



**Ministry of Public Works and Environment  
Department of Works and Engineering**

**Request for Information  
For  
EV Fleet Charging as a Service**

**Request for Information No.: EVFCS01  
Questions & Answers**

**Q1. Can the Government confirm the proposed charging site locations (or general areas) and whether these sites are Government-owned or leased?**

A1. At this time the Government is currently seeking to gauge interest and gather relevant information from respondents on their experience and ability to provide electric vehicle (EV) charging-as-a-service (CAAS) products and services, based on the list found in section 4. **Information Requested** (pg.3) of the RFI document. Additional detailed information, of the type requested, will be published as part of a Request for Proposal (RFP).

**Q2. Will electricity be billed through existing facility meters, or should vendors assume dedicated utility meters for EV charging at each site?**

A2. See A1 above.

**Q3. Can the Government provide any available electrical information for the candidate sites (transformer capacity, panel schedules, existing load, or as-built drawings)?**

A3. See A1 above.

**Q4. Does the Government anticipate utility-side upgrades (transformers/feeders) at any of the sites, and if so, would the utility lead these upgrades, or would this be vendor-managed?**

A4. See A1 above.

**Q5. Does the Government have a preferred procurement model for the future RFP?  
a) vendor-owned CAAS subscription model, or  
b) Government-owned equipment with a multi-year operations and maintenance contract?**

A5. See A1 above.

**Q6. Are there any expected uptime/service response requirements being considered (e.g., uptime targets or fault response timelines)?**

A6. See A1 above.

**Q7. For budgetary costing purposes, can the Government confirm whether import duties, customs charges, and VAT should be excluded as “local unknowns,” or whether any exemptions apply to EV charging equipment for Government projects?**

A7. See A1 above.

**Q8. Is the Government considering after-hours public access at any fleet sites in the future, and, if so, should vendors assume responsibility for access control requirements (RFID/app authentication)?**

A8. See A1 above.

**Q9. Are you ok with offgrid charging solutions that will have no impact on the grid or does it need to be still tied to the grid somehow?**

A9. See A1 above.

**Q10. Because the charging infrastructure is almost plug and play and really needs very little planning interaction will this be acceptable?**

A10. See A1 above.

**Q11. If we also had a mobile charging solution on the back of a truck with multiple ccs, chademo, fast charge option would this be acceptable?**

A11. See A1 above.

**Q12. Does the GOB have collated information on the current vehicle usage for its fleet, and will this be shared with prospective bidders? In particular, we would need to understand the fleet's current operating hours, battery sizes, charging standards, and distances travelled by vehicle class. This will help to clarify what charger types are to be recommended.**

A12. See A1 above.

**Q13. Under Section 3 (Background), the RFI considers EV charging equipment supply, installation, and operations. Can we be provided with a document indicating the prevailing electricity standards for the territory? This would include existing supply voltages, installation codes, and requirements for certifying any such installation. This also helps to confirm compatibility with the equipment supplied to the territory.**

A13. See A1 above.

**Q14. Under Section 4 (Information Requested), the document states that “the Government expects to cover electricity costs... through direct billing.” Does the GOB currently have a proposed scheme for billing and payment under the proposed CAAS contract? In particular, please clarify whether any or all of the following are considered, or whether the respondent will need to propose a scheme for billing:**

- a. **Billing at the utility meter point**
- b. **Billing at the charging point (does not account for residual/idle power used by the charger)**
- c. **Billing with fixed/capacity payments for the charger**
- d. **Billing by time connected to the charger**
- e. **Billing by energy used in charging**

A.14 See A1 above.

**Q15. In Table 1, the fleet size indicates 500 units; however, the rows for vehicle segments and current EVs sum to 407. Is it that the current fleet will be expanded to 500 units, or was there an error in the stated fleet size?**

A15. The estimated fleet size of 500 indicated also includes non-motorized units.

**Q16. In Table 1, it is indicated that the GOB will need 10-40 charging spaces at up to 4 charging sites. Has there been any formal site assessment for the proposed locations, in terms of power availability? If so, this information will be useful in developing a solution for the GOB. Additionally, would the Government make available the study indicating the need for up to 40 charging spots at a single location?**

A16. See A1 above.

**Q17. Is there scope for the inclusion of a public charging framework at this time?**

A17. See A1 above.

**Q18. Is there any indication at this time when a formal bidding process will be launched?**

A18. No