



Sustainable Transport Forum sub-group on a governance & standards, and data

List of work activities for the sub-groups

1. Proposed activities of the STF Sub-group on Data (continuation of existing action)

- **Activity 1: Characterisation of the different data dimensions required to enable the future creation of digital services in the alternative fuels market.**

Finalising developed in the Working Programme 2022. The goal of this activity is to define the main elements to put in place an open data ecosystem for electromobility and other alternative fuels (H₂, CNG, LNG, highly blended biofuels). The activity shall reflect the impact of both technical and governance issues. For that, the sub-group will build on the existing work carried out by the members of the sub-group on their respective initiatives as well as on the policy and technical work carried out under the PSA IDACS. Moreover, the sub-group shall consider other upcoming policy initiatives such as the Mobility Data Space and the alignment and collaboration with the Coordination Mechanism to Federate the NAPs (PSA NAPCORE).

→ **Deliverable:** The sub-group shall produce a document concluding and recommending to the Commission the typology of the different data dimensions (e.g., aggregation, quality, format, sharing, reusability, etc.) required to enable the creation of digital services in the alternative fuels market. Additionally, the sub-group shall identify the future needs concerning static and dynamic data types for the different fuels and vehicle types (e.g., LDVs vs. HDVs) and related needs and concepts for the localization, booking, payment and billing process of recharging/refuelling alternatively fuelled-vehicles. Finally, the sub-group shall identify the relationship between key technical and governance aspects in order to create an open data ecosystem.

→ **Timeline:** H1 2023 (continuation from WP 2022).

- **Activity 2: Mapping of the roles and responsibilities of the different types of market actors within the alternative fuels ecosystem.**

Continuing the work initiated as part of the Working Programme 2021, the goal of this activity is to review and map the roles and responsibilities of the different types of market actors as part of the future alternative fuels data ecosystem,

including in a non-exclusive manner OEMs, EMSPs, CPOs, e-roaming platforms, data brokers, DSOs, TSOs, charging aggregators and traditional fuel suppliers.

In addition to publicly accessible infrastructure, the influence of recharging points at private dwellings and business buildings will also be reflected as part of the ecosystem mentioned above, ensuring the development of a coherent technological framework.

Lastly, this activity shall lead to the recommendation of a framework that is consistent both with the use of data for supporting B2B and B2C interactions and with the regulatory requirements associated with Member States' (B2G) obligation to make data available through their National Access Points (NAPs) according to the Directive 2010/40/EU on the framework for the deployment of Intelligent Transport Systems and, the proposal for a Regulation on Alternative Fuels Infrastructure (AFIR)¹.

→ **Deliverable:** The sub-group shall produce a document concluding and recommending to the Commission the role and responsibilities of the different types of market actors in order to create an open data ecosystem for alternative fuels. In particular, the following aspects shall be addressed:

- The document shall describe the role and responsibilities of every type of market player, considering B2G, B2C and B2B interactions.
- The document shall conclude the preferred market architecture in conjunction with the Member States' NAPs for alternative fuels, ensuring the provision of data with the required quality and frequency in order to enable the secondary use of these data by third party providers in support of the creation of new services.
- The document shall conclude and recommend the preferred NAP architecture (i.e., database, data warehouse, data market place, data register), identifying the advantages and disadvantages of each format.
- The document shall elaborate and recommend the characteristics of a Common EU Access Point, acting as a single European data gateway for alternative fuels data.
- The document shall assess the incentives of every type of market actor for the creation of an open and competitive data ecosystem.
- The document shall outline possible technical specifications which may be required for the transmission and reception of data in real-time among the different market players.
- The document shall identify specific regulatory needs.

→ **Timeline:** H2 2023 (continuation from WP 2022).

¹ <https://eur-lex.europa.eu/legal-content/en/TXT/?uri=CELEX:52021PC0559>

- **Support to the Commission with the preparation and elaboration of secondary legislation under AFIR.**

The aim of this work point is to support the Commission in the preparation of secondary legislation under AFIR.

→ **Deliverable:** This action implies the assistance by members of the sub-group to the Commission to address the interpretation and legal conversion of recommendations stemming from Activity 1 and 2.

→ **Timeline:** End 2023.

2. Future vision of the STF Sub-groups on Governance & Standards, and Data (2023, 2024 and 2025).

List of work activities to be jointly addressed by the members of the STF Sub-group on Governance and Standards and the STF Sub-group on Data

- **Support to the implementation of a governance and architecture framework for the operation of a PKI in the EU.**

The purpose of this activity is to promote dialogue between industry members and the Commission on the necessary steps and actions to ensure the timely implementation of a PKI in the EU under a common governance and architecture framework, as concluded in Activity 2 and the Commission Support Study.

→ **Deliverable:** This action implies the assistance by members of the sub-group to the Commission to monitor and address potential challenges in the set-up and implementation of a common governance and architecture framework for the operation of a PKI in the EU. Regular progress will be gathered in a work document, facilitating the subsequent implementation in line with the framework defined in Phase 2 of the Commission Support Study led by PwC.

→ **Timeline:** 2023, 2024, 2025.

- **Activity 3: Developing high-level data uses cases between the energy and mobility sectors**

The aim of this activity is to provide a comprehensive overview of the different high-level data use cases between the energy and mobility sectors. This activity is expected to map the different data exchange areas (e.g., AFIR Art. 18 provisions, RED Art.20a provisions, access to in-vehicle data, heavy-duty vehicles, energy-related data for EV uses cases, etc.) and their importance for the development of concrete user services, in view of a future set-up of the Mobility and Energy Data Spaces.

Deliverable: The STF Sub-group in collaboration with the D4E sub-group shall jointly produce a document explaining and recommending to the Commission concrete policy solutions around the following topics:

- **Topic 1 – Developing high-level uses cases between the energy and mobility sectors:** flexibility services for the energy markets and grids;

smart and bi-directional charging of electric vehicles. The High-level uses cases should explore and determine national, regional and cross-border applications of flexibility services.

→ **Timeline:** TBD (The Activity will be jointly elaborated with the expert group D4E from DG ENER).

- **Activity 4: Data exchange for EV charging use cases**

The purpose of this activity is to address the potential barriers for establishment of an harmonised exchange data in the e-mobility ecosystem for different use cases, e.g. navigation, reservation, battery pre-conditioning, etc.

Deliverable: The sub-group shall produce a document explaining and recommending to the Commission concrete policy solutions around the following topics:

- **Topic 1 – Definition of data exchange use cases:** This topic will map the different use cases where data is an indispensable requisite for the development of EV-related user services. It will also match this use cases with the relevant regulatory action (e.g., Data Act, access to in-vehicle data, AFIR, RED, network code for demand-side flexibility under Electricity Regulation, etc.), allowing for a subsequent in-depth analysis of concrete needs and requirements.
- **Topic 2 – Standards and solutions required to support data exchanges:** This topic will assess what additional standards and technical solutions might be needed to ensure the effective and future-proof data exchange for the different use cases identified in this Activity (continuing the work initiated in Activity 1). It will specifically look at the communication between the EV user, EV and EV services infrastructure recommending what elements should be standardised (e.g., feed into a future standardisation request) ensuring that the user is responsible for the data exchange process and has the necessary control means, independently of proprietary solutions (e.g. user interfaces).
- **Topic 3 – Smart and bidirectional charging:** This topic will investigate how smart and bidirectional charging is going to occur at large scale, beyond current projects and limited applications. It will describe its advantages, defining the different types of smart/bidirectional charging. Concretely, it will compare public and private charging infrastructure use cases, identifying the relevant data that should be made available to scale-up this technology and recommending policy actions to support its adoption.
- **Topic 4 – Access to in-vehicle data:** This topic will evaluate what concrete data types (EV OEM functions and resources) are required to support the development of associated services by CPOs and EMSPs. For that, it will support the use cases identified in Topic 1 and will assess the fitness of ISO 15118 to communicate these data. Finally, it will recommend a series of data types that should be mandated at European level to support EV charging use cases.

→ **Timeline:** 2023, 2024.

- **Activity 5: From market competition to user information issues in the electromobility ecosystem. Recommendations to ensure trust and transparency.**

The aim of this activity is to identify potential issues related to market competition of the electromobility ecosystem and to gather policy recommendations to overcome those. The development of an open and trustful competitive market is indispensable for the adequate development of services to the user, based on the cooperation among the different participant actors in the sector (e.g., CPOs, EMPSs, e-roaming platforms, DSOs). This has a direct impact on the quality of the services offered and how information (on price but also on other services) is provided to the user.

→ **Deliverable:** The sub-group shall produce a document explaining and recommending to the Commission concrete policy solutions around the following topics:

- **Topic 1 – Market competition in the electromobility ecosystem:** This topic shall elaborate the main competition areas in the electromobility ecosystem, gathering potential unfair practices and proposing solutions to overcome those. In addition, the topic shall describe and elaborate the current evolution payment methods, including the current e-roaming market (i.e., interaction between OEMs, CPOs, EMPSs and e-roaming platforms) and implementation of Plug&Charge.
- **Topic 2 - Transparent and universal price information for EV users:** This topic shall address the existing inefficiencies and inaccuracies in the display and offering of price comparisons to EV users attending to the different payment options (i.e., ad hoc and contract-based), charging cases, and considering the role of involved actors (i.e., CPOs, EMPSs, e-roaming platforms). Solution will be proposed to improve price and overall EV charging information to the user.
- **Topic 3 - Securing data sensitivity in the Plug & Charge environment:** The purpose of this activity is to elaborate the issue of data sensitivity for competitive advantages in the Plug & Charge environment and to recommend solutions for it.

→ **Timeline:** 2023, 2024, 2025.