

# deployEMDS transversal use case workshop: Outcomes report

Friday, November 28, 2025

POLIS Conference, Utrecht

On November 28, 2025, deployEMDS hosted a workshop on two of the project's transversal use cases following the POLIS Conference 2025 in Utrecht, the Netherlands. The session gathered city representatives, mobility authorities, data experts, and private operators, especially members of deployEMDS' Networking of Follower Cities and Regions and Innovation and Scaling Group. Workshop attendees discussed how a data space can support better mobility planning and more effective sharing of urban mobility data.



## deployEMDS transversal use cases

In addition to the project's 16 use cases across nine implementation sites, **deployEMDS** is developing **transversal use cases (TUCs)**. The aim of a TUC is to address common mobility challenges through data-driven scenarios that are replicable across diverse geographic contexts and involve a range of stakeholders—including public authorities, private-sector organisations, technology providers, and end-users.

Three such use cases are currently exploring how a data space can tackle key mobility challenges:

- Processing **Urban Mobility Indicators (UMIs)**
- Addressing **fragmentation in electric vehicle (EV) charging data**
- Enabling **integrated ticketing**

The workshop focused on the **UMI** and **EV charging data** transversal use cases, with participants divided into two groups for in-depth discussion.



## How do cities approach Urban Mobility Indicators?

The UMIs are a set of metrics established by the European Commission to support urban nodes in monitoring the implementation of Sustainable Urban Mobility Plans (SUMP) and tracking progress toward the priorities outlined in the Trans-European Transport Network Regulation.<sup>1</sup> These indicators are designed to evaluate the sustainability, safety, and accessibility of transport systems within urban nodes.

During the workshop, two deployEMDS implementation sites—the cities of Stockholm and Budapest<sup>2</sup>—presented insights on how the cities process their current indicators. City representatives and other participants of the workshop then shared their considerations, including potential struggles, regarding the UMIs. Topics discussed include, among others, data collection frequency and methods, data aggregation and the definition of key terms.

## Defining the data space added value to streamline UMI processing

<sup>1</sup> Further information available [here](#).

<sup>2</sup> Represented by Budapesti Közlekedési Központ, transport operator for the City of Budapest.

The discussion focused on assessing the data space value to facilitate UMI processing. Participants acknowledged that a data space approach could streamline UMI processing for cities in multiple ways:

- **Support metadata and reference methodologies to improve comparability:** A data space could provide a reference framework for metadata logging, including agreed terms, syntaxes and formats, enabling authorities to document how their data is produced and how closely it aligns with reference approaches. This would allow stakeholders to assess comparability while respecting existing local and national methodologies, creating an incentive for alignment where appropriate. Documented deviations from reference approaches would also help identify cases where reference standards are not fit for local contexts.
- **Facilitate the creation and use of a data catalogue:** A data catalogue could provide an exhaustive view of which indicators are currently produced, how they are calculated, and where gaps remain. While data catalogues already exist in different forms, practices are uneven, and documentation is often incomplete. A more standardised approach, via a data space, to cataloguing datasets, methods, and metadata would support authorities in understanding available data, improve transparency, and support comparability, without requiring full methodological harmonisation.
- **Lower barriers for data sharing with private actors:** By providing trusted identification, authentication, and governance mechanisms, a data space could offer a more reassuring framework for private-sector data providers. This could help encourage data sharing where appropriate, supporting access to better documented and more consistent datasets for public authorities. This could also contribute to improved coverage, quality, and robustness of certain indicators, particularly where there is currently limited incentive for voluntary data provision.

## How could a data space tackle electric vehicle (EV) data fragmentation?

Parallel to discussions on the UMIs, deployEMDS partners, data space providers and two cities considered the project's second transversal use case on EV charging data. The EV ecosystem often faces the challenge of fragmented and siloed data across its diverse stakeholders (e.g. EV charging operators, mobility service providers, energy grid managers, and local authorities). The aim of this use case is to understand how a data space approach could reduce this fragmentation.

Participants first discussed EV data types of interest, identifying location of EV charging points, availability status, and pricing information as the most important. The discussion then continued with listing the functionalities and advantages of data spaces in the context of EV charging data, namely:

- **Trust via token-based authentication:** Tokens are issued by a data space. Companies register at the national level, where verification can then be reported to the European level. Geo-fencing capabilities are also supported.
- **Detect and mitigate security threats:** A clearing house (intermediary to facilitate exchanges between data provider and user) would validate data and provide cross-checking tools, such as identifying suspicious public information with binary content.
- **Metadata quality:** Centralised focus on enhancing data and metadata quality. Connectors function as advanced APIs, bridging systems more effectively. High-quality metadata would be needed to describe each of the EV datasets available for data users.

- **Interoperability:** Connecting different data spaces remains challenging. The Simpl<sup>3</sup> connector acts as an interlinking layer, facilitating these connections between EV data sets.

## Île-de-France: tackling fragmented EV charging data

The group then dove into the Île-de-France use case, focusing on improving journey planning by using data and AI to offer better travel options and making sure this data is easy to use across different platforms. En Route, a contributor to the Île de France use case, presented an outline of the use case and some of the findings to date. Notably, they have found a growing interest among public transport authorities in EV charging data, particularly for integrating electric mobility with public transport. While the location of charging points is publicly known, sensitive data, such as real-time availability of chargers (in use vs. free), is private data and not readily accessible.

The vision in Île-de-France is to align EV charging with regional mobility goals, for example by installing chargers at train stations to reduce urban car use. In car-dependent regions like Paris, businesses also seek to support employees and fleets in adopting EVs by improving access to charging infrastructure.

Public transport authorities are keen to incorporate EV charging into multimodal services, with [National Access Points \(NAPs\)](#) already providing most static data. A mobility data space presents a compelling business case, as real-time charger availability data is primarily held by private stakeholders—though collecting and maintaining it is costly.

**Benefits of using a data space to process EV charging data differ on the local and EU level** Participants of the EV charging breakout group in the workshop brainstormed further benefits of sharing EV data and the potential on the EU level.

For private entities, the sharing of EV charging data via a data space presents multiple opportunities: revenue generation for operators monetising operational and usage insights, customer acquisition through enhanced visibility and service integration, and strategic forecasting to guide the expansion of charging infrastructure in line with fleet growth and future demand.

For public authorities, a data space could help integrate EV services with public transport, thereby making more sustainable mobility options more visible and therefore more accessible to end-users. This could involve embedding EV charging and other mobility services into unified Mobility-as-a-Service (MaaS) platforms to support a shift away from private cars.

At the EU level, having harmonised EV data accessible through interoperable data spaces could foster seamless cross-border mobility, e.g. allowing users to locate EV charging points across participating cities and countries. It could strengthen the European EV industry, supporting manufacturers, operators, and service providers while fostering collaboration over competition among Member States. Enhancing charging accessibility may raise user confidence in electric vehicles and stimulate demand for EVs. Additionally, it could contribute to encouraging third countries to adopt EU standards, expanding the EU's influence and promoting interoperability. New tourism-related business models may also emerge, such as Europe-wide EV travel planning and the promotion of attractions near charging stations.

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<sup>3</sup> Simpl is an open-source middleware platform supporting data access and interoperability among European data spaces. Further information available on the Simpl website [here](#).

## Next steps for deployEMDS

By spring 2026, the focus of deployEMDS is on developing and refining key technical components and governance mechanisms for data sharing, and analysing the benefits and incentives of a common European mobility data space. The initiative will then dive into full implementation across all 16 use cases, gathering lessons learned and facilitating ongoing peer learning between locations.

The UMI and EV charging transversal use cases will be refined and deployed at different levels across sites. The project welcomes feedback from external stakeholders in the Network of Followers Cities and Regions, the Innovation and Scaling Group, and beyond.

### Legal disclaimer

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