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Secure technologies and Processes

Hubject strongly recommends to ensure secured communication of EV and EVSE but also furthermore between EVSE and CPO_Backends. One one site technologies needs to ensure security mechanisms, on the other side processes and documentation needs to be in place and taken into account, to assure real security.
The ISO15118:2 is defining already a PKI based secured communication between EV and EVSE. This TLS is optional, except for the usecase Plug&Charge (PnC). We recommend to always use TLS based communication, even if not performing PnC. The needed V2G-PKI is already available and also new players are coming to market. Here a standardisation/validation of this PKI-operators is not yet in place and could/should be governed by a non-market stakeholder, but rather from a governmental organization. This will set same standards for these operators and will ensure real security and interoperability. With some experience in this field, we see a lot of effort not just on technical level but also on process side. Real Security is ensured with the right and future proof technologies but at least same important proper and excepted processes. Important also to mention the new ISO15118:20 version, which came out this year. The key benefit from our point is the improved security approach (higher key length and cryptologic agility). Hubject recommends to already put this standard on the roadmap for charing infrastructure as TLS is now mutual and mandatory. This norm properly ensures bi-directional charging on interoperable level.
As mentioned also the communication between EVSE and CPO needs to rely on secure processes and technologies.
We are happy to support you in defining the near future secure emobility ecosystem for CA and the US.