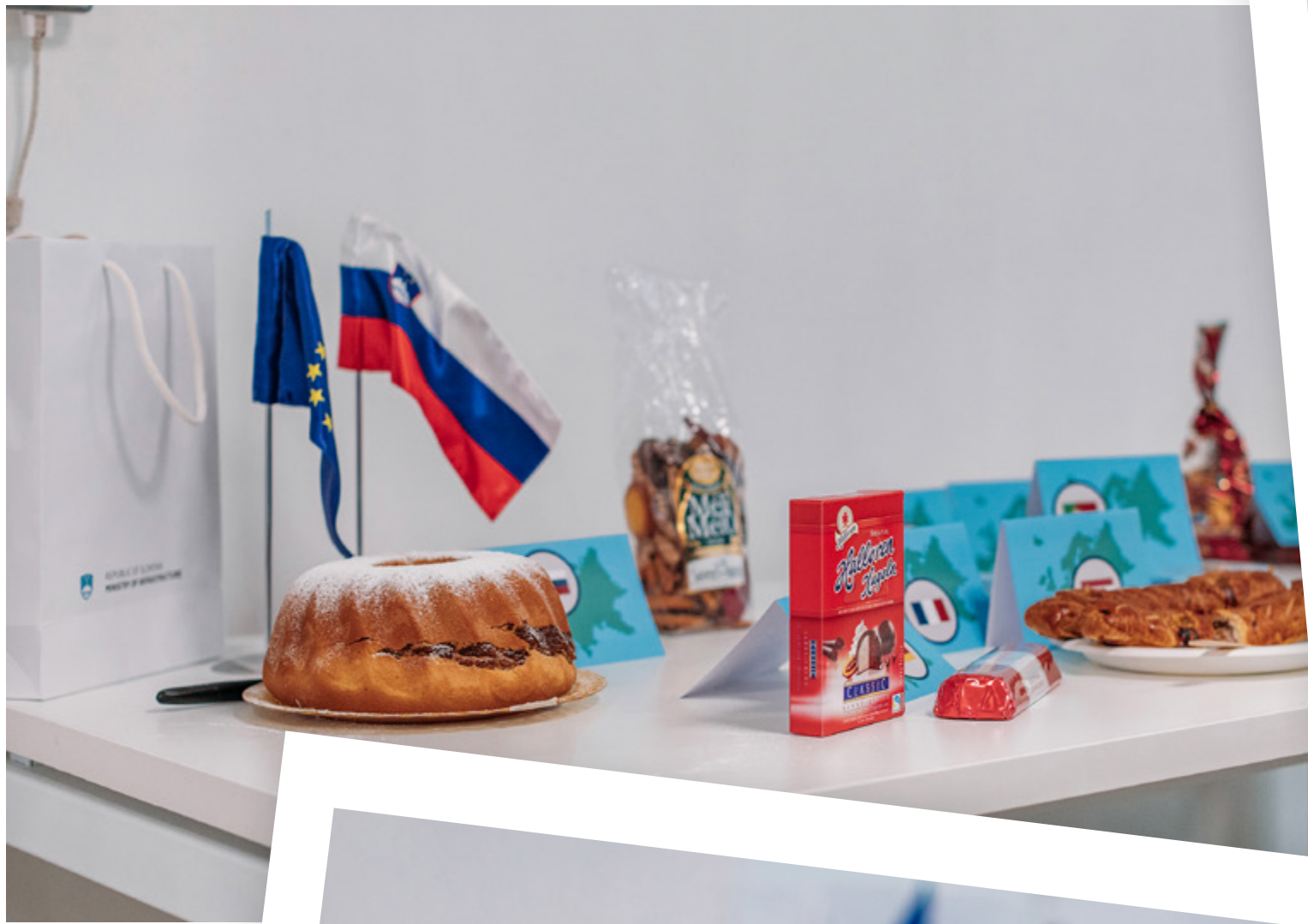


Photo impression





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DELIVERABLES GENERAL



Activity 1 ID management

1.1.1-1.1.2

Format of emobility codes

Describes the agreed ID format for Service Providers and Charge Point Operators for contracts and charge stations.

[Click to view deliverable](#)

1.3.1-1.3.3

Organization, set up and Management Support Structure for a common IDRR

Describes the conception of an IDRR, providing specific information about its set-up.

[Click to view deliverable](#)

1.2

IDRO setup

Describes the setup and organisational mechanisms for ID registration organisations.

[Click to view deliverable](#)



Activity 2 Data collection

2.1.0

Guideline document For Data Collection and National Access Points

Gives guidance as to how the data provision via the NAPs can be achieved. To support countries who do not yet have a NAP or want to have it improved.

[Click to view deliverable](#)

2.2.1

Unlocked data through the NAPs in DATEX II format

Presents the actual data provision on alternative fuels infrastructure through the NAPs in DATEX II format.

[Click to view deliverable](#)

2.1.1-2.1.6

Static and dynamic data collected per participating Member State

Presents the results of the actual data collection on electric charging points, hydrogen stations and other fuels filling stations between 2019 - 2021.

[Click to view deliverable](#)

2.2.2-2.2.4

Report on data 2.2.2 - 2.2.4

Report contains:

- harmonized data categories across participating MS
- Quality criteria and method of quality measurement/ monitoring
- IT solution for provision of static and dynamic data in DATEXII for countries with no NAP

[Click to view deliverable](#)

2.2.5

Proposal to EC for complementary data protocols

Presents and analyzes complementary data protocols on top of DATEX II to enable e-Mobility service provision.

[Click to view deliverable](#)

2.2.6

Report on the lessons learnt from Nobil database solution

Reports on the lessons learnt from Nordic NOBIL database solution.

[Click to view deliverable](#)

Memo

Memo on IDACS tasks

Memo on the following topics: a common form of NAP, data provision on the EU level, multi-country / EC wide databases and third party access to data.

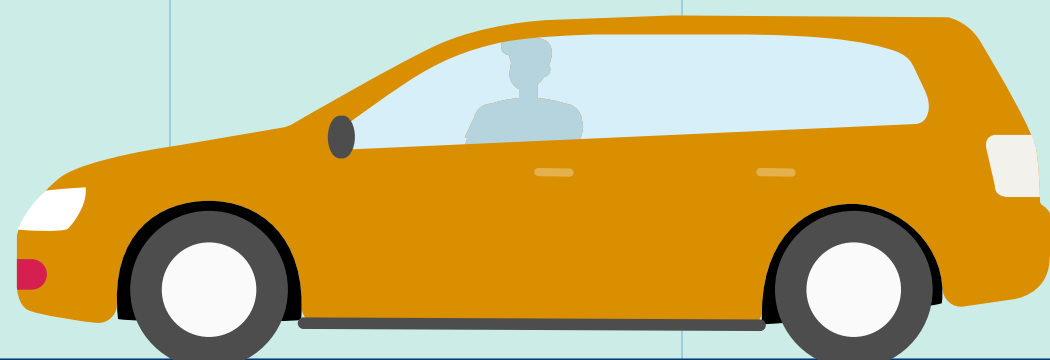
[Click to view deliverable](#)

2.3.1

Sustainability and continuity of the data collection

beyond the Programme Support Action Report with proposals on how to keep collected data on alternative fuels infrastructure up to date – beyond the period of the IDACS PSA.

[Click to view deliverable](#)





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- THE NETHERLANDS
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- PORTUGAL
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DATEXII conversion tool (if applicable)

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- HUNGARY
- LITHUANIA
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- THE NETHERLANDS
- POLAND
- PORTUGAL
- SLOVENIA
- SPAIN

National Access Point

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- In progress
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- PORTUGAL
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Electric Charging Points data

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- GREECE
- HUNGARY
- LITHUANIA
- LUXEMBOURG
- THE NETHERLANDS
- POLAND
- PORTUGAL - STATIC
- PORTUGAL - DYNAMIC
- SLOVENIA
- SPAIN

Hydrogen data (if applicable)

- AUSTRIA
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- CZECH REPUBLIC
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- LUXEMBOURG
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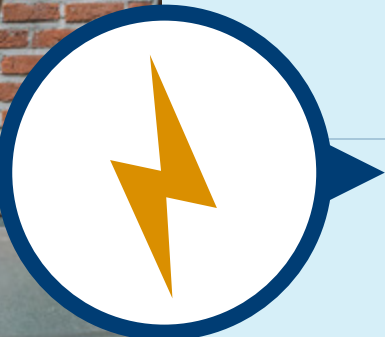
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IDACS

ID and Data Collection for Sustainable fuels in Europe



Co-financed by the Connecting Europe
Facility of the European Union



Epilogue

With the IDACS project we took the first essential steps in making good quality alternative fuel data available. Awareness was created on what is necessary to fulfill consumer’s needs regarding information, but when it comes to facilitate and improve the consumer’s journey on alternative fuels still a lot needs to be done. It is a joint effort that requires European coordination. The results of the project are used in the revision of the Alternative Fuel Regulation. Thus, in the near future all European member states will have to set up an IDRO and join the IDRR.

The discussion about data categories, data quality and formats will be continued in the Sustainable Transport Forum. The new PSA NAPCORE will deal with the coordination and harmonization of the National Access Points and the IDACS data categories are expected to be part of one of the demonstrators within this PSA. For me as the project coordinator this means that all open ends are covered.

Anneke Bosma
Project coordinator, the Netherlands

CONTACT

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