



Edward Mountain MSP  
Convener  
Net Zero, Energy and Transport Committee  
Scottish Parliament  
Edinburgh  
EH99 1SP

*By email*

13 January 2026

Dear Convener,

I am writing to follow up on a question raised by the Deputy Convener during my evidence to the Committee on 16 December 2025, regarding whether EV charge points are manufactured in Scotland or elsewhere in the UK.

As I noted during the session, most rapid and ultra-rapid public charge points installed in the UK are manufactured overseas. These higher-powered charge points generally require specialist power electronics and are manufactured at scale by suppliers in continental Europe and Asia. A combination of factors – including energy costs, labour costs and the availability of relevant skills and supply chains – make this type of manufacturing challenging in the UK. However, lower-powered AC charge points tend to be less technically complex, and some domestic manufacturing does exist. A recent assessment by Scottish Enterprise confirms this picture in Scotland specifically, finding that most public charge points in Scotland are imported, with only one manufacturer – focused on lower power AC charge points – based in the country<sup>1</sup>.

However, the economic contribution of the charging infrastructure sector extends beyond manufacturing. Installation and maintenance activities are delivered by UK contractors, supporting electrical equipment is manufactured domestically, and many charge point operators are British start-ups or scale-ups. ChargeUK members have committed £6 billion in investment in the UK up to 2030, and Roland Berger estimates the sector already employs over 4,000 people, rising to more than 10,000 by 2030<sup>2</sup>.

I would be happy to provide any further information the Committee may find useful.

Yours sincerely,

Jarrod Birch  
Head of Policy & Public Affairs, ChargeUK

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<sup>1</sup> Scottish Enterprise, "Economic Impact Scenarios for Scotland's Energy Transition", September 2024

<sup>2</sup> Roland Berger, "The present and future economic case for eMobility in the UK", October 2024