

**HB1028/823024/1**

BY: Economic Matters Committee

AMENDMENTS TO HOUSE BILL 1028  
(First Reading File Bill)

AMENDMENT NO. 1

On page 1, in line 2, strike “**Business Regulation** –”; in the same line, after “**Equipment**” insert “**Workgroup**”; strike beginning with “– **Regulations**” in line 2 down through “**Use**” in line 3; strike beginning with “requiring” in line 4 down through “date” in line 8 and substitute “establishing the Electric Vehicle Supply Equipment Workgroup”; strike beginning with “electric” in line 8 down through “equipment” in line 9 and substitute “the Electric Vehicle Supply Equipment Workgroup”; and strike in their entirety lines 10 through 20, inclusive.

AMENDMENT NO. 2

On page 1, in line 22, strike “the Laws of Maryland read as follows”.

On pages 1 through 6, strike in their entirety the lines beginning with line 23 on page 1 through line 15 on page 6, inclusive, and substitute:

- “(a) (1) In this section the following words have the meanings indicated.
- (2) “Direct current fast charger” means EV supply equipment:
- (i) capable of supplying direct current electricity to an electric vehicle; and
- (ii) fitted with an EV charging connector.
- (3) “EV charging connector” means a device that attaches an electric vehicle to an EV charging port to facilitate the transfer of electricity to an electric vehicle.
- (4) “EV charging port” means the portion of an EV charging station that attaches an EV charging connector with the EV charging station.

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(5) “EV charging station” means a connected point in EV supply equipment:

(i) at which current is taken to charge a battery or any other energy storage device in an electric vehicle; and

(ii) capable of providing, at a minimum:

1. Level 2 charging; or

2. direct current fast charger charging.

(5) “EV service provider” means an entity responsible for operating one or more EV supply equipment units, including being responsible for:

(i) sending or receiving commands or messages to an EV charging network as defined in § 7–901 of the Public Utilities Article; and

(ii) providing billing, maintenance, reservations, and other services for an EV supply equipment unit.

(6) “EV supply equipment” means a unit that controls the power supply to one or more electric vehicles at an EV charging station.

(7) “Level 2 charging” has the meaning stated in § 7–901 of the Public Utilities Article.

(8) “Uptime” means the availability and consistency of an EV charging station to successfully dispense electricity as designed, measured as a percentage of both hours and days of a calendar year.

(b) There is an Electric Vehicle Supply Equipment Workgroup.

(c) The Workgroup consists of the following members:

(1) one member of the Senate of Maryland, appointed by the President of the Senate;

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(2) one member of the House of Delegates, appointed by the Speaker of the House;

(3) one representative of the Department of Agriculture, designated by the Secretary of Agriculture;

(4) one representative of the Public Service Commission, designated by the Chairman of the Public Service Commission;

(5) one representative of the Office of the Comptroller, designated by the Comptroller;

(6) one representative of the Maryland Department of Transportation, designated by the Secretary of Transportation; and

(7) the following members, appointed by the Governor:

(i) two representatives of the public interest sector who are identified as nongovernment organization leaders in the electric vehicle industry in the State; and

(ii) two representatives of the private sector business partners who are identified as leaders in the electric vehicle industry in the State.

(d) The Governor shall designate the chair of the Workgroup.

(e) The Public Service Commission shall provide staff for the Workgroup.

(f) A member of the Workgroup:

(1) may not receive compensation as a member of the Workgroup; but

(2) is entitled to reimbursement for expenses under the Standard State Travel Regulations, as provided in the State budget.

(g) The Workgroup shall:

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(1) develop a framework for reliability and reporting standards for EV charging stations; and

(2) study and make recommendations regarding which government entities have responsibility for ensuring accountability regarding EV charging stations; and

(3) making recommendations regarding adopting and implementing regulations that:

(i) establish different payment options for the retail use of EV supply equipment, including:

1. credit card, mobile phone, and toll-free number payment options; and

2. options for customers with disabilities and non-English speaking customers;

(ii) prohibit an EV service provider from requiring a subscription or membership to initiate a charging session;

(iii) authorize an EV service provider to offer services on a subscription or membership basis;

(iv) establish requirements for transparent information regarding EV charging stations, including charging rates, location, accessibility, and real-time availability;

(v) enable users who have a subscription or membership with an EV service provider to use an EV charging station that is not part of the subscription membership;

(vi) establish employee training or certification requirements for individuals who install or perform maintenance on EV supply equipment;

(vii) establishing minimum power output limits for EV supply equipment and EV charging stations;

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(viii) establish registration and certification requirements;

(ix) require the submission of reports on EV supply equipment to:

1. the Office of the Comptroller;

2. the Public Service Commission; and

3. the Alternative Fuels Data Center in the U.S.

Department of Energy;

(x) establish labeling requirements, including labeling requirements for EV charging station charging rates, capacity, and voltage;

(xi) require an uptime of 97%;

(xii) specify how uptime will be measured, including:

1. whether uptime must be calculated per EV charging port or per EV charging connector;

2. the date to which downtime is backdated; and

3. whether downtime includes EV charging station disconnection or broken interface features when the EV supply equipment can still output electricity;

(xiii) establish exemptions from the uptime requirement of 97%;

(xiv) establish customer support requirements, including:

1. labeling requirements for providing customer support information on an EV charging station; and

2. minimum hours of operation for:

A. general customer service needs; and

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B. providing or dispatching customer assistance;

(xv) establish minimum hours of operation for EV charging stations;

(xvi) require proactive monitoring of EV supply equipment and EV charging stations;

(xvii) establish standards and procedures for accurate field standards in accordance with the most recent edition of the National Institute of Standards and Technology Handbook 44;

(xviii) establish standards for the use of:

1. combined charging systems, under which a standard EV charging connector allows a direct current fast charger to connect to, communicate with, and charge an electric vehicle; or

2. North American charging systems, under which a Tesla standard EV charging connector allows a direct current fast charge to connect to, communicate with, and charge an electric vehicle; and

(xix) establish civil penalties for noncompliance with the regulations.

(h) The recommendations made under subsection (g)(3) of this section shall:

(1) comply with the Federal Highway Administration's National Electric Vehicle Infrastructure Formula Program;

(2) provide a delayed applicability date for EV supply equipment installed before the date the regulations are initially adopted; and

(3) exclude regulations that apply to:

(i) EV supply equipment that is used for noncommercial purposes; and

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(ii) EV supply equipment that supplies wholesale electricity.

(i) On or before November 1, 2024, the Workgroup shall report its framework and recommendations to the Senate Education, Energy, and the Environment Committee and the House Economic Matters Committee, in accordance with § 2-1257 of the State Government Article.”.

On page 6, strike in their entirety lines 16 through 22, inclusive; in line 23, strike “3.” and substitute “2.”; and in line 24, after “2024.” insert “It shall remain effective for a period of 2 years and, at the end of June 30, 2026, this Act, with no further action required by the General Assembly, shall be abrogated and of no further force and effect.”.