Ministry of Industries & Production

PAKISTAN INDUSTRIAL TECHNICAL ASSISTANCE CENTRE (PITAC)

Expression of Interest (EOI) No. 484/2026

Establishment of an Electric Vehicle (EV) Charging Station at PITAC HQ, Lahore (On Design-Build-Finance-Operate-Transfer Model with Revenue Sharing Basis)

Issue Date: **10-03-2026** Closing Date: **31-03-2026 (11:00 AM)**

Extended Closing Date: 15-04-2026 (11:00 AM)

Pakistan Industrial Technical Assistance Centre (PITAC), an autonomous organization under the Ministry of Industries & Production, invites Expressions of Interest (EOIs) from reputable and experienced firms/ companies for **Establishment of an Electric Vehicle (EV) Charging Station** at PITAC Headquarters, Lahore on a **Design-Build-Finance-Operate-Transfer (DBFOT)** basis with a mutually agreed revenue-sharing model.

1. Pay order/bank draft/banker's cheque of amount **Rs.2000/- (non-refundable)** in the name of Director General PITAC, Lahore, must be submitted along with bid as Tender participation Fee.
2. Bids may be submitted as per conditions set out in bidding documents electronically through federal PPRA EPADS web portal http://eprocure.gov.pk before closing time & date. Manual bids shall not be accepted. The bids shall be opened on the same day at 11:30 AM.
3. Scanned copy of Bid Security of Rs. 50,000/- (refundable) in the shape of deposit at call or a bank guarantee issued by a scheduled bank in the name of Director General PITAC, Lahore be sent through EPADS, while the original Bid Security alongwith supporting documents (if any) must be dispatched to the undersigned. **Bid, without Tender participation Fee (Rs. 2000) and earnest money (Rs. 50,000) will be rejected.**

Scope of Work: The selected firm will be responsible for:

- Designing, financing, installing, operating, and maintaining the EV charging station.
- Ensuring compatibility with national EV charging standards.
- Providing real-time monitoring and billing systems.
- Transferring the complete setup to PITAC after the agreed concession period.

Eligibility Criteria: Interested firms/companies must:

1. Be registered with SECP or relevant authority.
2. Be registered with Income Tax & Sales Tax departments and must be on Active Taxpayer List (ATL).
3. Have proven experience in the installation and operation of EV charging infrastructure or related electrical/energy projects.
4. Demonstrate financial capacity and technical expertise.
5. Not be blacklisted by any public sector organization.

7. **EOI Submission Requirements**: Interested parties must submit:

- Company profile and legal registration documents.
- Relevant Technical experience with project summaries.
- Financial standing (last 3 years audited financial statements or bank certificates).

Proposed DBFOT model overview including expected concession period and revenue sharing model and technical parameters (Design, Operation, Maintenance, Best Possible Solution i.e. AC Charging Station, DC Charging Station, Battery Swapping Stations etc. and all relevant international and National Compliances as per NEECA Charging Infrastructure regulations)

4. **Evaluation Process**: EOIs will be evaluated as per PPRA Rules 2004, and only shortlisted firms will be issued the Request for Proposals (RFP) for the next stage, if require. PITAC reserves the right to reject all EOIs as per rule 33 PPRA 2004.

9 **Submission Deadline:** EOI bid will be submitted through Federal PPRA EPADS before the closing date & time. EOIs will be opened on the same day at 11:30 AM in the presence of bidders or their representatives. Please send the supporting documents (if any) to the undersigned.

Deputy Director (Coord/Purchase)
Pakistan Industrial Technical Assistance Centre (PITAC)
234-Ferozepur Road, Lahore Ph: 042-99230601,99230702,99230699 Fax: 042-99230589
Email: purchase@pitac.gov.pk, Website: www.pitac.gov.pk

PAKISTAN INDUSTRIAL TECHNICAL ASSISTANCE CENTRE LAHORE
MINISTRY OF INDUSTRIES AND PRODUCTION
GOVERNMENT OF PAKISTAN
****

EXPRESSION OF INTEREST (EOI) NO. 484/2026

ESTABLISHMENT OF AN ELECTRIC VEHICLE (EV) CHARGING STATIONS AT PITAC HEADQUARTERS, 234-FEROZEPUR ROAD, LAHORE. (ON DBFOT MODEL WITH REVENUE SHARING BASIS)

Last Date of Submission for Proposal: April 15, 2026 (11:00 AM)

Office Address

Deputy Director (Coord/Purchase)
Pakistan Industrial Technical Assistance Centre (PITAC)
234 – Ferozepur Road, Lahore.
Phone: +92 – 42 – 99230699 Ext 309, 99230601
Fax: +92 – 42 - 99230589

PAKISTAN INDUSTRIAL TECHNICAL ASSISTANCE CENTRE LAHORE
MINISTRY OF INDUSTRIES AND PRODUCTION
GOVERNMENT OF PAKISTAN
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EXPRESSION OF INTEREST (EOI) NO. 484/2026

ESTABLISHMENT OF AN ELECTRIC VEHICLE (EV) CHARGING STATION AT PITAC HEADQUARTERS, 234-FEROZEPUR ROAD, LAHORE. (ON DBFOT MODEL WITH REVENUE SHARING BASIS)

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1. Introduction

Pakistan Industrial Technical Assistance Centre (PITAC), an autonomous organization under the administrative control of the Ministry of Industries & Production, Government of Pakistan, invites Expressions of Interest (EOIs) from reputable and experienced firms/companies for the Establishment of an Electric Vehicle (EV) Charging Station at PITAC Headquarters, 234-Ferozepur Road, Lahore. The project will be executed on a Design-Build-Finance-Operate-Transfer (DBFOT) basis with a mutually agreed revenue-sharing model, in compliance with the Public Procurement Regulatory Authority (PPRA) Rules 2004.

This initiative aligns with the Government of Pakistan's vision to promote sustainable energy solutions and support the adoption of electric vehicles as per the National Electric Vehicle Policy and the regulations of the National Energy Efficiency & Conservation Authority (NEECA).

2. Scope of Work

The selected firm/company shall be responsible for the following:

1. **Design**: Designing the EV charging station, including site layout, equipment specifications, and compliance with national and international EV charging standards, incorporating a tuck shop, waiting area, and EV workshop for customer facilitation.
2. **Build**: Procuring and installing all necessary infrastructure, equipment, and systems for the EV charging station, tuck shop, waiting area, and EV workshop.
3. **Finance**: Arranging the necessary financing for the project, including capital investment and operational costs for all components.
4. **Operate**: Managing the day-to-day operations of the charging station, tuck shop, waiting area, and EV workshop, including maintenance, user support, and billing systems.
5. **Transfer**: Transferring the complete setup, including all assets and systems (charging station, tuck shop, waiting area, and EV workshop), to PITAC at the end of the agreed concession period in fully operational condition.

The EV charging station and associated facilities shall include, but not be limited to:

- **Charging Infrastructure**: Compatibility with four-wheeler electric vehicles (e.g., cars, SUVs) and high-power electric two/three-wheelers (e-2/3Ws), including rickshaws and motorcycles with high-power battery systems, supporting both AC and DC charging systems.
- **Customer Facilities**:
    - **Tuck Shop**: A small retail space offering refreshments, snacks, and basic EV-related accessories (e.g., charging cables, adapters) to enhance customer convenience.

- **Waiting Area**: A comfortable, shaded area with seating, Wi-Fi, and basic amenities for customers during charging sessions.
- **EV Workshop**: A dedicated facility for basic EV maintenance and repairs (e.g., battery diagnostics, tire services, software updates) to support four-wheelers and high-power e-2/3Ws.

- **Standards Compliance**: Adherence to NEECA's EV charging infrastructure regulations and international standards (e.g., IEC 61851, ISO 15118) for charging systems, and relevant safety and building codes for customer facilities.
- **Monitoring and Billing**: Real-time monitoring and user-friendly billing systems compatible with multiple vehicle types, integrated with tuck shop sales if applicable.
- **Charging Options**: Options for AC Charging Stations (7–22 kW), DC Fast Charging Stations (50–150 kW), or Battery Swapping Stations, as deemed feasible for four-wheelers and high power e-2/3Ws.
- **Safety and Scalability**: Adherence to all relevant safety, environmental, and technical standards, with provisions for scalability and future upgrades to accommodate increasing EV adoption.

3. Eligibility Criteria

Interested firms/companies must meet the following eligibility requirements:

1. **Legal Registration**: Be registered with the Securities and Exchange Commission of Pakistan (SECP) or any other relevant authority.
2. **Tax Compliance**: Be registered with the Income Tax and Sales Tax Departments and listed on the Active Taxpayer List (ATL) of the Federal Board of Revenue (FBR).
3. **Experience**: Have proven experience in the design, installation, and operation of EV charging infrastructure or related electrical/energy projects, with a focus on supporting four-wheelers and high-power e-2/3Ws. Experience in managing customer-facing facilities (e.g., retail, workshops) is preferred. A minimum of two (2) successfully completed projects of similar nature and scope is required.
4. **Financial Capacity**: Demonstrate financial stability and capacity to undertake the project, including the additional costs of tuck shop, waiting area, and EV workshop, supported by audited financial statements for the last three (3) years or bank certificates.
5. **Non-Blacklisted**: Not be blacklisted or debarred by any public sector organization in Pakistan or internationally. A sworn affidavit to this effect must be provided.
6. **Technical Expertise**: Possess the technical expertise and resources to design, install, operate, and maintain an EV charging station compatible with four-wheelers and high-power e-2/3Ws, along with customer facilities, in compliance with NEECA and international standards.

4. EOI Submission Requirements

Interested firms/companies are required to submit the following documents as part of their EOI:

1. **Company Profile**:
    - Legal name, address, and contact details.
    - Organizational structure and key personnel details.
    - Valid registration certificates (SECP or other relevant authority).
    - National Tax Number (NTN) and Sales Tax Registration Number (STRN).
    - ATL status confirmation from FBR.

2. **Technical Experience**:
    - Detailed summaries of relevant projects (minimum two) completed in the past five (5) years, including project scope, location, value, and client references, with specific mention of projects involving four-wheelers, high-power e-2/3Ws, or customer-facing facilities (e.g., retail, workshops).
3. **Financial Standing**:
    - Audited financial statements for the last three (3) years (2022, 2023, 2024) or bank certificates demonstrating financial capacity to cover the charging station and additional facilities.
    - Details of any existing financial commitments that may impact the project.
4. **Proposed DBFOT Model (Technical and Financial Feasibility)**:
    - **Overview**: Detailed description of the proposed Design-Build-Finance-Operate Transfer model, integrating the technical solution for the EV charging station and customer facilities (tuck shop, waiting area, and EV workshop).
    - **Technical Solution**:

        Charging Infrastructure:

        Type of charging station (e.g., AC Level 2, DC Fast Charging, Battery Swapping) suitable for four-wheelers (e.g., cars, SUVs) and high-power e-2/3Ws (e.g., rickshaws, motorcycles).

        Compatibility with four-wheelers (e.g., CCS, CHAdeMO, Type 2 connectors) and high-power e-2/3Ws (e.g., power ratings of 3.3 kW–50 kW for AC/DC charging).

        Proposed number of charging points (e.g., 2–4 for four-wheelers, 4–6 for e-2/3Ws).

        Power output specifications (e.g., 7–22 kW for AC, 50–200 kW for DC fast charging).

        Customer Facilities:

        Tuck Shop: Proposed size, layout, and offerings (e.g., refreshments, EV accessories), including integration with billing systems for seamless operations.

        Waiting Area: Design specifications (e.g., seating capacity, Wi-Fi, shaded area, charging points for devices) to enhance customer experience during charging sessions.

        EV Workshop: Proposed services (e.g., battery diagnostics, tire services, software updates), equipment requirements, and space allocation for four-wheeler and e-2/3W repairs.

        Standards Compliance: Confirmation of adherence to NEECA regulations, international standards (e.g., IEC 61851, ISO 15118), and local building codes for customer facilities.

        System Specifications:

        Real-time monitoring systems (e.g., cloud-based platforms for usage tracking and diagnostics for charging and workshop operations).

        User-friendly billing systems (e.g., mobile app, RFID, or QR code-based payment for charging and tuck shop purchases).

Design and Layout: Proposed site layout, including space allocation for charging bays, tuck shop, waiting area, and EV workshop, ensuring accessibility and safety.

Maintenance Plan: Strategy for regular maintenance of charging infrastructure, tuck shop, waiting area, and EV workshop, including preventive measures and rapid response for equipment downtime.

Scalability: Plan for future expansion to accommodate increasing EV adoption and customer demand for additional services.

- **Expected Concession Period**: Proposed duration (e.g., 5–10 years) with justification based on technical and financial considerations, including costs for customer facilities.
- **Licensing and NOCs**: Consultant will coordinate with NEECA, DISCOs and LDA for provision of NOCs and PITAC will provide the necessary land space for establishment of EV Charging Station at its defined boundary layout.
- **Revenue-Sharing Model**: Detailed proposal as per Annexure E, aligned with the technical solution's revenue potential from charging and customer facilities.
- **Preliminary Financial Projections**: Capital investment, operational costs, and expected revenue, factoring in the technical solution's scope for four-wheelers, high power e-2/3Ws, tuck shop, waiting area, and EV workshop.

5. **Affidavit**:
   - A sworn affidavit confirming that the firm/company is not blacklisted by any public or private sector organization.
6. **Additional Information**:
   - Any certifications (e.g., ISO, NEECA compliance) or affiliations relevant to EV charging infrastructure and customer facilities.
   - Details of proposed technology partners or subcontractors for charging infrastructure and customer facilities, if applicable.

All documents must be submitted in English, properly indexed, and paginated. Incomplete or noncompliant submissions may be rejected.

5. Evaluation Process

The EOIs will be evaluated in accordance with PPRA Rules 2004, based on the following criteria:

- **Company Profile and Compliance** (10%): Legal standing, tax compliance, and non-blacklisting status.
- **Technical Competence** (20%): Experience in EV charging infrastructure for four-wheelers and high-power e-2/3Ws, proposed technical solution within the DBFOT model (including tuck shop, waiting area, and EV workshop), and compliance with standards.
- **Financial Capacity** (30%): Financial stability and ability to finance the project, including additional facilities.
- **Proposed DBFOT Model** (40%): Technical Feasibility and clarity of the proposed model, including the integrated technical solution, revenue-sharing options/financial models/Financial Feasibility, and concession period.

Only shortlisted firms/companies will be issued the Request for Proposals (RFP) for the next stage of the procurement process, if required. PITAC reserves the right to reject any or all EOIs without assigning any reason, as per Rule 33 of PPRA Rules 2004.

6. Submission Instructions

- **Deadline**: EOIs must be submitted by **31st March 2026, 11:00 AM**.
- **Submission Method**: EOIs must be submitted through Federal PPRA EPADS portal. Dispatch the supporting documents (if any) at the following address:
- **Address**:
- Deputy Director (Coord/Purchase)
- Pakistan Industrial Technical Assistance Centre (PITAC)
- 234-Ferozepur Road, Lahore, Pakistan
- Phone: 042-99230702, 99230699
- Fax: 042-99230589
- **EOI Opening**: EOIs will be opened on **15th April 2026 at 11:30 AM** in the presence of bidders or their authorized representatives at the above address.

7. General Conditions

1. All submissions must comply with PPRA Rules 2004.
2. PITAC reserves the right to verify the authenticity of submitted documents.
3. Any attempt to influence the evaluation process will result in disqualification.
4. All costs associated with the preparation and submission of the EOI shall be borne by the bidder.
5. PITAC will not be responsible for any delays or loss of documents during submission.
6. Queries/clarifications, if any, may be submitted through EPADS before the deadline of clarifications.

Annexure A: EOI Submission Checklist

S.No.	Document Description	Submitted (Y/N)
1	Company profile and legal registration documents (Annex – A & B)	
2	Copies of NTN, STRN, and ATL status confirmation	
3	Project summaries of relevant experience (four wheelers, e-2/3Ws, customer facilities) Minimum two completed in the past five (5) years (Annex- C)	
4	Audited financial statements (2022–2024) or bank certificates	
5	Proposed DBFOT model (Technical Solution) with Financial Feasibility - Annexure E	
6	Affidavit (non-blacklisting) (Annex- D)	
7	Certifications and affiliations (if any)	

Undertaking: Information provided above is correct and I am willing to offer my services for the assignment mentioned above.

Name of person with signatures _____

Annexure – B "Company Profile"

S #	Required Information	Response
1	Legal name of the Consulting Firm	
2	Year of Registration / Establishment	
3	National Tax Number	
4	Core business areas of the organization	
5	What is the legal status of your organization? (Attach Copy/Copies of Registration Certificate/s)	
6	Name and designation of 'Head of Organization'	
7	Mobile:	
	Phone/s:	
	Email:	
	Fax:	
	Address of organization:	
	Website address:	
	Sub Office(s)/ Regional Offices, if any	
8	Name and designation of 'Contact Person':	
	Phone/s:	
	Mobile:	
	Email:	
	Fax:	

Authorized Person
Name, Designation, Signature and Stamp _____

Annexure C: Format for Technical Experience

Project Name	Client	Location	Scope of Work	Value (PKR)	Completion Date
			[Include details of four-wheeler/e2/3W compatibility and customer facilities]		

Authorized Person Name, Designation, Signature and Stamp

Annexure D: Affidavit for Non-Blacklisting

(To be submitted on stamp paper, duly notarized)

I, [Name], [Designation] of [Company Name], hereby solemnly affirm and declare that:

1. [Company Name] is not blacklisted or debarred by any public or private sector organization in Pakistan or internationally.
2. All information provided in the EOI is true and correct to the best of my knowledge.
3. Any misrepresentation or false information may lead to disqualification.

Date: _____

Authorized Person Name, Designation, Signature and Stamp

Annexure E: Financial Feasibility Guidelines

Interested firms/companies are required to submit preliminary financial details as part of the EOI to demonstrate their financial approach to the DBFOT model, integrated with the proposed technical solution, including the tuck shop, waiting area, and EV workshop.

The information provided in this annexure will be used for evaluation purposes and does not constitute a final financial bid. Detailed financial proposals will be requested during the RFP stage from shortlisted firms.

1. Revenue-Sharing Model Options

Bidders are required to propose one or more of the following revenue-sharing models, including a hybrid option, to ensure flexibility and alignment with PITAC's objectives. The proposed model(s) should be supported by a brief rationale, considering the revenue potential from the technical solution for four-wheelers, high-power e-2/3Ws, tuck shop, and EV workshop services. **Option 1: Percentage-Based Revenue Sharing**

- **Description**: Revenue generated from the EV charging station (e.g., charging fees for four-wheelers and e-2/3Ws, tuck shop sales, workshop services) is shared between PITAC and the firm based on a fixed percentage.
- **Proposed Split**: PITAC: [Insert Percentage]%, Firm: [Insert Percentage]%.
- **Revenue Sources**: [e.g., Charging fees per kWh for four-wheelers (AC/DC), high-power e-2/3Ws, tuck shop sales, workshop service fees].
- **Rationale**: [Provide justification for proposed split, considering market demand for all components].

Option 2: Fixed Annual Payment

- **Description**: The firm pays PITAC a fixed annual amount regardless of the revenue generated, ensuring a guaranteed income for PITAC.
- **Proposed Annual Payment**: PKR [Insert Amount] per year.
- **Revenue Sources**: Firm retains all revenue from operations (charging, tuck shop, workshop).
- **Rationale**: [Provide justification for proposed fixed amount and its feasibility].

Option 3: Hybrid (Fixed Annual + Percentage Share of Profit)

- **Description**: Combines a fixed annual payment to PITAC with a percentage share of net profits, balancing guaranteed income with performance-based returns from charging, tuck shop, and workshop services.
- **Proposed Fixed Payment**: PKR [Insert Amount] per year.
- **Proposed Profit Share**: PITAC: [Insert Percentage]%, Firm: [Insert Percentage]%.
- **Revenue Sources**: [e.g., charging fees, tuck shop sales, workshop services, minus operational costs].
- **Rationale**: [Provide justification for proposed hybrid model, balancing risk and reward for all components].

Option 4: Tiered Revenue Sharing

- **Description**: Revenue sharing percentage varies based on predefined revenue thresholds to encourage higher performance, accounting for different revenue potentials of charging, tuck shop, and workshop services.
- **Proposed Structure**:
    - Revenue up to PKR [Insert Amount]: PITAC: [Insert Percentage]%, Firm: [Insert Percentage]%.
    - Revenue above PKR [Insert Amount]: PITAC: [Insert Percentage]%, Firm: [Insert Percentage]%.
- **Revenue Sources**: [e.g., charging fees for four-wheelers and e-2/3Ws, tuck shop sales, workshop services].
- **Rationale**: [Provide justification for tiered structure and expected revenue thresholds].

3. Concession Period

- **Proposed Duration**: [Insert Duration] years (e.g., 5, 7, or 10 years).
- **Justification**: [Brief rationale for proposed period, considering project cost recovery and market growth for four-wheelers, e-2/3Ws, and customer facilities].

4. Operational and Maintenance Costs

- **Estimated Annual O&M Costs**: PKR [Insert Amount].
- **Cost Optimization Plan**: [Brief description of measures to ensure cost efficiency, e.g., energy-efficient chargers, automated monitoring for charging and workshop operations].

5. Financial Projections

- **Break-even Period**: [Insert Duration] years.
- **Return on Investment (ROI)**: [Insert Percentage]% over the concession period.
- **Funding Sources**: [e.g., Equity, bank loans, grants].

Annex – E (Financial Feasibility Format)

Bidders may propose one or multiple revenue-sharing models, including the hybrid option, with clear justification.

Item	**Estimated Cost (PKR)**
Design and Engineering	
Equipment and Installation (Charging Infrastructure for four-wheelers and high-power e-2/3Ws)	
Civil Works (Charging Station, Tuck Shop, Waiting Area, EV Workshop)	
Tuck Shop Setup (incl. Fixtures, Inventory)	
Waiting Area Setup (Seating, Amenities)	
EV Workshop Setup (Tools, Equipment)	
Total Capital Expenditure	

Revenue-Sharing Model (As per proposed Model)	
Option 1: Percentage-Based	PITAC: [Insert %]%, Firm: [Insert %]%
Option 2: Fixed Annual Payment	PKR [Insert Amount] per year
Option 3: Hybrid Model	Fixed: PKR [Insert Amount], Profit Share: PITAC: [Insert %]%, Firm: [Insert %]%
Option 4: Tiered Revenue Sharing	[Insert thresholds and percentages]
Revenue Sources	[e.g., Charging fees for four-wheelers and e-2/3Ws, tuck shop sales, workshop services]
Projected Annual Revenue	PKR [Insert Amount]
Concession Period	[Insert Duration] years
Justification	[Brief rationale]
Operational & Maintenance Costs	
Annual O&M Costs	PKR [Insert Amount]
Cost Optimization Plan	[Brief description]
Financial Projections	
Break-even Period	[Insert Duration] years
Return on Investment (ROI)	[Insert Percentage]%
Funding Sources	[e.g., Equity, bank loans, etc.]

Note: All financial figures should be in Pakistani Rupees (PKR). Provide realistic estimates based on market research and project scope, considering the compatibility requirements for four wheelers, high-power e-2/3Ws, and additional customer facilities. The technical solution, including customer facilities, should be integrated into the DBFOT model to reflect its impact on financial projections. Detailed financial bids will be requested during the RFP stage.

Yours sincerely,

Authorized Person Name, Designation, Signature and Stamp