



A Call to Distribution System Operators (DSO)

Dear DSO,

In the near future, large numbers of bidirectional EV/EVSEs (V2G) will be connected to your grid:

- 1) You recognize business opportunities.
- 2) You are compelled to do it by the regulators.
- 3) Your customers expect it.
- 4) You want to keep your electricity rates affordable.
- 5) You want the flexibility that V2G can provide.
- 6) You want 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.
- Risk of stranded assets.
- This ties you to one or two EV-EVSE vendors without truly multi-party 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 Guidelines” (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 switching from an iPhone on a Verizon plan to a Samsung phone and being forced to change to an AT&T plan. You would not accept this, would you? Or what happens if your EVSE OEM decides to drop its support for your EV (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.

The window for action is closing

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 October 2025. So now is your time to act.



About Task 53

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

What makes Task 53 special?

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

Worldwide Multiparty Interoperability: Enabling worldwide multiparty 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 can be included for testing, with significant interest from industry representatives.

Multiparty Interoperability Testing: Multiparty interoperability tests may 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.

Testing: Multiparty interoperability tests will be conducted in Europe at the official EU JRC Laboratory in Ispra, which includes a climatic chamber, and in the Argonne National Laboratory. Both for DC and AC.

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



Why one DSO member chose 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.



Your Benefits

- a) **Reduced overall cost** and accelerated timing for getting a truly multiparty interoperable global solution for bidirectional charging for a truly practicable V2G.
- b) **Test your EVs thoroughly in permanent, well-established, experienced, world-class labs** (conformance and multiparty interoperability testing).
- c) **Access to exclusive annual meetings and four workshops** (first one in Ispra at the JRC-Laboratory, Italy, the second one in November 2025 at FHNW Brugg, Switzerland, third one at Dekra, Arnhem, NL).
- d) **Direct access to an international and diverse knowledge pool** of bidirectional V2G 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).

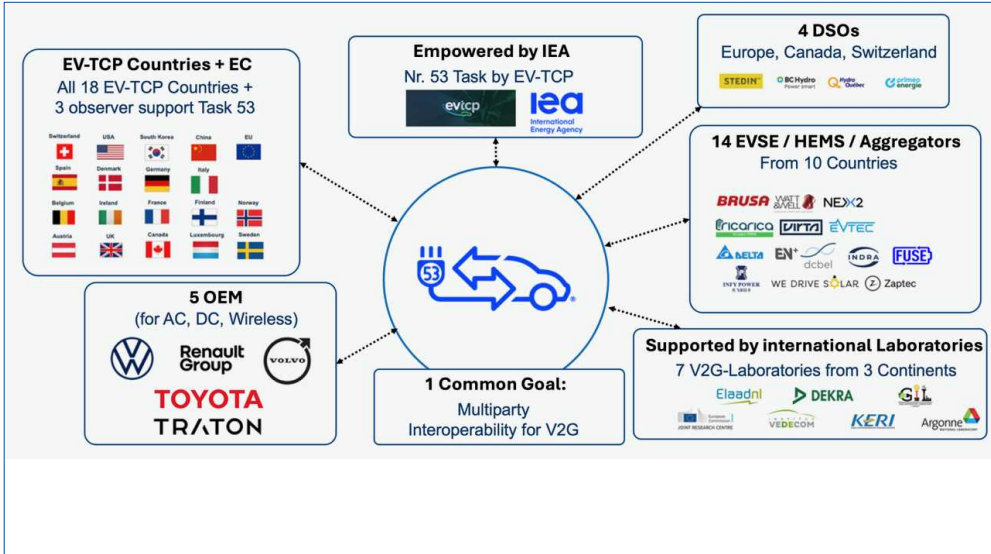
Fees

Turnover	total over the duration of Task 53
0 - 2 Mio €	16'000 €
2- 20 Mio €	32'000 €
20 - 200 Mio €	80'000 €
over 200 Mio €	200'000 €



Partners of Task 53

by June 16, 2026



Interested?

Join us in making bidirectional charging multiparty interoperable!

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

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