**South Carolina General Assembly**

126th Session, 2025-2026

**S. 275**

**STATUS INFORMATION**

General Bill

Sponsors: Senators Grooms, Walker, Climer, Zell and Sutton

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Introduced in the Senate on January 28, 2025

Introduced in the House on March 5, 2025

Last Amended on February 26, 2025

Currently residing in the House

Summary: EV Charging Stations

**HISTORY OF LEGISLATIVE ACTIONS**

Date Body Action Description with journal page number

1/28/2025 Senate Introduced and read first time ([Senate Journal‑page 10](h:\sj\20250128.docx))

1/28/2025 Senate Referred to Committee on **Transportation** ([Senate Journal‑page 10](h:\sj\20250128.docx))

2/20/2025 Senate Committee report: Favorable with amendment **Transportation** ([Senate Journal‑page 13](h:\sj\20250220.docx))

2/25/2025 Scrivener's error corrected

2/26/2025 Senate Committee Amendment Adopted ([Senate Journal‑page 34](h:\sj\20250226.docx))

2/26/2025 Senate Amended ([Senate Journal‑page 34](h:\sj\20250226.docx))

2/26/2025 Senate Read second time ([Senate Journal‑page 34](h:\sj\20250226.docx))

2/26/2025 Senate Roll call Ayes-44 Nays-0 ([Senate Journal‑page 34](h:\sj\20250226.docx))

2/27/2025 Senate Read third time and sent to House ([Senate Journal‑page 11](h:\sj\20250227.docx))

2/28/2025 Scrivener's error corrected

3/5/2025 House Introduced and read first time ([House Journal‑page 9](h:\hj\20250305.docx))

3/5/2025 House Referred to Committee on **Labor, Commerce and Industry** ([House Journal‑page 9](h:\hj\20250305.docx))

3/5/2025 Scrivener's error corrected

4/30/2025 House Committee report: Favorable **Labor, Commerce and Industry**

View the latest  [legislative information](https://www.scstatehouse.gov/billsearch.php?billnumbers=275&session=126&summary=B)  at the website

**VERSIONS OF THIS BILL**

[01/28/2025](https://www.scstatehouse.gov/sess126_2025-2026/prever/275_20250128.docx)

[02/20/2025](https://www.scstatehouse.gov/sess126_2025-2026/prever/275_20250220.docx)

[02/25/2025](https://www.scstatehouse.gov/sess126_2025-2026/prever/275_20250225.docx)

[02/26/2025](https://www.scstatehouse.gov/sess126_2025-2026/prever/275_20250226.docx)

[02/28/2025](https://www.scstatehouse.gov/sess126_2025-2026/prever/275_20250228.docx)

[03/05/2025](https://www.scstatehouse.gov/sess126_2025-2026/prever/275_20250305.docx)

Indicates Matter Stricken

Indicates New Matter

Committee Amendment Adopted and Amended

February 26, 2025

S. 275

Introduced by Senators Grooms, Walker, Climer, Zell and Sutton

S. Printed 2/26/25--S. [SEC 3/5/2025 11:42 AM]

Read the first time January 28, 2025

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A bill

TO AMEND THE SOUTH CAROLINA CODE OF LAWS BY AMENDING SECTION 58‑27‑10, RELATING TO ELECTRIC VEHICLE DEFINITIONS SO AS TO ADD DEFINITIONS FOR ELECTRIC VEHICLES AND CHARGING STATIONS; AND BY AMENDING SECTION 58‑27‑1060, RELATING TO ELECTRIC VEHICLE CHARGING STATIONS, SO AS TO PROVIDE THAT AN ELECTRIC UTILITY OR OTHER PROVIDER THAT OFFERS AN ELECTRIC VEHICLE CHARGING STATION DIRECTLY TO THE PUBLIC SHALL DO SO ON A NON‑DISCRIMINATORY BASIS UNDER THE SAME FEES AND CONDITIONS OFFERED TO PRIVATE PROVIDERS OF ELECTRIC VEHICLE CHARGING STATIONS; AND TO REGULATE REVENUE.

Amend Title To Conform

Be it enacted by the General Assembly of the State of South Carolina:

SECTION 1. Section 58‑27‑10 of the S.C. Code is amended by adding:

(12) "Direct-current-fast-charging station" means an electric vehicle charging system capable of delivering electricity at a minimum of fifty kilowatts or greater direct current to an electric vehicle's rechargeable battery at a voltage of two hundred volts or greater and is separate and distinct from make-ready infrastructure.

(13) "Electric vehicle" means a motor vehicle that is propelled by one or more electric motors using energy stored in the form of a rechargeable battery.

(14) "Electric vehicle charging provider" means the owner of an electric vehicle charging station.

SECTION 2. Section 58‑27‑1060 of the S.C. Code is amended to read:

Section 58‑27‑1060. (A) A person or corporation who uses an electric vehicle charging station to resell electricity to the public for compensation is not an electrical utility if:

(1) the person or corporation has procured the electricity from an electrical utility, a municipality, a consolidated political subdivision, the Public Service Authority, or an electric cooperative that is authorized to engage in the retail sale of electricity within the territory in which the electric vehicle charging service is provided;

(2) the person or corporation furnishes electricity exclusively for the charging of plug‑in electric vehicles; and

(3) the charging station is immobile.

(B) Nothing in this section shall be construed to limit the ability of an electrical utility, a municipality, a consolidated political subdivision, the Public Service Authority, or an electric cooperative to use provide and appropriately charge for the make‑ready infrastructure required to serve the electrical load of electric vehicle charging stations to furnish electricity to electric vehicle charging providers for charging electric vehicles, or to utilize any state or federal grant funding. Any increases in customer demand or energy consumption associated with transportation electrification shall not constitute found revenues for an electrical utility.

(C) An electrical utility, a municipality, a consolidated political subdivision, the Public Service Authority, or an electric cooperative that provides, owns, operates, or maintains a direct-current-fast-charging station for direct public use shall offer fair, reasonable, and nondiscriminatory rates and services to all entities providing similar services and shall not act in a manner that provides an unreasonable advantage for its direct-current-fast-charging stations.

(D) Revenue received by an electrical utility, a municipality, a consolidated political subdivision, the Public Service Authority, or an electric cooperative or its subsidiary or affiliate from electric services other than direct-current-fast-charging stations, shall not, directly or indirectly, subsidize investments in direct-current-fast-charging stations owned or operated by such entities.

(E) Nothing in subsection (C) or (D) shall be construed to apply to a direct-current-fast-charging station that was constructed, provided by, owned, operated, or maintained by an electrical utility, a municipality, a consolidated political subdivision, the Public Service Authority, or an electric cooperative prior to the effective date of this act.

(F) Nothing in subsection (D) shall be construed to apply to direct-current-fast-charging stations that are not public facing and located on the premises of an electrical utility, a municipality, a consolidated political subdivision, the Public Service Authority, or an electric cooperative for the sole purpose of serving its own electric vehicles or electric vehicles owned by its employees.

SECTION 3. This act takes effect upon approval by the Governor.

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