

Mobility Barometer 2025

The most comprehensive survey
on mobility trends in the Nordics

THE CAR REMAINS
OUR BEST FRIEND
(EVEN WHEN TIMES ARE TOUGH)

WILL THE
CAR PLAY AN
IMPORTANT ROLE
IN THE FUTURE?

THERE IS ONE
CAR SERVICE
THAT SHOULD BE
BOOMING

CLEAR SHIFT IN
OUR VIEW ON CAR
BRANDS

RANGE ANXIETY?
NOT ANYMORE!

GROWING
POLARIZATION
OVER BANNING NEW
GASOLINE CARS

MEKO

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“ Perhaps it has never been more important to measure our mobility

Getting to the place we love. Sending someone a package. This need – to move ourselves and to send goods across plains and mountains – has always been there.

Mobility is freedom. It is self-fulfilment, and a foundation for both relationships and prosperity in what we call modern society. It all depends on our ability to use cars, buses, and ships. It's hard to sustain this society without them – even if we don't always think about it.

2025 has been a year when the map began to shift. We are seeing war, unexpected trade barriers, and a daily life where what used to last until the end of the month now may no longer be enough.

In other words, we are facing new boundaries in our lives – most of them obvious.

But there is also the other kind. The effects that aren't as easy to detect. How we actually move. How we prioritise our journeys. The way we

get from A to B. Measuring mobility is about more than tracking habits – it's about measuring freedom and quality of our lives.

That is why the Mobility Barometer exists. Now in its fourth year, it gives us insights into how people across the Nordics think, feel, and act when it comes to mobility – and how they see the road ahead.

Perhaps it has never been more urgent in modern times to examine and understand our mobility. How we are affected by global change – and how we imagine the future will unfold, particularly in relation to electric vehicles.

The future is not predetermined – even if it sometimes feels shaped by well-meaning political decisions, or by

companies betting everything on one direction in what they offer. The simple truth is that the future is shaped, first and foremost, by the choices we as individuals make – here and now.

The discussion must begin with the most basic question: How do we create the greatest possible freedom to live mobile lives – while also making it easy to choose sustainably?

We don't believe there's only one answer. Sometimes, the best thing for the environment is to scrap an old car and switch to an EV. Other times, the greenest choice is to take care of your used car for as long as possible. That's why we don't commit to one single path into the future. We see it as our mission to enable mobility – regardless



Why we conduct the Mobility Barometer

The Mobility Barometer is the largest survey of its kind in the Nordics.

Over 4,000 people in Sweden, Norway, Finland, and Denmark are asked about their views on various modes of transport, the development of electric cars, new technology, traffic safety, and sustainable car ownership.

The survey was conducted by Demoskop on behalf of MEKO between July 3 and 13, 2025, with 4,006 respondents aged 18 and older from Denmark, Finland, Norway, and Sweden.

To correct potential sampling biases and to account for the difference in country population size, the data is weighted on gender, age, and country population size.

The analysis is focused on showing the aggregated results for the people in the Nordics, as well as differences between countries and certain groups.

of political decisions or the technology under the hood.

In that sense, we are as timeless as the needs that have always existed in what we call the modern world: The ability to go where we want, across plains and mountains, in the way we choose.

This year's findings reveal shifting attitudes regarding our mobility – and some surprising signs of what people are really prioritising as the world changes.

Pehr Oscarson, President and CEO of MEKO

We use the car more often – and see it as more important

Tougher times notwithstanding, the car continues to play a central role in people’s everyday lives. More than one in four say the car has become more important to them over the past five years.

Many households have seen their budgets shrink as prices have risen, wages lagged behind, and the economic downturn persisted. Several industries have felt the effects of increased consumer caution.

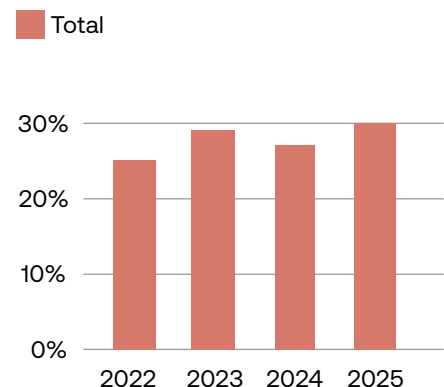
But has this frugality also led to less driving?

In fact, the car remains as important as ever. Since 2022, it has consistently been by far the most popular mode of transport, with about eight in ten people driving weekly. This year, the share who say they use the car every day has increased to 30 percent – the highest level since the Mobility Barometer began four years ago.

Daily car use is most common in Denmark, where 36 percent drive every day, followed by Norway (34), Sweden (27), and Finland (25).

More than one in four, 27 percent, also say the car is now more important in their daily lives than it was in 2021. At the same time, a smaller group, 17 percent, feel the car has become less important – showing that experiences vary, but that the car remains central to many people’s lives.

Share of people using a car daily, 2022–2025

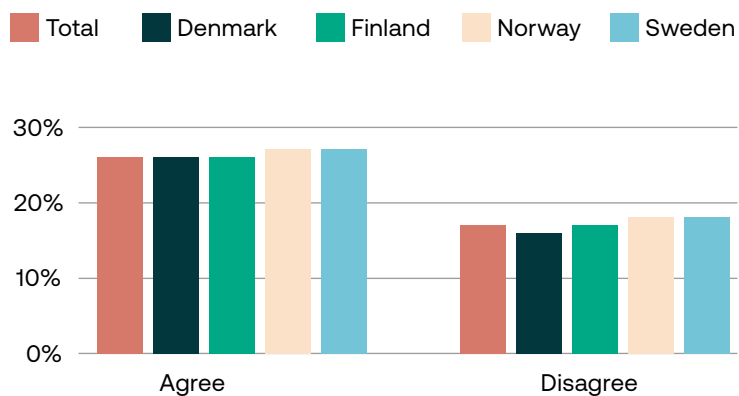




MEKO's view on the development

MEKO's aim is to make car ownership simpler and more sustainable over time – to extend the lifespan of what already exists and facilitate mobility. As the car continues to play a central role in our lives, it is equally essential that everyone can maintain and repair their vehicles regardless of their financial situation. This requires a free market where independent workshops can compete with manufacturers' own service centers. That is how we view our role: We welcome all cars, of all models – and all powertrains.

Importance of the car in daily life compared to five years ago, by country 2025





Does the car have a future? More people are confident in what they believe

E-bikes, scooters, expanded public transport – will the car really remain as important in the future? The answer may surprise you.

But first, a question: Do you know when the wheel was invented?

What we do know is that the wheel has been a common denominator for most new ways of getting from A to B – from emerging micromobility solutions such as e-scooters and e-bikes to high-speed trains and electric buses.

So, do we believe that the traditional car will continue to play a major role in the future?

A clear majority, 62 percent, believe that the car will remain important, even as new ways of getting around continue to evolve. This matches the all-time high for confidence in the car's future recorded in the 2024 Mobility Barometer.

In fact, the trend is strengthening, those who are most convinced of the car's future have increased from 23 to 29 percent.

Notably, Norwegians – who also drive more electric cars than anyone else – are the most convinced, with 75 percent believing the car will continue to play a major role.

Looking specifically at EV drivers, this group is also the most confident. Three out of four EV owners in the Nordics believe the car will remain important going forward.

So, when was the wheel invented?

We can't know exactly, but research generally agrees that the wheel was invented around 3,500 BC and began

being used for transport shortly thereafter. In other words, the wheel has been helping us move from A to B for more than 5,000 years – and it's likely to keep doing so for a long time to come.



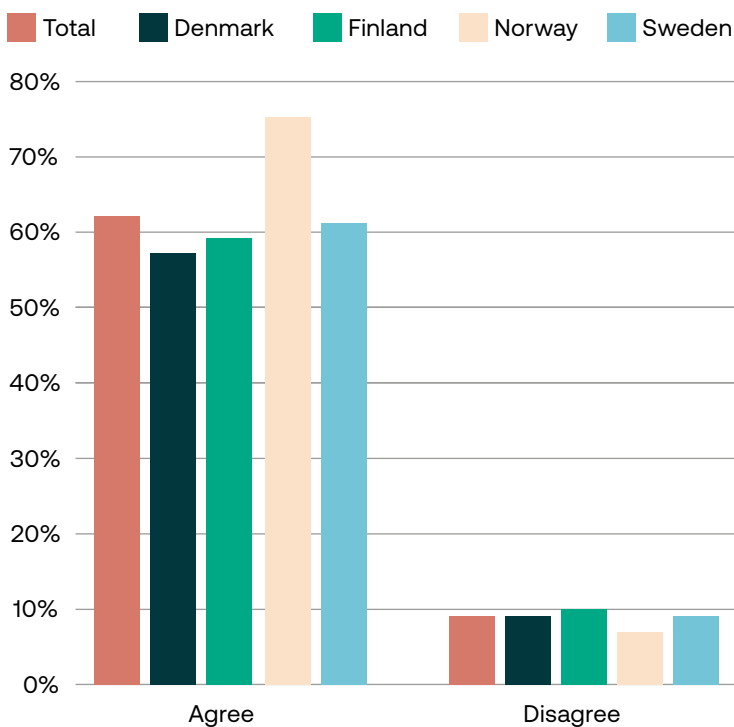
MEKO's view on the development

The car continues to play a central role as a means of transport, even as new ways of getting around are emerging – particularly in cities and more densely populated areas. For now, the car still meets most people's expectations for comfort and flexibility, regardless of where they live.

This is also reflected in the Mobility Barometer results, showing a clear belief in the car's continued importance in the future. As long as no equally accessible alternatives exist for everyone, the car is likely to remain in demand.

MEKO's role is to support workshops and car owners, ensuring that vehicles can be repaired in a sustainable and economically viable way – regardless of the technology they use.

I think that cars will be a big part of the future





Range anxiety is fading – but the price still scares buyers away

Worried your electric car’s battery will run out before you reach your destination? You’re not alone. Range anxiety is on the decline – at least as a reason for not buying an EV.

A few years ago, advice was everywhere on how to make your EV battery last as long as possible to avoid being stranded on the side of the road in the middle of nowhere. Drive at a constant speed (regardless of the speed limit), skip the air conditioning even when you’re sweating, bundle up in winter clothes instead of turning on the heat – and so on.

Some of those tips were meant to be humorous, but there was a real concern behind them. In practice, range anxiety was as common a reason for not buying an EV as price. Nearly one in three people, or 31 percent, said no to electric cars due to range issues in 2022.

But stronger batteries and more charging stations seem to have calmed those worries. Today, just over one in four people, 26 percent, cite poor range as a reason not to buy, rent, or lease an EV.

Swedes are the most concerned

At the same time, range anxiety varies between countries. Swedes have consistently been the most worried – and still are. Thirty percent in Sweden cite poor range as a reason not to buy an EV, compared with only 22 percent in Denmark. (Then again, Sweden is also a much larger country geographically.)

However, the most common reason for avoiding EVs has nothing to do with range – it’s what could be called “wallet anxiety.” Nearly four in ten, 37 percent, say they can’t afford an electric car. That’s up four percentage points from four years ago.



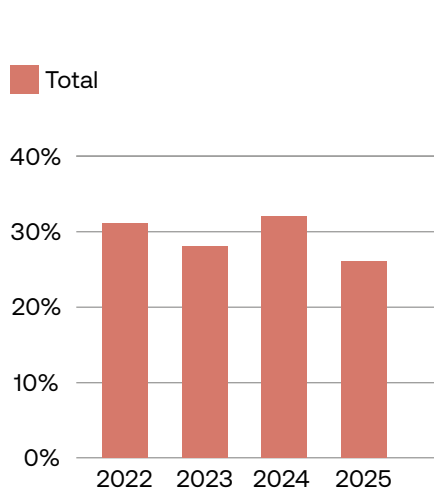
MEKO's view on the development

We see a welcome and important technological evolution, with many electric cars now equipped with stronger batteries that can cover longer distances. At the same time, it is crucial that electric cars can be repaired and maintained to maximize their lifespan in an economically sustainable way.

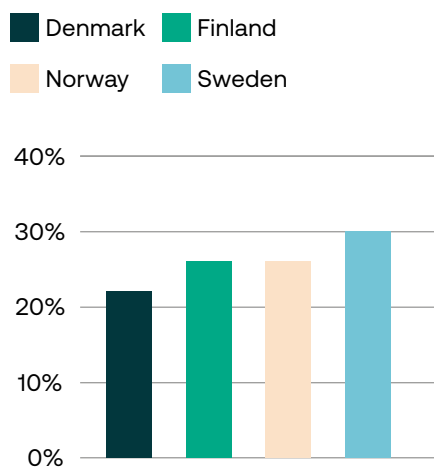
Car owners must be able to turn to independent workshops that have the possibility to access and repair individual components in an electric vehicle – without them being physically sealed or dependent on data analysis that manufacturers choose not to share.

The issue of free competition and the right to repair is therefore more important than ever – not least for the benefit of car owners.

Electric car range is considered too short – 2022–2025



Electric car range is considered too short – across countries 2025



Growing resistance to electric cars – Sweden shows the sharpest shift

An increasing share of people say no to the idea of owning an electric car, with the sharpest rise in resistance seen in Sweden. Over the past four years, reluctance among Swedes has grown by more than 65 percent. Only one Nordic country is more positive toward electric cars today than four years ago.

High inflation, rising costs, and thinner wallets have made many households more cautious. But the tougher economy also appears to have shaped attitudes toward electric cars, which often carry a higher price tag than traditional vehicles.

For the fourth consecutive year, the share who say they cannot see themselves owning, renting or leasing an electric car has increased. One in

three, 33 percent, now say no. The annual shifts since 2022 have been modest, but together they form a clear trend: four years ago, resistance was at a significantly lower level, at 27 percent.

Different paths in the Nordics

The strongest change is found in Sweden. Resistance has surged by nearly 67 percent: from less than one in five Swedes rejecting electric cars

four years ago to nearly one in three today. Denmark and Finland also show increases, with Finland now having the highest share of skeptics at 45 percent.

But the Nordic region is far from uniform. Norway, which has been the world leader in electric vehicle adoption for several years, resistance remains low at 27 percent, a two-point decline since 2024.

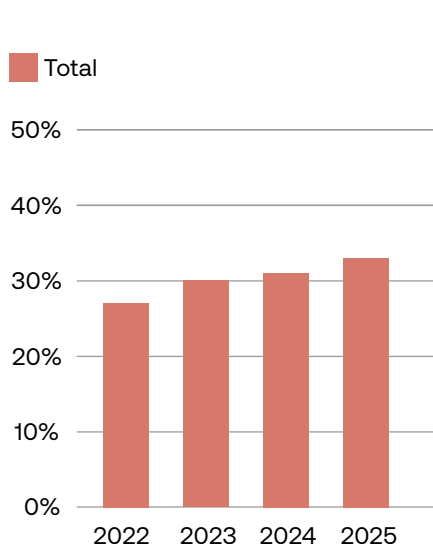


MEKO's view on the development

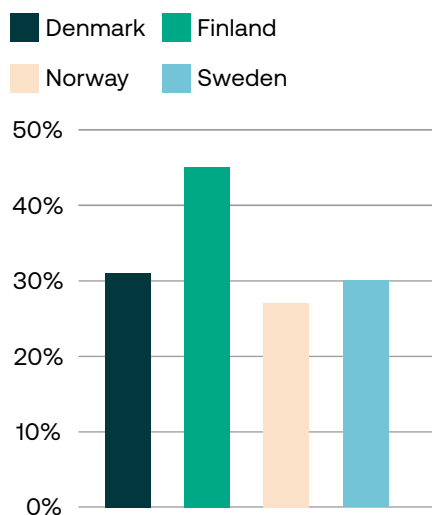
Even though more people are expressing hesitation toward electric cars, the overall trend shows that electrification continues to move forward. We are convinced that the future will bring a vehicle fleet with significantly reduced emissions – and that electric cars will play an important role in that transition.

At the same time, the Mobility Barometer shows that many still feel there is a lack of affordable options. Over time, this is likely to change, and MEKO is therefore investing heavily in electric vehicle training across our workshop networks in all eight markets. More than 1,000 workshops now have high-voltage expertise and already welcome electric car owners for repair and service every day – helping ensure that electrification continues in a safe, accessible, and sustainable way.

Share of people who say they can't see themselves renting, leasing, or owning an electric car, 2022–2025



Share of people who say they would not consider renting, leasing, or owning an electric car – by country 2025





Ban on gas-powered cars in city centers? Polarization is growing

Cleaner air and better health are among the main arguments as several European cities introduce bans on gas- or diesel-powered vehicles. But the restrictions divide the public – with opponents now more than twice as many as supporters.

Stockholm, Paris, London, Amsterdam, Copenhagen, and Barcelona are just a few of the European cities whose city councils have already implemented or plan to implement restrictions on fossil-fueled vehicles. In many cases, these include specific zones where cars are currently prohibited, combined with long-term plans for complete bans.

The idea? To create cleaner urban environments, improve public health, and reduce climate impact.

But the issue continues to divide opinions. In fact, public attitudes toward fossil-fuel bans have become even more polarized compared with 2024.

Views diverge further

A majority – 52 percent – do not think it's a good idea to impose bans in city centers, up from 50 percent last year. The opposition is especially strong among those who are firmly against the bans: that group has grown to 35 percent, compared with 28 percent last year.

At the same time, 19 percent say bans are a good idea – the same as in 2024.

In other words, opponents now outnumber supporters by more than two to one.

Who's most negative – and positive?

Finns are by far the most negative, while Swedes are the least negative. Norwegians – who drive the most EVs per capita in the world – are the most positive, followed closely by Danes.

City residents are also somewhat more open to banning gas and diesel cars in urban cores than those living in more sparsely populated areas.

And what about those who already drive fossil-free vehicles? Unsurprisingly, EV owners are the only group where supporters outnumber opponents.



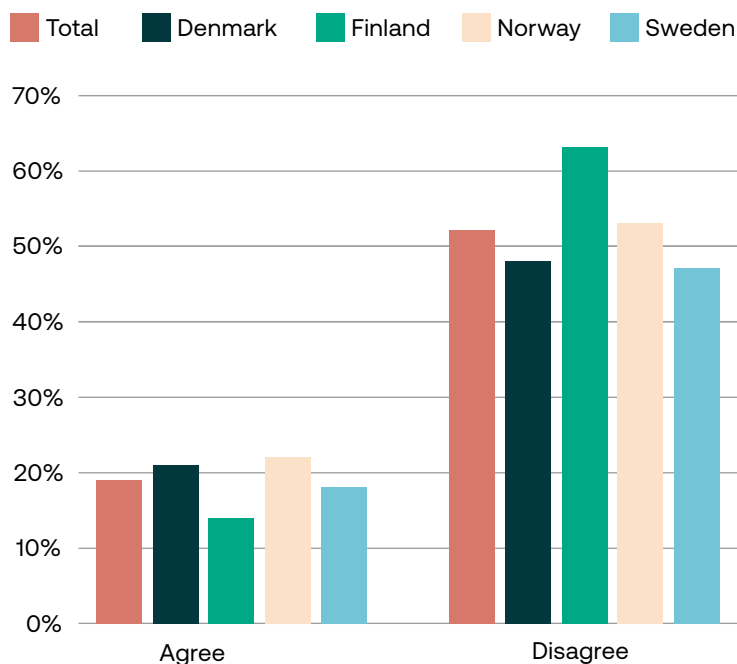
MEKO's view on the development

Cleaner urban environments are an important goal – but are strict bans really the most sustainable way to get there? The Mobility Barometer shows that many see risks in banning gasoline cars in city centers, perhaps because there is a perception that such measures could limit people's mobility and access to work, services, and leisure.

To strengthen public support for the transition, accessible and attractive alternatives need to be highlighted. These could include more affordable and durable electric cars, along with a well-functioning and easily accessible charging infrastructure.

MEKO sees a clear role to play in this transition – by ensuring that all types of vehicles can be maintained, repaired, and kept running in a sustainable way, regardless of technology.

Cars that run on diesel or gasoline should not be allowed in city centers





More people reject the planned 2035 gas car ban – but one group goes against the tide

Hands off our gas cars – and drop the idea of banning them after 2035. That’s the clear majority view across the Nordic region – and it’s gaining traction. But not everyone agrees.

The issue has sparked debate across Europe, centering on the EU’s plan to ban the sale of new gasoline and diesel cars by 2035. The goal is for all new passenger cars and light commercial vehicles to be free from carbon emissions in an effort to protect the climate.

But the idea of such a ban isn’t resonating with most people, at least not in the Nordics. Only one in five, 20 percent, support the idea of stopping new fossil-fueled cars from being sold. That’s roughly the same as last year, when support stood at 21 percent.

Those opposed to the ban have instead increased slightly and now make up a majority of 51 percent, compared with 49 percent in 2024.

The most negative

So, what does a typical opponent look like?

To begin with, people in all Nordic countries are more negative than positive toward a ban. The strongest opposition comes from Finns, residents of sparsely populated areas, and those aged 50 or older. Perhaps not surprisingly, resistance is also highest among those currently driving gasoline or diesel cars.

And the less negative?

Support for a ban is somewhat higher among Norwegians, city dwellers, and younger people – although even there, opponents still outnumber supporters.

There’s really only one group where a ban on gas and diesel cars finds more supporters than critics – those who already drive electric. Among EV owners, 38 percent support ending sales of new fossil-fueled cars after 2035, slightly more than the 36 percent who disagree.



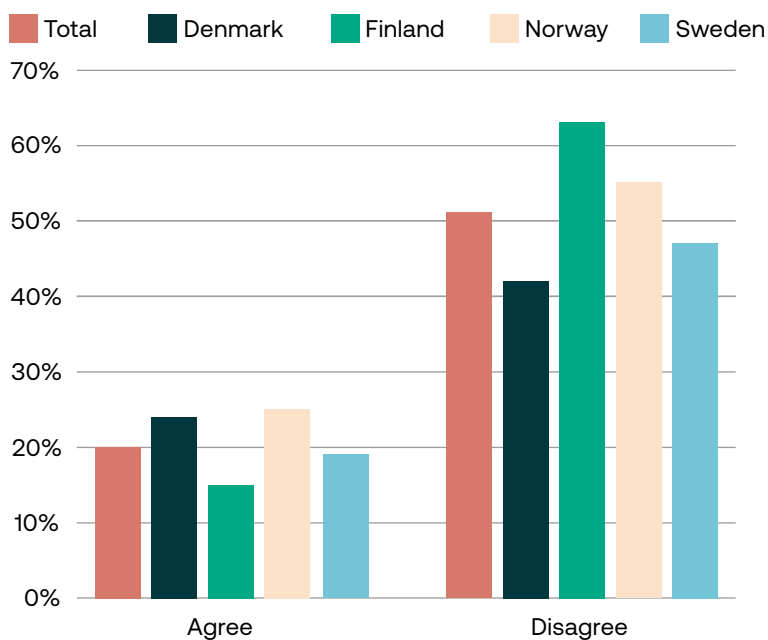
MEKO's view on the development

There is no doubt that emissions from the transport sector must be reduced. The question is how the transition should take place – and at what cost.

The results of the Mobility Barometer, showing that a majority are negative toward a ban on gasoline cars, clearly reflect a perception among many that such a ban would make things worse. Perhaps more attractive and comparable alternatives – such as more affordable and durable electric cars – could help change that perception.

MEKO's task is clear: to support car owners and workshops in maintaining and repairing vehicles – regardless of the technology under the hood.

Sale of new diesel and gasoline cars should be banned by 2035





How we feel about the workshop coming to us – instead of the other way around

Since the early days of the automobile, one thing has been self-evident: when something goes wrong with the car, we go to the workshop. But what happens if we turn that around – at a time when so many other services are becoming increasingly convenient for customers? The answer may surprise you.

Doing your banking from the sofa or buying clothes on your phone – habits that have become second nature for many. Digital progress and fierce competition have made everyday life far smoother for consumers than it used to be.

But what about car-related services, which still play a central role in our daily lives? If the car needs repairs, wouldn't it be convenient if a technician came to your home or workplace instead?

The answer may surprise you. The workshop still has a firm place in our car-owning lives. Six in ten people across the Nordics prefer taking their

car to the workshop, and this attitude has remained stable since the first Mobility Barometer in 2022.

At the same time, there is a clear minority who would rather choose the opposite. Just under one in five – 18 percent – say they would prefer to have their car repaired by a professional at home or at work. This preference has also remained consistent over time.

Differences between countries – and between age groups

There are also differences between the countries, most notably in Denmark, where more people now want their car repaired at home

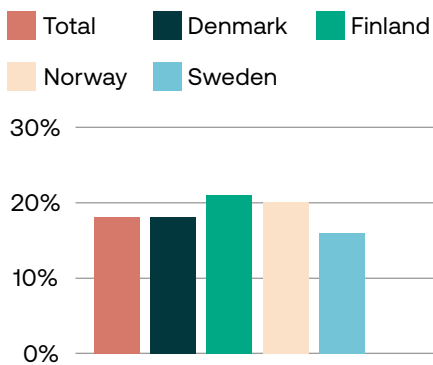
instead of at the workshop. 18 percent hold this view today, compared with only 11 percent four years ago. Support for using a workshop has meanwhile declined from 67 to 59 percent.

Swedes appear to be moving in the opposite direction, with 16 percent now preferring home service compared with 20 percent four years ago.

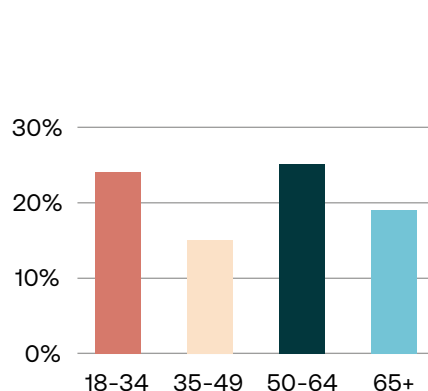
There is also a clear age pattern. One in three people aged 35 to 49 prefer to have the service done at home or at work, while 55 percent still choose the workshop. And those over 50? Eight in ten continue to prefer the traditional option.



Share of people who would choose to service their vehicle at home – by country, 2025



Home vehicle service preference – by age, 2025



MEKO's view on the development

MEKO's mission is to make mobility easier through vehicle repair and maintenance. With well-known workshop concepts such as Mekonomen, MECA, Automester, and Fixus, we are close to car owners – wherever they live or work. At the same time, we continuously develop new services. Home or workplace repairs are one such area, where we see growing potential as demand increases. As the classic saying goes: the only constant is change. That applies to how we view services in our industry as well.



Strong support for car repair – but what does the future hold?

A large majority want to be able to repair their cars to maximize their lifespan. There is also strong support for ensuring that electric cars can be repaired just as easily as traditional vehicles. But the question is – how easy will that be in the future?

Taking care of and repairing what already exists is, in most cases, the most economical and environmentally sustainable approach. The same applies to cars, where it often takes many years before the environmental balance evens out after production.

A clear majority believe it is important to be able to repair their cars to extend their lifespan: 85 percent agree, while only 12 percent disagree.

Finns value repairs the most, followed by Swedes, Norwegians, and Danes.

There is a similar, strong level of support for maintaining and repairing electric cars. Nearly eight in ten say it is important that battery-powered cars last as long as possible through repairs, while only one in ten disagree.

Misconceptions about electric cars

At the same time, some may wonder: do electric cars even need repairs? They just have a battery under the hood that can be replaced when it wears out, right?

This misunderstanding is widespread, although it is declining as electric cars become more common. Electric vehicles have several vital components that are exposed to wear and need to be replaced or repaired – often at considerable cost.

To begin with, electric cars are heavier and have higher torque, which means physical parts wear out faster and must be repaired or replaced – for example, tires, brakes, and steering components.

Car data – the key to future repairs

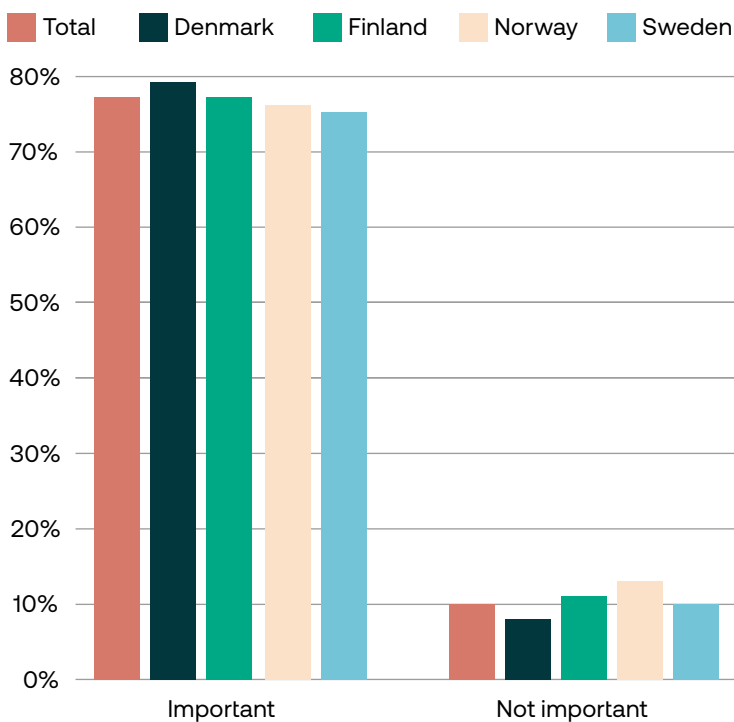
At the same time, the technology in electric cars is more complex, and when problems occur, repairs can be costly.

Above all, it is essential to make the correct diagnosis – and the key lies in the car's technical data. Without access to this data, repairs become impossible.

The question of data access is currently under discussion within the EU, where opinions differ on who owns the data and who should have the right to use it. One thing is clear: car owners want repairing tomorrow's cars to be just as straightforward as it is today – regardless of powertrain.



A majority want electric cars to be as easy to repair and service as traditional cars



MEKO's view on the development

MEKO's mission is to serve all car owners, all models, and all budgets. Our belief in diversity also means that every car owner should be free to choose where to service their vehicle on an open and competitive market. That makes the issue of who controls car data – the key to analyzing and repairing advanced vehicles – a critical question for consumers' wallets. Our position is simple and clear: the car owner should have the right to their vehicle's data. He or she should be free to choose an independent workshop as well—one that can do the job just as well, even though it isn't tied to the car manufacturer.



The new trend: how we view the importance of car brands – and where they come from

Hand on heart: how important is a car brand to you? One thing is clear – many have changed their view, and not only on that. There's also a noticeable shift in how people see the importance of a car's country of origin.

Do you choose BMW, Volvo, Volkswagen, Toyota or Tesla? Or another of the roughly 130 active car brands in the world today?*

For some, choosing a brand is about identity, perhaps even making a statement. For others, it doesn't matter at all; what counts is that the car does its job. And for many, economic realities simply limit the freedom to choose the brand closest to their heart.

Regardless of which car people drive, the 2025 Mobility Barometer shows a clear trend: more people believe the brand plays an important role. Just over four in ten – 43 percent – say the brand matters to them. Four years ago, that number was roughly three in ten,

or 35 percent. Norwegians see it as the most important of all.

At the same time, fewer say the brand is unimportant. One in four (26 percent) now say the brand doesn't matter much to them, down from one in three four years ago.

"Made in" has gained importance. There's another equally notable shift: today it's more important than four years ago to feel comfortable with where a car comes from. One in three, or 34 percent, now say the country of origin matters to them. In 2022, the figure was 25 percent – and the change has been particularly strong over the past two years. Swedes place the least importance on car brands.

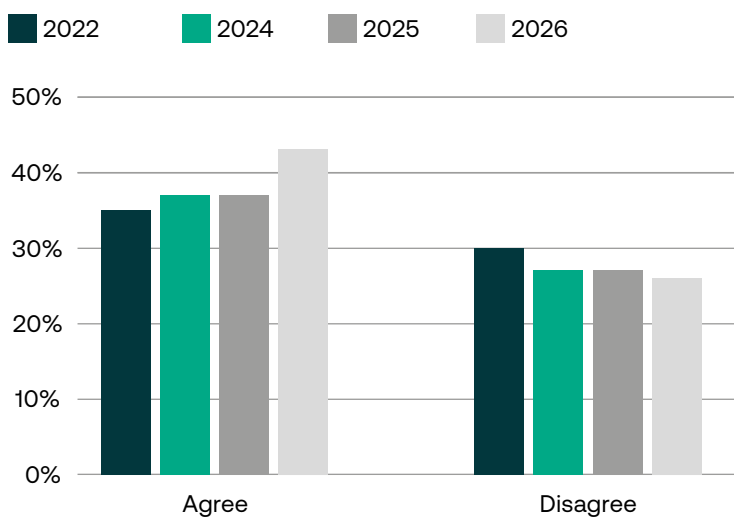
Perhaps this reflects something more human. In uncertain times, we tend to seek comfort in what feels familiar. A car's origin can symbolize values, trust, and quality. Chinese brands spark curiosity but sometimes also skepticism, while European and American makes are often associated with tradition and in many cases reliability.

At the same time, perceptions can shift quickly. Tesla's recent decline in several European markets shows how strongly a brand can be influenced by the person behind it – and the values that person represents.

*Source: Autoevolution, oktober 2025



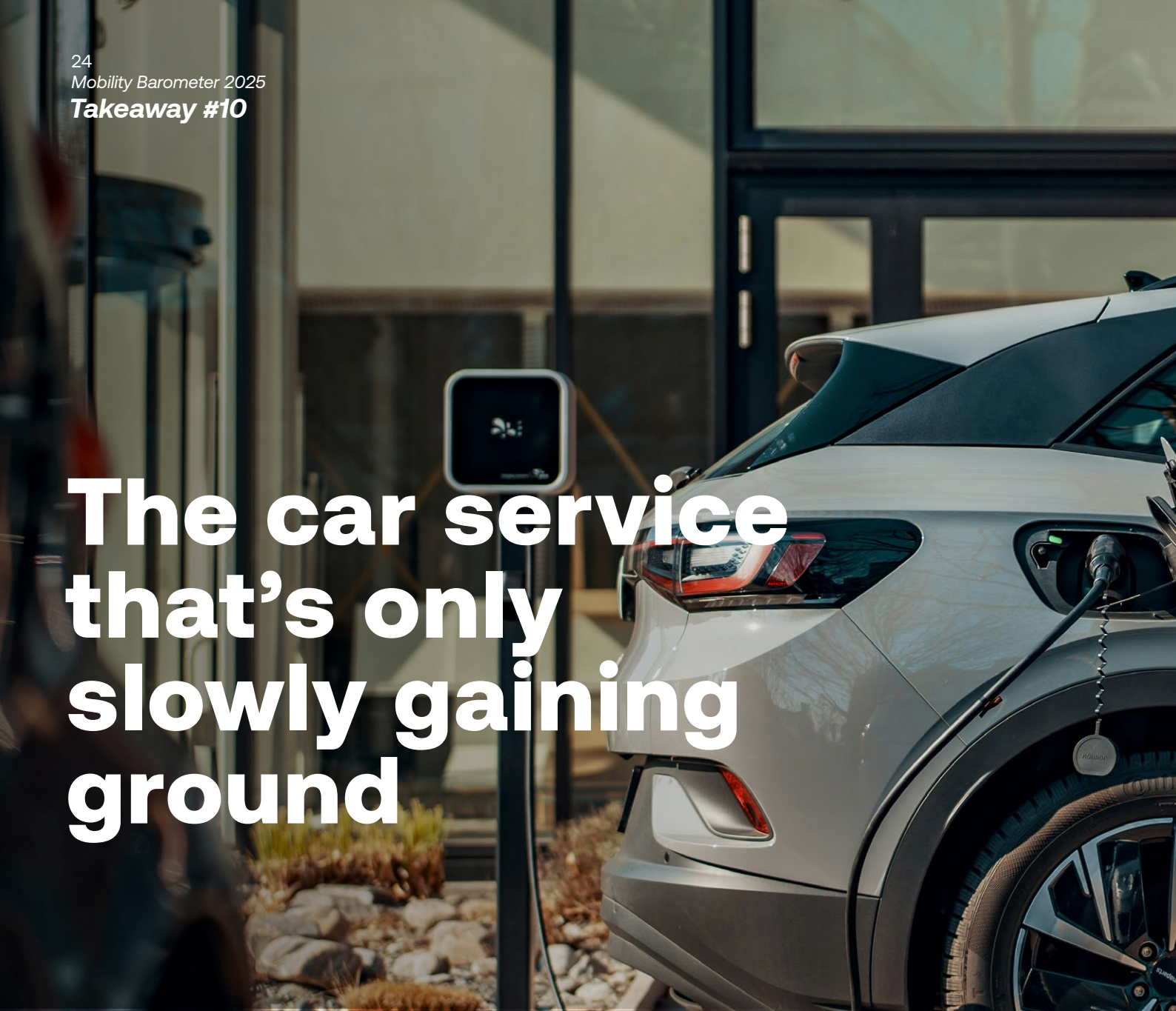
The brand of the car matters a lot to me –
broken down by year 2022–2025



MEKO's view on the development

MEKO's mission can be summarized in one word: independence. We operate many strong and well-known workshop chains that are independent from car manufacturers. We help car owners and workshops repair and maintain vehicles regardless of technology, brand, model, or country of origin.

With us, everyone is welcome – no matter where they come from.



The car service that's only slowly gaining ground

It's often seen as a convenient way to drive, and there are several companies offering it in many places. Still, demand hasn't quite taken off among the general public – only younger people show a clear interest.

Aimo Share, Hyre, GoMore – some of the names in the Nordic car-sharing market may sound familiar.

Or not.

A closer look at the numbers shows that actual use remains limited. Only 12 percent say they use car-sharing services, and a mere 3 percent do so frequently. These services have been around for years, and while there's been a slight increase in interest since 2022, a clear majority – nearly eight in ten – say they never use them.

The lowest level of use is in Finland (7 percent), while Norway stands out as the most active (17 percent).

But, as always, there are differences not only between countries but also within them.

One group stands out in particular: those under 35. In this age group, one in four uses car-sharing services.

Availability naturally drives demand. In cities, where the supply is greater, usage is also higher.

So how do people feel about sharing their own car with others?

One in five – 21 percent – say they could imagine doing so. However, that group is still smaller than those who can't. More than half, 55 percent, say no to the idea. But perhaps that's exactly where the biggest potential lies.



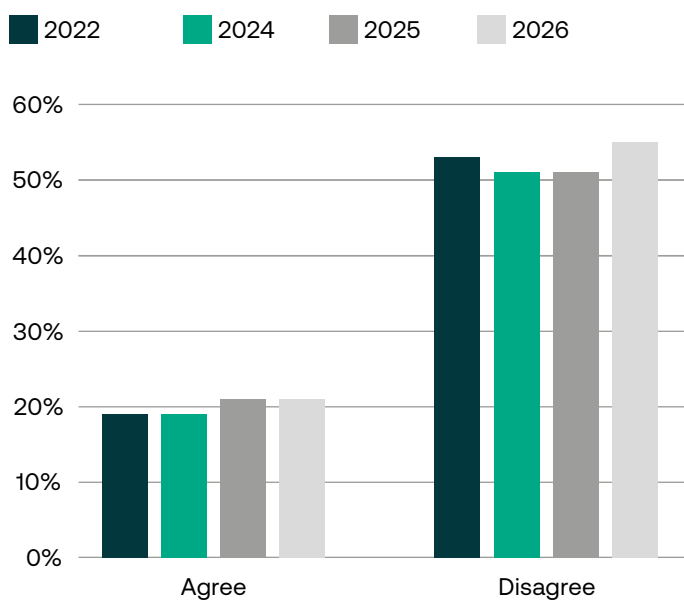
MEKO's view on the development

The ways we move may feel traditional, but new forms and increasingly refined mobility services continue to emerge. The results of the Mobility Barometer show that it is mainly younger people who use car-sharing – at least for now.

Regardless of form or ownership, all vehicles require repair and maintenance, whether they are part of a car-sharing service or driven by a single owner.

Through our well-known workshop chains across Northern Europe, MEKO serves all types of car owners – with the goal of being more accessible than anyone else in our industry.

*I can see myself sharing my car with other people –
broken down by year 2022–2025*



This is MEKO

This is MEKO

The need for mobility is timeless. There is always a demand for going from one place to another with vehicles that are functional and safe. At MEKO, we meet this constant demand with a solid and proven business model. Every day, we strive to be the most complete partner for all who drive, repair, and service cars. We aim to be the car owner's first choice regardless of vehicle model or fuel type.

MEKO is an international corporate group that operates in the automotive aftermarket. We are a market leader in Northern Europe with presence in Denmark, Estonia, Finland, Latvia, Lithuania, Norway, Poland, and Sweden. within wholesale of spare parts and through several well-known brands and workshop concepts.

Through these brands, we meet the needs of various customer groups simultaneously. This is an important part of our solid business model, where we benefit from strong customer loyalty that has been built up locally over a long period of time. Combined with our established branch and workshop concepts, we conduct our wholesale operations with an extensive logistics network. We also export to Germany and the Czech Republic, among other countries.

Caring for and repairing as a business concept

Cars and other vehicles have a natural place today and tomorrow, even if driving habits change and technology

becomes greener. By investing in future mobility, we want to develop our business and drive a transition in our industry toward increased sustainability. The backbone of our business is the same: to care for and repair instead of buying new. In many cases, it is better for the environment to repair and service your car than to buy a new one, even if it is electric.

Long history – aiming to continue for years

The basic idea of caring and repairing has been the same since we were founded in Sweden in 1973. For many years, a significant part of our business was conducted under the name Mekonomen, which still is one of the most well-known brands in Scandinavia. Since then, we have grown significantly both organically and through acquisitions. That is also one of the reasons we changed our name to MEKO in 2022, reflecting our history and broader presence with geographically diverse revenue streams across our eight markets.

Now, we are building an even stronger MEKO. We focus on growth, creating synergies, and driving digital development. Our employees and customized full-service offerings are the greatest assets we have in our future journey. It will continue for years to come.

A market worth more than 220 billion euros

The automotive aftermarket provides spare parts, services, and repairs for vehicles. The market is substantial—in Europe alone, it is estimated to be worth approximately 220 billion euros in 2024.

The so-called independent automotive aftermarket is a segment of the total aftermarket where independent companies repair, maintain, and service cars outside the vehicle manufacturers' own networks. In Europe, there are about 30,000 companies in this independent sector, collectively creating 350,000 jobs.

According to the industry organization FIGIEFA, vehicle manufacturers produce only about 20 percent of the components themselves for repair purposes. The rest of the replacement parts are produced by original equipment suppliers and independent parts producers who supply exclusively to the independent aftermarket.

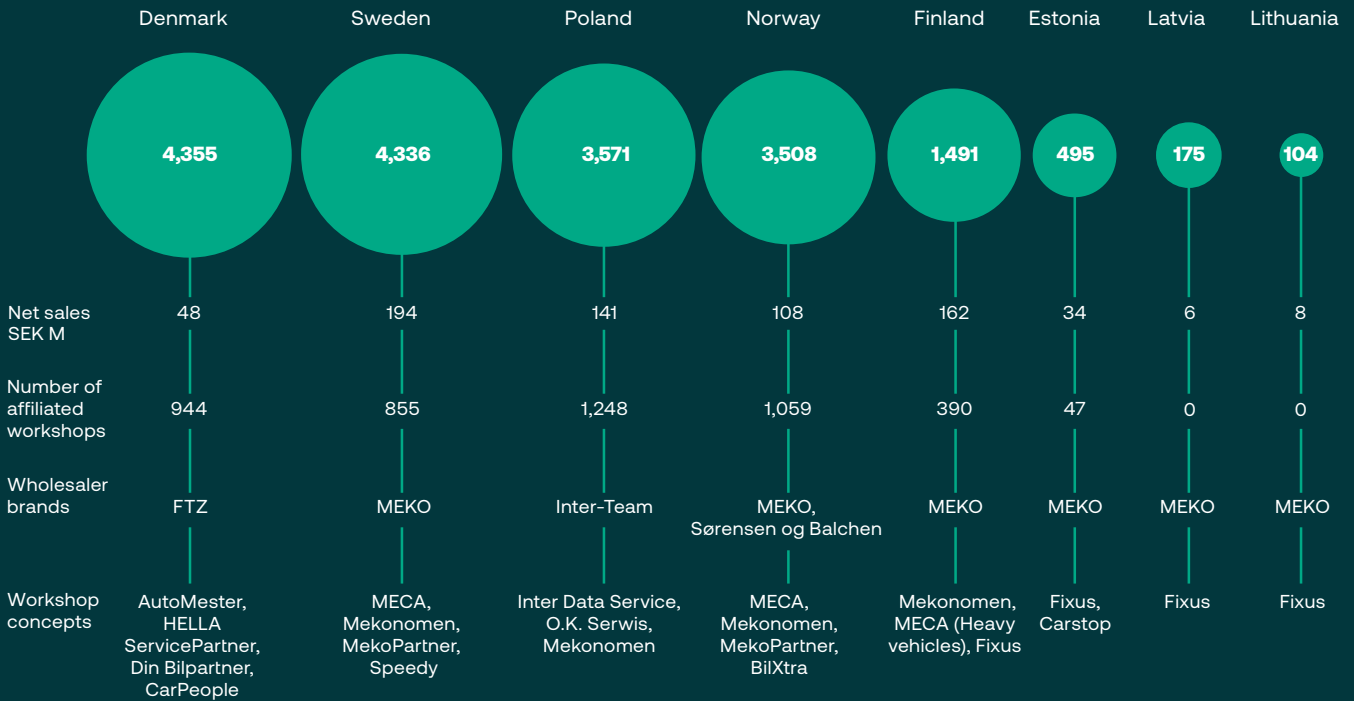
Independent parts wholesalers provide efficient delivery of replacement parts throughout supply networks in Europe. It is crucial for distributors to be as accessible as possible to workshops and car owners. Accessibility means fast deliveries of the right spare parts at the right time and at the right price, allowing workshops to perform their jobs without unnecessary waiting times for customers.

MEKO operates throughout this value chain: from purchasing spare parts to distribution and running their own workshop concepts, which help customers quickly and efficiently.

In summary, the independent aftermarket plays a crucial role in maintaining and extending the lifespan of cars by offering affordable and easily accessible solutions for both private individuals and businesses.

Geographical overview

A strong geographical presence



MEKO in brief

Business:

An international corporate group and market leader in Northern Europe that operates in the automotive aftermarket.

President and CEO:

Pehr Oscarson

Vision:

We enable mobility – today, tomorrow and in the future.

The share:

MEKO has been listed on the Nasdaq OMX Nordic Exchange in Stockholm since May 29, 2000.



Revenue 2023:

18,046 SEK M

Affiliated workshops:

4 692

Number of branches:

683

Average number of employees:

6 313

Mobility Barometer 2025

MEKO aims to be the most comprehensive partner for everyone who drives, repairs, and maintains vehicles in Northern Europe. Part of this involves driving the transition towards more long-term sustainable mobility, where we, for example, develop offers that reduce carbon footprints.

This involves meeting the service needs of traditional and electric cars as accessibly as possible, working to reuse spare parts in new ways, or launching new services for a more modern car life. To achieve this accurately, we want to know what and how the public thinks. That is why we conduct the Mobility Barometer.

The Mobility Barometer is the largest survey of its kind in the Nordics.

Over 4,000 people in Sweden, Norway, Finland, and Denmark are asked about their views on various modes of transport, the development of electric cars, new technology, and sustainable car ownership.