

# Highlights 2024

Facts & Figures on e-mobility in Austria



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March 2025

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 2024 - 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 2024.

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



From left to right: Gabriel Schuster, Johannes Hasibar, Lena Schwarz, Philipp Wieser, Samantha Eigner, Christina Fischer, Sophie Rammerstorfer & Tobias Begle  
 © AustriaTech/Golden Hour Pictures

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# Focal point Austria

## E-Mobility trends: New vehicle registrations and vehicle fleet in Austria

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.



**44,622**  
BEV cars (M1)  
new registrations



**2,928**  
BEV LCV (N1)  
new registrations



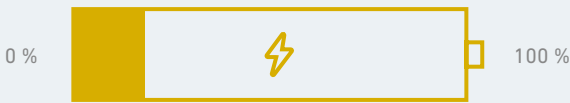
**133**  
BEV HGV (N2 + N3)  
new registrations



**105**  
BEV buses (M2 + M3)  
new registrations

Target 2030: 100 % zero emission in new registrations

**18 %** BEV share of cars (M1) in new registrations in 2024



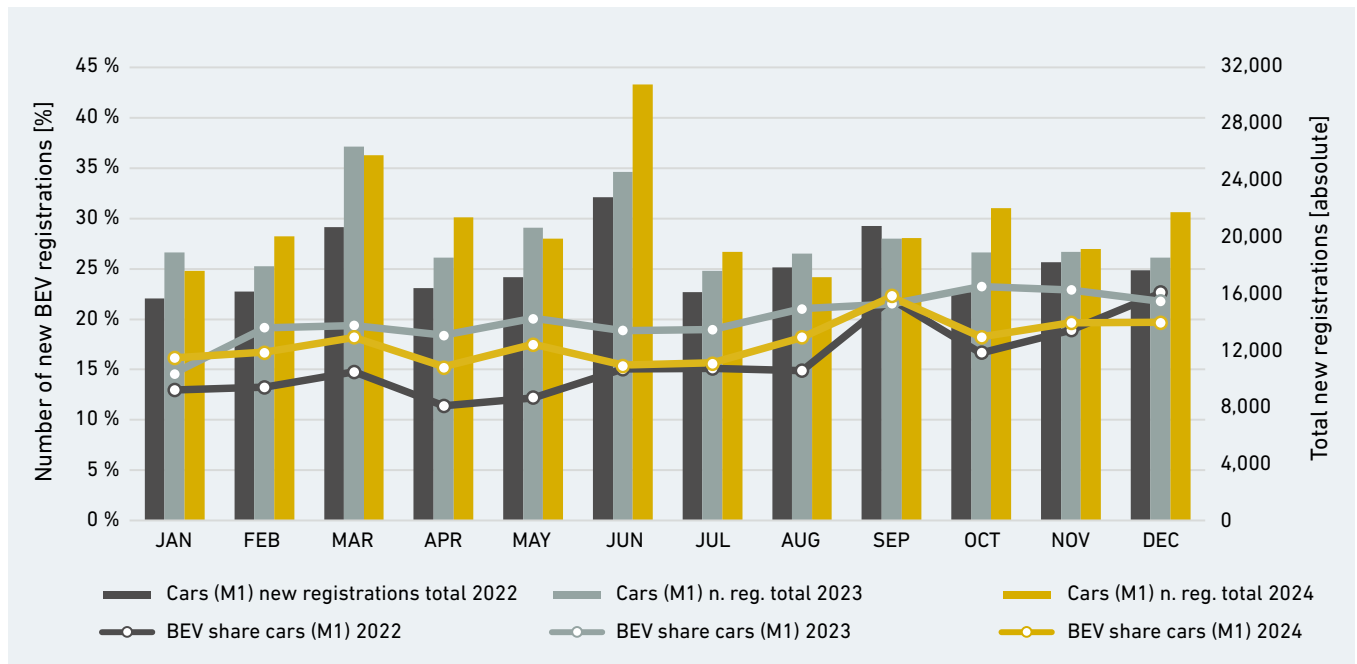
**200,603**  
BEV cars (M1)  
in operation



**26,838**  
recharging points  
in operation

Source: Statistics Austria, E-Control; Illustration: AustriaTech; Data status: 31/12/2024 resp. 07/01/2025

### New registrations per month: BEV cars (M1), 2022-2024



Source: Statistics Austria; Illustration: AustriaTech; Data status: End of each month resp. 31/12/2024

## Austria, mapped

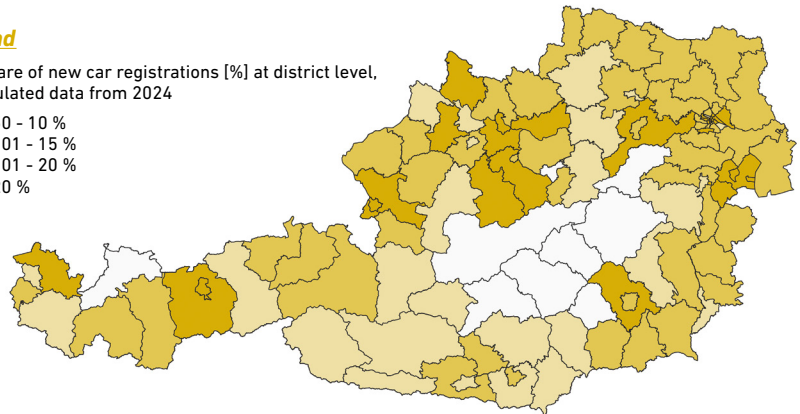
### New registrations in Austria at district level

The share of newly registered electric vehicles (BEV) in total new registrations is particularly high in the districts of Linz Land, Rohrbach, Kirchdorf and Graz Umgebung. In contrast, the proportion of new registrations is low in sparsely populated areas (e.g. in Mur and Mürztal). Many factors can influence the differences in new registration rates, such as the local availability of public recharging capacity.

#### Legend

BEV share of new car registrations [%] at district level, accumulated data from 2024

- 5.50 - 10 %
- 10.01 - 15 %
- 15.01 - 20 %
- > 20 %

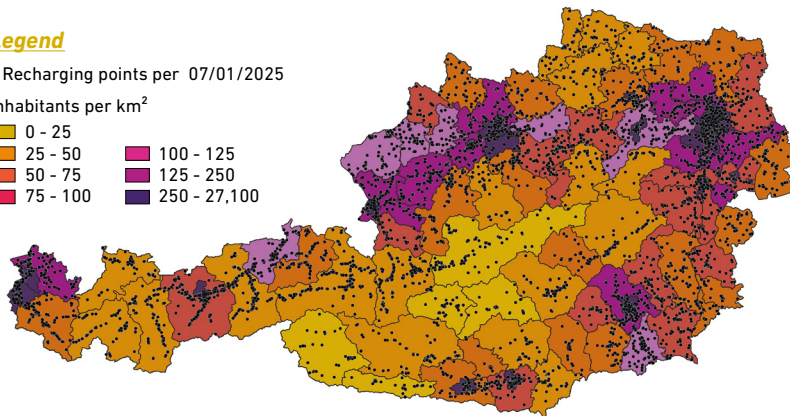


#### Legend

• Recharging points per 07/01/2025

Inhabitants per km<sup>2</sup>

- 0 - 25
- 25 - 50
- 50 - 75
- 75 - 100
- 100 - 125
- 125 - 250
- 250 - 27,100



### Population and recharging

This map illustrates the population density in the districts as well as the number and distribution of publicly accessible recharging points. The concentration of recharging infrastructure is high along densely populated areas and urban centres. In sparsely populated areas, recharging infrastructure clusters are particularly evident along transport axes and tourist areas, although the overall number of charging options is usually lower in these areas.

### Recharging capacity & motorway and expressway network

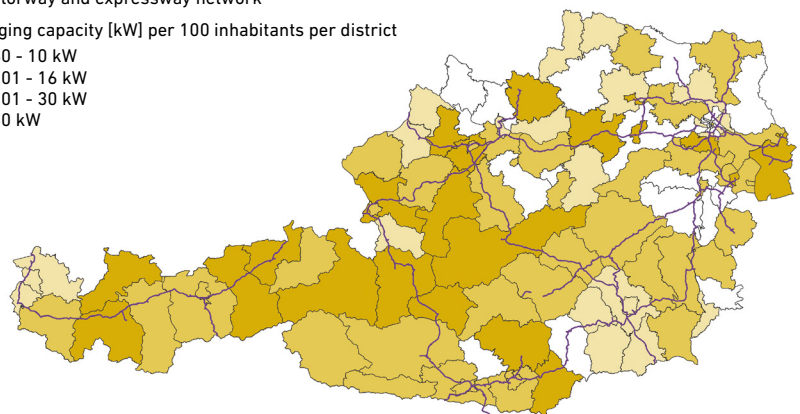
This map displays the motorway and expressway network as well as the available recharging capacity in different districts. Although districts with highways and expressways often have more recharging infrastructure, the correlation is not conclusive. In comparison to the map 'Population and recharging', it is noticeable that certain sparsely populated areas have a high recharging capacity per hundred inhabitants. In some cases, this high capacity is less attributable to the number of recharging points, but rather to a lower population density and the influence of tourism in these regions.

#### Legend

— Motorway and expressway network

Recharging capacity [kW] per 100 inhabitants per district

- 0.80 - 10 kW
- 10.01 - 16 kW
- 16.01 - 30 kW
- > 30 kW



Sources & Data Status: E-Control (07/01/2025; recharging points & capacity), GIP (12/2024; motorway and expressway network), Statistics Austria (31/12/2024; vehicle new registrations resp. 01/01/2024; Population Austria excluding Vienna & district areas as well as 26.03.2024; Population Vienna); Illustration: AustriaTech

# Facts

## Electrifying achievements

### January

In the course of the sixth, seventh and eighth call for tender of the funding programme ENIN 'Emissionsfreie Nutzfahrzeuge und Infrastruktur', a total of 1,284 emission-free light commercial vehicles and heavy goods vehicles of classes N1, N2 and N3, along with the associated infrastructure, were funded.

### April

In April, the Alternative Fuels Infrastructure Regulation (AFIR) officially came into force. AFIR is the central instrument for the targeted deployment of recharging and refuelling infrastructure for alternative propulsion systems on the high-level road network at EU level. The regulation also contains targets for electricity supply for aviation and shipping.

### August

The funding programme 'LADIN' enabled the funding of a total of 267 new fast recharging points in previously underserved areas. This shortens the average distance to the nearest fast recharging point by more than two kilometres and thus is now less than six kilometres.

### October

October saw the start of the seventh call for tenders for the funding programme 'EBIN'. With a budget of € 13 million, it supports the conversion of bus fleets to zero-emission drives, along with the associated recharging or refuelling infrastructure.

Austria's recharging network passed the 25,000 mark of publicly accessible recharging points - further proof of its continuous expansion.

### December

For the past two years, OLÉ – Austria's National Competence Center for E-Mobility - has been supporting, monitoring and analysing developments in e-mobility.

### February

With the launch of the funding programme 'E-Mobilitätsoffensive 2024' (budget of € 114 million), private BEV were subsidised with up to € 5,000 while smart recharging cables and wallboxes were funded with up to € 600. Up to € 30,000 were available for public recharging infrastructure. The purchase of electric two-wheelers was also supported.

### June

In June 2024, a record was set in Austria's vehicle registration statistics with 772 newly registered BEV light commercial vehicles (N1). This means that 16.3 % of new N1 vehicles that month were BEV, which was higher than the monthly share of BEV passenger cars.

### September

In September, battery electric cars achieved a new monthly high with a 22.2 % share of new registrations.

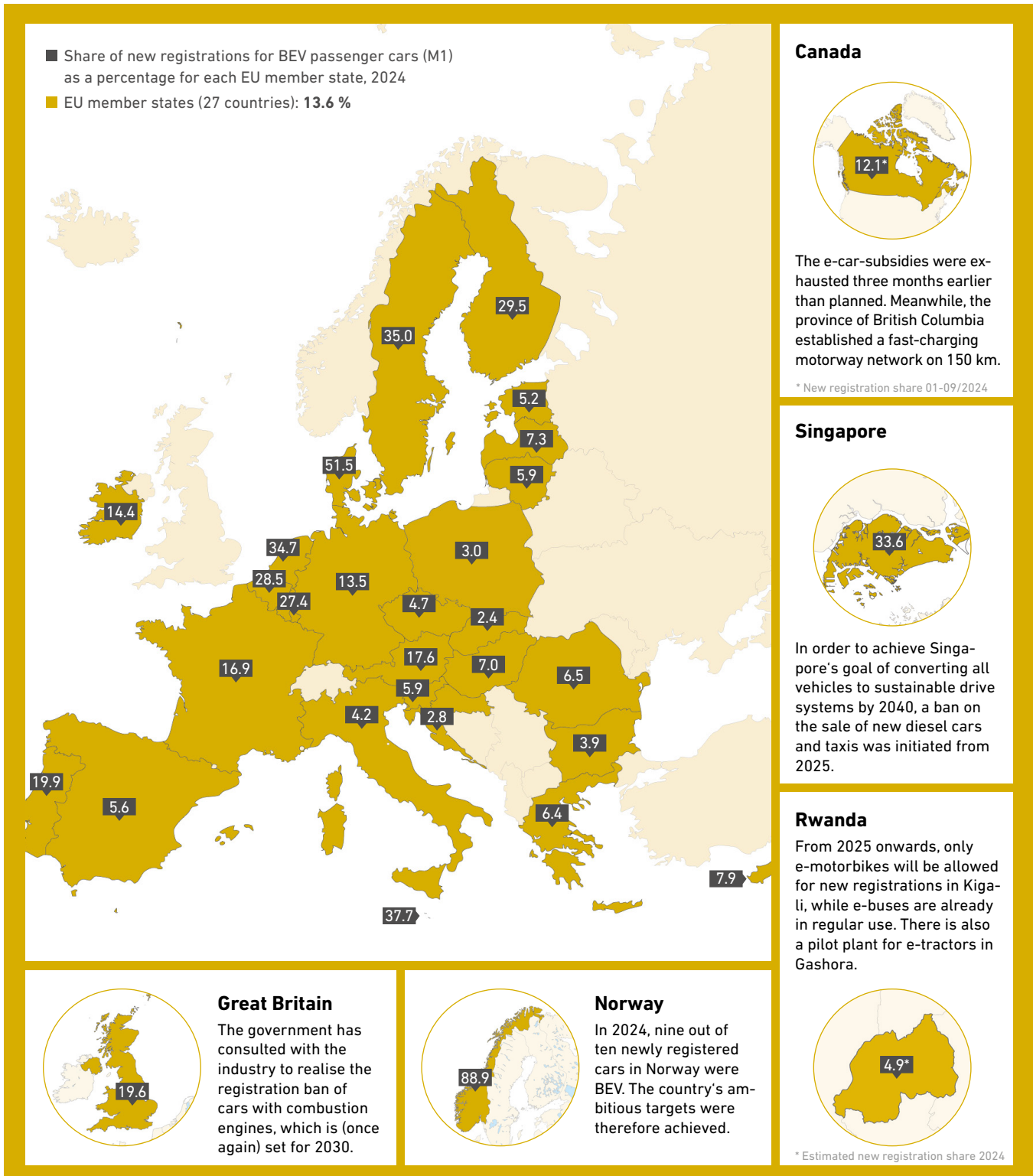
With the entry into force of the Charging Point Data Regulation, information on accessibility, availability, ad hoc prices and opening hours of recharging stations must be disclosed and provided to users. This lays an important foundation for greater transparency and improved data quality of e-mobility in Austria.

### November

The national policy framework for Austria entered public consultation. In these plans, the EU member states describe their respective targets and the measures required to develop the infrastructure for alternative fuels.

Sources: AustriaTech, E-Control, FFG EBIN, FFG ENIN, Statistics Austria; Illustration: AustriaTech; Data status: 31/12/2024

## Global perspectives



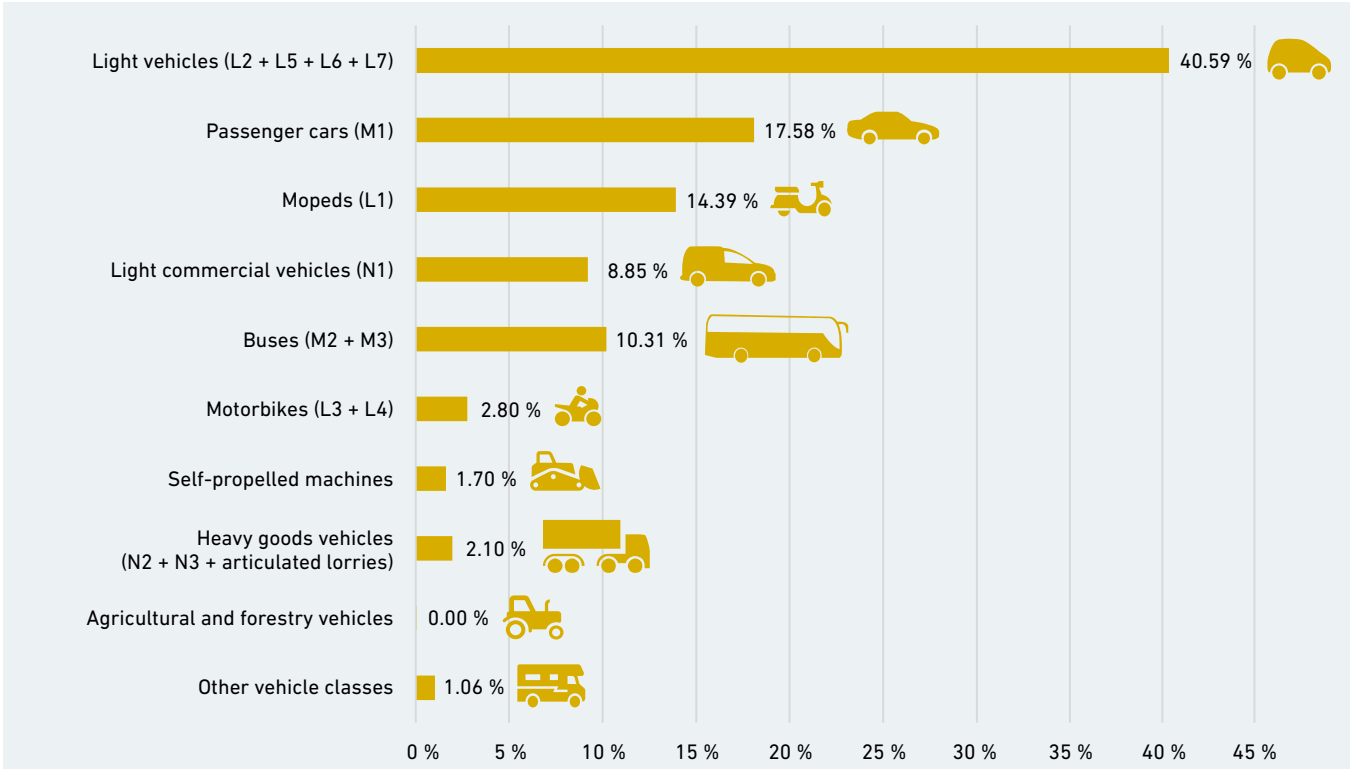
Sources & Data status: ACEA (2025), Electrive GB (01/2025), Electrive RW (10 resp. 11/2024), Electrive SG (07/2024), Electrive CA (09 resp. 01/2025), LTA Singapore (2024), InsideEVs NO (01/2025), OpenStreetMap, Republic of Rwanda (2024), Statistics Canada (2024), The EastAfrican (10/2024), WikiMaps; Illustration: AustriaTech

# Vehicle numbers

## Analysis of new registration data

### BEV share of new registrations in selected vehicle classes

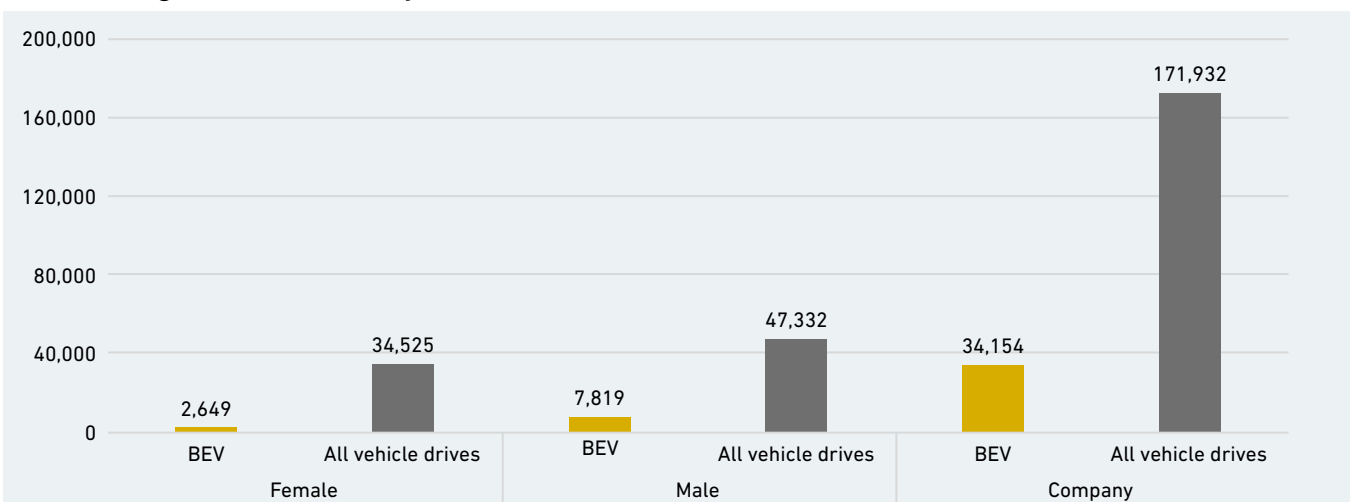
➤ BEV (absolute): 44,622 PKW (M1)



Source: Statistics Austria; Illustration: AustriaTech; Data status: 31/12/2024

### New car registrations (M1) by vehicle owner

➤ BEV share: male 17 % | female 8 % | company 20 %



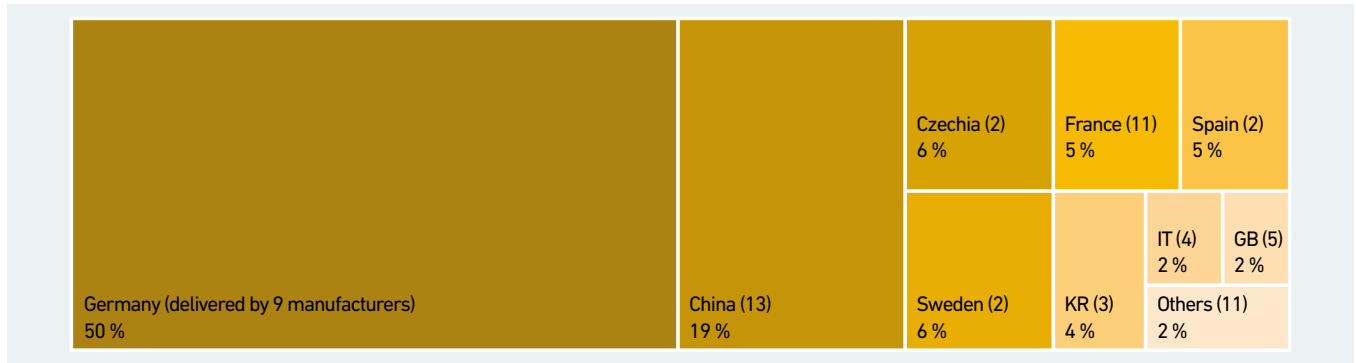
Source: Statistics Austria; Illustration: AustriaTech; Data status: 31/12/2024

In 2024, the vast majority of new passenger cars - regardless of drive type - were newly registered by companies. There is a clear difference in new private registrations: 17 % of cars registered by male owners were BEV, compared to 8 % for female owners. Information on other gender categories (diverse, inter, open or not specified) is not included in the data on new private registrations.



## Analysis of new registration data

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

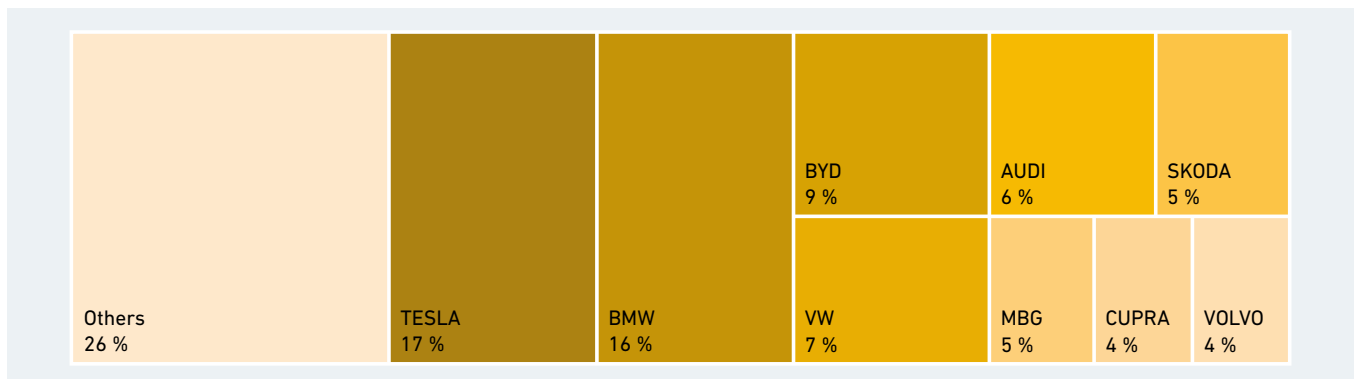


Source: Statistics Austria; Illustration: AustriaTech (Rounding differences possible); Data status: 31/12/2024

Manufacturers are counted multiple times if they supplied vehicles from different countries.

'Others' includes Japan, Romania, Austria and the USA. Explanation: KR ... Republic of Korea; IT ... Italy; GB ... Great Britain

### Best selling BEV passenger cars (M1) by manufacturer

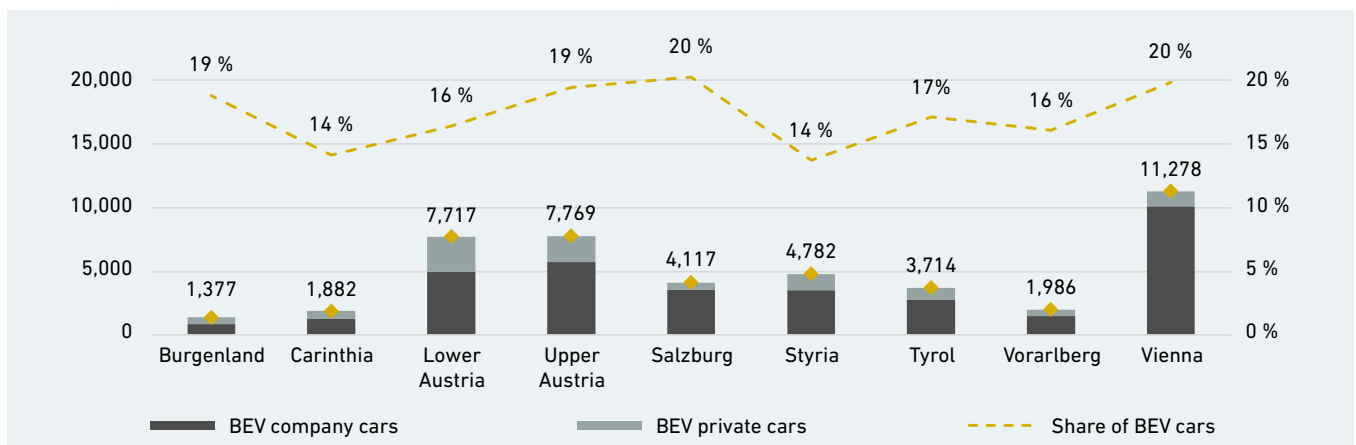


Source: Statistics Austria; Illustration: AustriaTech (Rounding differences possible); Data status: 31/12/2024

In 2024, a total of 46 manufacturers delivered battery electric cars to Austria. Mercedes-Benz is labelled as 'MBG' in the chart.

### New registrations of BEV cars (M1) by federal state

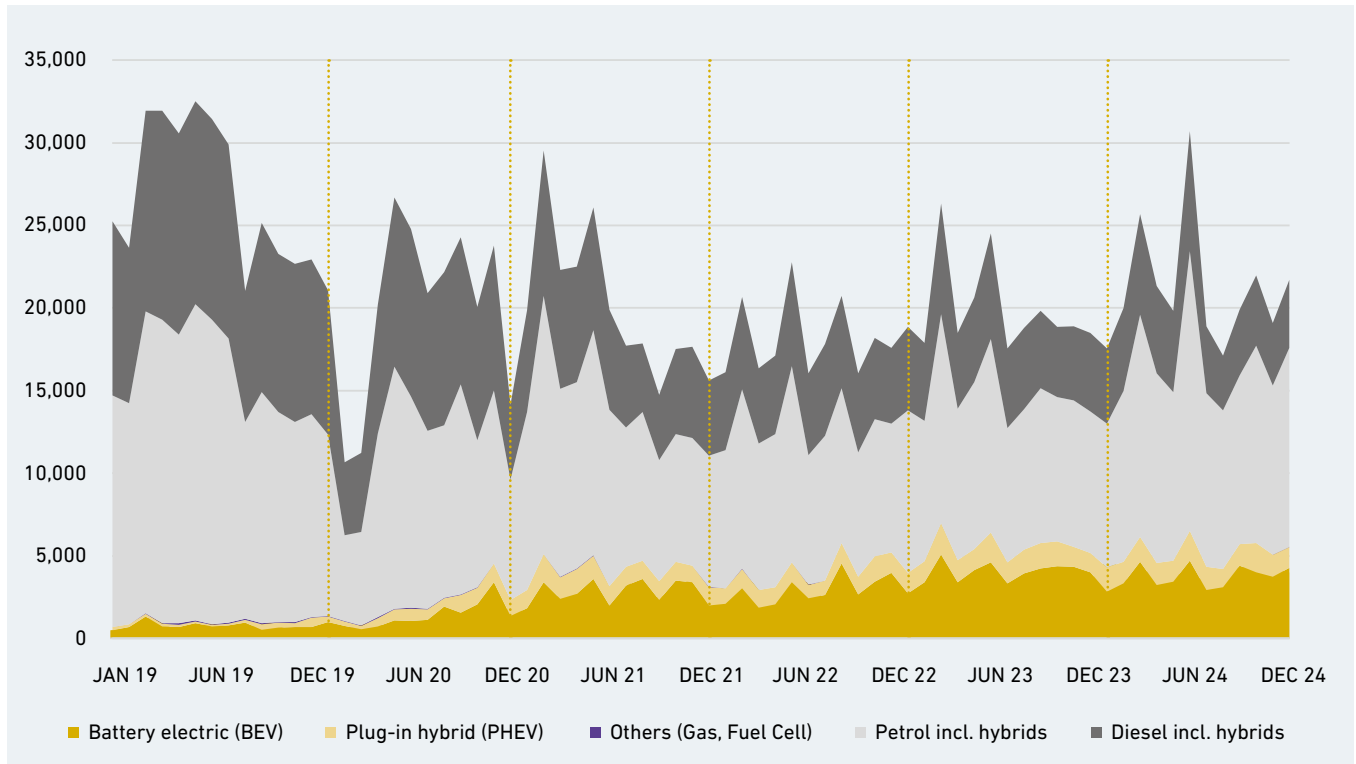
📈 Twelve-month average Austria: Company 77 % Private 23 %



Source: Statistics Austria; Illustration: AustriaTech; Data status: 31/12/2024

## Analysis of new registration data

### New registrations of cars (M1) 2019-2024: 6 year trend



Source: Statistics Austria; Additional alternative drive types, particularly monovalent and bivalent natural gas-powered and hydrogen-powered vehicles, are shown in aggregated form for presentation purposes; Illustration: AustriaTech; Data status: End of the respective month

### New registrations in detail

**While total new registrations rose in 2024, new registrations of battery electric cars (M1) fell slightly compared to the previous year. In contrast, growth can be seen in electric buses, light commercial vehicles and heavy goods vehicles.**

In 2024, fewer battery electric vehicles in the M1 class were registered in Austria than in the previous year. With 44,622 BEV, the absolute number is almost 6 % below the 2023 figure and the share of BEV in new registrations has also fallen by 2.5 percentage points to around 17.6 %.

In an EU comparison, Austria is now only in ninth place (2023: seventh place), while frontrunner Denmark (51.5 %) and countries such as Sweden (35.0 %) and Portugal (19.9 %) are showing higher shares. An analysis at federal state level shows that only Burgenland registered more BEV cars in 2024 than in 2023 (increase of 5.5 %).

In the other federal states, the absolute number of new registrations fell significantly in some cases, in Vorarlberg by as much as 18 %. The share of battery electric vehicles was below the previous record year of 2023 in all federal states, with Vienna having the highest share at 19.9 %. Nevertheless, the table below on page 10 shows that the share of BEV cars in the total fleet will clearly exceed the 5 % mark in 2025.

In the case of new BEV registrations for other vehicles, declines or stagnation can be seen in the N1 (light commercial vehicles) and L (motorbikes and light vehicles) vehicle classes. On the other hand, clear increases can be seen for buses (M2 + M3) and heavy goods vehicles (N2 + N3). In 2024, the share of new registrations for battery-electric buses was 10.3 %, which corresponds to a doubling compared to the previous year. For heavy goods vehicles, the share of BEV vehicles has clearly increased from 1 % to 3 % compared to 2023. The funding programmes ENIN (for light commercial and heavy goods vehicles) and EBIN (for buses) are having a noticeable impact. The OLE team expects this trend to continue in 2025.

Sources & Data status: ACEA (21/01/2025), Statistics Austria (31/12/2024)

## 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	2021	2022	2023	2024	2024 [share]
<b>Passenger vehicle class M1</b>	239,803	215,050	239,150	253,789	
Petrol incl. hybrids*	120,929	106,805	114,059	135,615	<b>53.44 %</b>
Diesel incl. hybrids*	70,782	60,735	60,493	56,611	<b>22.31 %</b>
Gas (CNG, LNG; mono- & bivalent)	86	63	11	13	<b>0.01 %</b>
Plug-in hybrid electric vehicle (PHEV)	14,626	13,268	16,956	16,928	<b>6.67 %</b>
Battery electric vehicle (BEV)	33,366	34,165	47,621	44,622	<b>17.58 %</b>
Fuel cell electric vehicle (FCEV)	14	14	10	1	<b>0.00 %</b>
BEV share of new registrations	13.91 %	15.89 %	19.91 %	17.58 %	
<b>Further BEV of the classes L, M, N</b>	6,155	6,486	6,469	6,937	<b>6.80 %</b>
Motorbikes/Tricycles/Quadricycles (class L)	3,765	4,335	3,087	3,737	<b>6.24 %</b>
Buses (classes M2 + M3)	11	26	58	105	<b>10.31 %</b>
Light commercial vehicles LCV (class N1; < 3.5 t)	2,341	2,067	3,265	2,928	<b>8.85 %</b>
Heavy goods vehicles HGV (class N2; 3.5 t < x ≤ 12.0 t)	36	43	29	45	<b>6.98 %</b>
Heavy goods vehicles HGV (class N3; > 12.0t)	2	14	14	88	<b>2.31 %</b>
Articulated lorries classes (class N1 + N2 + N3)	0	1	16	34	<b>0.97 %</b>

\* Hybrid electric drive not externally rechargeable

Source: Statistics Austria; Illustration: AustriaTech; Illustration: 31/12 of the corresponding year respectively 31/12/2024

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

Vehicle types, fuel types or energy sources	2021	2022	2023	2024	2024 [share]
<b>Passenger vehicle class M1</b>	5,133,836	5,150,890	5,185,006	5,231,893	
Petrol incl. hybrids*	2,278,751	2,303,486	2,330,348	2,374,824	<b>45.39 %</b>
Diesel incl. hybrids*	2,743,683	2,690,025	2,637,123	2,576,942	<b>49.25 %</b>
Gas (CNG, LNG; mono- & bivalent)	5,787	5,512	5,114	4,694	<b>0.09 %</b>
Plug-in hybrid electric vehicle (PHEV)	29,021	41,580	56,864	74,768	<b>1.43 %</b>
Battery electric vehicle (BEV)	76,539	110,225	155,490	200,603	<b>3.83 %</b>
Fuel cell electric vehicle (FCEV)	55	62	67	62	<b>0.00 %</b>
BEV share of new registrations	1.49 %	2.14 %	3.00 %	3.83 %	
<b>Further BEV of the classes L, M, N</b>	21,564	26,508	31,668	36,826	<b>2.34 %</b>
Motorbikes/Tricycles/Quadricycles (class L)	15,716	18,621	20,688	23,045	<b>2.38 %</b>
Buses (classes M2 + M3)	174	202	242	347	<b>3.23 %</b>
Light commercial vehicles LCV (class N1; < 3.5 t)	5,627	7,582	10,584	13,120	<b>2.54 %</b>
Heavy goods vehicles HGV (class N2; 3.5 t < x ≤ 12.0 t)	40	81	105	148	<b>1.60 %</b>
Heavy goods vehicles HGV (class N3; > 12.0t)	4	18	29	114	<b>0.25 %</b>
Articulated lorries classes (class N1 + N2 + N3)	3	4	20	52	<b>0.26 %</b>

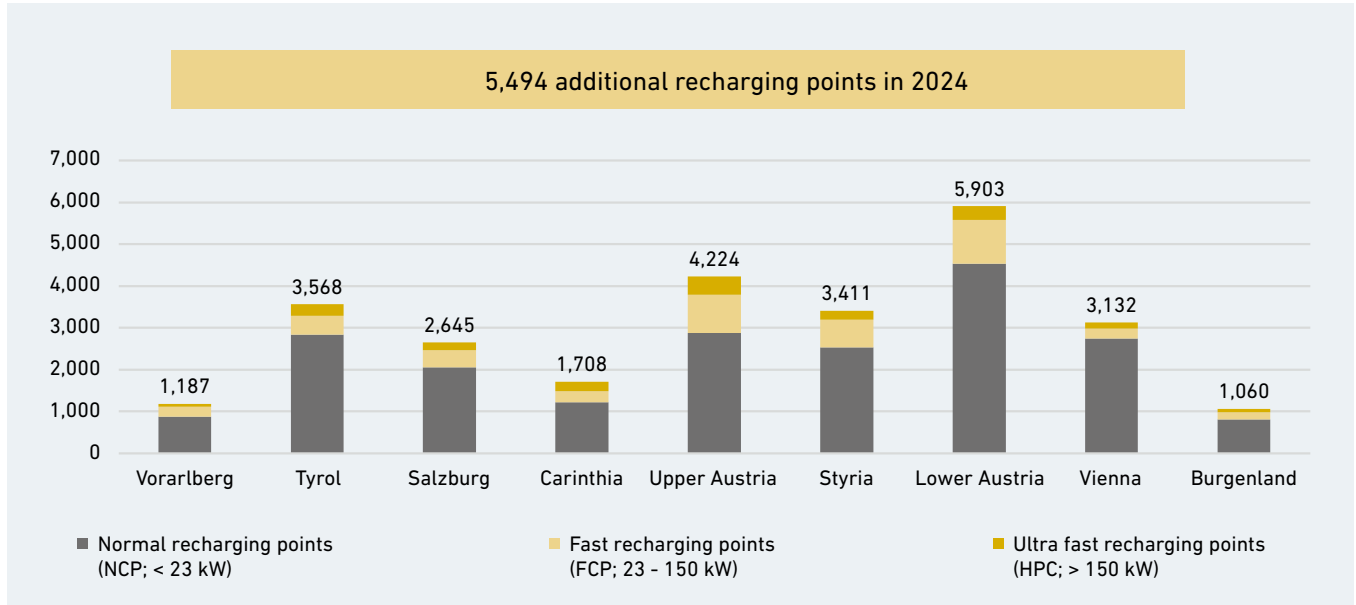
\* Hybrid electric drive not externally rechargeable

Source: Statistics Austria; Illustration: AustriaTech; Data status: End of each year; The 2024 fleet figures for plug-in hybrids and 'Further BEV of the classes L, M, N' correspond to the final data as of February 2025 by Statistics Austria.

# Recharging

## Recharging points by federal state

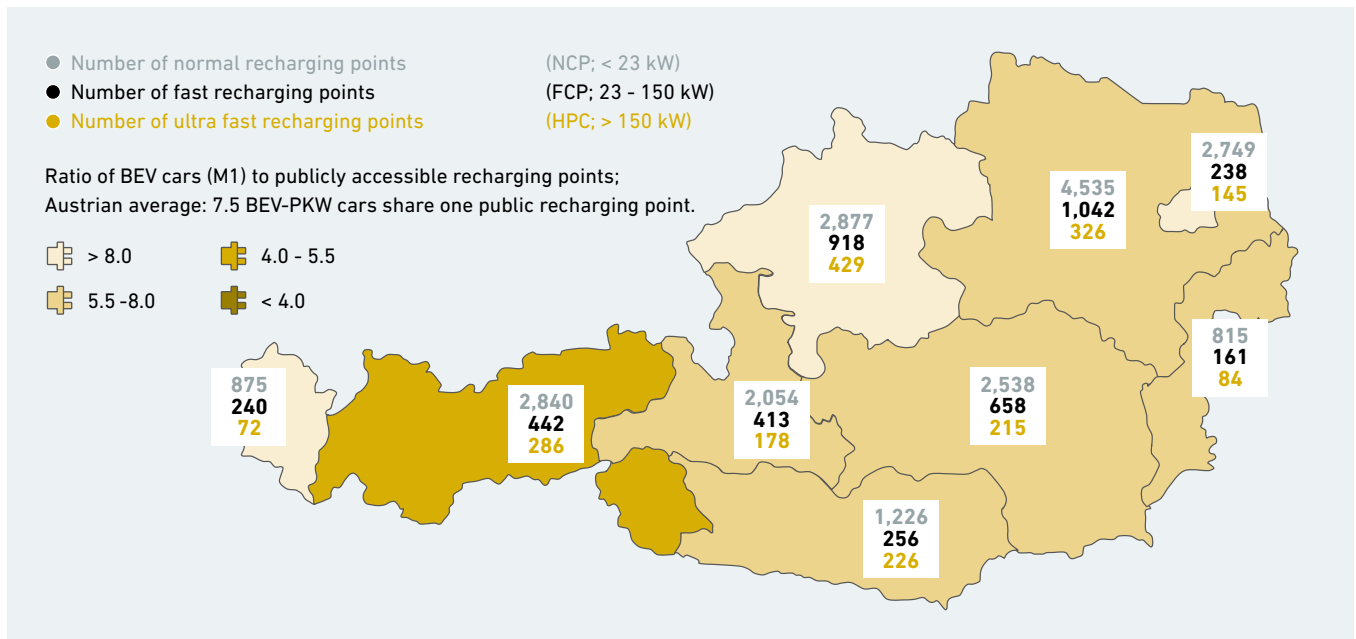
### Publicly accessible recharging points per federal state



Source: E-Control; Illustration: AustriaTech; Data status: 07/01/2025

At almost 5,500 charging points, the increase in recorded recharging points in 2024 is just above the previous year's number (5,400). At the same time, the total public recharging capacity in Austria increased by 63 % to 1,282 megawatts. The chart shows the total number of publicly accessible recharging points available in each federal state.

### Publicly accessible recharging points in Austria

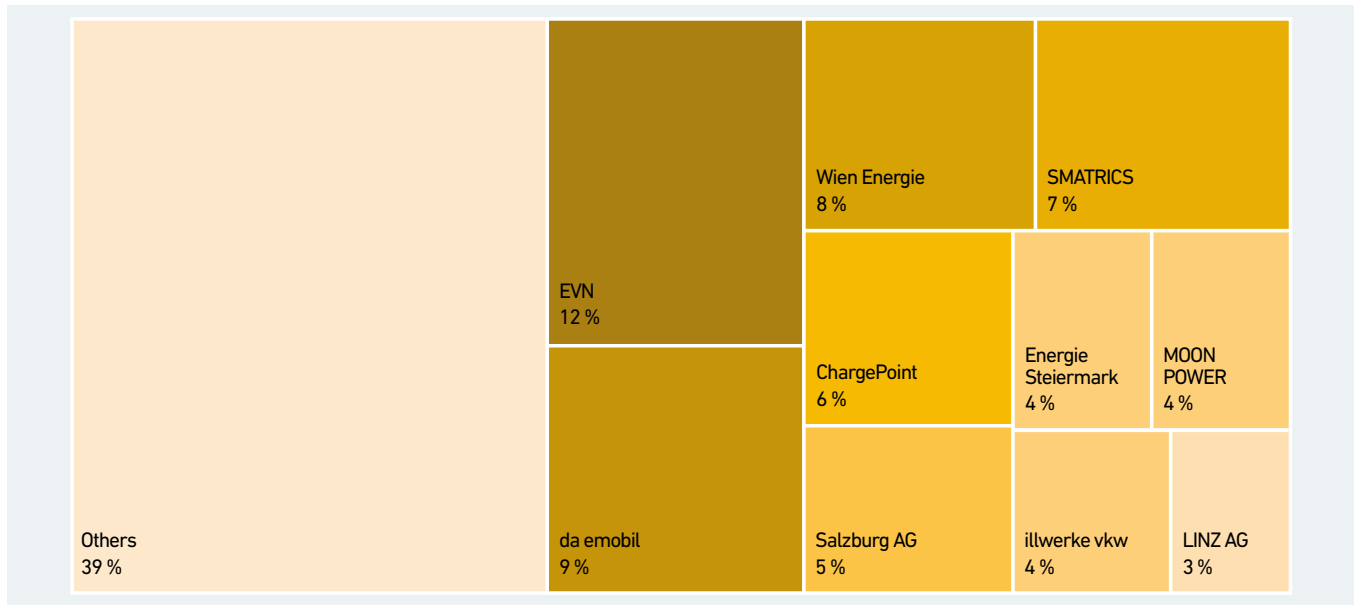


Sources: E-Control, Statistics Austria; Illustration: AustriaTech; Data status: 07/01/2025

The white boxes represent the number of recharging points in the respective category. For example, there are 2,840 normal recharging points in Tyrol. The colouring of the map shows how many BEV cars share a public recharging point in the respective federal state. Example Tyrol: On average, 5 BEV share a public recharging point.

## Market and recharging capacity

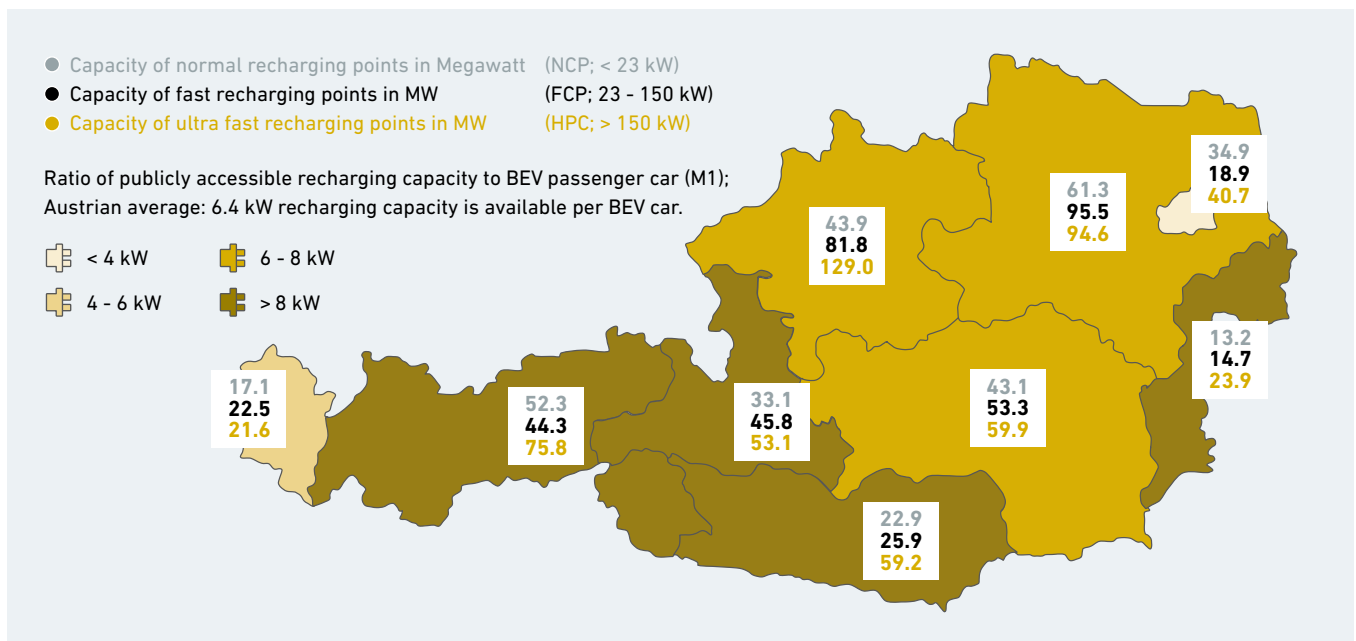
### Market shares for operators of publicly accessible recharging points



Source: E-Control, Illustration: AustriaTech; Data status: 07/01/2025

The ten charge point operators (CPO) that are responsible for the majority of public recharging points are shown. By the end of the year, these CPO together cover 'only' 60 % of the market (2023: 70 %). 16 CPO each operate at least 500 publicly accessible recharging points.

### Publicly accessible recharging capacity in Austria



Sources: E-Control, Statistics Austria; Illustration: AustriaTech; Data status: 07/01/2025

The white boxes represent the total recharging capacity of the respective category in megawatts (MW). Accordingly, normal recharging points in Tyrol have a recharging capacity of 52.3 MW. The colouring of the map shows how much public recharging capacity (in kilowatts or kW) is available per BEV passenger car in the respective federal state. Tyrol, for example, has a total of just under 9.6 kW of public recharging capacity per BEV.

# Outlook

## OLÉ's Outlook

The future of mobility is electric, but challenges remain. With the CO<sub>2</sub> targets in force since 2025, the pressure on manufacturers and dealers is increasing. The range of affordable electric vehicles from EU production that are suitable for everyday use is growing as well. From fact-based awareness-raising to the further development of framework conditions, OLÉ – Austria's National Competence Center for E-Mobility supports all stakeholders.

Since December 2022, AustriaTech has assumed the role of the central coordination hub for national and international activities in the field of e-mobility as OLÉ – Austria's National Competence Center for E-Mobility. In 2024, the data basis was further expanded, especially in the areas of recharging infrastructure, new vehicle registrations and vehicle stock.

The OLÉ team continuously provides comprehensive data and analyses for a wide range of interest groups. Contact OLÉ – Austria's National Competence Center for E-Mobility for customised support. The stricter CO<sub>2</sub> regulations in place since 2025 will significantly stimulate the market for battery electric vehicles across the EU. The increasing availability of affordable models under € 35,000, which are often produced in Europe and therefore strengthen European value creation, is encouraging.

Nevertheless, there is growing uncertainty among new groups of buyers, driven by constantly changing objectives and focal points. On a technological level, there is uncertainty about the future direction of road transport - from cars and buses to heavy goods vehicles. The OLÉ team meets this need with data-supported expertise, communication and awareness-raising

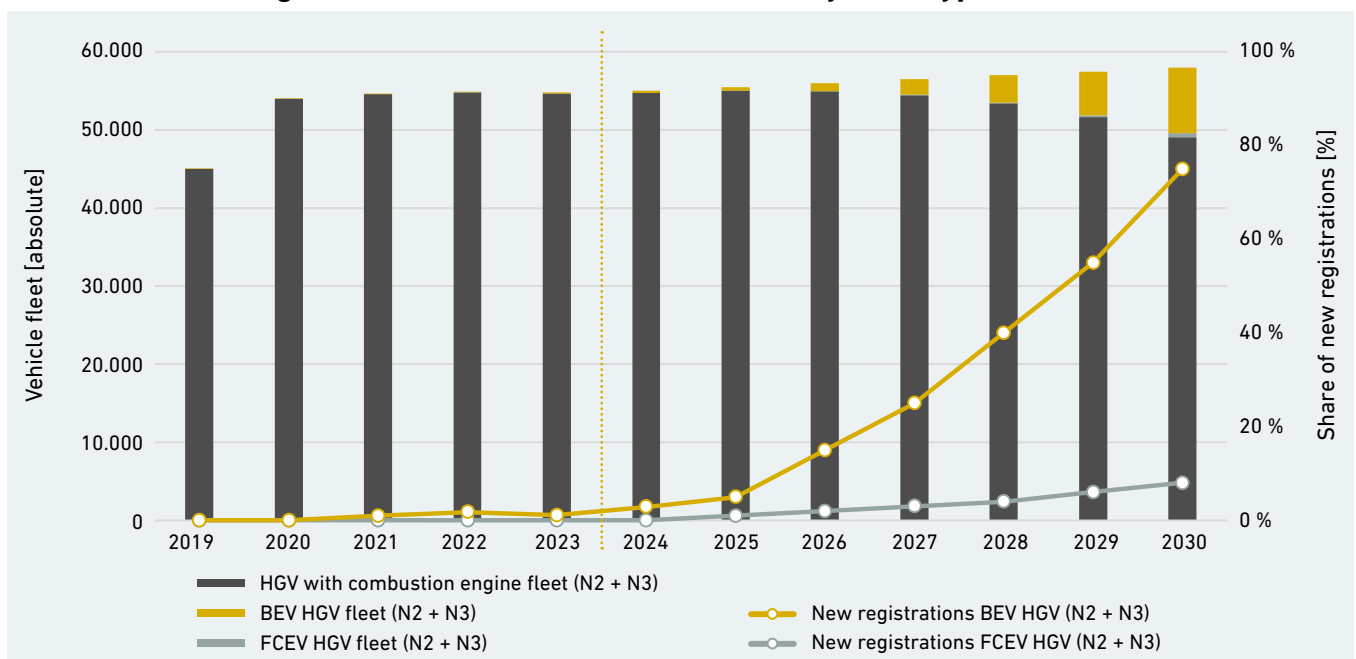
through presentations, expert assessments (such as the *forecast on the future composition of the drive mix for heavy goods vehicles*, see graphic below) and media work.

International connectedness is also becoming increasingly important. While the deployment along the transit corridors of the EU and in Austria, particularly in the vicinity of the motorways, is showing encouraging progress, it is necessary to create a regulatory framework for the expansion of recharging infrastructure along the high-level road network (especially at rest areas).

Last but not least, the focus on a regional level remains important: municipalities still need targeted support for electrification projects, especially where alternative means of transport for private individuals are scarce. In urban areas, on the other hand, solutions for recharging infrastructure in apartment blocks are increasingly gaining in importance.

The team at OLÉ – Austria's National Competence Center for E-Mobility continues to apply its in-depth expertise and passion to pave the way for sustainable, electrified mobility.

### Forecast on new registrations and fleet of HGV (N2 + N3) by drive type, 2019-2030



Source: Statistik Austria; Illustration and forecast: AustriaTech (on the basis of cleanroom dialogues by NOW GmbH 2023 resp. 2024); Data status: 31/12/2024.

## OLÉ recommends

**RESi - Regional E-Mobility Step:** Austria's municipalities play a key role in the deployment of recharging infrastructure. However, in view of the increasing complexity of the topic of e-mobility, there is often a lack of orientation and expertise to make well-founded decisions. RESi provides municipal and regional representatives with a tool to facilitate and support the implementation of recharging infrastructure projects.

The project "RESi - Regional E-Mobility Step" by OLÉ – Austria's National Competence Center for E-Mobility at AustriaTech on behalf of klimaaktiv mobil aimed to develop practice-oriented information and training materials to empower municipal and regional representatives to actively drive the deployment of recharging infrastructure.

In order to identify the existing challenges in the deployment of recharging infrastructure and the associated specific local needs, the involvement of regional representatives was specifically prioritised. The managers of the climate and energy model regions (KEM) were identified as the central target group. The KEM managers participated in workshops in which the specific challenges associated with the deployment of recharging infrastructure in the regions and municipalities were analysed in de-

tail. Subsequently, the necessary requirements for overcoming these challenges were identified.

The insights gained resulted in a programme designed to meet the identified needs. These include increasing the acceptance of electromobility, analysing relevant stakeholders and contact points, presenting existing support services and highlighting the possible scope for action for municipalities in the recharging infrastructure deployment process.

The service is made available to download free of charge from the **OLÉ website under „Weitere Infos“** and is regularly updated with the latest data. For local data analyses, support services and awareness-raising measures that go beyond the RESi services, we recommend **contacting the OLÉ team individually**.



## LAD⊕GRUND

Already available now:

**LADEGRUND - accelerating the progress of recharging infrastructure together**

Ladegrund [www.ladegrund.at](http://www.ladegrund.at) is a matchmaking platform for property owners and recharging infrastructure operators. Private individuals, municipalities, companies, etc. can enter any type of property they wish to make available for the installation of recharging infrastructure on the platform. Operators can use the platform to get in touch with landowners and realise a project. Ladegrund aims to reduce complexity and actively support the expansion of recharging infrastructure in Austria.

## LAD⊕PLANER

Available from mid-2025:

**LADEPLANER - community-specific charging demand assessment for Austria**

Ladeplaner [www.ladeplaner.at](http://www.ladeplaner.at) enables municipal representatives and interested parties to easily determine the expected demand for public recharging infrastructure in municipalities, projected over different time frames. The deployment of efficient and needs-based recharging infrastructure is an essential component of electromobility. Municipalities can act as initiators and connect stakeholders to strategically expand recharging infrastructure in order to fulfil the requirements of the future.

## News & publications

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