



**The State of Israel,
Ministry of Energy and Infrastructure**

Questions and Answers

-RFI- BE-V2G and FC-V2G Ecosystem for the Energy Market

Date: 24/09/2026

RFI Number: 11/2026

Subject: Bi-directional Charging Infrastructure, Heavy-Duty Fleet Integration (BEV/FCEV), and Energy Resilience Solutions for the Israeli Electricity Sector.

#	Topic	Question Content	Relevant RFI Section	Answer
1	Eligibility & Scope of Participation	Can a company participate in this RFI as an EMS/energy management software provider only without manufacturing vehicles, chargers, or electrical equipment within a modular architecture or as a technology partner of a fleet operator? If so: (a) under which category in Section 3.5.3; (b) can SaaS/Aggregation software fees be understood as an independent component; (c) which RFI sections are relevant to a software-only response?	3.5.3, 4.2, 4.4.1, 4.4.3, 4.4.4	Yes, participation is welcome under the "Other" category. EMS/software providers are relevant to communication, DR, metering and cybersecurity sections (4.2, 4.4.1, 4.4.3, 4.4.4). The SaaS/aggregation layer is considered an independent component that may be offered separately from hardware.
2	Eligibility & Scope of Participation	Can a response describe planned (roadmap) capability alongside existing capability, or does the RFI expect a demonstration of existing, proven V2G capability?	General	The RFI is intended for information-gathering and does not require proven capability. Respondents may describe both existing and planned capabilities for the near future , clearly distinguishing between the two.
3	Eligibility & Scope of Participation	Is there a future expectation (beyond this RFI) for a regulated "Aggregator" role requiring a license or	General / Future	As of the RFI publication date, the focus is on technological capability. The question of a



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		dedicated status, or is the current focus on technological capability alone?		regulated Aggregator role will be examined in future stages of the process.
4	Eligibility & Scope of Participation	Who is the expected Commercial Counterparty for the EMS/Aggregator provider NOGA, Israel Electric Corporation, the electricity supplier, the fleet operator, the site owner, or another party?	4.5	This depends on the business model. In general, the primary counterparty is expected to be the fleet operator and/or electricity supplier/aggregator, while NOGA will serve as the regulatory interface for the DR market.
5	Eligibility & Scope of Participation	Would the Ministry prefer that software and aggregation providers respond independently, marking hardware-specific items as not applicable, or only as part of a joint response with a hardware partner? A response that leaves half the tables blank may be less useful than one framed as a distinct software-layer submission.	4.1, 4.3.1, 4.3.2	Software and aggregation providers are welcome to submit an independent response as a distinct software layer, marking hardware-specific items as N/A. A clearly framed software-layer submission is preferable to a half-blank table.
6	Communication & Standards	Is there an existing or planned Israeli profile for the IEEE 2030.5 standard, and does NOGA plan to use it as a communication interface with the Aggregator/EMS, or is the standard intended for communication with the EVSE only?	4.2.1	NOGA is currently evaluating various DR solutions. No Israeli profile for IEEE 2030.5 has been defined to date. Respondents are asked to describe their protocol capabilities; the final profile will be determined at a later stage.
7	Communication & Standards	What is the target response time (in milliseconds/seconds) that NOGA/the Ministry expect from a V2G solution for a load-change signal, and what is the maximum acceptable total latency from signal to actual execution?	4.2.4	The RFI requests that respondents specify their own capabilities. No target thresholds are defined at this stage; they will be established based on RFI responses and NOGA's DR market requirements.
8	Demand Response & Regulation	Through which protocol/API does NOGA actually plan to transmit Demand Response commands to the Aggregator/EMS IEEE 2030.5, OpenADR, IEC 60870-5-104, REST API, or another dedicated interface? Is a draft specification already available for review?	4.4.1	NOGA has not yet published a final protocol specification for the DR interface. Respondents are asked to describe support for common protocols. Final details will be published at the tender stage.
9	Demand Response & Regulation	Do the Ministry and NOGA envisage that a V2G asset will be able to stack TAOZ arbitrage with demand response or ancillary services compensation within the	4.5.3, Annex A, Annex B	The Ministry and NOGA will examine a revenue stacking mechanism. In principle, combining TAOZ arbitrage with DR is a desirable model to



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		same period, or would participation in a NOGA DR programme preclude concurrent tariff arbitrage? The answer materially changes the economic model requested under section 4.5.3.		improve economic viability, but the regulatory details will be determined at a later stage. Respondents are asked to model both revenue streams separately.
10	Smart Metering & Billing	Is the 15-minute resolution of the smart meter relevant only to Settlement/Billing, or are control and dispatch commands also expected to operate at this resolution? How is the EMS/Aggregator layer expected to access IEC meter data?	4.4.3	The 15-minute resolution is primarily relevant for TAOZ billing and settlement. Real-time control may operate at higher resolution. Access to meter data will be examined in coordination with IEC and NOGA.
11	Fleet Availability & Operational Profile	The peak window is 17:00 to 23:00. Heavy-duty fleets are typically returning to depot, in peak passenger service, or ending shift during precisely that window. Does the Ministry wish respondents to state their own assumptions on connector availability during peak hours, or is there a reference duty-cycle profile for Israeli heavy fleets that respondents should use, so that submissions remain comparable?	4.5.3, Annex B	In the absence of an official reference profile, respondents should state their availability assumptions explicitly and with justification. The Ministry will consider publishing a uniform reference profile to ensure comparability across submissions.
12	Data Sovereignty & Cybersecurity	Does the requirement for data processing and storage to remain within national borders mean hosting within Israel specifically, or would a certified environment outside Israel be acceptable subject to Agency approval? For a cloud-based aggregation platform this determines the deployment architecture.	4.4.4 (item 3)	Yes, operational data, metering data, and control data related to the electricity infrastructure must be stored and processed on servers physically located within Israel only. No exception is permitted for a certified environment outside the country's borders. Cloud platform providers are required to adapt their deployment architecture accordingly, whether through a local cloud region (Local Cloud Region) in Israel, or through On-Premise or Hybrid infrastructure that ensures sensitive data does not leave the country.
13	Economic Model TAOZ & Hydrogen	Should respondents present a single economic model based on current TAOZ tariffs with required changes described in narrative form, or two quantified scenarios?	4.5.3	It is recommended to present two quantified scenarios: one based on current TAOZ tariffs and one incorporating proposed regulatory/tariff



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		For the FCEV case, should respondents state their own delivered hydrogen cost assumptions, or is there a reference price the Ministry would like used?		changes. For FCEV, in the absence of an official reference price, respondents should state their hydrogen cost assumptions explicitly.
14	Economic Model Hydrogen & FC-V2G	How do EU RED III regulations and RFNBO delegated acts define certified renewable and low-carbon hydrogen, and how is this relevant to Section 4.5.3 where the TAOZ electricity tariff alone does not price the hydrogen input?	4.5.3	RED III and RFNBO definitions are relevant to the pricing of green/low-carbon hydrogen. The Ministry will consider incorporating the European hydrogen certification framework into the FC-V2G economic analysis, in addition to the TAOZ tariff.
15	Regulatory Compliance & Cybersecurity	How is the European accreditation infrastructure for standards such as ISO 27001 and IEC 62443 organised (drawing on collaboration with RENAR, Romania's national accreditation body), and how can this be applied in the context of Section 4.4.4?	4.4.4	The European accreditation infrastructure (EA MLA) provides a recognized framework for certifying compliance with ISO 27001 and IEC 62443. The Ministry will consider accepting certifications issued by internationally recognized accreditation bodies.
16	Confidentiality Marking	Is per-section marking within the response PDF sufficient for confidentiality purposes, or does the Ministry require a separate annex containing the confidential material?	3.3	Per-section marking within the PDF is sufficient for the purposes of Section 3.3. A separate annex is not required, but may be attached for convenience. All markings must be clear and explicit wherever applicable.
17	Submission Format	Should the proposal be submitted as a brief PDF in free format, or in a predefined format comprising a detailed description of a predefined list of subjects (questions)?	3.1	Responses should be submitted in PDF format. It is recommended to address the sections detailed in the RFI (Sections 3.5, 4.1, 4.5) as relevant to the company's activities. Not all sections need to be answered respondents may focus on their areas of expertise.
18	Pilot & Next Steps	Is the current V2G project (RFI 11/2026) viewed as a continuation/extension of the industrial microgrid model (Annex B), such that stationary BESS and PV also remain part of the picture alongside the vehicles, or is the focus exclusively on heavy-duty vehicles without the stationary components?	Annex B	The RFI focuses on heavy-duty vehicles and bidirectional charging infrastructure. However, integration with stationary BESS and PV is relevant and welcome as part of a comprehensive microgrid architecture.



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19	Pilot & Next Steps	What is the anticipated timeline following the conclusion of the RFI stage (15/10/2026) is a subsequent tender/pilot planned, and what is the expected scale (number of sites/vehicles, a single energy manager versus multiple Aggregators)?	General / Future	Following analysis of RFI responses, the Ministry will evaluate next steps, which may include a pilot and/or tender. Timeline and project scope details will be published accordingly