

## **Preliminary Market Consultation - PMC**

for

**Proposal for the Supply and Installation of Utility-Pole-Mounted Single-Phase AC Electric Vehicle Charging Points (3.7–7.4 kW)**

Issued by:  
*The Climate Action Authority*

PMC No. *CAA/01/2026*

**Issue Date:** *13<sup>th</sup> January 2026*

**Response/Submission Date and Time:**  
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## **Section A: Instructions**

**1) Responses to this PMC are to be submitted online through the ePPS (electronic Public Procurement System) as per the instructions given in Article B.8 of Section B of this document.**

All submissions will be dealt with in strictest confidence.

## **Section B:**

### **General Information**

#### **B.1 Purpose**

The purpose of this Preliminary Market Consultation (PMC) is to invite reputable companies to submit proposals for single phase, slow AC recharging points with a power output of (3.7-7.4 kW) (trickle chargers) for an Electric Vehicle (EV) charging infrastructure project. These chargers are planned to be implemented within publicly accessible areas, particularly for residents without private off-street parking across Malta. This initiative aims to address that gap by leveraging existing utility pole infrastructure to provide strategically located charging solutions.

This issuance of this PMC does not constitute a commitment to issue a request for bids, award a contract, or pay any costs incurred in preparation of a response to this PMC.

Any information received in response to this PMC will assist the Contracting Authority's project team in finalizing the scope of work and requirements which may be used at a future date in the issuance of a competitive call for offers. Submitting a response to this PMC is not a guarantee in any way that an Economic Operator will be selected for any subsequent competitive call for offers, nor does it preclude any other Economic Operator from responding to future procurement opportunities.

#### **B.2 Issuing Office**

The issuing office, being the Climate Action Authority (CAA), is the point of contact for this PMC. Please refer any inquiries or request for clarifications through the electronic public procurement system (e-PPS).

Any PMC addenda/updates will be made available through the ePPS.

### **B.3 Scope**

The Climate Action Authority is leading a national initiative aimed at accelerating Malta's transition to sustainable and clean mobility through the expansion of accessible single phase slow AC electric vehicle recharging infrastructure.

The initiative focuses on the deployment of trickle chargers, which are single phase slow AC electric vehicle recharging points with a power output of (3.7-7.4 kW). These chargers deliver electricity at a controlled rate. They are particularly suited to locations where vehicles are parked for extended periods of time, enabling long duration charging without placing excessive demand on the electricity network.

As part of a pilot project, the Climate Action Authority intends to install these trickle chargers on existing utility poles located within residential public spaces and other strategic areas where vehicles typically remain stationary for long durations, such as residential streets and similar public parking areas.

The project is designed to make use of Malta's existing electrical infrastructure, with the necessary cabling already present within the utility poles. This removes the need for additional civil works, trenching, or new grid connections, enabling a faster and more cost-effective rollout of publicly accessible charging infrastructure while minimising disruption, visual impact, and environmental effects. The implementation process will be guided by a technical feasibility study to identify suitable pole locations based on safety, accessibility, and network capacity criteria.

Through this initiative, the Climate Action Authority aims to incentivise electric mobility by bringing charging infrastructure closer to communities and everyday destinations. The project represents a significant step in supporting the continued electrification of Malta's transport sector.

### **B.4 Information Requested from Economic Operators**

Economic Operators are to respond in the English language to the questions listed in this PMC. Economic Operators are encouraged to recommend their own EV charging infrastructure project methodologies based on their experience, that there is a better approach. The Contracting Authority is seeking best practices in this area.

### **B.5 Economic Operators Presentations**

The Contracting Authority may request Economic Operators to provide a presentation on the information provided in response to this PMC. All costs associated with such presentations will be borne by the Economic Operator.

## B.6 Confidentiality and PMC Ownership

This PMC is both confidential and proprietary to the Contracting Authority and it reserves the right to recall the PMC in its entirety or in part. Economic Operators agree that they will not duplicate, distribute, or otherwise disseminate or make available this document or the information contained in it without the express written consent of the Contracting Authority.

Economic Operators shall not include or reference this PMC in any publicity without prior written approval from the Contracting Authority, which, if granted, shall be granted by the Contracting Authority. Economic Operators are to accept all of the foregoing terms and conditions without exception. All responses to the PMC will become the property of the Contracting Authority and will not be returned.

## B.7 Disclosure of Proposal Contents

Cost and price information provided in information will be held in confidence and will not be revealed or discussed with competitors or any private stakeholders, except to the extent required by law. All other material submitted becomes the property of the Contracting Authority and may be returned only at the Contracting Authority's option. Information proposals submitted to the Contracting Authority may be reviewed and evaluated by any person other than competing Economic Operators at the discretion of the Contracting Authority.

The Contracting Authority has the right to use any or all content presented in any reply to the PMC. Should the Economic Operator have acquired propriety rights on certain information required to be included in the submission, then the respective page headers shall be marked as "PROPRIETARY INFORMATION".

In such instances the submission shall also include a signed written statement indicating the proprietary rights.

## B.8 Submission Instructions

The Contracting Authority is using the electronic public procurement system for its solicitations. In order to receive and submit a response to this PMC, Economic Operators must register through [www.etenders.gov.mt](http://www.etenders.gov.mt).

This Request for Proposals may be found through typing the PMC **No: CAA/01/2026** in the 'Search' tab.

*Important: Economic Operators should contact the Contracting Authority if they are unable to register correctly, or if they experience difficulty in uploading/downloading documents from the ePPS.*

Economic Operators may upload a single electronic file or if uploading multiple electronic files, they may upload one zipped folder containing those files. Current upload file size limit is

100MB. If the submission was submitted properly, an Economic Operator will receive an automated acknowledgement that the proposal has been successfully uploaded.

## **Section C**

### **C.1 Description of the Contracting Authority and Background Information**

The Climate Action Authority is Malta's central body responsible for leading and coordinating national climate action, safeguarding and representing Malta's interests on climate change, and ensuring a strong and unified approach across Government. The Authority coordinates effective and collective climate efforts across ministries, establishes robust policies and regulations, develops national strategies, and implements the legal framework necessary to achieve Malta's climate and energy objectives in line with international policies and targets.

It is also responsible for ensuring economic efficiency, gathering and analysing information, coordinating discussions at national and international level, reporting on the country's progress, and raising public awareness to foster a better understanding of climate action. In addition, the Climate Action Authority leads and coordinates projects across ministries, while designing and implementing schemes and incentives that support the transition to a low carbon economy.

Within this remit, the Authority is undertaking initiatives to accelerate the electrification of the transport sector, including the deployment of accessible electric vehicle charging infrastructure that supports sustainable mobility and contributes to Malta's long term climate goal

### **C.2 General Objectives and Strategic Planning of the Contracting Authority Relating to this PMC**

The objective of this PMC is to invite operators to submit proposals for single phase slow AC electric vehicle recharging points with a power output of (3.7-7.4 kW) "trickle" EV charging infrastructure project, to be installed on public utility poles, that can be implemented within publicly accessible areas.

This would enable the Contracting Authority to assess investor interest, gauge market readiness, and prepare contracting procedures should the Government decide to proceed with a call for tenders for a project involving supply, installation, connection, commissioning, and maintenance. The geographical scope focuses on selected Maltese localities, prioritising residents without private off-street parking, while leveraging existing street lighting infrastructure.

## Section D

### Details of Information Requested

#### D.1 General Economic Operator Information

The Contracting Authority is asking interested Economic Operators to submit a response containing, the following information:

- a. Brief background of the Company.
- b. Brief description of the Company's experience on similar projects as well as a description of similar projects. The Company should list the details of any projects executed with respect to EV Charging Infrastructures, particularly on single phase slow AC electric vehicle recharging points with a power output of (3.7-7.4 kW).
- c. The response should include details of the estimated CAPEX (chargers, cabling, installation cost etc) and OPEX (maintenance, upkeep, upgrade etc) for a grid-connected trickle charging system, excluding costs from governmental entities.
- d. An itemised indication of the level of investment as indicated in point C above, required for both the installation and the implementation of a project and an estimation of annual revenue, including assumptions for utilisation rates.
- e. The estimated time frame for completing the project (e.g., 20 weeks for supply, installation, commissioning).
- f. Proposed methodology of deployment and installation, including site audits, and hardware standards.
- g. Company literature subject to availability.

#### D.2 Specific Project Overview

##### D.2.1 High Level Business Requirements

Provide an answer to the below questions

- A. Technical and capacity considerations, including indicative charging capacity for single phase AC chargers in the range of 3.7 kW to 7.4 kW, deployment density considerations, and scalability aspects. Respondents are invited to identify any

technical, electrical, safety, or spatial constraints that may influence the feasible scale of deployment when installing charging units on existing utility poles, as well as any factors that differentiate this approach from conventional charging infrastructure such as standalone charging pillars or wall mounted chargers.

- B. Comparative assessment of charging solutions, including a comparison between the proposed utility pole mounted charging approach and conventional alternatives such as standalone charging pillars or wall mounted chargers. Respondents are requested to identify key differences in terms of capital and operational costs, deployment timelines, grid connection requirements, civil works, spatial footprint, visual impact, maintenance requirements, durability, user experience, and scalability.
- C. Financial and cost considerations, including indicative capital and operational expenditure requirements, proposed CAPEX and OPEX structures, and the key assumptions underpinning these estimates. These assumptions should include asset lifetime, maintenance requirements, utilisation profiles, and any cost differentials compared to traditional charging infrastructure.
- D. Dependency on public sector inputs, specifying whether the proposed solution relies on any investment, infrastructure, regulatory approvals, data access, or operational support to be provided by the Government of Malta or other public entities prior to or during the construction, commissioning, or operational phases of the project. Respondents should also indicate whether these dependencies differ from those typically associated with conventional charging pillars or wall mounted chargers.
- E. Implementation approach and timelines, including indicative phasing, deployment schedules, lead times, and the ability to scale from a pilot phase to a wider rollout, as well as any differences in implementation complexity when compared to traditional charging infrastructure.
- F. User experience and accessibility considerations, including interoperability with existing charging networks, accessibility for persons with different needs, customer support arrangements, and alignment with national and European charging standards.
- G. Compliance and risk considerations, including alignment with applicable national and European legislation, electrical safety standards, cybersecurity and data protection requirements, insurance considerations, and key commercial, technical, or regulatory risks and proposed mitigation measures, particularly where these differ from risks associated with traditional charging pillars or wall mounted chargers.
- H. Innovation and future readiness, including opportunities for smart charging, load management, integration with renewable energy or storage solutions, demand

response capability, and adaptability to future regulatory or technological developments.

#### **D.2.2 Overview of Information Security Requirements, Privacy Protection, etc.**

- a. Identify physical security and safety measures required during the installation and operational phases of the project, including site safety controls, access management, and measures to protect the public and workers. Such measures shall form part of the project scope.
- b. Detail vandalism, tampering, and misuse risk mitigation strategies applicable to charging units installed on public utility poles, including robust equipment design, protective enclosures, anti-tamper features, monitoring solutions, and associated insurance and maintenance arrangements. Responses should demonstrate compliance with applicable electrical safety and public safety regulations.

#### **D.2.3 Overview of Availability Requirements**

- c. Identify risks and approximate lead times for the availability of material and other infrastructure required for the installation.

#### **D.2.4 Overview of Technical Requirements**

- d. Provide a high-level overview of the technical requirements for the project, its dependence on other infrastructure and any other technical factors that may affect the proper performance of the project.

#### **D.2.5 Legal requirements**

- a. The proposed project will require the relevant authorisations in accordance with the laws of Malta, including but not limited to authorisations from the Planning Authority, Lands Authority, Regulator of Energy and Water Services, Transport Malta and permits from other relevant entities, if necessary.
- b. This project will also be regulated by the laws of Malta.

### **D.3 Questions**

The Contracting Authority requests that Economic Operators answer the following questions in their response to this PMC:

- a. From your experience, and from the information available in this document, do you think that the Contracting Authority has managed to identify all the major

components necessary to complete this project? If not, please provide information on other necessary components.

- b. Provide a list of potential problems/risks that the Contracting Authority may encounter during this project.
- c. Provide any ideas/suggestions on how such problems/risks should be addressed in a procurement solicitation.
- d. Provide a list of suggestions and improvements for the project

#### **D.4 Response Format**

Responses are to be straightforward, clear, concise and specific to the information requested. In order for submissions to be considered complete, Economic Operators must provide all the requested information mentioned in this document as well as any other comments, observations or suggestions which potentially may assist the Contracting Authority in the Preliminary Market Consultation stage. Economic Operators may be requested to clarify, including through meetings, any questions that may arise from the PMC responses.

Additionally, a questionnaire is also part of this PMC. This questionnaire does not replace the need for a full submission of items requested in this PMC document but will act as a summary of the proposal.

#### **D.5 Attachments**

The following documents are attached with this PMC document:

##### **Annex 1: PMC Questionnaire**

Responses to this PMC are to be submitted online through the electronic Public Procurement System (ePPS) as per the instructions given in Article B.8 of this document.

All submissions will be dealt with in strictest confidence.

## Section E

### Additional Information

N/A