Maryland Department of Agriculture (MDA) EVSE Certification and Registration Program

January 28, 2026 - ZEEVIC Quarterly Meeting

February 6, 2026 Update:

MDA Responses to Questions received via Meeting Chat and via Email

Q1 (via Meeting Chat):

Note on maintenance of Grant funded EV Stations: I agree the EV chargers need to be dependable, most of the Grant money required a 5-year maintenance program after install. Many of the stations funded with the Grant money are now past the 5 years period, also many of the Grant funded stations are now obsolete and not supported by the manufacture. The existing electric infrastructure to many of these stations is not sufficient for the newer changers requirements (50kW vs. 125+kW). These chargers need to be removed or upgrade. We should have further discussion on this topic.

"Legacy Chargers" that are broken or non-functional will require replacement with an NTEP certified EVSE charger.

Q2 (via Meeting Chat):

I see that Tesla is rolling out "Live pricing". How will that be tested?

Tesla has been rolling out a feature called **"Live Pricing"** (also referred to as **Dynamic Pricing**) that adjusts the cost per kWh based on real-time station occupancy and forecasted demand:

https://www.tesla.com/support/charging/understanding-live-pricing

Dynamic Pricing will be tested and inspected in accordance with NIST Handbook 44, 3.40. Electrical Vehicle Fueling Systems, as it is outlined within the code.

Q3 (via Meeting Chat):

How did MDA come up with these costs? Does this cover the full cost of testing/inspection or does MDA cover costs in other ways?

During the meeting this question was covered during the presentation. As previously stated, the Weights and Measures program field inspection activities are funded entirely from the collection of annual device registration fees.

Q4 (via Meeting Chat):

Curious if MDA would consider an additional rulemaking to give an opportunity for more dialogue around the fee and retroactive NTEP requirements in the rules?

MDA has been actively engaged in dialogue with stakeholders and is reviewing all feedback. The open registration period for EVSE chargers was extended to the first of July to continue discussions surrounding the fees.

The Weights and Measures program has provided information on the MDA website that addresses "legacy chargers".

Q5 (via Meeting Chat):

Would MDA be open to a work session with ZEEVIC to further explore goals and strategies for these inspections and follow up steps?

The Weights and Measures program will follow NIST Handbook 44, 3.40. Electrical Vehicle Fueling Systems code for inspection and testing of EVSE chargers. The program has a structured work plan and device specific evaluation procedure outline that inspectors adhere to. The work plan is structured to protect both consumers and businesses when commercial devices are found to be in violation. Currently information is available online and will be updated again ahead of the July implementation date.

Q6 (via Meeting Chat):

What other states or jurisdictions are using that expensive testing equipment and how is that going? At the public meeting, the EV manufacturers were saying that the expensive equipment was not the best choice. Also, EV vehicles can give alot of info so it seems odd to have a large piece of equipment that needs to be put on a trailer and a gas truck to drive it around. Perhaps the state could buy some EVs and test the chargers that way?

Many states such as California, Vermont, New York, Louisiana, Florida, and Washington are using testing equipment, which is referred to as a metrological standard, for accuracy testing of EVSE chargers. With Delaware, New Jersey, and Georgia having recently purchased the same equipment to begin accuracy testing in the near future.

EVSE charging equipment cannot be validated using an electric vehicle the same as a gas tank gauge found in a car cannot be used to verify the accuracy of a gas pump. The reason for this is both are not traceable, recognize, metrological standards that have been certified in an accredited metrology lab.

Another question for MDA - please reconsider locking down the chargers if they fail a part of the inspection. It would be counter to EV efforts and the state's Climate Solutions Now Act to lock up a charger with no distinct timeline for re-inspection. This is especially true if it's only a failure to have proper signage. Signage doesn't have anything to do with accuracy if that is the intention of the program. The reality of managing chargers, particularly L2 chargers, is that they can often have temporary cel or software issues that are easily fixed with a remote or in person reboot. There should be some type of warning given if there is a first failure in the inspection or testing. Locking them down with no exact timeline for how or when it would be re-inspected is unreasonable. I also suggest prioritizing inspections to DCFC and those of a true commercial nature. Howard County government has not had complaints about EV accuracy.

The Weights and Measures program has a multi-tiered approach to enforcement action. This enables the program to address different violations in a way that protects both consumers and businesses.

Q7 (via Meeting Chat):

The problem is that gas stations make profits hand over fist while Level 2 stations are yet to break even, let alone make a profit. Even DC chargers barely make money to overcome the cost. The point of expanding EV infrastructure is as a public good, to help make ownership more feasible for lower income folks and multi-family residents and for visitors. EVs reduce air quality deaths, and save society money, but that is NOT recouped by charger fees. The state should subsidize this program and make it no-charge to register and minimal charge for DC fast chargers.

The business model of this program is a mismatch with the commodity.

The state wants to expand public charging, not make it more expensive.

The gas station comparison is not correct as stations only make a penny or two on each gallon sold. Gas stations and EVSE charging station profits can be best compared with the location of installation. For example, stations on a major interstate that have consumer conveniences inside will have a higher profit margin than small locations away from well-traveled roads. Much like EVSE chargers, gas stations pumps with multiple meters inside do not continuously operate and all islands are not filled with customers throughout the day. As with any business model it is up to the owner to establish a unit price for the commodity being offered for sale to cover the associated costs.

Q8 (via Meeting Chat):

My questions for MDA: 1) Have the owners of impacted chargers been notified of the need to register and the existence of this program? 2) Any possibility of creating lower rates for AC vs DC chargers? As mentioned by others, profitability in this space is an issue. The fee impact/burden for AC chargers is especially high.

MDA has posted information on EVSE registration requirements to the website and has provided information in press releases over the past several months.

Q9 (via Meeting Chat):

Have MDE and MEA provided any input to MDA on the registration/inspection program?

MDA has been engaged in dialogue with other departments including MDE and MEA, in addition to participation in a legislative work group in 2024.

Q10 (via Meeting Chat):

How many consumer complaints did W&M receive in 2025 about suspected **meter inaccuracies?**

Complaints involving meter inaccuracies, billing discrepancies, and method of sale violations have been received. MDA has been unable to address complaints that pertain to inaccuracies due to not having available equipment to test. Complaints of this nature will be addressed once equipment has been obtained.

A consumer complaint to investigate an EVSE metering accuracy: https://www.documentcloud.org/documents/26513897-evse-meter-accuracy-consumer-complaint-md-psc-2026-01-12/

This is a complaint filed about a suspected meter accuracy at the Old Howard County Courthouse (County property.) This remains unaddressed by the Maryland PSC Consumer Affairs Division. https://www.documentcloud.org/documents/26513906-hartmann-comments-04-25-2024/

To restate (earlier) question, has MDE and MEA provided any input to MDA on the registration/inspection program?

Are the reliability reports available to the public?

The Weights and Measures program does not oversee uptime or reliability of EVSE chargers.

Q11 (Via Email):

What outreach steps has MDA taken (or plans to take) to ensure that charger owners are aware of their obligations prior to the July 1, 2026 registration deadline?

What is the number of consumer complaints that the Weights and Measures program received in calendar years 2024 and 2025 that specifically alleged inaccurate metering or billing concerns related to EV charging equipment?

MDA has information posted on the webpage, has provided press releases with registration information, and has participated in interviews about the program. Additionally, multiple meetings both in person and virtually have been held with stakeholders, consumer advocacy groups, and the public.

Complaints involving meter inaccuracies, billing discrepancies, and method of sale violations have been received. MDA has been unable to address complaints that pertain to inaccuracies due to not having available equipment to test. Complaints of this nature will be addressed once equipment has been obtained.