

THE NEW LEGAL FRAMEWORK FOR ELECTRIC MOBILITY

The new legal framework for electric mobility opens the market and makes charging points more accessible to all users. The new scheme: (i) eliminates centralized management and the role of the electricity supplier for electric mobility, (ii) introduces ad hoc, smart, and bidirectional charging, (iii) extends the framework to vessels, (iv) promotes international interoperability, (v) creates “avoided CO₂” certificates, (vi) establishes a new independent entity to manage data, (vii) streamlines licensing procedures, and (viii) sets a transitional period until the end of 2026..

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Decree-Law No. 93/2025 establishes a new legal framework for electric mobility in Portugal and brings national legislation closer to Regulation (EU) 2023/1804 (“AFIR”), which sets targets for the deployment of alternative fuels infrastructure. This new scheme aims to make charging points more accessible for electric vehicle users, ensure effective nationwide coverage and streamline the operation of the electric mobility system, securing universal access to all charging points.

Key changes compared with the previous framework include:

- End of centralised network management – Until now, one entity managed the entire network. Service providers may now install and manage their own charging network without the need to connect to common network, while still ensuring access for all users;
- End of the role of “electricity supplier for electric mobility”, allowing charging point operators to contract electricity through the market or under a self-consumption model, and to contract with other mobility service providers.

Other key measures

- Mandatory ad hoc charging at all public charging points, allowing users to charge without a prior contract, using payment methods such as bank cards or QR codes;
- Introduction of smart and bidirectional charging, enabling energy to be fed back from vehicle batteries into the grid.;
- Extension to electric vessels, with specific rules for the installation and operation of charging points;
- Interconnection with international networks, making charging and payment abroad easier it easier to charge and pay while abroad.

On the environmental side:

- Issuance of “avoided CO₂” certificates for renewable energy use, enabling users and charging point operators to trade these certificates to meet decarbonization targets.

On the information management side:

- Obligation to provide information to the new Data Aggregator for Electric Mobility, with no market activity, responsible for sending data to the National Access Point, managed by the IMT (Institute for Mobility and Transport);

On the licensing side:

- Simplified procedures with shorter deadlines, possible tacit approval, and in some cases, only prior notification;
- All procedures to be carried out online via the Single Digital Services Portal.

A transition period is established until 31 December 2026 to ensure a gradual shift from the previous model to the new framework.

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