

Electric Mobility in Portugal

Nearly two decades in the making



Direção-Geral de Energia e Geologia

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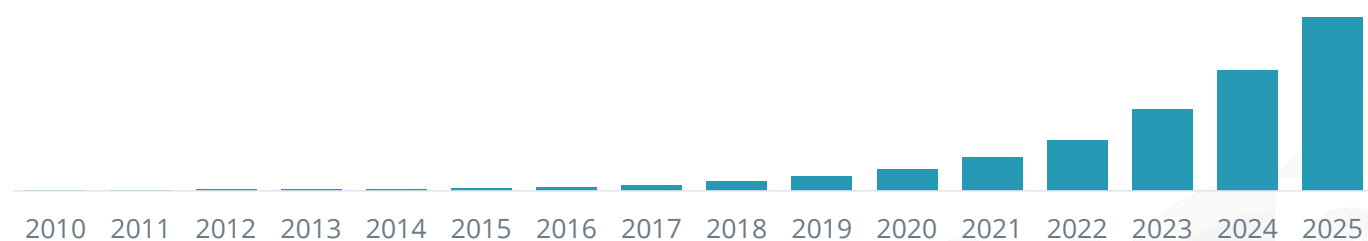
The Road So Far

Almost 20 years in the making



100%-electric (BEV) vehicles on the road, 2010–2025

Figures track BEVs only, not plug-in or conventional hybrids.



×288

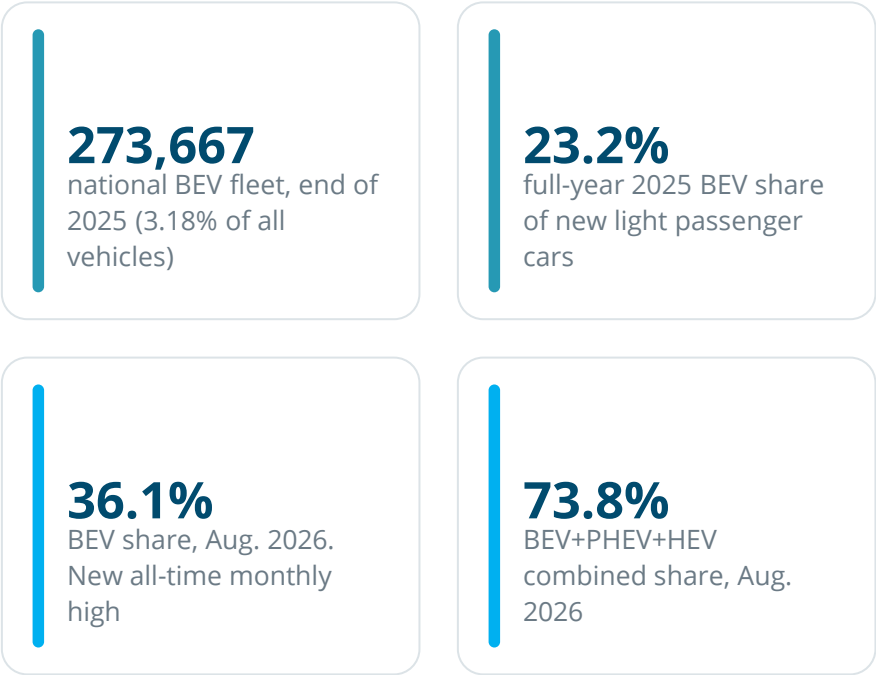
BEV fleet growth, 2010–25

From 950 vehicles (2010) to 273,667 (2025). Most of the climb came in the last 5 years.

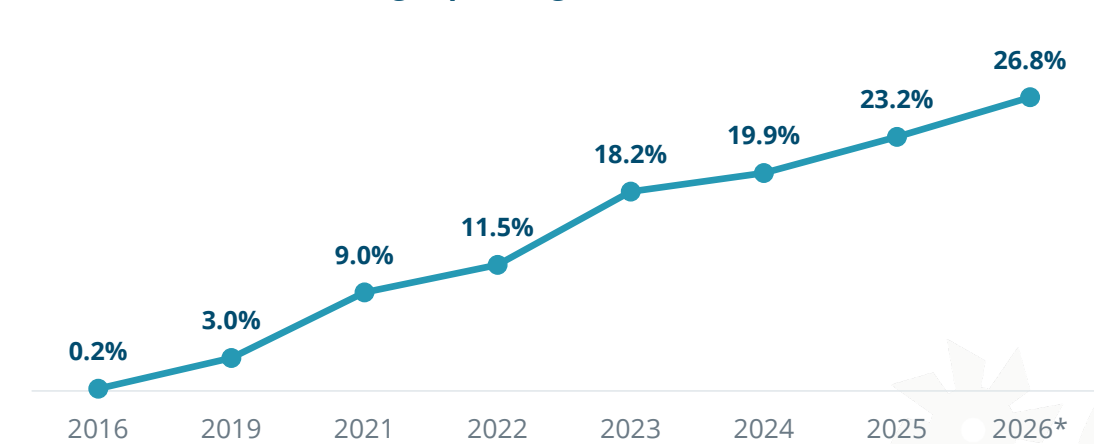
Sources: UVE, Observatório da Mobilidade Elétrica (fleet 2010–2025, IMT/ACAP data); RCM n.º 80/2008 & 81/2009; Lei n.º 22-A/2007; Decreto-Lei n.º 93/2025.

Current Snapshot: Fleet & Market

More than a third of August's new cars were electric



Annual BEV share of new light passenger cars (%)



*2026: January–August, provisional



Ahead of the EU average: in H1 2026, BEVs took 25.3% of new car sales in Portugal, well above the EU-wide average of 20.7% (ACEA).

Sources: UVE, Observatório da Mobilidade Elétrica (ACAP data), monthly reports through Aug. 2026; ACEA (EU comparison, H1 2026).

Current Snapshot: Charging Network

From a single operator to more than 100 competing

Public charging points connected to the MOBI.E network

15,680

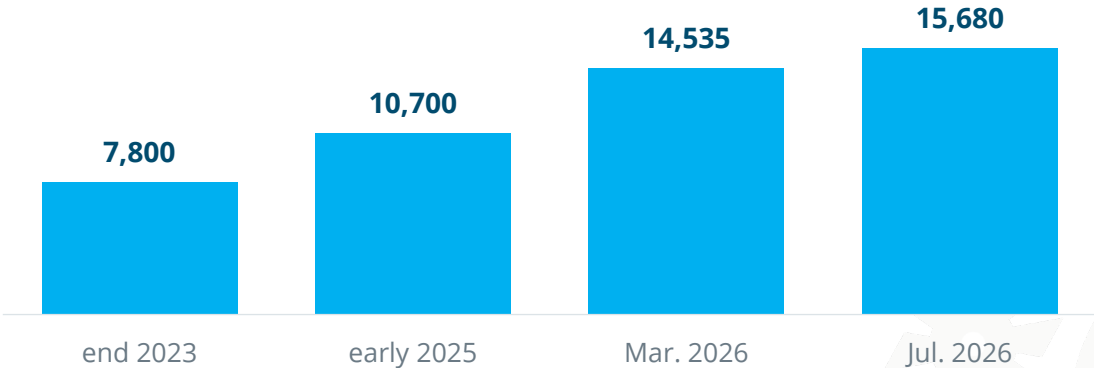
public charging points (8,239 hubs), reaching every municipality in the country

~40%

of hubs now offer fast or ultra-fast charging (>22 kW)

100+

Charge Point Operators (OPC) licensed under DGEG's regime (Portaria 16/2026/1)



UNTIL 2025

A single, centrally-managed network (MOBI.E) plus CEME (electricity retailers) under contract with drivers.

SINCE 2025/26

CEME abolished (legacy contracts phase out by Dec. 2027). MOBI.E now doubles as EGME (legacy network manager) and EADME (new national data-aggregator), alongside 100+ OPCs and free-choice PSMEs.

Sources: MOBI.E (monthly network updates, 2023–2026); ERSE; Diário da República (Portaria n.º 16/2026/1, OPC licensing; Portaria n.º 31/2026/1, EADME; DL 93/2025).



Taxation & Regulation

The fiscal case for going electric, and its limits

REGISTRATION TAX (ISV) & CIRCULATION TAX (IUC)

100% electric (BEV) ISV exempt · IUC exempt
Plug-in hybrid (PHEV) 75% ISV reduction (conditions apply)
Combustion / standard hybrid No ISV reduction

ISV: taxed on CO₂ and engine size (Lei 22-A/2007); BEVs exempt since the Code was created. IUC: BEVs exempt under Art. 5.º(1)(e) of the IUC Code.

€4,000

per BEV for private buyers (€5,000 for IPSS), capped at €38,500 or €55,000 for 6+ seats. The June 2026 phase opened with €10M and was exhausted within hours.

COMPANY CAR TAX (TRIBUTAÇÃO AUTÓNOMA), 2026

Acquisition cost	Combustion	PHEV	100% BEV
< €37,500	8%	2.5%	Exempt
€37,500 – 45,000	25%	7.5%	Exempt
€45,000 – 62,500	32%	15%	Exempt
> €62,500	32%	15%	10%

Base: Art. 88º Código do IRC. IRC deduction caps: €62,500 (BEV) · €50,000 (PHEV) · €25,000 (combustion).



Local regulation: many municipalities give BEVs free or discounted parking (Lisbon, Porto, Loures, Guimarães, Funchal and others). Lisbon also runs the country's only low-emission zone, in place since 2011.

Sources: Código do ISV (Lei n.º 22-A/2007) · Código do IUC, art. 5.º · Art. 88.º Código do IRC · Fundo Ambiental, Aviso n.º 06/2025, 2.ª fase (jun. 2026) · CM Lisboa, Delib. n.º 642/CM/2014.



Portugal in Numbers

Five things that capture the state of the art

'21

Coal-free since 2021

Portugal shut its last two coal plants (Sines, Pego) that year. Grid emissions have since fallen from ~213 gCO₂/kWh (2019) to ~50 gCO₂/kWh (Jan-Jul 2026).

T3

Among Europe's cleanest grids

Portugal ranked 3rd-4th in Europe for renewable electricity through 2026, behind only Norway, Denmark and Austria (APREN/REN).

-30%

The 2026 tariff cut

ERSE cut the wholesale EGME tariff paid to MOBI.E by ~30% for 2026. Mostly a regulatory correction, not a market drop: what reaches drivers depends on each operator's pricing.

V2G

Smart charging, written into law

Smart and bidirectional (vehicle-to-grid) charging are defined directly in national law (DL 93/2025), not left to technical guidance alone.

40k

When an incentive works too well

Lisbon had over 40,000 active EV parking permits by late 2025. The city's mobility operator now plans to phase in time and tariff limits, as the fleet has outgrown the original incentive.

Sources: APREN, Boletim Eletricidade Renovável (2019–2026), com Análise REN/DGEG; ERSE, tarifas EGME 2026; Decreto-Lei n.º 93/2025; EMEL, Plano de Atividades e Orçamento 2026–2029.

Challenges

What's still standing in the way

1

End of the transitional regime: 31 December 2027

Decree-Law 155/2026 already extended the original deadline once (from end-2026); every legacy CEME still has to migrate into the OPC/PSME model.

2

Charging in condominiums

The legal right to install a charger exists, but many buildings' shared electrical capacity was never sized for it. Retrofits can be costly, and getting the building on board is rarely simple.

3

Heavy-duty freight is only just starting

Electric trucks and buses are still a very small share of the fleet, and the megawatt-scale charging that heavy freight needs, especially along the TEN-T corridors, is largely still to be built.

4

Keeping the network ahead of demand

Grid capacity, smart metering and flexibility markets all need to scale as fast as the fleet does, especially as smart and bidirectional charging move from law into everyday practice.

Sources: Diário da República (Decreto-Lei n.º 155/2026, de 31 de julho); Decreto-Lei n.º 93/2025; Regulamento AFIR (UE 2023/1804).

Goals for the Road Ahead

The targets that will shape the next decade

EUROPEAN TARGETS

AFIR Regulation (EU 2023/1804)

TEN-T corridors: 600 kW and 2 points ≥ 150 kW every 60 km by 2027 (400 kW and 1 point by 2025)

National power ratio: 1.3 kW installed per registered BEV + 0.8 kW per PHEV, every year

NATIONAL TARGETS

PNEC 2030 & Carbon Neutrality

PNEC 2030 (revised April 2025): 29% renewable-energy incorporation in the transport sector

Carbon Neutrality Roadmap 2050: -45% to -55% emissions (vs. 2005) by 2030; net zero by 2050



31 December 2027: end of the transitional regime. Portugal completes its transition to a fully liberalised electric mobility market, with smart and bidirectional charging already enshrined in law.

Sources: European Commission (AFIR Regulation, EU 2023/1804); PNEC 2030 (revision RAR 127/2025); Carbon Neutrality Roadmap 2050 (RNC 2050); Decreto-Lei n.º 155/2026.