ID format part 1 (first 5 characters) and 2 (remaining characters)

The IDACS Consortium agreed to use the current format for part 1 and 2 as this is adequate for European e-mobility ID issuing and usable for the market. This format was initially published by ISO and eMI3. eMI3 specified and clarified some characters of the ISO 15118-2:2014 code.

For the use of the ID-format, the IDACS Consortium:
- strongly advises companies NOT to use the optional separators between IT systems. They are meant for visibility only. It is up to individual companies how to display the ID's and where which separators are put.

- leaves it up to Mobility Service Provider (MSP) to use or not use the 'Check digit', as it is mainly for their own benefits and usage and it has no impact on connected organisations, like CPO's.

- requires the 'Type character' to be used in all new situations for Contracts with "C" as 'type character', and at least an EVSE ID is needed for all charge points with "E" as 'type character'. If the CPO or Location owners is also using the ID's for Pools or Stations is up to the CPO. If used that way a "P" or "S" must be used.

The IDACS Consortium acknowledge that possible changes on the format in the future can be processed based on consensus.

Issued by:	ID Registation Organisations (IDRO)				Emobility Provider			
Description	Country	Seperator	EMP	Seperator	Type	Contract ID instance	Seperator	Check digit
Example	AT	"-"	EVB	"-"	C	12A23GHI	"-"	3
Explanation	2 characters (alphanumeric) [ISO 3166-1 alpha-2]{2}	optional [-]{1}	3 characters (alphanumeric) [A-Z;0-9]{3}	optional [-]{1}	1 character type identifier (alphanumeric) [A-Z]{1}	8 characters (alphanumeric) [A-Z;a-z;0-9]{8}	optional [-]{1}	Optional calculated check digit [0-9]{1}

	part one					part two		

Issued by:	ID Registation Organisations (IDRO)				Charge point operator / unit			
Description	Country	Seperator	CPO or LOC	Seperator	Type	Charge point ID		
Example	FR	"*"	EDF	"*"	E	2542AX8769		
Explanation	2 characters (alphanumeric) [ISO 3166-1 alpha-] {2}	optional [*]{1}	3 characters (alphanumeric) [A-Z;0-9]{3}	optional [*]{1}	1 character type identifier E for EVSE or P for Pool or S for Station (alphanumeric) [A-Z]{1}	Up to 30 characters (alphanumeric) [A-Z;a-z;0-9]{max 30}		

	= optional, but strong advice not to use it between IT systems and only for visibility							
	= optional, and used for helpdesk or internal MSP checks. Usage up to MSP							
	= obliged to use (non optional) at least on EVSE level and Contract level							
	= obliged to use							

	part one					part two		

Figure 1: Updated agreed ID formats

Annex 1: Syntax ID's for MSP and their contracts

(Also and more extensively explained by eMI3 deliverable: V1.0 Electric Vehicle ICT Interface Specifications: Part 2 Business Objects)

The Electric Mobility Account (eMA) ID MUST match the following structure – this is used for identifying MSPs and their contracts:

(the notation corresponds to the augmented Backus-Naur Form (ABNF) as defined in RFC 5234):

<eMA ID> = <Country Code> <S> <Provider ID> <S> <ID Type> <Contract ID-Instance> <S> <Check Digit>

Explanation:
<Country Code> = 2 ALPHA; two character country code according to ISO-3166-1 (Alpha-2-Code)

<Provider ID> = 3 (ALPHA / DIGIT); three alphanumeric characters, referring to the MSP

<ID Type> = "C"; one character "C" indicating that this ID represents a reference to a "Contract"

<Contract ID Instance> = 8 (ALPHA / DIGIT); eight alphanumeric characters referring to the internal service contract between MSP and its customer

<Check Digit> = *1 (ALPHA / DIGIT); Optional, for own MSP usage to verify valid contract codes

<S> = *1 ("-"); optional separator, but advised not to use it between IT systems and only for visibility purposes

ALPHA = %x41-5A / %x61-7A; according to RFC 5234 (7-Bit ASCII)

DIGIT = %x30-39; according to RFC 5234 (7-Bit ASCII)

An example for a valid eMA ID therefore is "DE8AACA2B3C4D5L" or with dashes "DE-8AA-CA2B3C4D5-L".

Note: This identifier definition is a more precise interpretation of ISO/ IEC 15118 eMA ID Id in a sense that ISO/IEC 15118 eMA ID is proposing an instance of 9 Alpha/digits.

Alpha characters SHALL be interpreted case insensitively.

Annex 2: Syntax IDs for CPO's, Location Owners and the charge points or Electric Vehicle Supply Equipment ID (EVSE ID)

(Also and more extensively explained by eMI3 deliverable: V1.0 Electric Vehicle ICT Interface Specifications: Part 2 Business Objects)

The EVSE ID MUST match the following structure (the notation corresponds to the augmented Backus-Naur Form (ABNF) as defined in RFC5234):

<EVSE ID> = <Country Code> <S> <CPO or Loc owner ID> <S> <ID Type> <Charge Point ID>

Explanation:
<Country Code> = 2 ALPHA; two character country code according to ISO-3166-1 (Alpha-2-Code)

<CPO or Location Owner ID> = 3 (ALPHA / DIGIT); three alphanumeric characters, referring to the EVSE Operator or Location Owner

<ID Type> = "E" for EVSE (Charge point), "S" for Charge Station, P for Charge Pool; one character indicating that this ID represents an "EVSE", "Station" or "Pool".

<Charge Point ID> = 1-30 (ALPHA / DIGIT); between 1 and 30 sequence of alphanumeric characters, allowing the EVSE Operator (CPO) to identify one specific EVSE. In case of "Station" it refers to identify the station (which can have one or more charge points. In case of "Pool" it refers to a charge pool.

A charge point MUST have an ID, Pools and Stations are up to the owners/operators.

<S> = *1 ("*"); optional separator, but advised not to use it between IT systems and only for visibility purposes

ALPHA = %x41-5A / %x61-7A; according to RFC 5234 (7-Bit ASCII)
DIGIT = %x30-39; according to RFC 5234 (7-Bit ASCII)

An example for, a valid EVSE ID is "FRA23E45B78C" with "FR" indicating France, "A23" representing a particular EVSE Operator, "E" indicating that it is of type "EVSE" and "45B78C" representing the power outlet ID, that is to say one of its EVSEs.

NOTE: In contrast to the eMA ID, no check digit is specified for the EVSE ID.

Alpha characters SHALL be interpreted case insensitively.