



AI-informed Holistic Electric Vehicles Integration Approaches for Distribution Grids

D10.3

Stakeholder's List

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EXECUTIVE SUMMARY

The D10.3 Stakeholder's List analyses the stakeholders relevant to the AHEAD project, providing an overview of the target audiences and their roles, interests, and potential contributions towards the achievement of the project's objectives and the eventual exploitation of the AHEAD results.

The report describes the method of mapping stakeholders based on their interest and influence to create distinctions between the strategic levels of engagement required per stakeholder type.

The stakeholder list is a critical component to the Communication and Dissemination strategy (D10.2) and will inform the tools, communication channels, and messaging required for the proper and effective engagement of stakeholders. While delivered in M6, the identification of stakeholders and the strategy behind their engagement is an ongoing process embedded within WP10 Dissemination with the active contribution from all AHEAD partners. The outcomes of this deliverable and the communication and dissemination plan will also feed into the Exploitation Plan, business model and policy recommendations (D10.4).

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1 INTRODUCTION

1.1 AHEAD Introduction

The AI-informed Holistic Electric Vehicles Integration Approaches for Distribution Grids project (AHEAD) will create a simulation environment capable of predicting the most convenient location to place the electric vehicle (EV) charging stations and optimise both the usage of the power grid assets and that of the charging stations, located in urban and rural areas. This simulation environment will exploit the unique features of currently available AI models and include two layers: the spatial mapping (placing the chargers where the people need them), and the power grid (placing the chargers where the grid can host them). Innovative smart charging algorithms will be designed and tested in the model, to minimise the impact of EV charging pools on the network, and ensure the consumers have economic benefits. These smart charging algorithms will be tested in seven demonstration sites, dedicated to assessing the technical and economic feasibility of smart charging light and heavy-duty EVs, and boats.

AHEAD gathers 21 partners representing the entire EV value-chain: technology providers who want to test their equipment in the real world, grid operators, who want to optimise the usage of the grid resources and mitigate the impacts of EV charging, and research institutions, who aim to advance the knowledge on the topic and produce value for end users and society alike.

1.2 List of acronyms

BEES	Battery energy storage systems
CPO	Charging point operator
DER	Distributed Energy Resources
eMSP	E-Mobility service provider
EVSE	Electric vehicle supply equipment
HDV	Heavy duty vehicles
IT	Information Technology
IoT	Internet of Things

2 STAKEHOLDER IDENTIFICATION

2.1 Stakeholder definition & categorization

The e-mobility sector involves a complex range of stakeholders with both similar and varied interests. This section first sets out to identify the target groups within the stakeholder domain and their potential interests and contributions to the AHEAD project.

2.1.1 Defining a Stakeholder

A stakeholder is an individual, group of individuals, or entity that has something to be gained or lost (interest) by the project's activities and achievement of objectives. Therefore, identifying relevant stakeholders, assessing their needs, highlighting challenges, as well as flagging potential opposition to the project's undertaking is critical to its success.

The AHEAD consortium has identified 7 target audiences relevant to its undertaking: Industry, Science, Services, Policy, End Users, Civil Society, and Networks. We expand on these audiences with the respective categories that comprise each target audience, with a closer look to their roles, interests, and potential contributions to the project.

2.1.2 Target Groups

Outlined in the paragraphs below and in Table 1, the respective target groups and categories that comprise each audience allow us to flesh out the nuances between the needs and contributions of the stakeholders. The outlining of these preferences is done in Table 1, which helps to identify specific stakeholders and entities that comprise these target groups in AHEAD Stakeholder List (see Annex).

2.1.2.1 Industry Stakeholders

Industry stakeholders provide the technological, material and energetic assets for the deployment and operation of electromobility. This audience involves three key target groups: technology providers and manufacturers, system operators, and energy companies.

Industry, in developing and manufacturing the EVs, EV charging equipment and smart charging technologies, has a keen interest to test their technologies and hardware in real-

world scenarios to improve their compatibility, product performance and reliability. This also allows them to make informed strategic business decisions in the development, design, and production of e-mobility related digital and physical assets based on market realities, user feedback, and other technical and economic feasibility studies.

As managers and operators of electricity distribution and transmission grids, system operators are responsible for ensuring charging capacity with grid stability. This target group have a vested interest in seeing how AHEAD can minimise the grid impact from large-scale EV deployment, optimising its usage and avoiding overloading its capacity and/or avoiding costly reinforcement.

To the project, these stakeholders contribute with data, infrastructure, and expertise, as well as participate in the design and validation of use cases that includes novel integration approaches to realise flexibility and new potential business markets.

Lastly, in supplying electricity and managing energy resources, energy companies' interests include efficiently integrating EVs into the energy system to maximise the share of renewable energy in the EU's energy consumption and enhance the stability of the power grid through providing demand side flexibility.

Industry stakeholders, in making up most project partners within the AHEAD consortium, signifies the close consultation and involvement needed for the project to be successful in testing and validating the outcomes, but additionally, external industry stakeholders will be key to also involve as the project matures and in the context of the exploitation and business modelling D10.3.

2.1.2.2 Science Stakeholders

Science stakeholders include those from research and academia at universities, as well as research institutes, and those in research and development for industry. Their involvement is crucial to the project by testing innovations, developing models and simulations, and algorithms related to e-mobility and smart grid integration. Their interests are driven by making advancements on energy management systems, grid optimisation, renewables integration, artificial intelligence (AI), and spatial mapping and infrastructure planning to inform (to the benefit of) other target audiences. The scientific community is key to informing project

outcomes and providing the dissemination of results and suggesting where further areas of study are needed.

2.1.2.3 Services Stakeholders

Service providers are responsible for operating the services related to EVs which includes charging point operators (CPOs) that install, maintain and operate EV charging stations, eMSP that offer different services to EV drivers (apps, web portals, billing, etc) EV fleet managers and Cloud and IT platform service providers.

CPOs are interested in optimal placement of charging points, ensuring availability and cost-efficient charging. Contributions to the project include collaborating on the demonstration sites, providing data and testing new models of charging.

EMSP interests are centred on the EV driver, ensuring quality and customer satisfaction, trust, and compliance with different charging platforms. Possible contributions include providing user feedback and testing new services related to flexibility.

EV fleet managers are concerned with grid stability to manage commercial and HDV fleets - whether private or public, and efficient charging strategies that that save on energy costs. Their involvement and contribution can include providing data and the testing of smart charging solutions and validation of use cases.

Cloud managers and IoT /IT platform service providers develop and manage cloud-based platforms that allow for the monitoring, control and management of EV charging with the grid. Key interests include data exchange and processing, and security and optimisation of the charging system.

2.1.2.4 Policy Stakeholders

As the drafters, decision-makers and implementers of energy transition targets and policies, policy stakeholders are enablers for the entire e-mobility ecosystem. Legislative frameworks at EU and national levels drive the uptake of electric vehicles and alternative fuels infrastructure. The categories in this target audience include all levels of policymakers (EU, national, regional, local) regulatory authorities (international, European, national, local), as well as international organizations, national ministries and think tanks. These actors play a

crucial role in providing the necessary frameworks, incentives, and market certainty for the rollout of EVs, infrastructure and the harmonization and standardization of essential protocols and standards.

The sharing of AHEAD policy recommendations (D10.4) in line with key project outcomes support the dialogue needed to enable the right policy shifts and cross-sector collaboration required that can benefit the entire energy system, as well as consumers.

2.1.2.5 EV User Stakeholders

The transition to e-mobility is ultimately a consumer choice: despite the growth of the sector as shown in the recent [research study](#) conducted by two leading European e-mobility associations, [AVERE](#) and [ChargeUp Europe](#), the share of EVs in Europe rose up from 1% in 2019 to almost 15% in 2024 while the deployment of recharging infrastructure in Europe witnessed a remarkable boost of more than 750% from 2019 to 2024. However, the promising outlook for the growth of e-mobility in Europe, which is also supported by the recent EU regulatory framework such as the Alternative Fuels Infrastructure Regulation (AFIR), cannot determine alone if consumers will choose an EV because consumer preferences not only come down to cost practicalities but also behavioural charging needs.

Advancements in V2X and bidirectional smart charging are great drivers for the continuation of the growth of the e-mobility in Europe as these technologies require the empowering evolution of EV users' profile from an energy consumer to that of a prosumer (producing and consuming their own energy). In this regard, smart charging or V1G, is a form of unidirectional charging of an EV that optimizes the charging process based on the state of the grid or the price of electricity¹. Furthermore, the transition to e-mobility can create local energy communities across Europe. By doing so, EV users and businesses who provide demand-side flexibility services, i.e. smart charging, to the power grid will have access to the electricity energy markets and will endorse financial benefits as a result. In return, the stability and reliability of the European power grids will be enhanced by the benefits provided through smart

¹ *Harnessing the potential of Vehicle-to-Grid (V2G): recommendations for a robust legislative framework for V2G integration*. AVERE. 2024. Available at: [https://www.averre.org/blogpages/policy-details/2024/06/28/position-paper-harnessing-the-potential-of-vehicle-to-grid-\(v2g\)-recommendations-for-a-robust-legislative-framework-for-v2g-integration](https://www.averre.org/blogpages/policy-details/2024/06/28/position-paper-harnessing-the-potential-of-vehicle-to-grid-(v2g)-recommendations-for-a-robust-legislative-framework-for-v2g-integration) (Accessed: 22 October 2024).

charging to the energy system in terms of frequency regulation, voltage control, and spinning reserve.

2.1.2.6 Civil Society

Civil society stakeholders include non-governmental organisations (NGOs), advocacy groups, and community organisations that represent public interests around the topics of environment, sustainability, mobility, and society. These stakeholders can ensure that other ethical and equitable social considerations are made that may be overlooked by other key stakeholders. Lastly, media and press are key categories in this target audience that can serve as multipliers in raising awareness, user and public opinion and support for policies and parties that favour the AHEAD approach and tools.

2.1.2.7 Networks

The final audience identified is Networks, which comprises other projects, initiatives and innovation clusters that act as amplifiers and strategic partners to draw synergies with and act as further points for exchange and dissemination on a variety of topics including AI, e-mobility, energy communities, electrification councils, and international working groups.

The AHEAD project will benefit immensely from collaboration with various networks, strategic working groups and innovation clusters across the e-mobility and energy ecosystems, including smart grid and energy transition projects, sustainable mobility initiatives, and other AI research networks. These networks gather other experts in the respective fields where additional contributions can be made in the form of new business partnerships, proposals, spin-off projects to further optimize EV charging infrastructure, grid management. Together, these partnerships will drive the commercialization and standardization of smart charging technologies, contributing to decarbonization efforts.

Table 1 – Target Audiences, Interests & Contributions

TARGET AUDIENCE	TARGET GROUP / CATEGORY	SUBCATEGORY	INTERESTS	CONTRIBUTIONS
INDUSTRY	Technology Provider / Manufacturer	Car OEM	Hardware/Software development; incentives	Expertise; Technical barriers; innovation; regulatory needs
		EVSE manufacturers	Hardware/Software development; incentives	Expertise; innovation
	System operator	TSO	Improving flexibility; utilisation of AHEAD results	Data, infrastructure
		DSO	Improving flexibility; utilisation of AHEAD results	Data, infrastructure
		Aggregator (VPP operator, flexibility operator)	Data for decision making; utilisation of AHEAD results	Data, infrastructure
	Energy companies		Grid balancing; renewables integration	Energy supply management, balancing algorithms
SCIENCE	University/Academia		Facilitating cooperation	Data; results; exchange of learnings and feedback
	Research Centres / RTOs		Facilitating cooperation	Data; results; exchange of learnings and feedback
	R&D Industry departments			Data; results; exchange of learnings and feedback
	Innovators			Data; results; exchange of learnings and feedback
SERVICES	CPOs		Cybersecurity, data, cost cutting, new market trends	Skills; educating users
	eMSP		Cybersecurity, data, cost cutting, new market trends; educating users	Innovation, software barriers, expertise, exchange of learnings/feedback
	EV Fleet Managers	Public transport fleets	Cybersecurity, data, cost cutting, new market trends; educating users	Fleets for flexibility
		Corporate Fleets	educating users	Fleets for flexibility
		HDV EV fleets	educating users	Fleets for flexibility
		Maritime operators	educating users; skills	Fleets for flexibility
	IT	Cloud services	Data, cybersecurity	Educating/empowering users; building trust
		IoT / IT service providers		Educating/empowering users; building trust
POLICY	Policymakers	EU Policymakers	Policymaking, technical	Policymaking, incentives

TARGET AUDIENCE	TARGET GROUP / CATEGORY	SUBCATEGORY	INTERESTS	CONTRIBUTIONS
			and regulatory barriers	
		National Policymakers	Policymaking, technical and regulatory barriers	Policymaking, incentives
		Regional Policymakers	Policymaking, technical and regulatory barriers	Policymaking, incentives
		Local Policymakers	Policymaking, technical and regulatory barriers	Policymaking, incentives
	Regulatory Authorities	International regulatory authorities	Policy implementation; regulatory barriers	Oversight, knowledge on implementation / further barriers
		European level regulatory authorities	Policy implementation; regulatory barriers	Oversight, knowledge on implementation / further barriers
		National regulatory authorities	Policy implementation; regulatory barriers	Oversight, knowledge on implementation / further barriers
		Local authorities	Policy implementation; regulatory barriers; local knowledge/barriers/opportunities	Oversight, knowledge on implementation / further barriers
	Committees for Standardization and Harmonization		Adoption of standards; Fostering compatibility, cost savings /competitiveness between markets/ across countries	Support national standardisation bodies
	International organizations		Adoption of standards; policy	
	National Ministries		Adoption of standards; policy	Oversight, knowledge of implementation in national context, further barriers; data/ cross-sectoral needs
	Municipalities		Adoption of standards; policy; assessing local needs/opportunities	Oversight, knowledge of implementation in local context, further barriers; data/ cross-sectoral needs
	Think tanks		Provide policy advice; support	Oversight, knowledge on implementation / further barriers; data; amplifier/supporter
END USERS	EV owners & associations		Cost benefits; other benefits	Critical feedback on services/ needs; data; educating users
	Vehicle operators		Cost benefits; other benefits	Critical feedback on services/ needs; data
	Energy communities		Cost benefits; other benefits	Critical feedback on services/ needs; data
	Collective consumers		Cost benefits; other benefits	Critical feedback on services/ needs

TARGET AUDIENCE	TARGET GROUP / CATEGORY	SUBCATEGORY	INTERESTS	CONTRIBUTIONS
CIVIL SOCIETY	Indirect end users	Tourists	Societal benefits	Societal benefits
		Public	Societal benefits	Amplifier/supporter
	NGOs		Societal benefits	Amplifier/supporter
	Press/Media	Local	Results; impacts; benefits	Amplifier/supporter
		Regional	Results; impacts; benefits	Amplifier/supporter
		EU	Results; impacts; benefits	Amplifier/supporter
		Specialized press	Innovation; novel approaches; results; impacts	Amplifier/supporter
NETWORKS	Other EU projects		AHEAD results; benefits	Knowledge exchange; Amplifier/supporter
	Initiatives / Innovation clusters		AHEAD results; benefits	Knowledge exchange; Amplifier/supporter

Following the identification of key stakeholder audiences and their potential interest and contributions, the next step is to better understand how best to engage, involves listing of specific stakeholders and conducting a mapping of their influence and interest.

2.2 Stakeholder Matrix & Mapping

One method to identify what and how stakeholders should be engaged and addressed in the project is through a dedicated matrix mapping. This is done by mapping the respective stakeholder categories based on their respective levels of interest and influence (power) category.

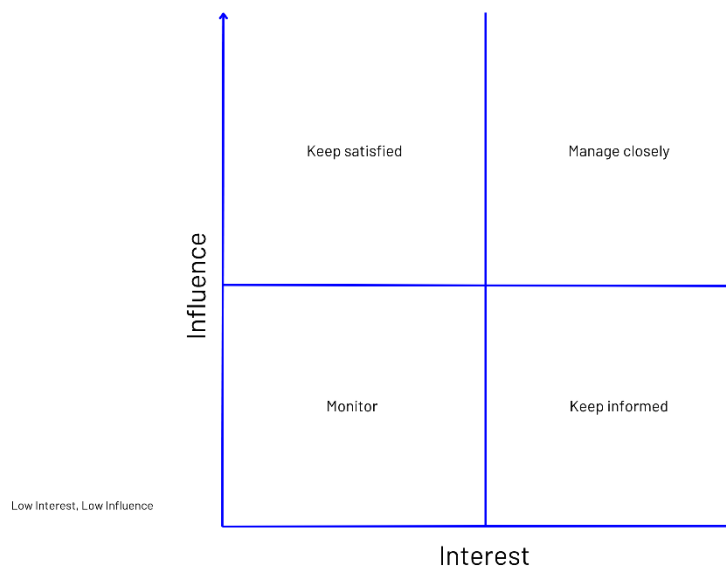


Figure 1 – Stakeholder Mapping Matrix

Mapping the stakeholders based on these variables over a series of quadrants help determine the extent to which stakeholders should be consulted and engaged, identifying opportunities and potential risks: stakeholders with low interest and low influence have little power and connection to the project, but should be informed /monitored with little resources. However, given that externalities could change their level of influence or interest in the future, neglecting them could potentially be to the detriment of the project. Given that the e-mobility ecosystem involves so many stakeholders, awareness of neutral stakeholders is important to ensure a timely consultation of any developments to avoid real pushback and to elicit input from those who may have something to gain or lose.

Stakeholders with a moderate to high interest and low to moderate influence in the project should be kept informed of its achievements and progress – providing the information needed so that they can become allies or amplifiers of the project achievements.

Stakeholders with a high influence or power and low interest could both potentially be champions of the work within the project, or potential threats if they are not convinced. Meeting and engaging with these stakeholders is critical to knowing and monitoring their interests to not increase unfavourable interest.

Lastly, stakeholders with high power and high interest are crucial to regular consultation and exchange – this includes both ambassadors of the project but can also include stakeholders

that may not support the project and serve as a threat. In this case, open communication and consultation is favourable as there could be potential to win them over.

3 STAKEHOLDER ENGAGEMENT

Ranking stakeholder influence and interest shows the extent to which the target groups should be engaged and consulted, informing the Communication and Dissemination strategy that plans the channels, actions and activities of the project. Based on the final mapping of the respective stakeholders, a series of different engagement activities will be selected to make the most effective use of stakeholders' time and resources. An initial mapping of the stakeholders was done at the kick-off meeting and is further elucidated by the Stakeholder list excel (Annex).

The key exploitable results of AHEAD will link to the specific needs of the core target groups that will inform the exploitation plan, business model, and policy recommendations (D10.4). The exploitation plan will build off this stakeholder identification with the definition of key exploitable results both at the consortium (project) level and for individual partners with strategies to overcome potential barriers and understand how users and other potential stakeholders perceive the value and make use of AHEAD's work and innovations.

4 CONCLUSIONS

The AHEAD project is developing a simulation to optimize EV charging station placement, balancing grid capacity and user needs in urban and rural areas. It leverages AI models and smart charging algorithms to reduce grid impact and ensure consumer benefits, tested in seven demo sites.

Stakeholder engagement remains central to the AHEAD project's success, as evidenced by the creation of a comprehensive stakeholder list and mapping matrix in this deliverable report. This stakeholder list for AHEAD (Annex) will guide its interactions with relevant stakeholders and maximize the impact of the AHEAD project's findings.

Through the successful engagement of stakeholders, the outcomes of the AHEAD project will contribute not only to optimizing EV charging infrastructure but also to shaping the future of zero emission mobility and renewable energy distribution in Europe. The engagement of diverse stakeholders with AHEAD project will ensure that its developed solutions are comprehensive and aligned with the needs of the entire e-mobility value chain, as well as supporting the achievement of the EU's Clean Industrial Deal targets.

5 ANNEX

NAME	ACRONYM	COUNTRY	REGION	WEBSITE	GENERIC CONTACT	TARGET AUDIENCE	CATEGORY	INTEREST	INFLUENCE	RELATION TO AHEAD (do not fill in)	COMMENTS - add another column
European Network of Transmission System Operators for Electricity	ENTSO-E	Belgium	Europe	https://www.entsoe.eu/		INDUSTRY	System operators	5 - very high	5 - very high	Manage closely	
European Electric Power Distribution Industry	E-DSO	Belgium	Europe	https://www.electricity.eu/		INDUSTRY	System operators	5 - very high	5 - very high	Manage closely	
European Union Agency for the Cooperation of Energy Regulators	ACER	Belgium	Europe	https://www.acer.europa.eu/		POLICY	Regulatory authorities	5 - very high	5 - very high	Manage closely	
Regulatory Assistance Project	RAP	Belgium	Europe	https://www.apoenergy.org/		SCIENCE	Research Centres	5 - very high	5 - very high	Manage closely	
European federation of energy communities	RESCOOP	Belgium	Europe	https://www.recoop.eu/		END USERS	Research Centres	5 - very high	5 - very high	Manage closely	
Association of local energy distributors in Europe	GEODE	Belgium	Europe			SCIENCE	Research Centres	5 - very high	5 - very high	Manage closely	
Ministry of Natural Resources and Spatial Planning		Slovenia	EU	https://www.ruz.delo.si/oblasti/oblasti-za-energetiko/		POLICY	National policymakers	5 - very high	5 - very high	Manage closely	
Ministry of Infrastructure		Slovenia	EU	https://www.ruz.delo.si/oblasti/oblasti-za-energetiko/		POLICY	National policymakers	5 - very high	5 - very high	Manage closely	
Ministry of Planning		Slovenia	EU	https://www.ruz.delo.si/oblasti/oblasti-za-energetiko/		POLICY	National policymakers	5 - very high	5 - very high	Manage closely	
Environment, Climate and Energy		Slovenia	EU	https://www.ruz.delo.si/oblasti/oblasti-za-energetiko/		POLICY	National policymakers	5 - very high	5 - very high	Manage closely	
Agency for energy	AGEN	Italy	EU	https://www.agen.it/		POLICY	Regulatory authorities	4 - high	4 - high	Manage closely	
Energy Institute		United Kingdom	Europe	https://www.theenergyinstitute.org/		CIVIL SOCIETY	Think tanks	4 - high	4 - high	Manage closely	
European Parliament Think Tank		Belgium	Europe	https://www.europarl.europa.eu/think-tank/		CIVIL SOCIETY	Think tanks	2 - low	4 - very high	Keep informed	
EUROPEUM Institute	Not applicable	Belgium	Europe	https://www.europeum.eu/		CIVIL SOCIETY	Think tanks	3 - moderate	3 - moderate	Keep informed	
Centre for Energy Policy Studies	CEPS	Belgium	Europe	https://www.ceps.eu/		CIVIL SOCIETY	Think tanks	3 - moderate	3 - moderate	Keep informed	
Centre for Regulation in Europe	CERRE	Belgium	Europe	https://www.cerre.eu/		CIVIL SOCIETY	Think tanks	4 - very high	4 - very high	Keep informed	
European Policy Centre	EPIC	Belgium	Europe	https://www.epic.eu/		CIVIL SOCIETY	Think tanks	2 - low	4 - very high	Keep informed	
Mobility Point Europe	Not applicable	Spain	Europe	https://www.mobilitypoint.eu/		CIVIL SOCIETY	Think tanks	3 - moderate	3 - moderate	Keep informed	
EV Magazine	Not applicable	United Kingdom	World	https://www.evmagazine.com/		CIVIL SOCIETY	Press/Media	3 - moderate	3 - moderate	Keep informed	
E-Mobility Technology International	Not applicable	United Kingdom	World	https://www.emobilitytechnology.com/		CIVIL SOCIETY	Press/Media	3 - moderate	3 - moderate	Keep informed	
Electric & Hybrid	Not applicable	United Kingdom	World	https://www.electricandhybrid.com/		CIVIL SOCIETY	Press/Media	3 - moderate	3 - moderate	Keep informed	
ENDS Europe	Not applicable	United Kingdom	World	https://www.ends.eu/		CIVIL SOCIETY	Press/Media	3 - moderate	3 - moderate	Keep informed	
Green Mobility Magazine	Not applicable	France	Europe	https://www.greenmobilitymagazine.com/		CIVIL SOCIETY	Press/Media	3 - moderate	3 - moderate	Keep informed	
Polisio Europe	Not applicable	Belgium	Europe	https://www.polisio.eu/		CIVIL SOCIETY	Press/Media	2 - low	3 - moderate	Keep informed	
Electric Europe	Not applicable	Germany	World	https://www.electric-europe.com/		CIVIL SOCIETY	Press/Media	2 - low	3 - moderate	Keep informed	
Electric Europe	Not applicable	Germany	World	https://www.electric-europe.com/		CIVIL SOCIETY	Press/Media	2 - low	3 - moderate	Keep informed	
Motor-E	Not applicable	Denmark	EU	https://www.motor-e.com/		END USERS	EV users, EV associations	4 - very high	3 - moderate	Keep informed	
Denmark e-Mobility	Not applicable	Denmark	EU	https://www.denmarkemobility.com/		END USERS	EV users, EV associations	4 - very high	3 - moderate	Keep informed	
Slovenia EV Association	DEVS	Slovenia	EU	https://www.devs.si/		END USERS	EV users, EV associations	4 - very high	2 - low	Keep informed	
Electric Vehicle Users Association of Portugal	UVE	Portugal	EU	https://www.uve.pt/		END USERS	EV users, EV associations	4 - very high	2 - low	Keep informed	
Portuguese Electric Vehicle Association	APVE	Portugal	EU	https://www.apve.pt/		END USERS	EV users, EV associations	4 - very high	2 - low	Keep informed	
Atorcia di Rispazzione per l'Environ, Rili & Ambientu	AREFA	Italy	EU	https://www.atorcia.eu/		POLICY	Regulatory authorities	4 - high	5 - very high	Manage closely	
Ministry of Environment and Climate Action		Portugal	EU	https://www.ministerioambiente.pt/		POLICY	Regulatory authorities	4 - high	2 - low	Keep informed	
European Commission DG ENER	DG ENER	Belgium	EU	https://ec.europa.eu/energy/		POLICY	EU policymakers	3 - moderate	5 - very high	Manage closely	
European Parliament Industry Research and Energy (IPIRE) Committee	IPIRE	Belgium	EU	https://www.ipire.eu/		POLICY	EU policymakers	3 - moderate	5 - very high	Manage closely	
Denmark Ministry of Transport	TM	Denmark	EU	https://www.tm.dk/		POLICY	Regulatory authorities	4 - high	3 - moderate	Keep informed	
Green Power Denmark	Not applicable	Denmark	EU	https://greenpowerdenmark.dk/		POLICY	National policymakers	3 - moderate	3 - moderate	Keep informed	
Federation of Danish Motors	FDM	Denmark	EU	https://www.fdm.dk/		POLICY	National policymakers	3 - moderate	2 - low	Monitor	
Denmark Industry	DI	Denmark	EU	https://www.danishindustry.dk/brancher/transport/		POLICY	National policymakers	3 - moderate	2 - low	Monitor	
Smart Energy International	SEI	Netherlands	Europe	https://www.smartenergyinternational.com/		CIVIL SOCIETY	International Press	3 - moderate	3 - moderate	Keep informed	
Green Tech Media	Not applicable	Italy	Europe	https://www.gtm.it/		SERVICES	International Press	4 - high	3 - moderate	Keep informed	
The Danish Energy Agency	EL BL	Denmark	EU	https://www.elbl.dk/		POLICY	EU policymakers	4 - high	2 - low	Manage closely	
The Norwegian EV Association	EL BL	Norway	EU	https://www.evassn.no/		END USERS	EV users, EV associations	4 - high	4 - high	Manage closely	
The Norwegian Water Resources and Energy Directorate	NVE	Norway	EU	https://www.nve.no/		INDUSTRY	National policymakers	3 - moderate	4 - high	Manage closely	
European Energy Research Institute	na	Norway	EU	https://www.eeri.no/		INDUSTRY	National policymakers	3 - moderate	4 - high	Manage closely	
Envi X	na	Norway	EU	https://www.envi.no/		INDUSTRY	National policymakers	3 - moderate	4 - high	Manage closely	
E-distribusjon	na	Norway	EU	https://www.e-distribusjon.no/		INDUSTRY	National policymakers	3 - moderate	4 - high	Manage closely	
Axel	na	Norway	EU	https://www.axel.no/		INDUSTRY	National policymakers	3 - moderate	4 - high	Manage closely	
Elbil Norge	na	Norway	EU	https://www.elbilnorge.no/		INDUSTRY	National policymakers	3 - moderate	4 - high	Manage closely	
HERA	na	Norway	EU	https://www.hera.no/		INDUSTRY	National policymakers	3 - moderate	4 - high	Manage closely	
Apot Løsninger	na	Norway	EU	https://www.apot.no/		INDUSTRY	National policymakers	3 - moderate	4 - high	Manage closely	
ACEA	na	Italy	EU	https://www.acea.eu/		INDUSTRY	National policymakers	3 - moderate	4 - high	Manage closely	
Electric Vehicles Management for carbon neutrality in Europe	EUVE Project	Italy	EU	https://www.euveproject.eu/		INDUSTRY	National policymakers	3 - moderate	4 - high	Manage closely	
Fixed Energy System Leveraging the Optimal Integration of EVs deployment Wave	FIOW Project	Italy	EU	https://www.fiowproject.eu/		INDUSTRY	National policymakers	3 - moderate	4 - high	Manage closely	
Smart Charging Alignment for Europe	SCAE Project	Italy	EU	https://www.scaeproject.eu/		INDUSTRY	National policymakers	3 - moderate	4 - high	Manage closely	
Accurate Real-time Learning with Uncertainty Quantification for DER Forecasting Applied to	ACCURATE Project	Italy	EU	https://www.accurateproject.eu/		INDUSTRY	National policymakers	3 - moderate	4 - high	Manage closely	
Autonomous Connected Transport Challenge	ACCT Project	Italy	EU	https://www.acctproject.eu/		INDUSTRY	National policymakers	3 - moderate	4 - high	Manage closely	
Delivering Renewal and Innovation to make Vehicle Electrification enabled by V2X technology	DELIVER2X	Italy	EU	https://www.deliver2x.eu/		INDUSTRY	National policymakers	3 - moderate	4 - high	Manage closely	
Maximizing the impact of innovative energy approaches in the EU markets	INSULAE Project	Italy	EU	https://www.insulaeproject.eu/		INDUSTRY	National policymakers	3 - moderate	4 - high	Manage closely	
Sustainable Innovative Mobility Solutions	SIMS Project	Italy	EU	https://www.simsproject.eu/		INDUSTRY	National policymakers	3 - moderate	4 - high	Manage closely	
Shift to Direct Current	SHF2DC Project	Italy	EU	https://www.shf2dcproject.eu/		INDUSTRY	National policymakers	3 - moderate	4 - high	Manage closely	
Sharing Cities		Italy	EU	https://www.sharingcities.eu/		INDUSTRY	National policymakers	3 - moderate	4 - high	Manage closely	
BRIDGE Initiative	BRIDGE	Belgium	EU	https://www.bridge-initiative.eu/		INDUSTRY	National policymakers	3 - moderate	4 - high	Manage closely	
AYX Cluster	AYXEM	Portugal	EU	https://www.ayxcluster.eu/		INDUSTRY	National policymakers	3 - moderate	4 - high	Manage closely	
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