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national competence center for e-mobility

Highlights 2025

Facts & Figures on e-mobility in Austria

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Federal Ministry
Innovation, Mobility and Infrastructure
Republic of Austria

eMOVE Austria

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AustriaTech is 100 % owned by the Austrian federal government. The annual publication "Highlights 2024 - Facts & Figures on e-mobility in Austria" is created and provided by AustriaTech in its role as OLÉ – Austria's National Competence Center for E-Mobility in a comprehensive and easily digestible format. As part of eMove Austria - the umbrella brand for e-mobility of BMIMI - the free and accessible publication offers a compact overview of current figures and developments.

March 2026

Federal Ministry
Innovation, Mobility
and Infrastructure
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Since 2022, OLÉ – Austria's National Competence Center for E-Mobility, based at AustriaTech, has been an important part of the mobility transition, supporting, monitoring, and analysing developments in the field of e-mobility. This report "Highlights 2025 - Facts & Figures on e-mobility in Austria" provides an insight into the progress of new registrations, the vehicle development and recharging infrastructure. It also outlines the most important developments in Austria in 2025.

OLÉ – Austria's National Competence Center for E-Mobility wishes all readers a pleasant and informative read!

From left to right the team of OLÉ: Gabriel Schuster, Lena Schwarz, Johannes Hasibar, Philipp Wieser, Christina Fischer, Sophie Rammerstorfer and Tobias Begle
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Focal point Austria

E-Mobility trends 2025

BEV is the abbreviation for "Battery Electric Vehicle". Such a vehicle is powered solely by electric energy stored in the accumulator. LCV stands for light commercial vehicle, HGV for heavy goods vehicle. The respective vehicle class is expressed by letter and number combinations in brackets. For example, "(M1)" stands for the vehicle class passenger car.

60,651
BEV cars (M1)
new registrations

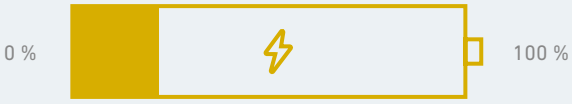
4,684
BEV LCV (N1)
new registrations

405
BEV HGV (N2 + N3 + Artic)
new registrations

237
BEV buses (M2 + M3)
new registrations

Target 2030: 100 % zero emission in new registrations

21 % BEV share of cars (M1) in new registrations in 2025

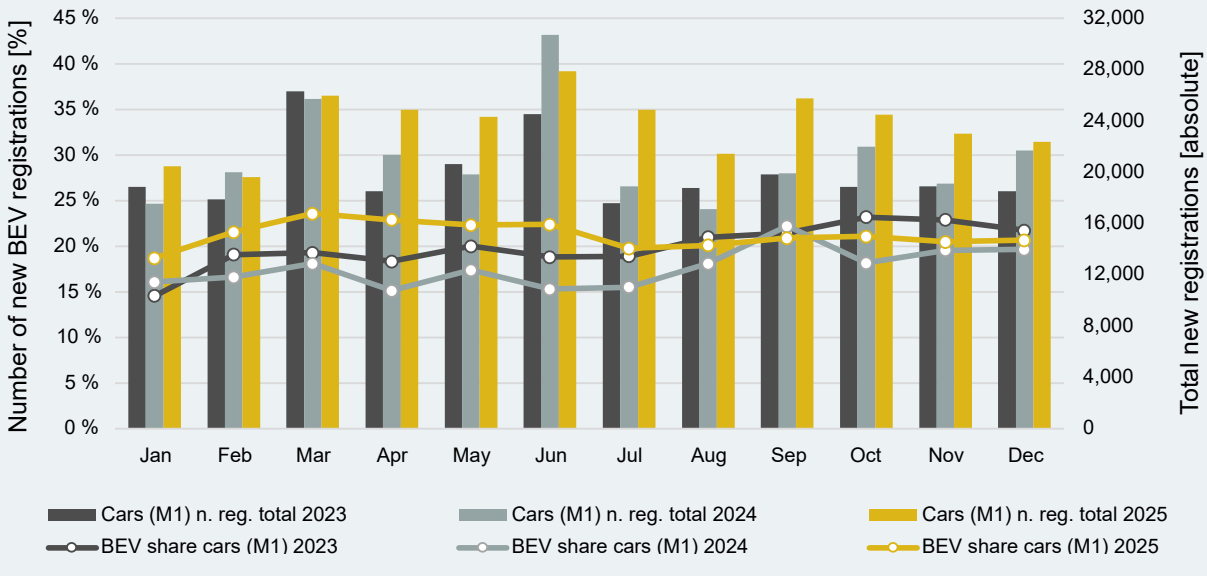


257,717
BEV cars (M1)
in operation

35,683
recharging points
in operation

Source: Statistics Austria, E-Control; Illustration: AustriaTech; Data status: 31/12/2025 resp. 07/01/2026

New registrations per month: BEV cars (M1), 2023-2025



Source: Statistics Austria; Illustration: AustriaTech; Data status: End of each month resp. 31/12/2025

Tables: New registrations and fleet

New vehicle registrations per year by vehicle type, fuel type or power source

Vehicle types, fuel types or energy sources	2022	2023	2024	2025	2025 [share]
Passenger vehicle class M1	215,050	239,150	253,789	284,978	
Petrol incl. hybrids*	106,805	114,059	135,615	149,664	**52.52 %**
Diesel incl. hybrids*	60,735	60,493	56,611	45,841	**16.09 %**
Gas (CNG, LNG; mono- & bivalent)	63	11	12	2	**0.00 %**
Plug-in hybrid electric vehicle (PHEV)	13,268	16,956	16,928	28,820	**10.11 %**
Battery electric vehicle (BEV)	34,165	47,621	44,622	60,651	**21.28 %**
Fuel cell electric vehicle (FCEV)	14	10	1	0	**0.00 %**
BEV share of new registrations	15.89 %	19.91 %	17.58 %	21.28 %	
Further BEV of the classes L, M, N	6,486	6,469	6,937	8,737	**10.37 %**
Motorbikes/Tricycles/Quadricycles (class L)	4,335	3,087	3,737	3,411	**7.96 %**
Buses (classes M2 + M3)	26	58	105	237	**21.57 %**
Light commercial vehicles LCV (class N1; < 3.5 t)	2,067	3,265	2,928	4,684	**14.00 %**
Heavy goods vehicles HGV (class N2; 3.5 t < x ≤ 12.0 t)	43	29	45	117	**22.67 %**
Heavy goods vehicles HGV (class N3; > 12.0t)	14	14	88	144	**4.85 %**
Articulated lorries classes (class N1 + N2 + N3)	1	16	34	144	**4.27 %**

** Hybrid electric drive not externally rechargeable*

Source: Statistics Austria; Illustration: AustriaTech; Data status: 31/12 of the corresponding year respectively 31/12/2025

Vehicle fleet per year by vehicle type, fuel type or power source

Vehicle types, fuel types or energy sources	2022	2023	2024	2025	2025 [share]
Passenger vehicle class M1	5,150,890	5,185,006	5,231,893	5,286,101	
Petrol incl. hybrids*	2,303,486	2,330,348	2,374,824	2,430,002	**45.97 %**
Diesel incl. hybrids*	2,690,025	2,637,123	2,576,942	2,490,653	**47.12 %**
Gas (CNG, LNG; mono- & bivalent)	5,512	5,114	4,694	4,283	**0.08 %**
Plug-in hybrid electric vehicle (PHEV)	41,580	56,864	74,768	103,393	**1.96 %**
Battery electric vehicle (BEV)	110,225	155,490	200,603	257,717	**4.88 %**
Fuel cell electric vehicle (FCEV)	62	67	62	53	**0.00 %**
BEV share of new registrations	2.14 %	3.00 %	3.83 %	4.88 %	
Further BEV of the classes L, M, N	26,508	31,668	36,826	43,849	**2.75 %**
Motorbikes/Tricycles/Quadricycles (class L)	18,621	20,688	23,045	25,121	**2.56 %**
Buses (classes M2 + M3)	202	242	347	590	**5.38 %**
Light commercial vehicles LCV (class N1; < 3.5 t)	7,582	10,584	13,120	17,433	**3.31 %**
Heavy goods vehicles HGV (class N2; 3.5 t < x ≤ 12.0 t)	81	105	148	256	**2.81 %**
Heavy goods vehicles HGV (class N3; > 12.0t)	18	29	114	252	**0.56 %**
Articulated lorries classes (class N1 + N2 + N3)	4	20	52	197	**0.99 %**

** Hybrid electric drive not externally rechargeable*

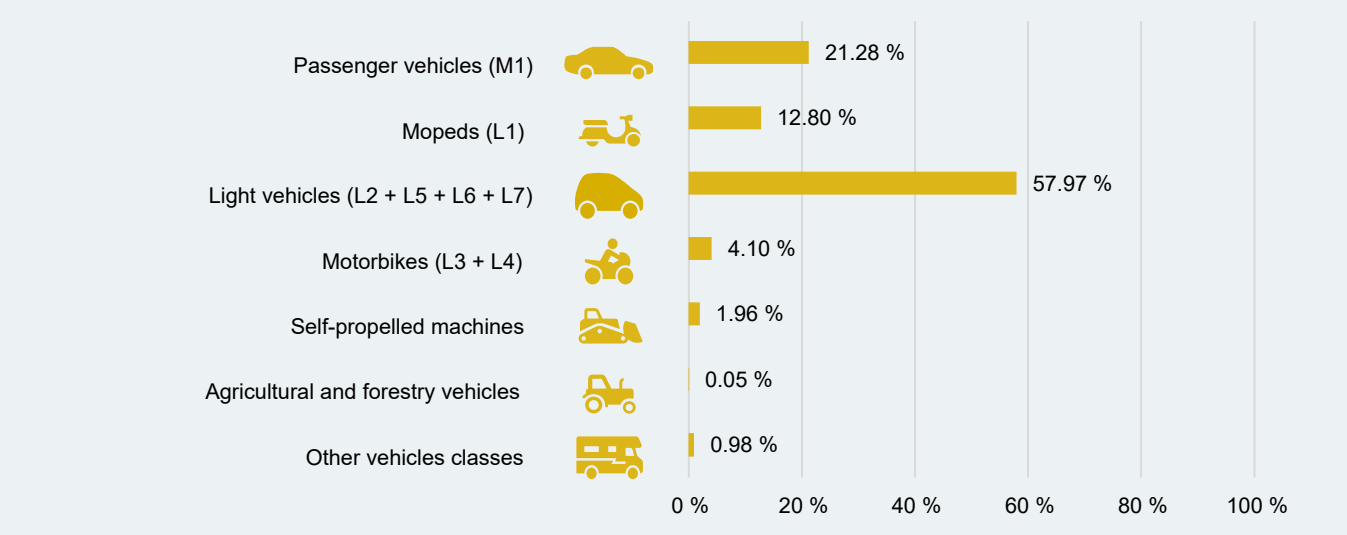
Source: Statistics Austria; Illustration: AustriaTech; Data status: 31/12 of the corresponding year respectively 31/12/2025

Vehicle numbers

New registrations by vehicle class

BEV share of new registrations in selected vehicle classes

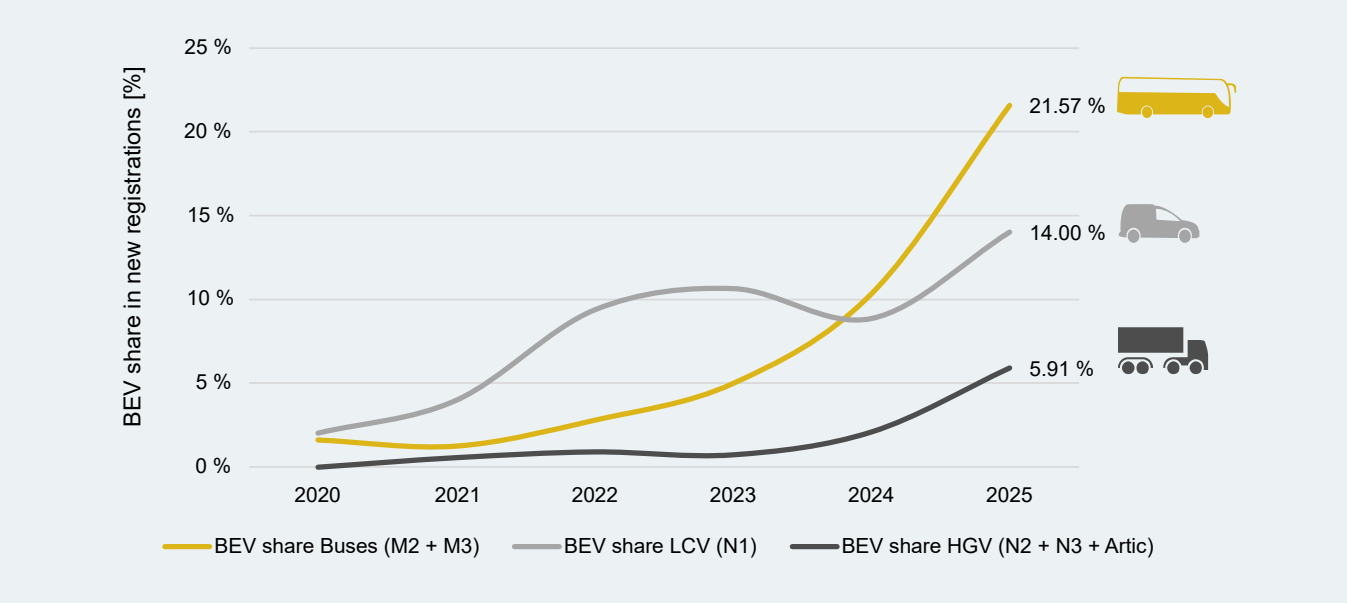
↗ BEV (absolute): 60,651 cars (M1)



Source: Statistics Austria; Illustration: AustriaTech; Data status: 31/12/2025

By 2025, nearly 60 % of all new three- and four-wheeled light vehicles registered in Austria were electric. The share of new BEV registrations has been rising steadily for years, particularly in this vehicle category (2023: 32 %, 2024: 41 %). For mopeds (L1) and motorcycles, the shares have remained constant recently (L1: around 14 % in both 2023 and 2024; L3 + L4: around 3 % in both years).

BEV new registration shares of commercial vehicles, 2020-2025

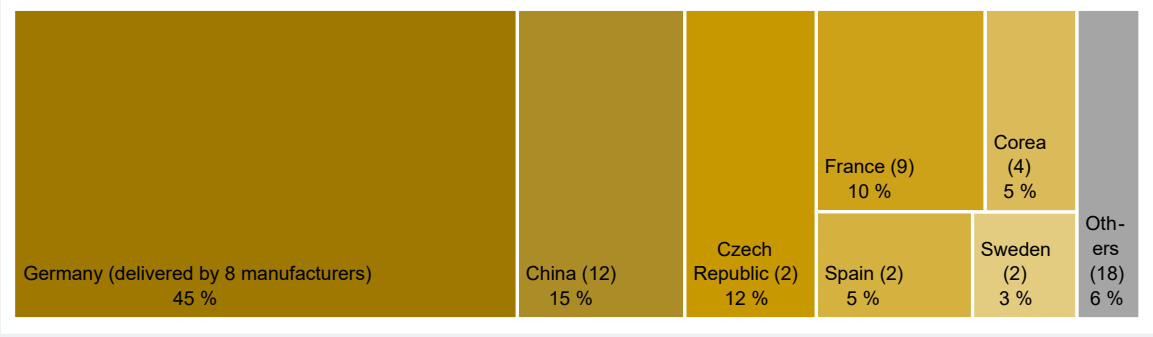


Source: Statistics Austria; Illustration: AustriaTech; Data status: 31/12/2025

In the commercial vehicle sector, the share of new BEV registrations has increased significantly in recent years. This share has grown strongly, particularly for buses: While it stood at around 2 % in 2020, it had already reached nearly 22 % by 2025. For light commercial vehicles as well, an upward trend is once again evident following a slight dip in 2024. Although electrification remains modest for heavy goods vehicles, it is also showing a positive trend.

New registrations by origin and brand

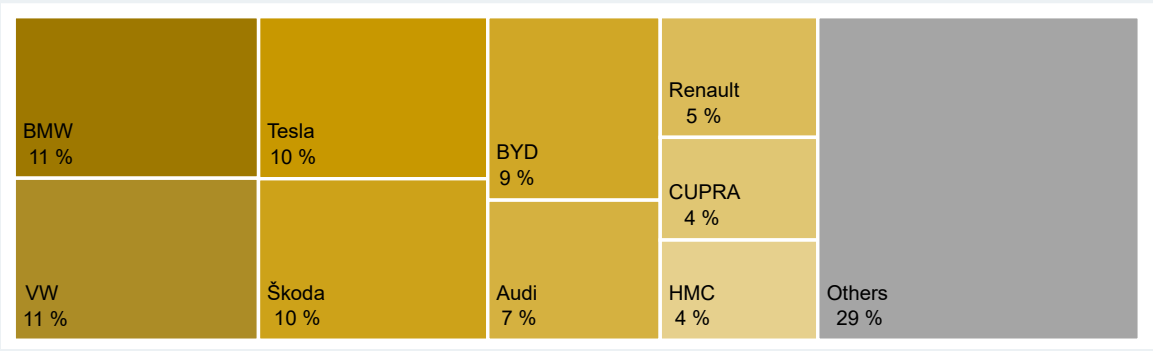
Best selling BEV passenger cars (M1) in Austria by country of origin



Source: Statistics Austria; Illustration: AustriaTech (Rounding differences possible); Data status: 31/12/2025

"Others" includes Great Britain, Italy, Romania, Slowakia, Japan, Austria, the USA and India. Manufacturers are counted multiple times if they supplied vehicles from different countries.

Best selling BEV passenger cars (M1) by manufacturer

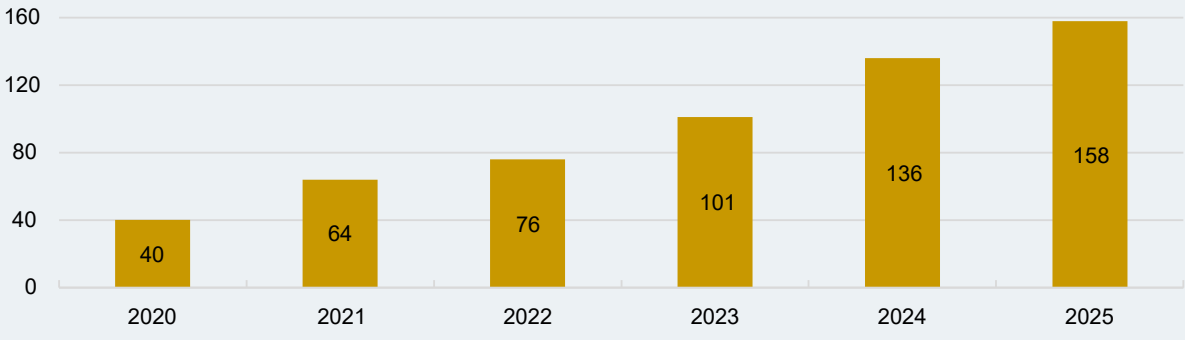


Source: Statistics Austria; Illustration: AustriaTech (Rounding differences possible); Data status: 31/12/2025

In 2025, a total of 44 manufacturers delivered battery electric cars to Austria. 22 of these delivered at least 1,000 BEV cars.

Variety of BEV car models (M1)

↗ Price range of top 10 models (new registrations 2025): approx. 32,000 - 65,000 €
Weighted average price of base model: 49,500 €



Source: Statistics Austria; Illustration: AustriaTech; Data status: 31/12/2025

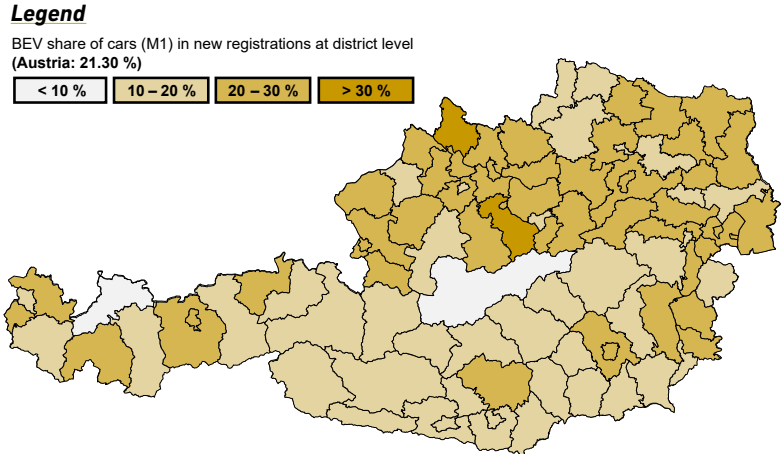
The range of models has quadrupled in five years, from 40 to nearly 160 BEV passenger car models. The growing variety of models, as well as falling entry-level prices, are making electric cars increasingly attractive and accessible to consumers.

Private and company cars

Austria, mapped

The rise of electric mobility is clearly progressing at different rates across Austria's regions. While the share of battery electric vehicles (BEV) remains stable at over 30 % in several districts of Upper Austria, electric mobility has so far made only slow progress in parts of Upper Styria, Carinthia, and Tyrol. The reasons for this clear disparity are many and varied. Adequately developed public charging infrastructure, local initiatives, and greater awareness of the benefits of electric mobility act as catalysts. Conversely, inadequate charging infrastructure, a lack of information, and structural constraints continue to slow down the uptake in other regions.

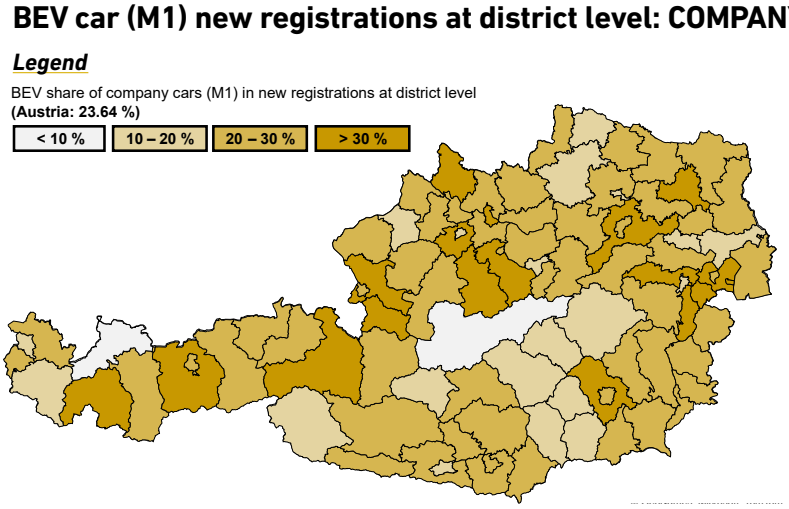
BEV car (M1) new registrations at district level: TOTAL



The map shows the share of BEV among new company car registrations. In districts such as Eisenstadt-Umgebung, Steyr-Land, and Graz-Umgebung, BEV already account for well over 40% of new company car registrations combined. In contrast, the share of BEV in districts such as Liezen and Reutte remains low, at less than 10%.

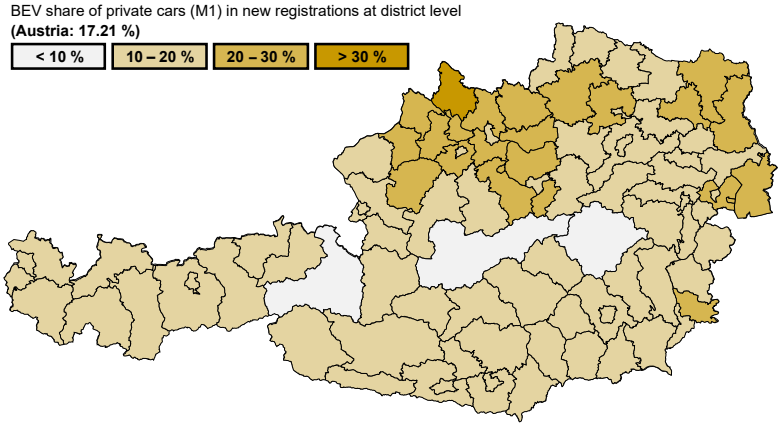
Overall, it is evident that the commercial sector is already acting as a driver of electromobility in many districts, while other regions have so far benefited little from the shift to electric fleets.

BEV car (M1) new registrations at district level: COMPANY



The third map shows the share of newly registered BEV passenger cars owned by private individuals. Certain districts in northeastern and eastern Austria, as well as in northern Upper Austria, have BEV shares of up to 32 %, but these figures are significantly lower than the maximum values for new commercial registrations. Overall, the share of BEV passenger cars among private individuals ranges predominantly between 10 % and 20 %: Western districts tend to reach figures of 15 % to 20 %, while southern to eastern regions range from 10 % to 15 %. This illustrates that the private BEV market is strongly influenced by regional conditions and that the transition to electric mobility is occurring more rapidly in some districts than in others.

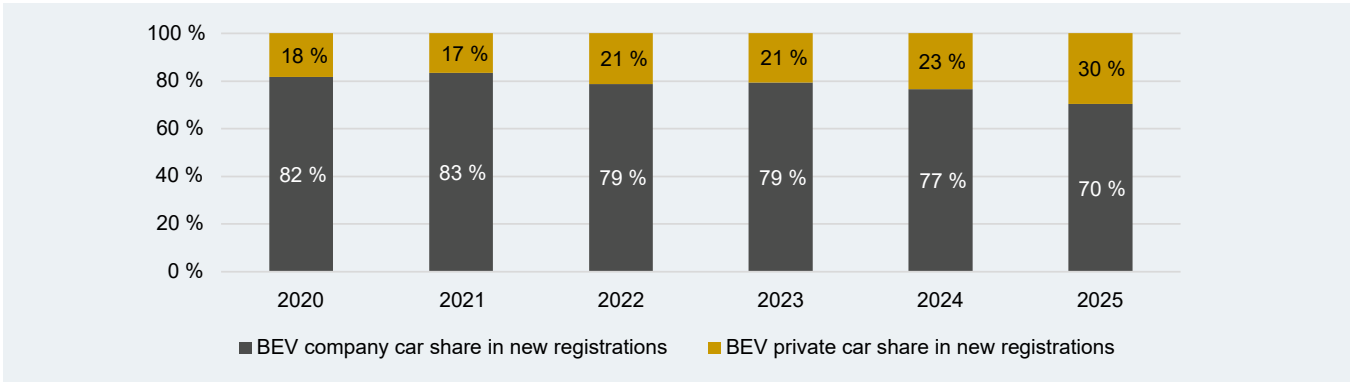
BEV car (M1) new registrations at district level: PRIVATE



Source: Statistics Austria; Illustration: AustriaTech; Data status: 31/12/2025

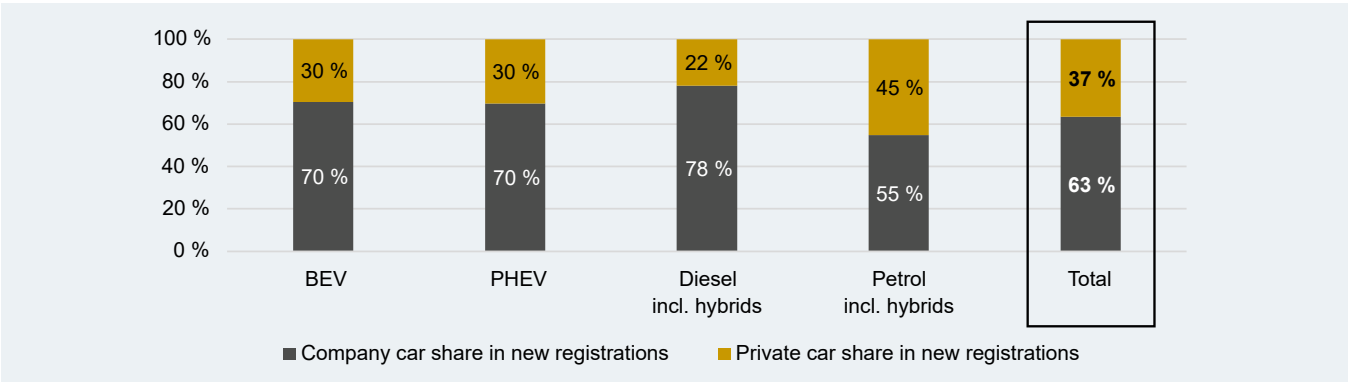
New registrations in detail

BEV car (M1) new registrations by vehicle owner, 2020-2025



Source: Statistics Austria; Illustration: AustriaTech (Rounding differences possible); Data status: 31/12/2025

BEV car (M1) new registrations by vehicle owner and engine



Source: Statistics Austria; Illustration: AustriaTech (Rounding differences possible); Data status: 31/12/2025

BEV new registrations: Private and company cars

In recent years, the share of new battery electric passenger car registrations by private individuals in Austria has risen significantly. While private individuals accounted for less than 20 % of new BEV registrations up until 2021, this share is expected to reach just under one-third by 2025.

One driver of this trend is the growing variety of battery electric vehicle models, which now cater to different user groups and cover various vehicle segments and range requirements. Furthermore, the partly declining entry costs are making electric vehicles increasingly affordable.

However, the share of private registrations among new BEV passenger car registrations varies significantly by state. While Vienna (14 %) and Salzburg (18 %) have the lowest private shares, the shares in Burgenland and Lower Austria reach as high as 40 % and 42 %, respectively. It is possible that the density of corporate headquarters and branches of vehicle importers influences the figures in favor of commercial registrations.

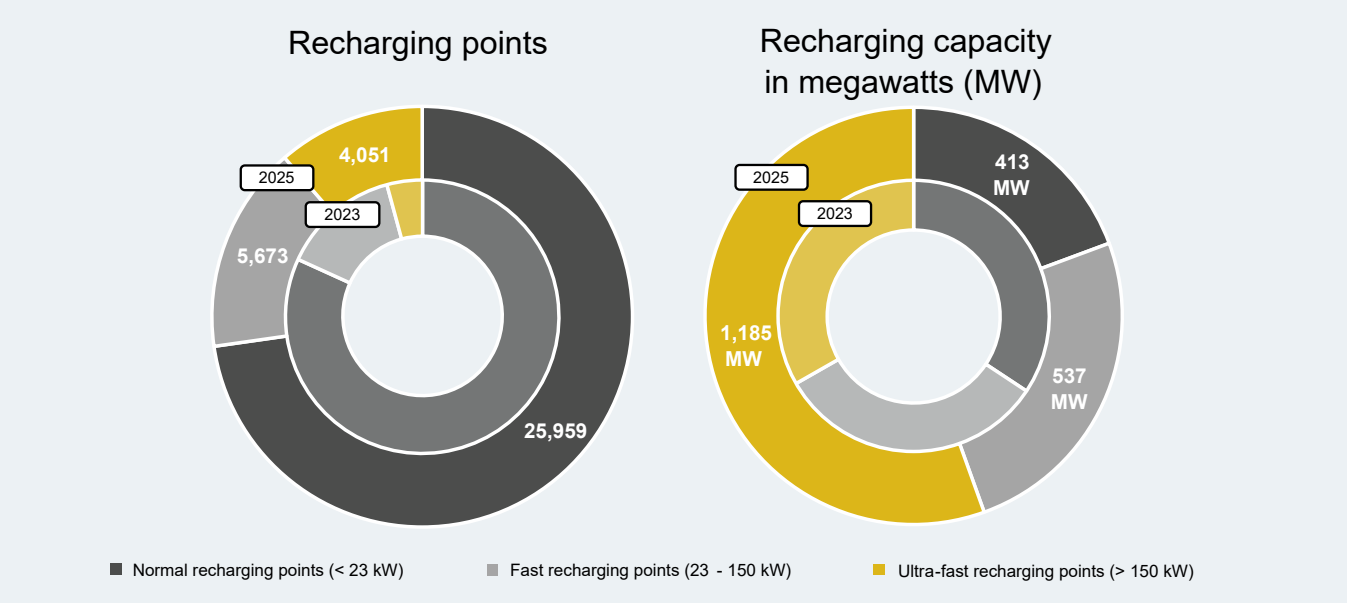
Although company registrations dominate across all powertrain types in Austria, the notion that electric passenger cars are registered almost exclusively by companies is no longer accurate. In fact, the share of new private registrations for BEV and PHEV is actually higher than that of diesel vehicles (including hybrids). Only for gasoline vehicles (including hybrids) is the private share even higher.

Source: Statistics Austria; Illustration: AustriaTech; Data status: 31/12/2025

Recharging infrastructure

Publicly accessible recharging network

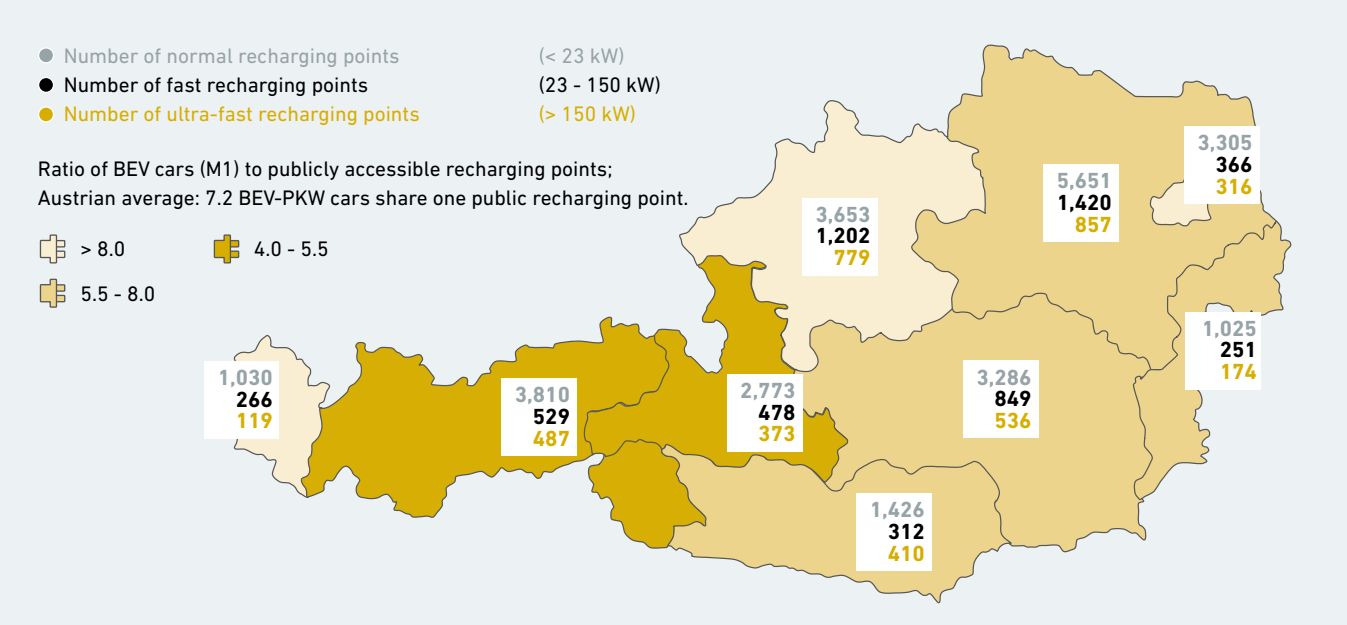
Development of publicly accessible recharging points and capacity in Austria



Source: E-Control; Illustration: AustriaTech; Data status: 07/01/2026

While the number of recharging points increased by a factor of 2.7 over two years, recharging capacity grew by a factor of 1.7 during that time. At 8,800 charging points, the increase in 2025 is significantly higher than in the previous year (5,500). At the same time, recharging capacity rose to 2,135 megawatts by the end of 2025.

Publicly accessible recharging points in Austria

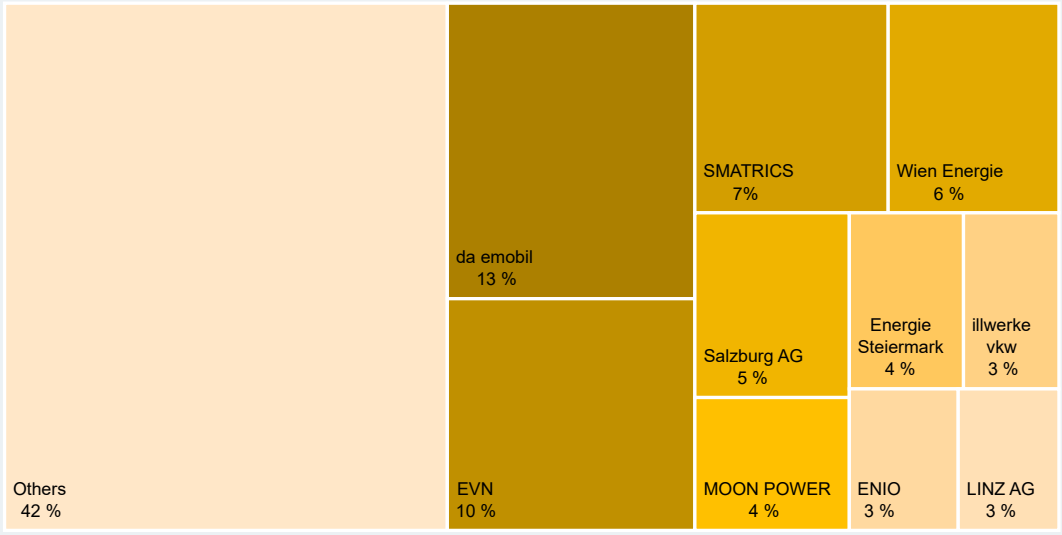


Source: E-Control, Statistics Austria; Illustration: AustriaTech; Data status: 07/01/2026

The white boxes represent the number of charging points in each category. For example, there are 1,426 standard charging points in Carinthia. The color coding on the map indicates how many BEV share a public charging point in each state. Take Carinthia as an example: on average, 6 BEV share a single public charging point.

Market shares of charge point operator (CPO)

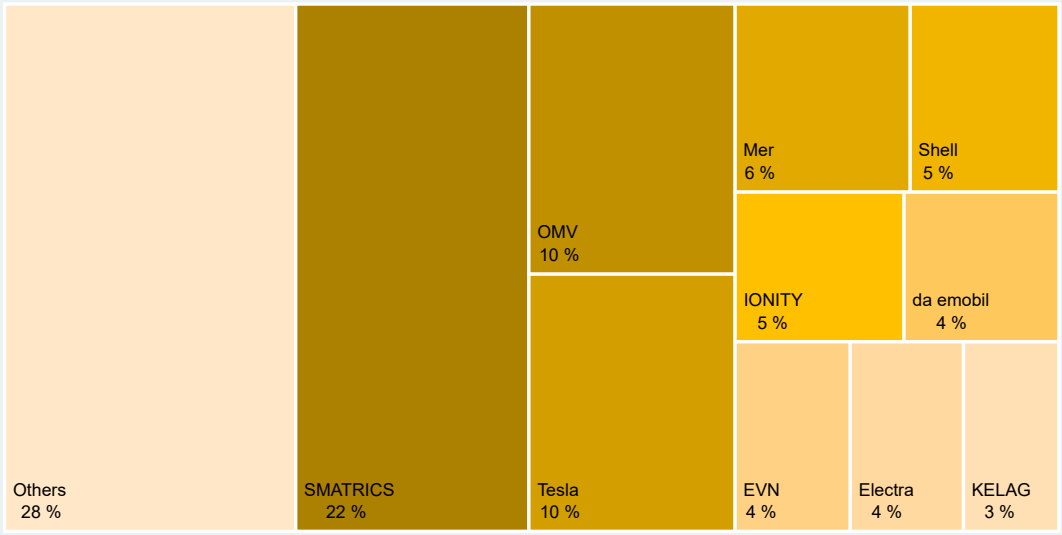
Market shares in the publicly accessible recharging network by number of charging points



Sources: E-Control, Illustration: AustriaTech; Data status: 07/01/2026

The chart shows the ten charging point operators (CPO) that are responsible for the majority of public recharging points in Austria. By the end of 2025, these CPO will together cover 58 % of the market (2024: 61 %, 2023: 70 %). 18 CPO each operate at least 500 publicly accessible charging points (2024: 16).

Market shares of publicly accessible ultra-fast recharging points (HPC; > 150 kW)



Source: E-Control; Illustration: AustriaTech; Data status: 07/01/2026

In contrast to the entire public recharging network (figure above), the ten CPO with the largest numbers of the total 4,051 HPC recharging points cover over 70 % of the total capacity by the end of 2025. SMATRICS, OMV and Tesla alone account for over 40 %. Across Austria, 66 CPO provide ultra-fast recharging points, although apart from the top 10 shown, no other company exceeds the mark of 100 HPC recharging points.

Facts

Electrifying achievements

February
In February, the number of battery electric cars reached the 4 % mark. A total of five federal states had already surpassed the 5 % threshold in their BEV passenger car fleets during the course of the year.

April
In April 2025, 38 % of new heavy goods vehicle (N2) registrations were fully electric – a significant increase from 3 % in April 2024.

June
By the middle of the year, Austria's publicly accessible charging network exceeded the 30,000-point mark.

July - Federal Minister Hanke presents eMOVE Austria
With the launch of "eMOVE Austria" in July, all funding programmes, research projects and other initiatives regarding e-mobility will be brought together under the pillars of eRide, eTruck, eBus and eCharge. In doing so, the Federal Government is providing a strong impetus for the expansion of electric mobility in Austria:

"eMOVE Austria is the umbrella programme under which we will in future bring together all aspects and areas relating to the promotion of e-mobility. In doing so, we offer reliability and planning certainty for the public and the entire industry," said Federal Minister Hanke. The BMIMI is supported in this endeavour by, amongst others, OLÉ – Austria's National Competence Center for E-Mobility, based at the federal agency AustriaTech.

July to September
Between July and September, a budget of € 80 million was allocated under the ENIN programme for the procurement of around 600 light commercial vehicles (N1) and around 500 heavy goods vehicles (N2, N3 and articulated lorries).

September
By signing the Ministerial Declaration of the Clean Transport Corridor Initiative, Austria, together with eight other EU Member States, reaffirmed its commitment to expanding the charging infrastructure for heavy goods vehicles along key transit corridors.

September to October
Launched in September and running until October, EBIN's eighth tender saw record participation. The government has allocated a budget of € 84 million for the future procurement of a total of 199 zero-emission buses.

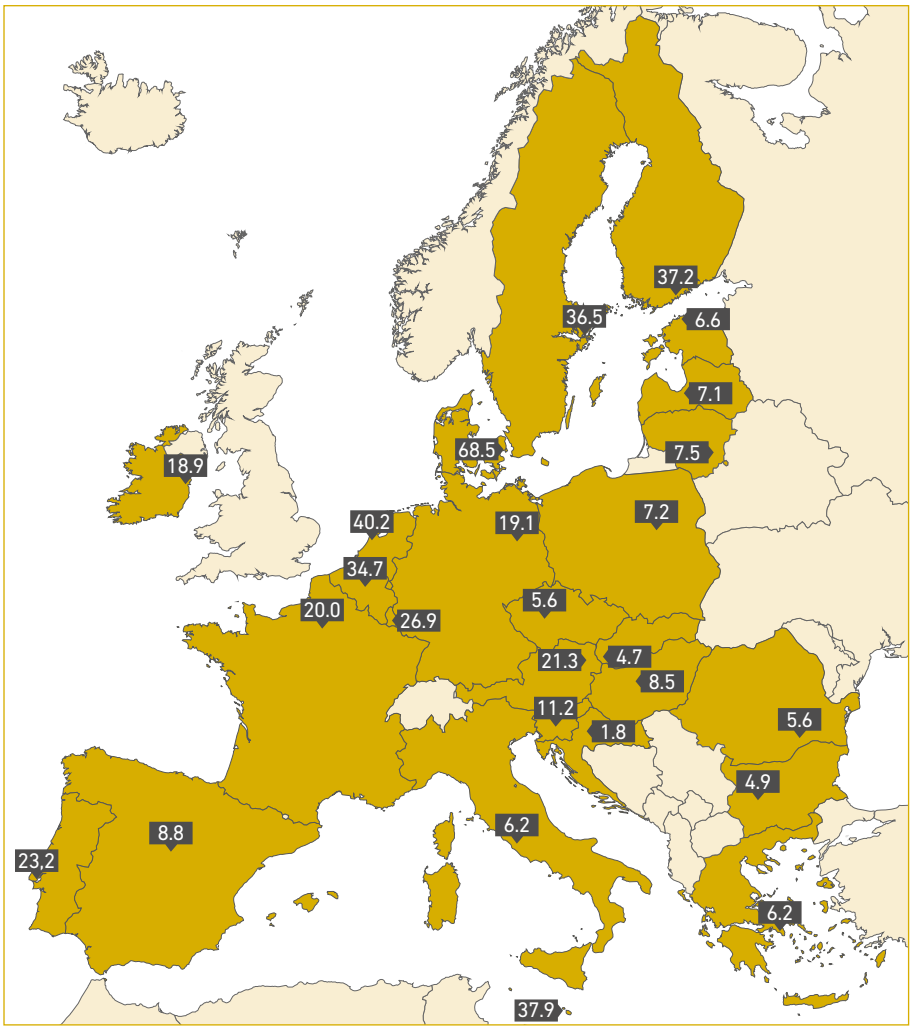
October
With € 30 million from the "E-Mobilitätsoffensive" funding programme launched in October, support was provided to private individuals and businesses for the purchase of electric two-wheelers and the installation of recharging infrastructure.

October to November
November saw the conclusion of the STELE Federal States Tour, a series of matchmaking events organised by the federal government that strengthened dialogue between representatives from the electric mobility, energy and infrastructure sectors.

Sources and data status: Statistics Austria (02/2025 resp. 04/2025), E-Control (07/2025), BMIMI (eMOVE launch; 07/2025), European Commission (09/2025), FFG ENIN (12/2025), BMIMI (E-Mobilitätsoffensive; 10/2025), FFG EBIN (12/2025), STELE (12/2025); Illustration: AustriaTech

Global perspektives

BEV car (M1) new registration share in the European Union, 2025



EU-27: Austria has a share of 21.3 % and thus ranks 9th place.

BEV share in percent per EU member state

BEV share in the European Union: **17.4 %**

Cyprus

India

India is providing € 50 million in funding to encourage the purchase of electric trucks. To qualify, key vehicle components must be manufactured domestically and meet strict quality standards.

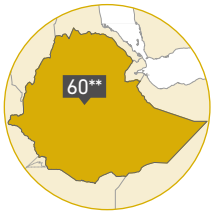
Vietnam

From July 2026, Vietnam's capital, Hanoi, will only permit zero-emission two-wheelers in the city centre. In 2028, the requirement is set to be extended to other zones and cars.

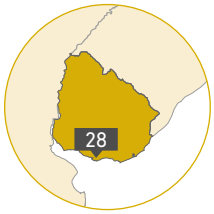
* new registration share 01-08/2025

Ethiopia

The government extended the ban on imports of cars with internal combustion engines to include related kits. In addition, tax incentives were introduced for electric cars.



** estimat. new registration share 2024



Uruguay

Uruguay is confirming its position as a pioneer in e-mobility in Latin America. By 2025, BEV had already accounted for 28 % of new car registrations.

Denmark

Thanks to a 85 % share of new electric vehicle registrations among private households, there are now over 500,000 electric cars on Denmark's roads.

Sources & data status: ACEA (2026), Birr Metrics ET (06/2025), Climate Dot IN (01/2026), EAFO DK (01/2026), Electrive VN (07/2025), Electrive IN (07/2025), ev24 ET (07/2025), Latinapress UY (12/2025), Statistics Denmark (12/2025), VNexpress (10/2025), ZEMO UY (12/2025), OpenStreetMap, WikiMaps; Illustration: AustriaTech

Outlook

OLÉ's Outlook

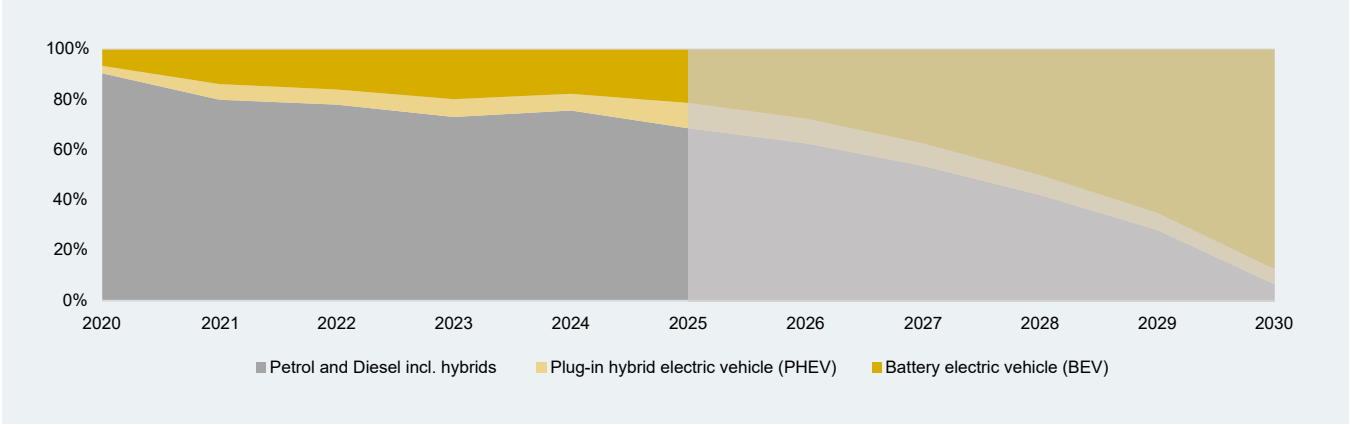
Activities and vehicle ramp-up

OLÉ – Austria's national competence center for e-mobility, run by the Federal Agency AustriaTech, significantly expanded its role in 2025 as the central data and forecasting hub for e-mobility in Austria. In the future, the OLÉ team will continue to apply its in-depth expertise and passion to pave the way for sustainable, electrified mobility.

In 2026, the focus will be on increased activities to raise awareness and improve cost transparency and predictability. Furthermore, additional steps will be taken regarding the framework conditions for recharging in residential buildings and customer-friendliness, also under the BMIMI umbrella brand eMOVE Austria. Building on a strong start to 2026, OLÉ forecasts that by the end of 2030, over 950,000 battery electric passenger cars (M1) will be on Austria's roads. The growth of the battery electric lorry fleet in the second half of the current decade will pose a particular challenge for the expansion of recharging infrastructure at depots and along transit routes. The up to 10,000 electric heavy goods vehicles will significantly reduce emissions from road freight transport by the end of 2030.

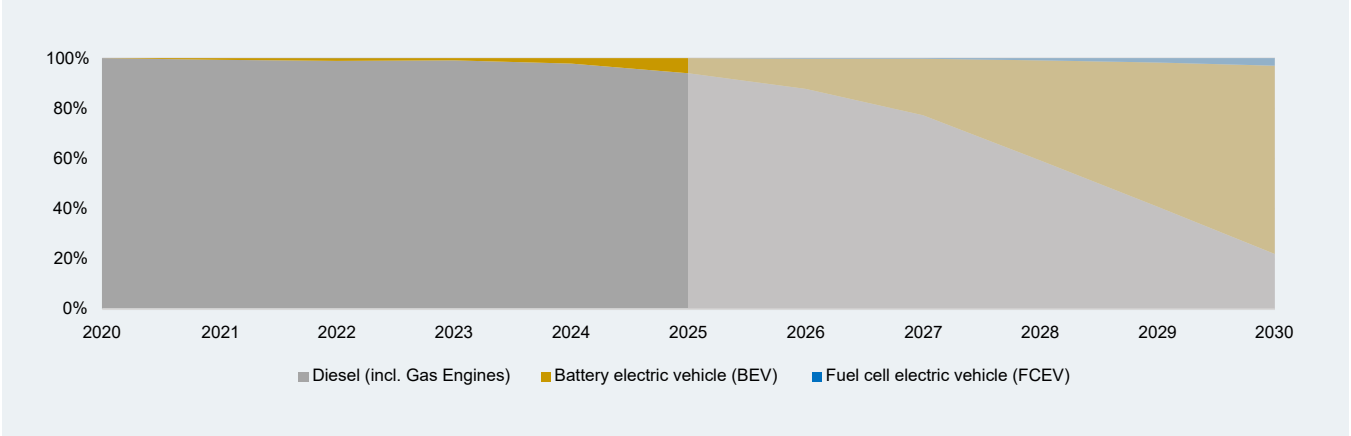
To develop targeted measures, OLÉ draws on the most comprehensive database for vehicle and recharging network analyses in Austria. The OLÉ team provides data analyses, expertise and assessments to the industry, cities and municipalities, as well as to all interested parties.

History and forecast: New registrations of cars (M1) by drive type, 2020-2030



Source: Statistik Austria; Illustration and forecast: AustriaTech (Basis: Cleanroom dialogues by NOW GmbH 2023 bzw. 2024); Data status: 31/12/2025.

History and forecast: New registrations of HGV (N2 + N3 + Artic) by drive type, 2020-2030



Source: Statistik Austria; Illustration and forecast: AustriaTech (Basis: Cleanroom dialogues byr NOW GmbH 2023 bzw. 2024); Data status: 31/12/2025.

OLÉ recommends

eMOVE Austria platform: All relevant information on e-mobility in Austria

Initiated by the Federal Ministry for Innovation, Mobility and Infrastructure, the www.emove-austria.gv.at platform is implemented and managed by OLÉ – Austria's National Competence Center for E-Mobility. Since January 2026, the dashboard provide interested parties with an accessible, transparent overview of e-mobility in Austria. Here you will find comprehensively compiled vehicle and charging infrastructure data, details on funding programmes and framework conditions, as well as key contact points and basic information on all aspects of e-mobility.

Source: eMOVE Austria; Data status: 16/02/2026.

Powerful solutions for Austrian e-mobility projects in local authorities and regions

As a driving force, OLÉ – Austria's National Competence Center for E-Mobility – supports stakeholders in successfully launching electric mobility projects. A key focus is on data-driven analysis, raising awareness and connecting relevant stakeholders.

Austria's cities and municipalities play a central role in implementing the mobility transition. As shapers and role models, they can actively drive technological and mobility-related change. This makes it all the more important to identify local potential, plan for needs at an early stage and capitalise on opportunities in the field of electric mobility.

Dataanalysis and -processing

Planning charging infrastructure requires a solid data foundation. With a comprehensive database, OLÉ supports interested local authorities and regions in systematically mapping existing charging infrastructure, analysing its utilisation, identifying gaps in coverage and specifically identifying suitable locations for expansion.

Communication and awareness-raising

Clear, targeted communication is crucial for dispelling myths surrounding electric mobility and highlighting its benefits. To this end, the OLÉ team offers specialist presentations and workshops tailored to specific target groups, providing comprehensive knowledge on all relevant aspects of e-mobility whilst also fostering exchange and networking among key stakeholders.

Consultancy and Networking

Implementing electric mobility projects on the ground often involves complex processes. OLÉ provides guidance and offers tailored support to address specific issues. This includes clarifying responsibilities and identifying opportunities for the targeted expansion of the charging infrastructure.

We look forward to hearing from you!

Discover our
"Gemeinde-Angebotsportfolio"

Your contacts:
Lena Schwarz and Sophie Rammerstorfer

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