



Call to Distribution System Operators (DSO)

Dear DSO,

You are contemplating interconnecting bidirectional EV/EVSEs (V2G) to your distribution grid because:

- 1) You recognize business opportunities.
- 2) You are compelled to do it by the regulators.
- 3) Your customers expect it.
- 4) You need to keep your rates affordable.
- 5) You need the flexibility that V2G can provide.
- 6) You need to add resilience to the grid that V2G can provide.
- 7)

But you are unsure which way to go, and time is getting short.

Your choices are:



A. Go it alone

Team up with one or two EV/EVSE OEMs that has bilateral EV - EVSE proprietary protocol that supports your grid codes:

- This is expensive, time-consuming, and requires many resources.
 - Which open international protocol should you require from your product suppliers?
 - Your customers may not like being locked into your proprietary solution.
 - And not to forget the grid codes that must be supported.
 - You are tied to one or two EV/EVSE vendors without truly interoperable solutions.
- This will reduce your choice of vendors and limit competitive bidding.

Or

B. Join the Task 53 consortium

- Require product suppliers to conform to the Task 53 “Golden Standard” (based on ISO 15118-20 without bugs & gaps) and share the costs with the Task 53 consortium partners. This applies to DC- and AC-V2G solutions.
- Test your EV/EVSE pairs thoroughly in permanent world-class labs (Conformance and interoperability testing).

You will also ensure that a consortium of EV, EVSE, and DSO shares the same interoperable V2G solution, which will gain market acceptance and alleviate customer fears of vendor tie-in and stranded assets. Imagine changing your iPhone from a Verizon subscription to a Samsung and then switching your mobile plan to AT&T. You would not accept this, would you? Similarly, if you buy a new EV brand, you don't want to change your home charger. Or what happens if your EV OEM decides to drop its support for your EVSE/EV pair (like a large company did recently for its chargers)?

Participating in Task 53 will dramatically reduce the cost, time to market, and resources needed. It will also increase your competitive advantage and open access to more markets.

But time to act is getting short

Task 53 seeks not to join many DSOs but only selected ones that can move the needle to scale V2G. Once we have onboarded "enough" DSOs, we will close the window by the end of June 2025. So now is your time to act.



About Task 53

Task 53 is an international initiative under the International Energy Agency. We are non-profit and technology agnostic, and our goal is Interoperability of Bidirectional Charging based on an international EV-EVSE protocol (task53.org).

What makes Task 53 special?

Bidirectional Charging: Task 53 focuses on bidirectional charging to enable grid-friendly operations of EVs (V2G).

Worldwide Interoperability: Enabling worldwide interoperability of bidirectional charging backed by the International Energy Agency (IEA) and administered by Switzerland.

Protocol: Task 53 emphasizes the "ISO15118-20" protocol, including Distributed Energy Resources (DER) requirements, regardless of connector type. This includes collaboration with non-CCS connectors such as NACS, GB/T, and CHAdeMO.

Inductive Charging: Inductive bidirectional charging is included for testing, with significant interest from industry representatives.

Interoperability Testing: Interoperability tests will involve various OEMs from countries, including India and Japan, who will be invited as "limited sponsors" despite not being EV-TCP members.

DSO Involvement: Several DSOs will actively participate in Task 53, ensuring perspectives on grid code implementation.

Conformance Testing: Conformance tests will be conducted in Europe at the official EU JRC Laboratory in Ispra, which includes a climatic chamber, and in the US national labs. Both for DC and AC.

As the proposing country, Switzerland makes a decisive contribution to the organization's cost.



Why one DSO member choose to join Task 53

- a) **Collect V2G Insights Prior to Client Implementation:** Gather insights and data from existing V2G (Vehicle-to-Grid) deployments before existing V2H (Vehicle-to-Home) DSO-customers expand upon it.
- b) **V2G Education and Staff Training:** Offer comprehensive education and training on V2G for internal teams to ensure complete understanding and effective implementation.
- c) **Marketing and Brand Positioning as an Innovator:** Position as a market innovator and first mover compared to other Distribution System Operators (DSOs), thereby strengthening its image and leadership.
- d) **Scale Up V2G from Pilot to Operational:** Transition the V2G experience from the pilot project stage (such as "V2X Suisse" with Honda e and proprietary DIN protocol) to a more interoperable (scalable) business model.
- e) **Fine-Tune DSO Command Signals:** Refine the minimum DSO signals (as referenced in the following slides) to «drive» customers through incentives instead of commands, avoiding involvement in customer complexity.



Your Benefits

- a) **Reduced overall-cost** and accelerated timing for getting a truly interoperable global solution for bidirectional charging for a truly applicable V2G.
- b) **Access to worldclass laboratories** such as EU JRC-Ispra, Argonne National Laboratories, Elaad, Dekra, and KERI.
- c) **Access to exclusive annual meetings and four workshops** (first one in spring 2025 in Ispra at the JRC-Laboratory).
- d) **Direct access to international and diversified knowledge pool** of bidirectional experts.
- e) **Exchange with V2G-relevant policy makers** through the EV-TCP country partners (including EU in terms of Directorate-General).
- f) **Opportunity to contribute, co-formulate and therefore influence** the outcomes (harmonized protocol implementation).
- g) **Visibility in the Task 53 communication** (logo / citation on Task 53 website and documents / presentations).

Fees

Turnover	Fee for industrial partners (invoiced in 4 installments spread over the duration of Task 53 (2024-2027), VAT to be added)	
	located in partner countries	for partners without partner country
0 – 2 Mio €	4'000 € / installment	10'000 € / installment
2 – 20 Mio €	8'000 € / installment	20'000 € / installment
20 – 200 Mio €	20'000 € / installment	50'000 € / installment
over 200 Mio €	50'000 € / installment	125'000 € / installment
Universities, Non-Profit Organizations	based on statutes to be made available to Task 53	



Partners of Task 53

by May 6, 2025



Interested?

Join us in making bidirectional charging interoperable!

Companies, universities, and institutions, regardless of their country's status, are invited to join the effort to make bidirectional charging interoperable by becoming industry partners.

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