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Collaborative Economy in Portugal: The Recent Evolution

Mela Bettega

Madeira Interactive Technologies Institute
FCSH, Universidade Nova de Lisboa
Funchal, Portugal
mela.bettega@m-iti.org

Raul Masu

FCT, Universidade Nova de Lisboa
ITI/LARSyS
Funchal, Portugal
raul.masu@m-iti.org

Vera Lúcia Alves Pereira Diogo

Escola Superior de Educação
Instituto Politécnico do Porto
Porto, Portugal
veradiogo@ese.ipt

Abstract

In this paper, we present an overview of the collaborative economy situation in Portugal. The chapter starts by presenting a number of local platforms and services. Overall, there seems to be a concern about the risk involved in the unregulated development of rental and mobility services. Therefore, we also highlight an overview of laws and regulations concerning the sharing economy platforms, especially for renting. This paper also presents issues related to rental platforms and touristification. We also present a list of the major local shared economy platforms and services.

Keywords: Collaborative Economy, Right to the City, Touristification, Ride-Sharing, Regulation

Introduction

The main aims of this report are to understand what realm of practices can be considered part of the collaborative economy in Portugal, where social and solidarity economy has an established tradition and degree of institutionalization. Our main hypothesis is that the latter overshadows the first both in academic research and in public institutions and its regulations, which leaves the collaborative economy practices out of the scope of the national statistics. Nevertheless, in the last years, due to the rising impact of the collaborative economy in Portugal, the public debate around it led to the first attempts of regulation of this sector.

Definition

This section presents an overview of the state of the collaborative economy in Portugal from a broad contextual perspective. We start by presenting the Portuguese situation within the European context. Afterwards, we provide some legal frames about the topic. According to the “Study to Monitor the Economic Development of the Collaborative Economy at sector level in the 28 EU Member States Final Report” (Publications Office of the European Union 2018a), in 2016, the overall market size of sharing economy in Portugal rounded around EUR 265 million. The count of people employed by the sharing economy was about 8,400, the contribution to national GDP weighted 0.14%, and people employed by the collaborative economy were 0.17% of the working population. These data rank Portugal within the lower middle range of all Member States. According to the main source, the ratio of platforms per 1 million inhabitants (0.68) ranks below the EU average as well (Publications Office of the European Union 2018a). According to Eurobarometer (PublicOpinion: European Commission 2018), only 17% of Portuguese have ever used services offered through collaborative platforms, ranking last in the EU-28 countries.

It was not possible to find an official definition of a collaborative economy for Portugal. This absence might be related to the fact that the social economy is the legal framework (“Lei 30/2013, 08.05.2013” 2013), institutionally supported by the state. These more consolidated organizational forms have significant weight in the economy, as well as a strong presence in the communities, which contribute to the collaborative economy to be overlooked by public entities. Nevertheless, in grey literature, it is possible to spot some references to the sharing economy and related topics. For example, the report on Portugal budgeting (Relatório do Orçamento do Estado, 2018 (State Budget Report)) seems to reflect an overall positive attitude toward the potential of the sharing economy (and smart cities) in relation to fighting climate change and enhancing the quality of life. In particular, this document proposes to support (and eventually co-finance) living labs for decarbonisation that would promote solutions including, among others: soft and electric mobility, shared mobility and public transport, logistics, energetic efficiency of buildings, renewable energy, water, and waste management (Relatório do Orçamento do Estado, 2018 (State Budget Report)). More recently, the importance of the collaborative economy, and more specifically, collaborative economy mediated through digital platforms, has been mentioned in the governmental plan to support the circular economy in Portugal (Diário da República, 1.ª série, N.º 236, 2017 (Journal of the Assembly of the Republic)).

Key Questions

The main questions we address in this report aim to reflect on the specificity of the Portuguese collaborative economy situation.

We focus on three main aspects: the specific local players and their topic of interest, the specific Portuguese legislation, and the urbanistic issue related to short-term renting services.

Therefore, we propose the following questions:

- What are the main local collaborative economy players in Portugal?
- How did Portuguese legislation address the main social and economic concerns connected to the increasing adoption of sharing economy platforms?
- What is the impact of short-term renting services on the major cities, in particular Lisbon?

Examples

In the last years, a number of Portuguese collaborative economy platforms have emerged. In this section, we present a list that includes the main players. This list has been obtained with systematic online research conducted in 2019. The research was conducted using an online search engine (google.pt) in an anonymous web browser geolocalized in Portugal, using both keywords in English and in Portuguese, including “economia da partilha,” “economia partilhada,” “economia colaborativa,” “sharing economy,” and “collaborative economy.” We identified 22 main players. In the next paragraph, we present an overview of these services. Most of the players are clustered around the following areas: mobility, food, book, services. The remaining players are a platform to help people to find medium-term rent and a website that aggregates circular/sustainable economy projects. All the players are enlisted in Table 1. In the development’s session, we will compare and discuss the situation of these 22 players in 2020.

Mobility

Mobility is by far the most populated category of sharing economy services, counting eight players operating in this context—these services range from bike-sharing to rental car and taxi.

Many services are related to the use of cars, including two carpooling services, two car-rentals, and one car-sharing. The two carpooling services are “Boleia” and “Via Verde Boleias.” “Boleia” is a Portuguese carpooling platform that was launched in 2015. It was the first carpooling service as, at the time, there was no other platform in the country. “Via Verde Boleias” is a Carpooling platform that also acts in partnership with big events, offering benefits (e.g., free parking) for drivers that carpool. Organizations (e.g., universities) can create close groups to organize carpooling between members.

The two car-rentals services are “Booking Drive” and “Car amigo.” “Booking drive” hosts both traditional car-rentals and people renting their own private car, while “Car amigo” only rents users’ private car. “Drive-now” is a car-sharing service active in Lisbon, recently it has been acquired by an international car-sharing company also operating in Germany, Austria, and Belgium.

Another mobility service is a taxi service. “Izzy move” was created by one of the biggest associations of cab drivers of Portugal in order to compete with Uber and similar services. The platform incorporates most of its competitors’ features, including anticipates price, covers all the national territory, tracks the whole trip with GPS, allows a variety of payments.

To conclude, there also is a bike-sharing actor. “Gira” is the only bike-sharing service we included; it has been active in Lisbon since 2017 and offers both regular and electric bikes.

Food

The second-biggest category we identified concerns food. We found four players related to food services, including two delivery food services, meal intermediation and a local farmers network that sells vegetables and fruits using an online platform.

“Bring eat” and “Comer em casa” are the two food delivery services. Currently, Bring Eat is active in three cities in Portugal (Coimbra, Funchal, and Viseu). While “Comer em casa” serves 21 services, including Porto, Braga, Coimbra, and other smaller cities.

Both the services are food delivery service platforms that give the possibility to order food both through the platform and through telephone. These are two small but interesting examples because workers engaged in the delivery seem to be employed by the platform (or by the restaurants) in opposition to what occurs with other services such as Foodora or Glovo. Another peculiar aspect is that the platform services are accessible, also calling a telephone number. This aspect may reflect a sort of cultural preference toward less strongly mediated interactions.

“Eat Tasty” and “Portuguese Table” are two meal intermediation services. “Eat Tasty” connects home cooks, riders, and people that want to receive a home-cooked meal at the workplace. Active only in Lisbon. “Portuguese Table,” on the contrary, is active in nine cities. It is a platform allowing hosts to receive (paying) guests for a shared meal at their place.

The food-related service is “Prove,” a local farmers network that sells vegetables and fruits through an online platform. It was Developed under the EQUAL initiative, with pilot projects starting in 2006. Currently, it has active groups in twelve of the eighteen districts of the country.

Books

Two services are related to books. “Book in Loop” is a platform that manages the selling and buying processes of second-hand schoolbooks. Sellers receive 20% of the cover price, and buyers pay around 40% of the cover price. A collection and quality control service back the platform. In 2017, they processed 70,000 books. In early 2019 the founders of “Book in Loop” have to launch a similar service for university books (uniloop). Further detail will be presented in the developments section.

“Winking book” is a bookcrossing platform. Unwanted books are registered on the platform and used as an alternative currency. The exchange is done directly by the platform users by mail.

Services

We clustered under the label of “services” crowdlending services for enterprises, a platform to allow professionals to sell their services and a B2B delivery.

“Zaask” is a platform whose objective is to allow professionals to sell their services; on average, it seems to target and attract qualified professionals. “Raise” and “Portugal crowd” are two crowdlending services; the first is for enterprises, while the second is for real estate. To conclude, “MUB Cargo” is a B2B delivery.

Rent

“Uniplaces” is the only medium-term rent sharing economy platform. The aim of this platform is to help people to find medium-term rent. The service is designed to help people looking for 6–9 months rents, and it typically targets Erasmus students. The company has been founded in Lisbon, and now it is quoted several million.

Circular Economy Aggregator

“Circular economy” is a website that aggregates circular/sustainable economy projects (workshops, in particular). This website mirrors an idea of “digital” based on the motto “go online to get offline,” that exists in Portugal: a basic information exchange system, with the main goal of allowing people to meet face-to-face or via telephone to get additional information needed.

Table 1. The List of the Main Local Collaborative Economy Services Active in Portugal in 2019

Local Players	Description	URL	Note
Circular Economy	Website that aggregates sustainable economy projects	www.circulareconomy.pt	Five ongoing listed projects, most of which based in Lisbon. Co-supported the communication project of the TV news program: www.epraamanha.pt
Raise	Crowdlending service for enterprises	www.raize.pt	--
Portugal Crowd	Crowdlending service for real estate	http://portugalcrowd.pt	--
Uniplaces	Platform to help people to find medium-term rent	www.uniplaces.com	The service is designed for 6–9 months rents, typically targets Erasmus students.
Gira	Bike-sharing	www.gira-bicicletasdelisboa.pt	Active in Lisbon since 2017 Offer and electric bikes
Boleia	Carpooling	www.boleia.net	Founded in 2015, at the time there was no other platform in the country
Via Verde Boleias	Carpooling	www.viaverde.pt/particulares	Carpooling platform that also acts in partnership with big events. Organizations (e.g., universities) can create close groups to organize carpooling between members.
Zaask	Platform to allow professionals to sell their services	www.zaask.pt	Attract qualified professionals.
MUB Cargo	B2B delivery	www.mubcargo.com/pt/	They present themselves as the Uber of national/international B2B delivery.
Bring Eat	Food delivery service	www.bringeat.pt	Serve 3 cities

			Workers engaged in the delivery seem to be employed by the platform (or by the restaurants)
Comer em Casa	Food delivery service	www.comeremcasa.com	Serve 21 cities
Portuguese Table	Meal intermediation	https://portuguesetable.com	A platform allowing hosts to receive guests for a shared meal. Active in nine cities.
Eat Tasty	Meal intermediation	https://eattasty.com/home	The platform connects home cooks, riders, and people that want to receive food at the workplace. Active only in Lisbon
Book in Loop	Platform managing the selling and buying process of second-hand schoolbooks	www.bookinloop.com	Sellers receive 20% of the cover price, and buyers pay around 40% of the cover price.
Winking book	Bookcrossing platform	www.winkingbooks.com	The platform is free of charge.
--	Cowork	--	There is an extensive presence of co-working spaces. The phenomenon seems to be particularly extended in the biggest cities
PPL Crowdfunding Portugal	Crowdfunding	https://ppl.pt	Online platform that provides support for all types of crowdfunding campaigns.
Booking Drive	P2P (and traditional) car rental	www.bookingdrive.com/en	Both traditional car rental and people renting their own private car
Car Amigo	P2P car rental	www.caramigo.eu	Only rent individual and private users' cars
Drive-Now	Car-sharing	www.drive-now.com	The service is active in Lisbon, Recently, an international car-sharing company bought it.
Izzy Move	Platform to book taxi	www.izzymove.pt	Created by a cab drivers association of cab
Prove	Local farmers network that sells vegetables and fruits through an online platform	www.prove.com.pt/www/	Developed under the EQUAL initiative Has active groups in twelve of the eighteen districts of the country.

Source: Own elaboration.

Context

The majority of spread narratives around the sharing economy tend to stress its potential in terms of economic growth and eco-sustainability. Members of the government express similar positions as well; for example, in an interview carried on in the context of a European project, the Ministry of the Economy declared that “Overall the government is working to reduce barriers for collaborative economy platforms, to make Portugal more attractive for international and domestic players” (Publications Office of the European Union 2018a).

Despite these narratives, Portugal is increasingly intervening to regulate this sector, in particular around short-term rental and shared mobility.

Peer-to-Peer Accommodation and Short-Term Rentals

For several years, in Portugal, to open a short-term rental activity, people had to register it in the local government offices. Moreover, owners have to install on the outside of the premises a board with the national logo of the short-term rental: “AL” that stands for Alojamento Local (Local Accommodation). In 2018, short-term rent platforms (e.g., Airbnb, HomeAway) were additionally regulated to try to avoid the biggest speculations, to limit conflicts with the neighbours and to try to preserve the authenticity of traditional neighbourhoods. New hosts will have the possibility to rent a maximum of 9 (7 in several areas) flats. Also, municipalities will have the power to decide whether an area of the city is already over-exploited by this kind of business. In this case, they will have the power to prevent new openings from preserving local identity. To install a new hostel in a condominium inhabited by other people, they will need to give their consent. Moreover, in case the misuse of a short-term rental flat would disturb the regular use of the space, condominium inhabitants will have the possibility to present a collective complaint to the municipality (Patricio 2018). This complaint could eventually lead to the obligation of closing the short-term rental. Hosts will have to provide each rented flat with additional civil insurance and will be held responsible for the eventual damages that their guests will cause to the common spaces (Patricio 2018). Since 2017, people renting through short-term rental platforms have to pay taxes. Up to 200,000 EUR, they pay taxes on 35% of the revenues; 65% of the revenue is not taxed because this amount is considered the percentage of costs covering the expenses needed for running the business (Regime de Tributação 2018).

Mobility

In 2015, the Court of Lisbon prohibited Uber Pool, Uber POP, and similar platforms from providing transportation services (Pimentel 2015). In 2018 Portugal regulated Uber/Cabify/Taxify and similar services. The new law is restricting the possibility to become a driver to people having a driving licence for at least three years, driving cars having less than seven years. Also, drivers will have to obtain a specific certificate of “driver of a vehicle operating through digital platforms.” To do that, they will have to attend 50 hours theoretical-practical course delivered by driving schools. The topics of the course are interpersonal communication, driving technique, drive-related legislation, and first aid. The course and the resulting certificate cost around 300 euro, setting, therefore, an entry cost for accessing the driving platform. Also, for specific demographics, 300 EUR is not a small amount of money, as in Portugal, the minimum wage rounds around 600 EUR. Even more importantly, taxi drivers have to have an employment contract (max 10 hours driving each day, regular and fixed payment) with a company that will intermediate the service with the platform. On the other side, Portugal is preventing Uber drivers from “rating” passengers to avoid possible discrimination (Nunes 2018).

The experience with bike and electric scooter-sharing provides a good example of the divided approach of the Lisbon administration toward new mobility solutions.

In 2018, Obike (a bike-sharing company) launched its dockless service in Lisbon but was forced out by the municipality because people using the service were not complying with the parking rules. The city council gave the company some time to fix the problem, and then, as the company did not enforce their requests, the local police physically removed the Obike bikes from the city. On the other side, currently, Lisbon is invaded by dockless electric scooters, and at the beginning of 2019, the municipality

allowed the presence of Jump (Uber dockless bike-sharing, working with Uber app). Apparently, Lisbon is the city Uber chose to launch the service in Europe.

The position of the municipality could be described by the words of a representant of the mobility department of Lisbon: “The Lisbon Municipal Council welcomes the shared solutions, whether they are for cars, bicycles or other transport (...) We want this kind of services in the city, but it is necessary to define rules that allow good coexistence between all elements of the mobility ecosystem” (“Tudo o que correu mal com as bicicletas partilhadas em Lisboa,” 2018 (Everything that Went Wrong with Shared Bicycles in Lisbon)). Regarding bicycles and other active forms of transportation, the “Active Mobility Strategy,” launched in March 2019, might be an opportunity, given the government’s commitment to achieving 10% of daily commuting by bicycle in the cities, and 7.5% at the national scale (it is currently 1%) (“Estratégia Nacional para a Mobilidade Ativa,” 2019 (National Strategy for Active Mobility)).

Developments

Overall, the scale-up ecosystem is growing “twice as fast as the European average” (Publications Office of the European Union 2018a). Although the usage of collaborative platforms is not widely adopted among the Portuguese population, 50% of people that use them tend to substitute traditional channels rather than using both systems (while the EU28 average is 32%) (PublicOpinion: European Commission 2018).

According to a “Study to Monitor the Economic Development of the Collaborative Economy at sector level in the 28 EU Member States” (Publications Office of the European Union 2018a), in 2016, the accommodation sector employed the highest number of persons (4,696). The transport sector is considerably smaller, employing 2,161 people. Nevertheless, the percentage of Portuguese people using transport platforms is higher (12%) than the percentage of Portuguese using accommodation platforms (9%). Finally, finance and online skills platforms display only 567 and 961 workers, respectively. The accommodation sector generated the highest revenues with more than 120 million, followed by the finance sector (71 million), transport registered 39 million and the online skills sector 35 million (Publications Office of the European Union 2018a).

One major issue, mainly in the larger cities of Lisbon and Porto, is the displacement of populations, given to the lack of rent-controlled housing and speculation in the housing market, related to gentrification and touristification (Queirós 2015). Touristification of the main cities (Lisbon, in particular, and on a smaller scale, Porto) are possibly the country's major challenge connected to the sharing economy. On one side, before this process started, about 30% of the buildings suitable for living habitation were empty in the historical centre of Lisbon (Publications Office of the European Union 2018b). On the other side, according to Moody’s agency, this led to a 50% increase in real estate prices between 2012 and 2018, while salaries only increased by 10% (Lourinho 2019).

In Lisbon and Porto, rent prices are now prohibitive (Godinho 2019) if compared to Portugal minimum income (which was fixed around 600 EUR in 2020) (PORDATA 2020), while short-term rental apartments seem to be everywhere (e.g., Cocola-Gant and Gago 2019, Ferri de Camargo Paes 2020). The appetite for profits with housing combined with the flexibility of the house rent market legislation has led to a series of evictions of tenants from their homes in both cities. In Porto, where these evictions were particularly harsh (Teixeira 2018), a movement—Direito à Cidade (Right to the

City)—was formed by people that struggle to find a place to live and to fight against the gentrification process that excludes local people from the city centre (“Movimento “Direito à cidade” quer dar acesso à habitação no Porto,” 2018 (The “Right to the city” Movement wants to give access to Housing in Porto).

Another issue is the feeling of some Lisbon and Porto inhabitants that the city “has been stolen” by tourists. This issue is under looked at in academic literature, but few articles discussing it exists. Alfama, one of the central neighbourhoods of Lisbon, has been quite studied. For instance, Sequera and Nofri (Sequera and Nofre 2019) analysed the case of Alfama, one of the central neighbourhoods of Lisbon, and how the presence of Airbnb and the touristification process, in general, impacted the overall development of the neighbourhood. According to the author, the processes of gentrification and studentification that were occurring in the area since the late 1990s were disrupted by the presence of Airbnb and the recent touristification, resulting in a transformation of the neighbourhood into an “outdoor hotel.”

Cocola/Gant and Gago conducted another study that focuses on the case of Alfama (Cocola-Gant and Gago 2019). The authors conducted fine-grained fieldwork between 2015 and 2017. In their research, they did not find evidence of a collaborative approach. Rather, the two authors encountered and described a buy-to-let investment in which different players profit from rents replacing residents with tourists.

In his thesis, Paes analysed the overall development of Airbnb in the entire city of Lisbon (Ferri de Camargo Paes 2020) and how the presence of the platform is affecting housing stock, renting price, regulation and policy, gentrification, and the touristic environment of the city in Lisbon. According to his analysis, the Airbnb business is growing in stride around the entire country. In Lisbon, in particular, the platform has increased by 192% number of listings and by 144% entire homes listings during the time of his analysis (that ranges from March 2015 to December 2018), rising throughout the historic centre and expanding to the surroundings, similar to a gentrification tendency. In particular, the author reports how many rental costs are far too high to be afforded by the average Portuguese population, e single room costing an amount of money compared with the minimum wage salary (Ferri de Camargo Paes 2020). This trend can also be found in other platforms; for instance, the website Uniplace (<https://rent.uniplaces.com>, link visited in June 2020) estimates 605 EUR as total profit for property owners renting a single room.

In Porto, there was a mediatic dispute between the Mayor and a movement that criticised the municipalities brand “Porto.” by spreading posters with an alternative version of it “Morto” (which means “dead” in Portuguese) (Rui Moreira repudia autores dos autocolantes “Morto.” 2017, in English: Rui Moreira repudiates the authors of the stickers “Morto”). The critique aimed at the global commodification of the city that suffocated the local business and culture. These areas where a short-term rental is growing very fast, causing the discontent of part of the population, may be a fruitful lab for experiments such as Fairbnb. In these areas, combining some form of restitution to the neighbourhood and more democratic forms of governance may mitigate some downsides of touristification. It is interesting to notice that, although sharing economy platforms, such as Airbnb, are a part of this dilemma, they have been used and formed to sustain collective reactions in order to cope with the difficulties of housing prices and fight for more fair legislation and fiscalisation of eviction procedures.

To conclude the overview of the recent development of the collaborative economy in Portugal, we analysed the situation of the players active in 2019 (described in the

Example Section) in 2020. Most of the players described in Table 1 are still active. The only discontinuity appears to be Portugal Crowd, a crowdlending service for real estate. The website (<http://portugalcrowd.pt>) of this service is no longer reachable. Also, the car-sharing service Drive-Now (www.drive-now.com/pt/en/lisbon) recently discontinued its service in Portugal, although the platform is still operating in other countries.

In addition to the player highlighted in the Table, we wish to mention also UniLoop, a platform created by the founders of “Book in Loop,” launched UniLoop, a platform for the second-hand shipment of schoolbooks. According to (Pimentel 2018), the platform allows families to buy books at the cost of 40% of the new book, while those who sell books receive the 20% of the price of the book new.

Issues

As we have seen in the development session, one major issue that primarily affects the larger cities of Lisbon and Porto is the lack of control over rent housing and speculation in the housing market, that are often resulting in gentrification and touristification (Queirós 2015). For instance, the rental prices in Lisbon reached a very high amount that clearly does not address Portuguese people, as a minimum wage amount might be charged for a single room (Ferri de Camargo Paes 2020). At the same time, the touristification, boosted by the presence of Airbnb, is radically transforming some areas of the city, rendering entire areas tourist-oriented spaces (Sequera and Nofre 2019). At the same time, it appears that in specific areas, the presence of Airbnb is not lead by a sharing or collaborative approach, rather by a real business-driven acquisition of houses (Cocola-Gant and Gago 2019).

It is interesting to notice that, although sharing economy platforms such as Airbnb is a part of this dilemma, other platforms have been used and formed to sustain collective reactions in order to cope with the difficulties of housing prices and fight for more fair legislation and fiscalisation of eviction procedures.

Searching online for information on the Portuguese collaborative economy, the newspapers/websites/blogs that are not directly targeting displacement processes usually seem optimistic and positively oriented toward it and toward the collaborative economy in general.

Mainstream media mostly overlap them and tend to focus on the potential of a collaborative economy to get advantages to Portuguese society.

Other Major Players

In the Portuguese collaborative economy landscape, we can also encounter other players who are pushing toward or against the market regulation, in particular related to short-term rental and mobility platforms.

For instance, “Direito à Cidade” (Right to the City) and “O Porto não se vende” (Porto is not for sale) in Porto, and “Habita” (Dwell) and “Stop Despejos” (Stop Evictions) in Lisbon are four organizations aiming at contrasting some of the adverse effects of the touristification in the city where they are located. In particular, these organizations act against the displacement processes due to the rising of rents in the central areas. On the contrary, both the Associação da Hotelaria, Restauração e Similares

(accommodation and restoration association) and the Associação de Alojamento Local (short-term rental association) openly contrasted the new restricting regulation of the short-term rental, arguing that additional rules will negatively affect tourism.

To conclude this section, ANTRAL (the national association of taxi drivers) promoted demonstrations against Uber and Cabify. Moreover, it initiated the legal process that led to the Lisbon Court decision of prohibiting Uber Pool and Uber POP.

Future Directions of Research

From our research, it appears that an academic debate discussing the issues related to collaborative economy in Portugal is still in an early stage, and this phenomenon deserves specific studies.

As we have seen (Cocola-Gant and Gago 2019; Lourinho 2019, Ferri de Camargo Paes 2020), short-term rental services might have quite a negative drawback on the local population. Recent Portuguese legislation developed policies aiming to limit issues related to the increase in rental costs, and the progressive touristification might have a positive impact on the central area of Lisbon and Porto. We support that the effect of this regulation is worth studying.

We also aim to encourage further research that investigates the positive aspects of the collaborative economy in Portugal. Particularly relevant and promising seems the cases of the book sharing services such as “Book in Loop” and “UniLoop.”

Summary

In this paper, we presented an overview of the collaborative economy in Portugal. We started by presenting a number of local shared economy platforms and services. We highlighted how the situation of these players have changed between 2018 and 2020, highlighting, in particular, the positive impact of book sharing services.

Portuguese public authorities seem worried about the risk involved in the unregulated development of rental and mobility services and are intervening to regulate this sector. Therefore, in this paper, we also present an overview of such regulations. A large part of our text focused on rental related and touristification issues that are a direct or indirect consequence of the big international short-term rent platforms such as Airbnb. This aspect seems to be a central issue related to the current Portuguese situation, as highlighted by (Cocola-Gant and Gago 2019; Lourinho 2019), as it is negatively affecting the rental costs that can be too expensive for the local population (Ferri de Camargo Paes 2020).

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