MARYLAND REGISTER

Transmittal Sheet

Emergency Action on Regulations

Date Filed with AELR Committee April 23, 2026	**Date Filed with Division of State Documents**
Emergency Status Approved	**Document Number** 26-043-E
Emergency Status Begins On May 15, 2026	**Date of Publication in MD Register**
Emergency Status Ends On November 10, 2026	
Name of AELR Committee Counsel Name	

1. COMAR Codification

Title	Subtitle	Chapter	Regulation
15	03	08	01
15	03	08	05

2. Promulgating Authority

Maryland Department of Agriculture

3. Name of Regulations Coordinator

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4. Name of Person to Call About this Document

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5. Check applicable items:

	New Regulations
X	Amendments to Existing Regulations
	Repeal of Existing Regulations
	Recodification
	Incorporation by Reference of Documents Requiring DSD Approval

6. Date Requested for Emergency Status to Begin: May 15, 2026

Date Requested for Emergency Status to Expire: November 10, 2026

7. Agency Will Take the Following Action on These Regulations

X Promulgate them in accordance with State Government Article, §§ 10-101—10-126

__ Allow them to expire

8. Is there a Proposed/Reproposed Action in ELF that is identical to this Emergency:

_X_ Yes ___ No

If Yes, Register issue where identical text is published:

- Same issue

53:10	Md. R	undefined	05-15-2026
(vol.):(issue)		(page nos.)	(date)

9. Incorporation by Reference

☐ Incorporation by Reference (IBR) approval form(s) attached and 16 copies of documents proposed for incorporation submitted to DSD. (Submit 16 paper copies of IBR document to DSD and one copy to AELR.)

10. Reason for Request for Emergency Status

The Maryland Department of Agriculture (MDA) is proposing to reduce the existing $150 per-port registration fee to $75. MDA is requesting Emergency Action to ensure that this fee reduction is in place for the registration period that runs from June 1, 2026 through May 31, 2027. MDA is extending the period in which to pay the reduced fee until July 1, 2026.

11. Children's Environmental Health and Protection

☐ Check if the system should send a copy of the proposal to the Children's Environmental Health and Protection Advisory Council

12. Certificate of Authorized Officer

I certify that the attached document is in compliance with the Administrative Procedure Act. I also certify that the attached text has been approved for legality by Thomas F. Filbert, Assistant Attorney General, telephone #410-841-5895, on April 23, 2026. A written copy of the approval is on file at this agency.

Name of Authorized Officer

Kevin Atticks

Title

Secretary

Telephone No.

410-841-5880

Date

April 23, 2026

Title 15

MARYLAND DEPARTMENT OF AGRICULTURE

Subtitle 03 WEIGHTS AND MEASURES

15.03.08 Registration of Commercial Weighing and Measuring Devices

Authority: Agriculture Article, §11-204.7, Annotated Code of Maryland

Notice of Emergency Action

[26-043-E]

The Joint Committee on Administrative, Executive, and Legislative Review has granted emergency status to amend Regulations .01 and .05 under COMAR 15.03.08 Registration of Commercial Weighing and Measuring Devices.

Emergency status began: May 15, 2026.

Emergency status expires: November 10, 2026.

Estimate of Economic Impact

I. Summary of Economic Impact. The Maryland Department of Agriculture (MDA) is authorized to set reasonable fees pertaining to the registration of Electric Vehicle Supply Equipment (EVSE) used for commercial purposes (i.e., EVSE used specifically to transfer electrical energy to an electric vehicle wherein a statement of measure is used as a basis for sale or upon which a charge for service is based). MDA is proposing to reduce the existing per-port registration fee for EVSE by 50%.

MDA anticipates this fee reduction will have a positive impact on regulated industries, related sectors, and the public. Specifically, the reduced per-port registration fee is expected to:
(1) support the continued growth of the EVSE industry in Maryland; and
(2) help maintain a reliable network of accurate charging stations across the State, benefiting electric vehicle drivers and strengthening consumer confidence.

II. Types of Economic Impact.

Impacted Entity	Revenue (R+/R-) Expenditure (E+/E-)	Magnitude
A. On issuing agency:		
(1) Maryland Department of Agriculture	(R-)	Meaningful
B. On other State agencies:	NONE	
C. On local governments:		
(1) Local Govts. that won/operate EVSE	(E-)	Indeterminable
	Benefit (+) Cost (-)	Magnitude
D. On regulated industries or trade groups:		
(1) Registered Service Agents	(+)	Indeterminable
(2) EVSE Industry	(+)	Meaningful
E. On other industries or trade groups:	NONE	
F. Direct and indirect effects on public:		
(1) Owners/Operators of electric vehicles	(+)	Indeterminable

III. Assumptions. (Identified by Impact Letter and Number from Section II.)

A(1). The Maryland Department of Agriculture (MDA) is proposing to reduce by 50% the per-port registration fee for Electric Vehicle Supply Equipment (EVSE) used for commercial purposes (i.e., EVSE used for the 'retail sale' of electricity as a motor fuel). Specifically, MDA is proposing to reduce the existing $150 per-port registration fee to $75. MDA is not modifying the July

1, 2026 deadline for EVSE registration and payment of the fee that it previously established. For FY 2027, MDA estimates that this 50% fee reduction will decrease its revenue by approximately $187,500. This estimate is based on the following assumptions: (1) there are approximately 2,500 public facing commercial EVSE ports in the State; and (2) the number of fee-eligible ports is expected to increase by 500 in the next year.

While MDA estimates continued EVSE growth over the next several fiscal years, the increased revenue that it otherwise would have seen from this growth will be significantly reduced due to this fee reduction.

C(1). The proposed registration fee reduction will benefit local governments that own and operate electric vehicle supply equipment (EVSE) used for commercial purposes. More specifically, the proposed per port 50% fee reduction will lower their total operational expenses and likely support the growth of additional charging infrastructure.

D(1). The proposed per port 50% registration fee reduction will have a positive impact on service persons and agencies registered with the Maryland Department of Agriculture (i.e., persons registered with MDA under COMAR 15.03.11 that are engaged in the maintenance and repair of weighing and measuring devices). MDA anticipates that these persons will see an increase in business as more charging stations continue to be installed.

D(2). The proposed registration fee reduction will have a positive impact on the regulated EVSE industry (e.g., entities that own, operate, and maintain charging stations used for commercial purposes in the State). More specifically, the proposed per port 50% fee reduction will lower the operational expenses of each EVSE entity owning/operating/maintaining charging stations used for commercial purposes in the State. This reduction is also likely to enable the industry to install additional EVSE charging stations throughout the State, growing the industry.

F(1). The general public - and, in particular, the owners and operators of electric vehicles - will benefit from the proposed 50% reduction in fees. This reduction will support the growth of the EVSE charging network, which in turn will facilitate the installation of commercial public-facing charging stations available for electric vehicle charging.

Economic Impact on Small Businesses

The emergency action has a meaningful economic impact on small businesses. An analysis of this economic impact follows.

The proposed action's impact on the EVSE industry (that being, businesses that own/operate EVSE charging stations for commercial use), lowering their operational expenses, will be positive and meaningful (albeit, few businesses that own/operate public-facing EVSE charging stations are small businesses). The proposed action's impact on registered service agents - many of which are small businesses - will likewise be positive (albeit, indeterminable). This impact stems from the expected growth of the EVSE charging network in the State. Finally, this growth may include the installation of additional charging stations in parking areas near small businesses, potentially creating a positive economic impact for them too.

KEVIN ATTICKS
Secretary

Economic Impact Statement Part C

A. Fiscal Year in which regulations will become effective: **FY 2027**

B. Does the budget for the fiscal year in which regulations become effective contain funds to implement the regulations?

Yes

C. If 'yes', state whether general, special (exact name), or federal funds will be used:

Special funds - Revenue from the Weights and Measures Fund will be used to defray the expenses to regulate EVSE. MDA also anticipates receiving funds from the Maryland Strategic Energy Investment Fund (SEIF) to purchase equipment necessary to inspect and test EVSE used for the retail sale of electricity as a motor fuel.

D. If 'no', identify the source(s) of funds necessary for implementation of these regulations:

E. If these regulations have no economic impact under Part A, indicate reason briefly:

F. If these regulations have minimal or no economic impact on small businesses under Part B, indicate the reason and attach small business worksheet.

G. Small Business Worksheet:

Small Business Analysis Worksheet
1a. Intended Beneficiaries. Who are the intended beneficiaries of the proposed regulation?
Answer: Businesses that own/operate electric vehicle charging stations used for commercial purposes in the State (i.e., owners/operators of Public-Facing EVSE) are the intended beneficiaries of the proposed regulation. Most such businesses in the State are not small businesses. The proposed regulation reduces the per-port registration fee by 50 percent – from $150 to $75 – and thus will have a positive impact on these businesses. The registration fee only applies to Public-Facing Electric Vehicle Equipment for EVSE.
Registered Service Agents (that service EVSE) will likely benefit by the expected growth of the EVSE charging network throughout the State.

Are these intended beneficiaries primarily households or businesses? Answer: While businesses that own/operate EV charging stations are the primary beneficiaries, households that have electric vehicles should benefit too. The proposed fee reduction will likely enable the industry to install additional Public-Facing EVSE charging stations throughout the State that will be available for their use.

1b. Intended Beneficiaries: Households. If households are the primary intended beneficiaries, will the proposal affect their income or purchasing power such that the volume or patterns of their consumer spending will change?
Answer: Households are not the primary intended beneficiaries.
If so, what directions of change would you anticipate? Answer: N/A
Will these expected spending changes have a disproportionate impact on small businesses? Answer: N/A
Can you descriptively identify the industries or types of business activities that are impacted?
Answer: See Answer to 1.c.

1c. Intended Beneficiaries: Businesses. If businesses are the intended beneficiaries, identify the businesses by industry or by types of business activities.
Answer: Businesses that own/operate electric vehicle charging stations used for commercial purposes in the State are the intended beneficiaries of the proposed regulation. Registered Service Agents will also benefit.
How will businesses be impacted?
Answer: The impact on these businesses – including small businesses that own/operate electric vehicle charging stations - will be positive. The proposed regulation will lower the operational expenses of owners/operators of Public-Facing EVSE. The proposed fee reduction will also likely enable the industry to install additional Public-Facing EVSE charging stations throughout the State.

This should benefit Registered Service Agents who service this equipment (many of which are small businesses).
Are these Maryland establishments disproportionately small businesses? Answer: Owners/operators of Public-Facing EVSE are not disproportionately small businesses. Many Registered Service Agents are small businesses.
If so, how will these Maryland small businesses be affected?
Answer: The expected growth of the EVSE charging network in the State will likely result in an increase need for Registered Service Agents.
Can you identify or estimate the present number of small businesses affected? Answer: No.
Can you estimate the present total payroll or total employment of small businesses affected? Answer: No.

2a. Other Direct or Indirect Impacts: Adverse. Businesses may not be the intended beneficiaries of the proposal. Instead, the proposal may direct or otherwise cause businesses to incur additional expenses of doing business in Maryland. Does this proposal require Maryland businesses to respond in such a fashion that they will incur additional work-time costs or monetary costs in order to comply?
Answer: No.

Describe how Maryland establishments may be adversely affected.
Answer: The proposed action will not adversely affect Maryland establishments.

Will Maryland small businesses bear a disproportionate financial burden or suffer consequences that affect their ability to compete?
Answer: No.

Can you estimate the possible number of Maryland small businesses adversely affected? (Note that small business compliance costs in the area of regulation are the sum of out-of-pocket (cash) costs plus time costs — usually expressed as payroll, akin to calculations for legislative fiscal notes. Precise compliance costs may be difficult to estimate, but the general nature of procedures that businesses must accomplish to comply can be described.)
Answer: The proposed action will not adversely affect Maryland small businesses.

2b. Other Direct or Indirect Impacts: Positive. Maryland businesses may positively benefit by means other than or in addition to changed consumer spending patterns. How may Maryland businesses be positively impacted by this initiative?
Answer: Unknown.
Will Maryland small businesses share proportionately or disproportionately in these gains?
Answer: The impact on businesses - including small businesses - that own/operate EVSE charging stations will be positive and meaningful (albeit, few businesses that own/operate public-facing EVSE charging stations are small businesses). Registered Service Agents servicing EVSE that are small businesses will benefit too.
Can you estimate the possible number of Maryland small businesses positively affected?
Answer: No.

3. Long-Term Impacts. There are instances where the longer run economic impact effect from regulations differ significantly from immediate impact. For example, regulations may impose immediate burdens on Maryland small businesses to comply, but the overall restructuring of the industry as a consequence of monitoring and compliance may provide offsetting benefits to the affected small businesses in subsequent years. Can you identify any long run economic impact effects on Maryland small businesses that over time (a) may compound or further aggravate the initial economic impact described above, or (b) may mitigate or offset the initial economic impact described above?
Answer: The proposed regulation places no additional burdens on businesses – including Maryland small businesses – that own/operate electric vehicle charging stations used for commercial purposes in the State. There is no registration fee for EVSE that is not publicly available to fuel an electric vehicle where a transaction of monetary value occurs.

4. Estimates of Economic Impact. State Government Article, §2-1505.2 requires that an agency include estimates, as appropriate, directly relating to: (1) cost of providing goods and services; (2) effect on the work force; (3) effect on the cost of housing; (4) efficiency in production and marketing; (5) capital investment, taxation, competition, and economic development; and (6) consumer choice.
Answer:
(1) The proposed regulation will not add to the cost of providing electrical vehicle charging.
(2) The proposed regulation will likely have a positive effect on the workforce – most notably, service persons and agencies registered with the Maryland Department of Agriculture (i.e., persons registered with MDA under COMAR 15.03.11 that are engaged in the maintenance and repair of weighing and measuring devices. MDA anticipates that the proposed regulation will enable the industry to install additional EVSE chargers throughout the State.
(3) The proposed regulation will have no effect on the cost of housing.
(4) The proposed regulation may have a positive impact on the efficiency in production and marketing of EVSE charging stations used for commercial purposes in the State. MDA anticipates that more such stations will be installed as a result of the proposed regulation.
(5) The proposed regulation may have a positive impact on competition and economic development. MDA anticipates that more charging stations will be installed as a result of the regulation.
(6) The proposed regulation will have a positive impact on consumer choice. The regulation will lead to the overall restructuring of available public facing charging stations and ensure consumer confidence in available, operational, accurate charging stations, ensuring compliance from industry.

Title 15 MARYLAND DEPARTMENT OF AGRICULTURE

Subtitle 03 WEIGHTS AND MEASURES

Chapter 08 Registration of Commercial Weighing and Measuring Devices

Authority: Agriculture Article, §§11-204.1—11-204.7, Annotated Code of Maryland

.01 Definitions

A. (text unchanged)

B. Terms Defined.

(1)-(2) (text unchanged)

(3) Public-Facing Electric Vehicle Supply Equipment means a device publicly available to fuel an electric vehicle where a transaction of monetary value occurs.

.05 Fees for Classes of Weights and Measures.

The Department's fees for registering each class of weight and measure used for commercial purposes under this subtitle are as follows:

A. Scale with a capacity of up to 100 pounds—$25 for each scale, plus $75 for each business location;

B. Scale with a capacity of more than 100 pounds, up to 2,000 pounds—$100;

C. Scale with a capacity of more than 2,000 pounds—$125;

D. Belt conveyor scale—$350;

E. Railroad track scale—$350;

F. Vehicle scale—$350;

G. Grain moisture meter—$150;

H. Retail motor fuel dispenser meter of under 20 gallons per minute—$20 each for each meter, plus $75 per business location;

I. Retail motor fuel dispenser meter of 20 gallons per minute or more—$65;

J. Retail DEF dispensers—$20 per meter;

K. Bulk petroleum fuel vehicle mounted meter of 20 gallons per minute or more—$100;

L. Bulk petroleum fuel meter stationary—$100;

M. Liquefied petroleum meter of 3/4 inch diameter or less—$100;

N. Liquefied petroleum gas meter 3/4 inch—2 inch diameter—$125;

O. Liquefied petroleum gas meters greater than 2 inch diameter—$150;

P. Point of sale system, as defined by the National Institute of Standards and Technology (NIST) Handbook 44, connected to a weighing or measuring device (per business location)—$125;

Q. *Public-Facing* Electrical Vehicle **[**Service**]** *Supply* Equipment—**[**$150**]** ***$75*** per port;

R. Mass Flow Meters—$330 per meter; and

S. Device registration fee 30 days or more delinquent—$125 per account.