Mobility Barometer 2026

The most comprehensive survey on mobility trends in Europe



EXTENDED SURVEY, NOW 11 COUNTRIES

THE ONE THING EUROPEANS AGREE ON ABOUT THEIR CAR

THE CAR SAVING THAT COSTS YOU MORE

WHY MANY STILL SAY NO TO THE ELECTRIC CAR

WHAT EUROPEANS THINK OF AI AT THE WHEEL

POLITICS AND CHOICE OF CARS? YES, OBVIOUSLY

OWN, LEASE OR SHARE – THIS IS WHAT EUROPE WANTS

MEKO

The largest study of its kind in Europe





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Preface



Insights from 11,000 interviews across 11 countries about the car

Cars have to keep running, and that doesn't happen by itself. It takes spare parts, technical know-how and workshops close to home to keep daily life moving for millions of people. The automotive aftermarket has never mattered more.

Car fleets are changing fast with electric vehicles and hybrids capturing market shares, and new brands, many from Asia, gaining ground in Europe. Moreover, cars are getting more advanced every year and owners expect to handle everything from their phones, with AI opening new doors for service providers and workshops alike. All that complexity calls for facts: what do car owners actually do, think and want?

That is the purpose of MEKO's Mobility Barometer. Since 2022, it has been the largest mobility study in the Nordic region, with 4,000 interviews conducted each year in Denmark, Finland, Norway and Sweden.

This year, we're going bigger. With just over 11,000 interviews in 11 countries, the Mobility Barometer is now one of Europe's most comprehensive surveys of its kind.

The verdict? The car remains an integral part of daily life in Europe, both now and in the future. Seven out of ten Europeans drive several times a week. Two in three want to own a car in the future too. But there's unease beneath the surface. Nearly one in three people with access to a car has postponed service or repairs in the past year because they could not afford it. Yet nine in ten say it's important to be able to repair their car so that it can stay on the road for a long time.

That's where the aftermarket makes a difference: helping car owners take care of their cars, even when money is tight. That's why we run this survey. We want to stay close to car owners and understand their needs, today and tomorrow. We have a clear goal. We will strengthen MEKO's leading position as the best partner for everyone who maintains and repairs vehicles in northern Europe, especially as society, technology and habits keep evolving.

Pehr Oscarson
President and CEO, MEKO

Mobility Barometer



Mobility Barometer 2026

The Mobility Barometer is one of the largest surveys of its kind in Europe. More than 11,000 people across Europe shared their views on getting around, the development of EVs, new technology, traffic safety, sustainable car ownership and the future of mobility.

Demoskop ran the survey on behalf of MEKO between September 9 and 18, 2026. It reached 11,026 people aged 18 and older in Denmark, Finland, France, Germany, Italy, Norway, Poland, Spain, Sweden, the Netherlands and the UK. About 1,000 people took part in each country, which gives reliable results at the national level.

To correct for sampling bias and reflect the relative population sizes of each country, the results have been weighted based on gender, age and population. The method follows industry best practice and quality guidelines, including those established by ESOMAR.

This analysis focuses on presenting aggregated results for all countries included in the survey. It also highlights where countries and population groups differ.

Survey facts

Base: all respondents aged 18 and over (approximately 1,000 per country).

For the two questions on car service and repairs, the base was all respondents with access to a car (9,013 respondents). See pages 30–33.

Figures are rounded to whole percentages. As a result, each country's figures do not always add up to 100.

Source: MEKO Mobility Barometer 2026. Demoskop, September 9–18, 2026, 11,026 interviews in eleven countries, weighted by gender, age and population.

01

The car in daily life

Mornings often start in the car. First off is dropping the kids at preschool before heading on to work and popping by the grocery store on the way home. For seven out of ten Europeans, the car features in daily life several times a week. And there is little sign the car is losing its place.

Survey highlights

Europeans on the car in daily life

- In Europe, the car still shapes daily life
- Europeans believe in the car – especially where EVs have made the greatest inroads
- Two in three want to own their car – carpooling will have to wait

83%
drive at least once a week.

58%
think cars will be a big part of the future.

66%
want to own their car in the future as well.



The car in daily life

In Europe, the car still shapes daily life



The car is the most common way to get around in all 11 countries in this year's Mobility Barometer. By a wide margin. Italians drive the most and in the Nordic countries, car use remains at record levels.

New options have arrived in recent years, from e-bikes and e-scooters to expanded public transit. Yet for everyday trips, the car is still the top choice for most people, whether they live in a big city, a small town or the countryside.

More than eight out of ten people use their car at least once a week, and seven out of ten do so several times a week. This year's survey adds seven new countries, so for the first time we can see how people use cars across much of Europe. The pattern is the same everywhere – no other way of getting around comes close.

Italians drive the most

Italians drive the most with nearly half (48 percent) getting in the car on a daily basis. France comes next, where four in ten drive daily. Public transit isn't a big draw there either; four in ten people rarely or never use it.

At the other end of the scale is the Netherlands, where about one in four drives every day. Cycling is king here, with more than half of residents riding several times a week. Nevertheless, cars are popular even in the Netherlands, and the Dutch use them almost as frequently as Swedes and Finns.

Public transit and bikes complement the car

Public transit is used most frequently in Poland and Spain, where about one in three people use it several times a week. But nearly twice that number drive just as often. In Denmark and Finland, public transit plays a minor role in daily life. In Denmark, bikes account for a large share of trips, second only to the Netherlands.

The pattern is clear: where public transit and bikes are widely used, they complement the car. They don't replace it.

Nordic region: car use remains at record highs

Since 2022, the Mobility Barometer has tracked car use in the Nordic countries. Over that time, the share of people who drive every day has climbed from one in four (25 percent) to nearly one in three (30 percent). This year's figure matches last year's record. The share who drive at least several times a week has also edged up each year. Norwegians drive the most in the Nordic region, followed by Danes.

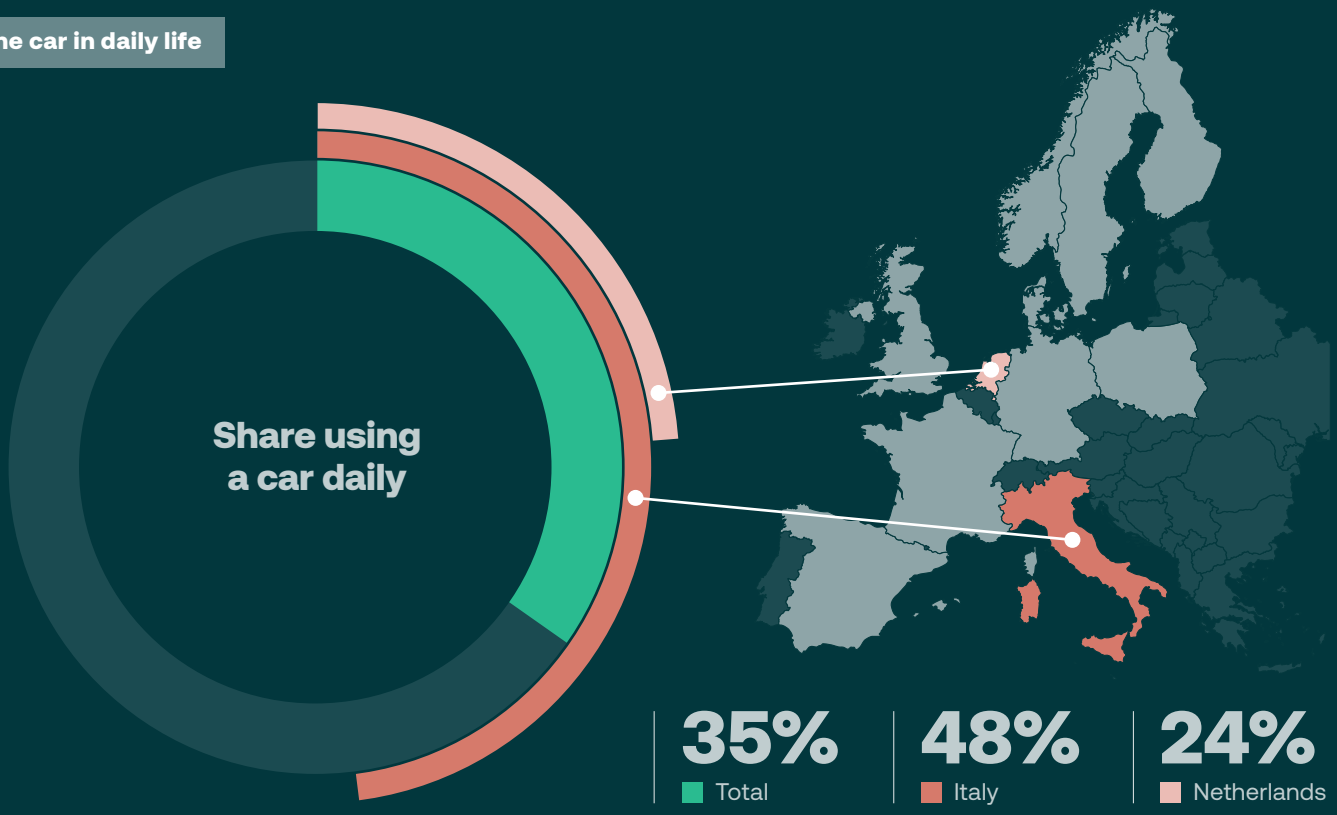
For most Europeans, the car is far more than one option among many. It's a natural part of daily life: the commute, preschool pickup, the ride to soccer practice, the visit to relatives. At the same time, cars are becoming increasingly diverse. While gas and diesel cars still dominate, HEVs and EVs are becoming increasingly common. In Norway, more than one in three people has access to an EV.

How MEKO views the trend

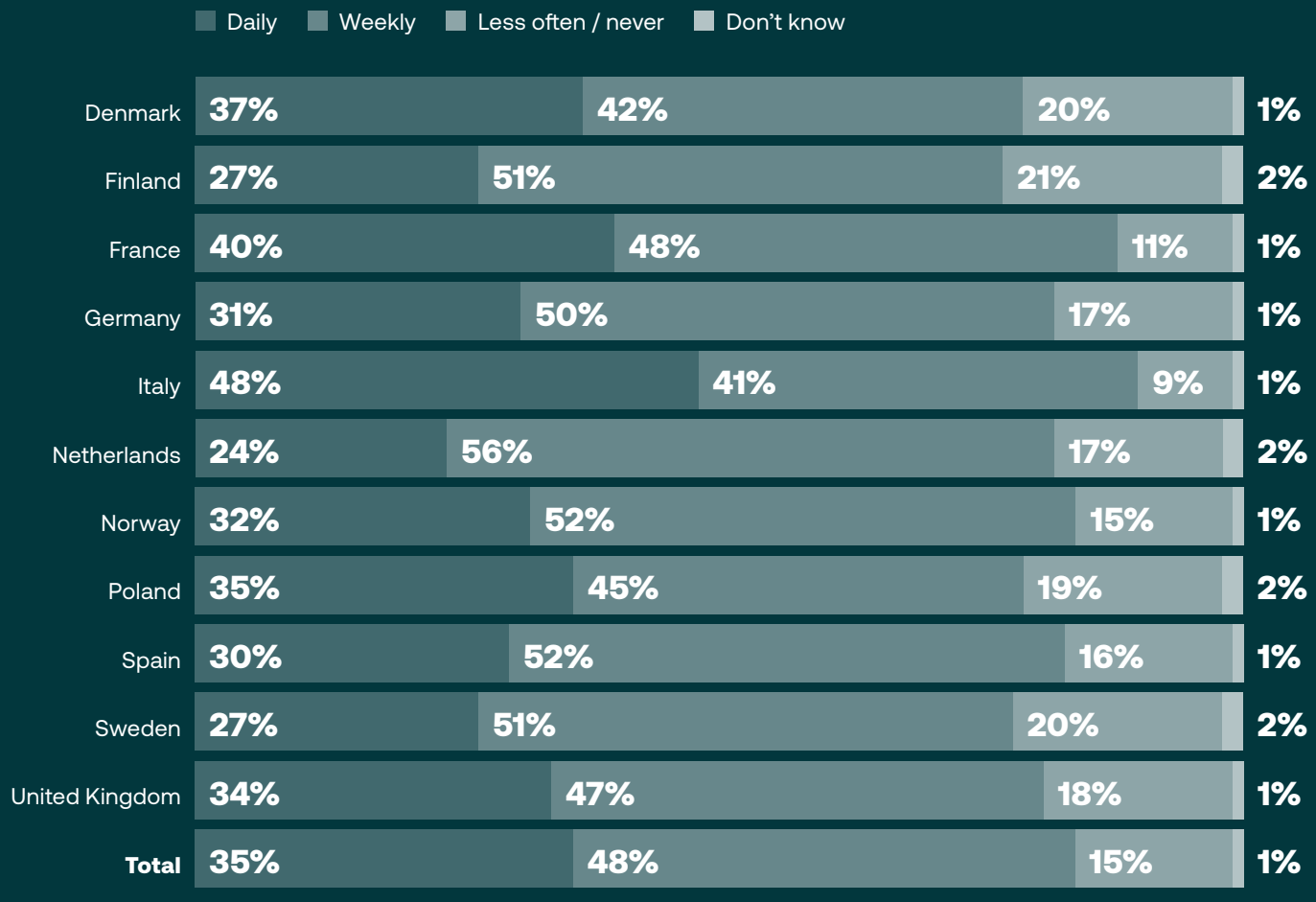
This year's Mobility Barometer confirms something the future-of-mobility debate sometimes overlooks: the car holds a very strong position across Europe. E-bikes, e-scooters and public transit play an important role. Most people use them alongside the car, not instead of it. Every day, millions of Europeans get behind the wheel, and in the Nordic countries, car use has now hit a record high two years running.

There's good reason to expect that to continue. Nordic car use has grown steadily over the past five years and, even in countries where public transit and bikes are used the most, the car is still the most common way to get around. We work every day to be there for people who choose the car as a mode of transport, wherever they live and whatever they drive.

The car in daily life



Consider transporting yourself from place A to B. On average, how often do you use the car?



The car in daily life

Europeans believe in the car – especially where EVs are common



From Poland to the UK and Germany, a clear majority believes in the car's future. Norwegians and Danes, who have come furthest with adopting EVs, are the most convinced. There's more skepticism in the two countries where people drive the most.

More than a decade ago, researchers and trend analysts began talking about "peak car," the hypothesis that car use in wealthy countries had peaked and would now begin to decline. New generations would instead choose bikes, trains and sharing services.

Europeans do not seem to have taken that message to heart yet. Nearly six in ten expect cars to play a major role in the future. Only one in ten disagrees. In ten of the 11 countries surveyed, a majority believes in the car's future.

Belief strongest where EVs roll

Norwegians are the most convinced. Three in four believe in the car's future, and half strongly agree. No other country comes close. Danes rank second.

It may not be a coincidence that these two countries lead. Nowhere in Europe has the shift to EVs come further. When you change what powers the car, it seems to take on new purpose. It becomes part of the solution – a greener way to drive, with lower emissions.

Doubt runs highest where people drive the most

At the other end of the scale is France, where 44 percent believe in the car's future and three in ten have no firm opinion. Italians are also more hesitant than the average.

That may seem like a paradox, given that the French and Italians drive more than anyone else in Europe. Perhaps the answer lies in how they see the transition to electric. In France, many people view EVs as a choice for the wealthy, and range and charging are seen as big obstacles. When the path toward what is perceived as the car of the future feels uncertain, confidence in the future of the car may also wane.

Nobody knows what will be under the hood in the future

While Europeans largely agree that the car has a future, what will power it is less clear. One in four believes that gas and diesel cars will never fully disappear, and only just over one in ten think it will happen within ten years. Almost as many simply don't know.

Meanwhile, faith in the car looks like it's growing, not fading. In the Nordic region, where the Barometer has been tracking confidence since 2022, confidence has never been higher. The car may not have reached its peak yet – it might simply have been reincarnated.

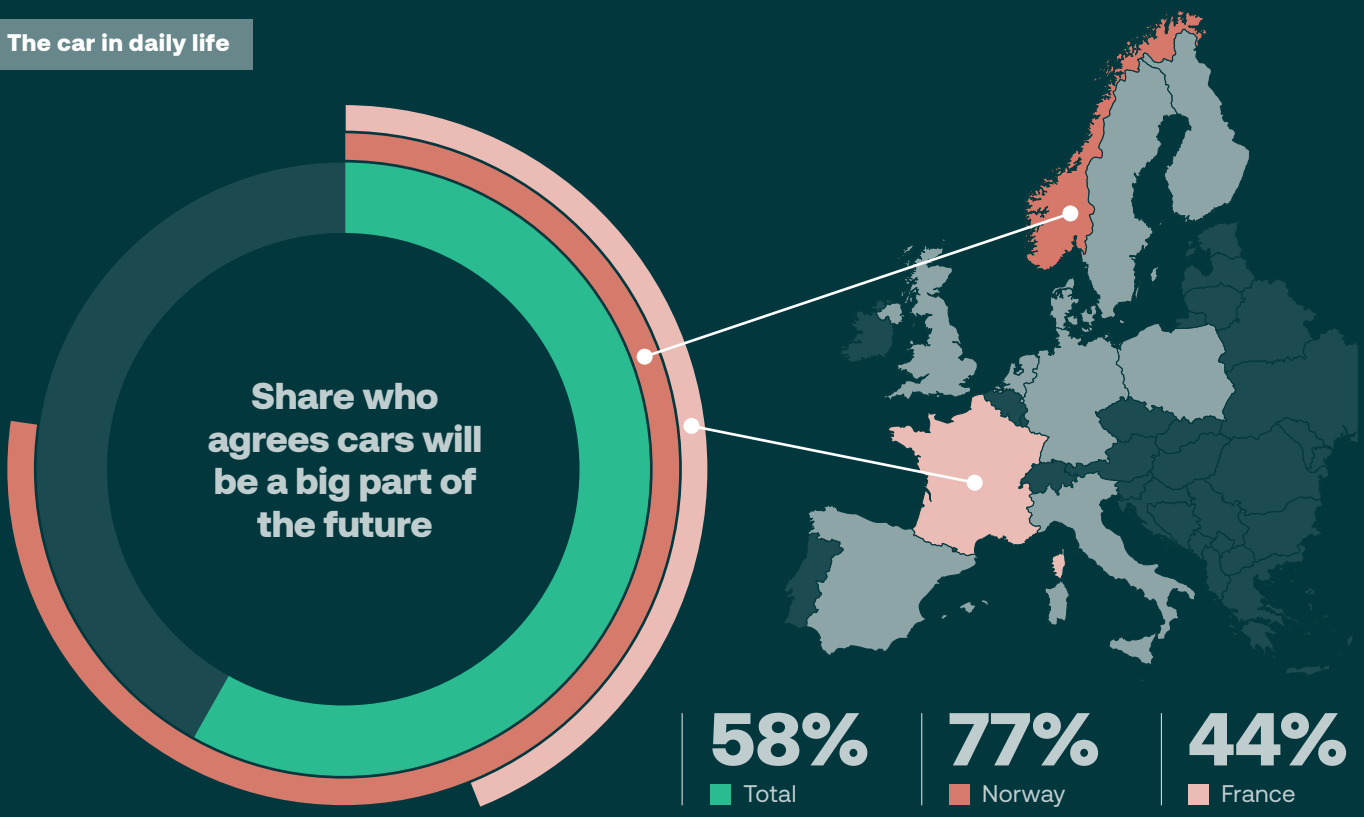
How MEKO views the trend

While this year's Mobility Barometer shows a positive outlook for the car, it also shows that the question of how tomorrow's cars will be powered remains open.

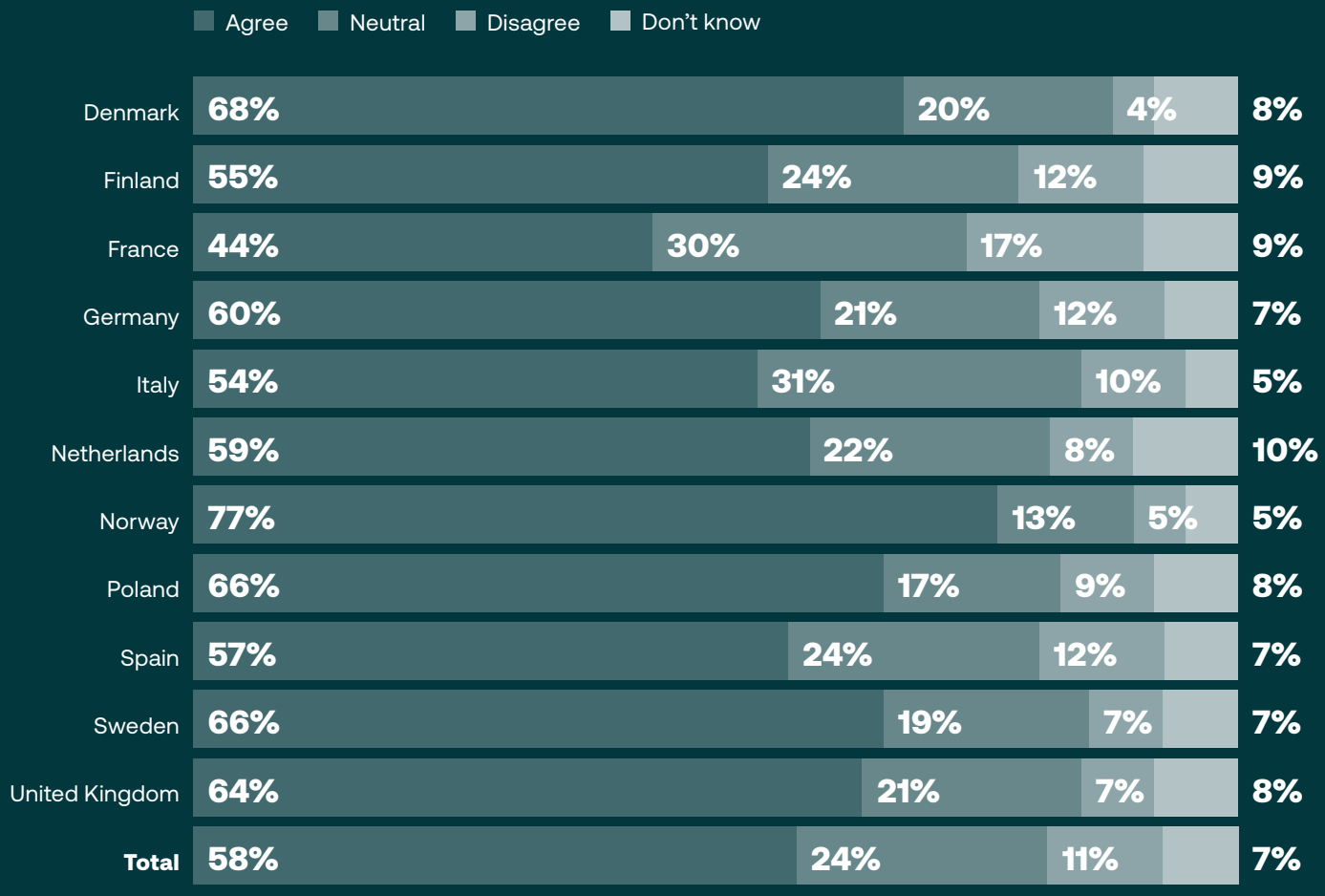
There is every reason to believe that car fleets will become more complex than ever for a long time to come. Gas and diesel cars will remain on the road for years, even as the number of EVs and HEVs increases. Hydrogen and other new technologies may play a larger role and solutions may emerge that nobody can foresee today.

Our mission is to work with all these technologies, so every car owner can get their car serviced and repaired, whatever it uses for fuel. That's why we lead the way in skills development through the MEKO Academy, where mechanics across our markets are trained both in today's and in tomorrow's automotive technology.

The car in daily life



Do you agree or disagree that cars will be a big part of the future?



The car in daily life

Two in three want to own their car – carpooling will have to wait



While carpooling and carsharing services have long been billed as the future of car access, Europeans seem to have other plans.

The underlying idea for such services is simple and appealing; a car that sits parked most of the day might as well be used by someone else.

In practice, Europeans aren't sold. When asked how they would like to access a car in the future, 66 percent said they want to own one. Taken together, renting, subscribing to or using a carpooling service appeals to barely one in ten people.

Ownership remains popular

Owning a car can be appealing for many reasons. It is there when you need it, with the child seat already in place and the tools in the trunk. There is no need to make a reservation and no app. For many people, it is an extension of home and a sense of freedom that is hard to replace.

Across Europe, owning a car remains popular and popularity is strongest in Norway, where more than three in four people want to own a car in the future too.

Carsharing becomes a complement

Carsharing has found its place after all. One in seven Europeans uses carsharing services, either occasionally or frequently. In the Nordic countries, use has been increasing slowly but steadily since 2022.

For most people, carsharing is a complement to their own car. It covers a one-off trip or a temporary gap, not a life without a car.

You don't lend your car out

Using a carsharing service yourself is one thing – lending out your own car is another entirely. Only one in five Europeans would consider it, and more than half say no.

A car seems to be a deeply personal possession. It should be there when you need it, and it should be just as you left it. Poland is the only country where more than one in three people would consider lending their own car. In the Nordic countries, resistance has grown in recent years.

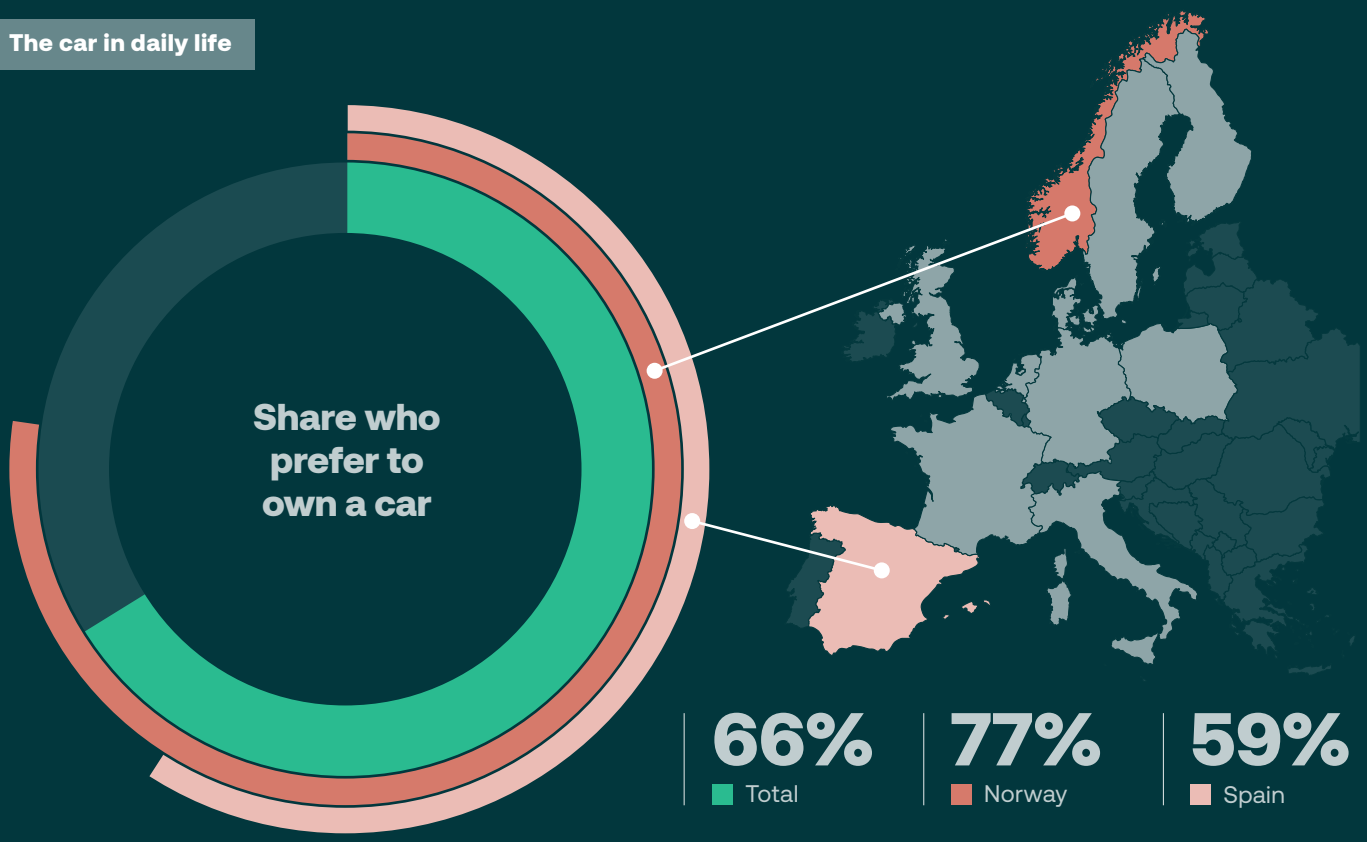
So while the sharing economy has arrived in Europe, it has not fully taken off. At least not yet.

How MEKO views the trend

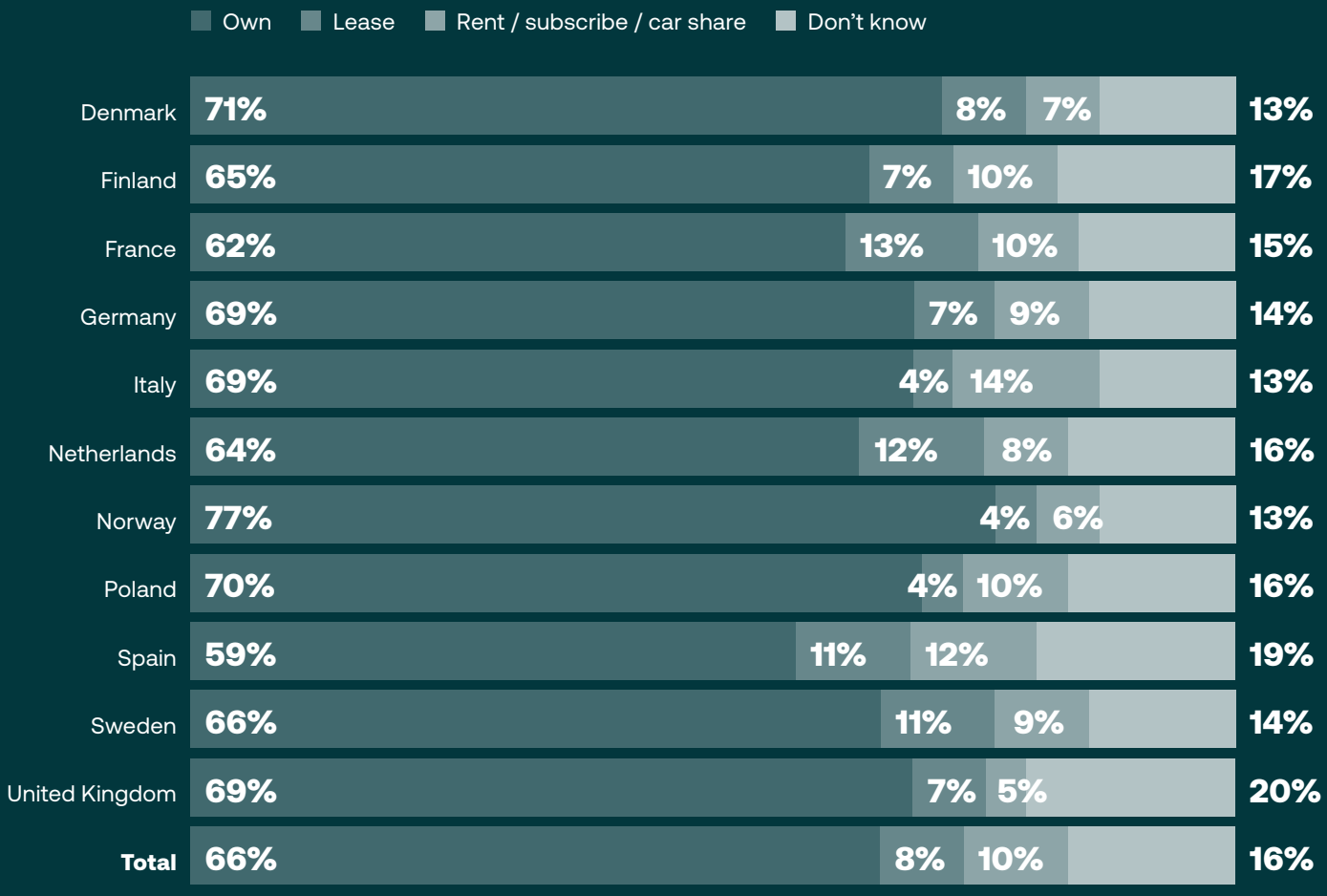
This year's findings show that car ownership remains popular across Europe. For us, that means millions of car owners will keep taking responsibility for keeping their cars safe and in good working order. And the easier it is to look after a car, the easier it is to own one.

Carsharing is growing too, albeit slowly. Given that one car shared by many people is driven more and wears out faster, it will need to be serviced more often. Whether owned, leased or shared, a car needs to be maintained. Our workshops do that every day, regardless of who the owner is.

The car in daily life



How would you prefer to access a car in the future?



02

The transition

EVs, self-driving technology and fossil-fuel-free city centers. The automotive transition is in full swing, but Europeans want to move at their own pace. Here's how far drivers are willing to go, and where they draw the line.

Survey highlights

Europeans on the automotive transition

- EVs divide Europe
- No to AI behind the wheel – yes to a camera that keeps watch
- Europeans reject gas bans in city centers

45%

can see themselves with an electric car – almost as many, 40%, cannot.

86%

trust a human more than a computer behind the wheel.

54%

say no to a gas ban in city centers and 19% say yes.


RX350
AWD

The transition

EVs divide Europe



Electrification is Europe's most talked-about automotive trend. However, whether people can picture themselves owning an EV varies widely from country to country. Where EVs are already common, the answer is usually yes. Where charging stations seem too few and prices too high, more people say no.

EVs are often described as essential for combating climate change, the car of the future and proof that the transition is underway. Yet many people cannot imagine themselves behind the wheel of one.

This year's Mobility Barometer asked people in 11 European countries which kinds of cars they would consider renting, leasing or owning. Of those asked, 45 percent would consider an EV. Almost as many, four in ten, said no.

A car for someone else

The contradiction is sharpest in the UK. Nearly half agree that the green transition will not happen without EVs, more than in any other country. Yet it is the British who are the most likely to say that they cannot imagine owning one themselves.

Spain shows the same split. Belief in the environmental benefits of EVs is strong there, but more people say no than yes to driving one.

Neighbors make a difference

The picture is different in Denmark and Norway, where EVs are already common. In Norway, more than one in three people have access to one, and two in three Danes and six in ten Norwegians would consider owning one. This would indicate that experience seems to matter. Once an EV is parked in the neighbor's driveway, it stops being a concept. It becomes ordinary.

Luxury car or affordable car?

Money is often behind the hesitation. Europeans are split on whether EVs are "only for the rich". One in three agrees, and one in three disagrees. France leans furthest toward yes, with nearly half agreeing. It is also where the smallest share of people can imagine owning an EV. In Norway and Denmark, only one in five shares that view.

Those who say no keep giving the same three reasons: that they can't afford one, that there are too few charging stations where they live and that the range isn't enough. For the French, range is the most important reason. More than half of French opponents say EVs cannot handle their trips.

Nordic countries change course

In the Nordic region, skepticism toward EVs has grown each year from the Barometer's launch in 2022. This year, that trend changed course, especially in Denmark and Finland. Sweden is going the other way. The share of Swedes who cannot imagine owning an EV remains well above where it was four years ago.

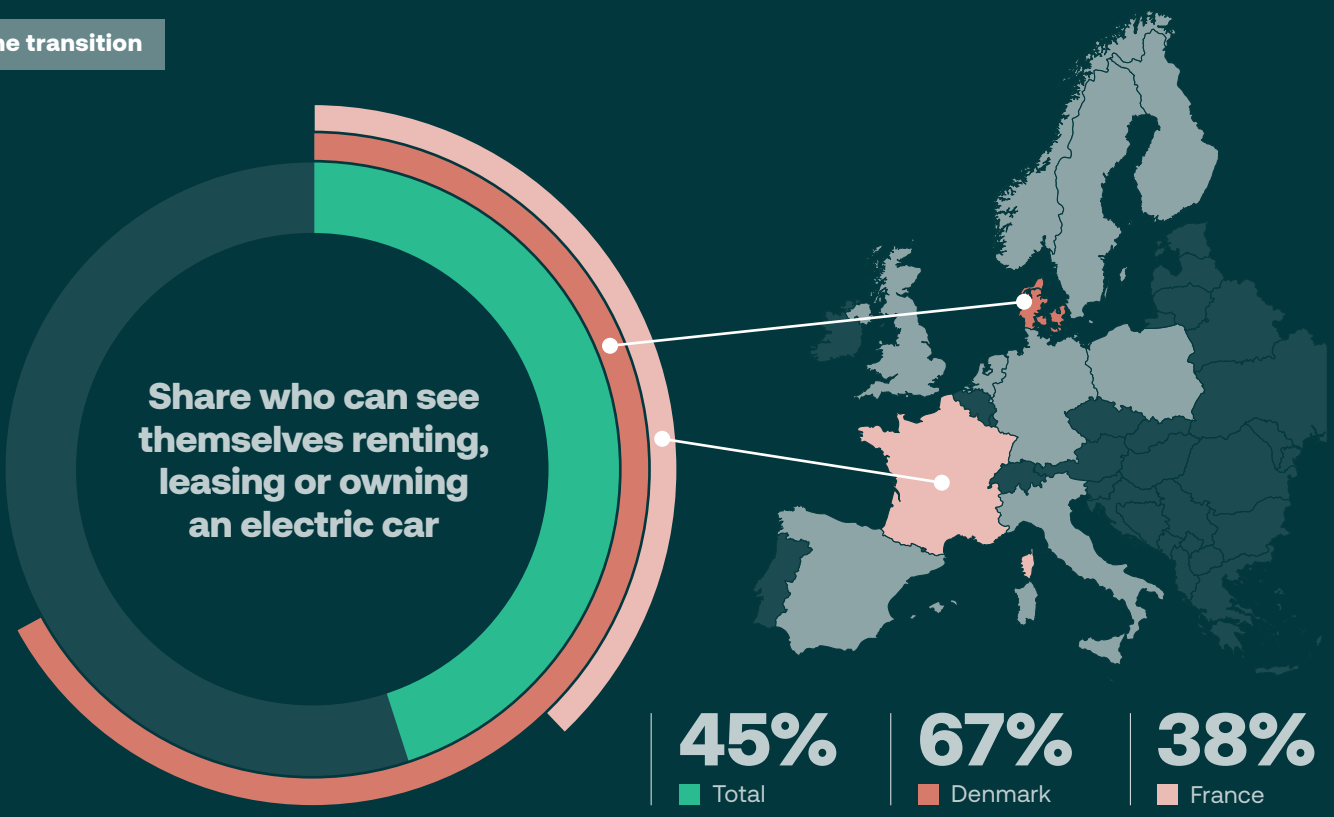
How MEKO views the trend

EVs are spreading across Europe, and with them comes a need that's easy to miss: they need maintenance and repairs too. Norway, where EVs have been on the road the longest, shows why. A 2026 report from the Norwegian Public Roads Administration found wear-and-tear defects in 30 percent of ten-year-old EVs. For gas and diesel cars, the figure was 16 percent.

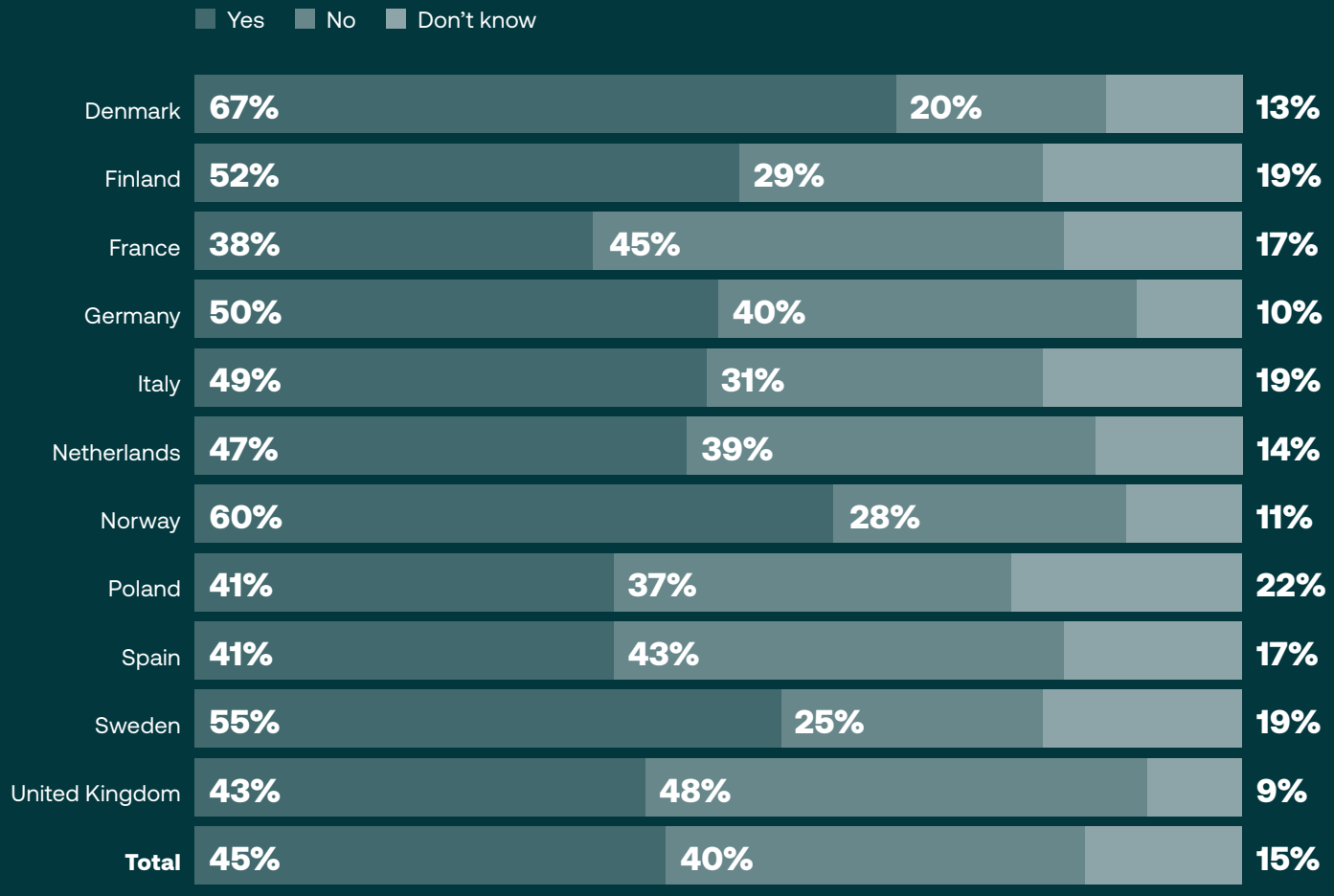
The Administration points to two things. EVs are heavier, so they wear faster, and some owners skip services because there is no oil change due. The lesson for the rest of Europe is simple: an EV that is serviced regularly is safer and lasts longer. EVs come through MEKO's workshops every day. We want owners to see maintenance as just as natural a part of EV ownership as it is for other types of cars.

Source: Norwegian Public Roads Administration, January 2026

The transition



Can you consider renting, leasing or owning an electric car?



The transition

No to AI behind the wheel – yes to a camera that keeps watch



Many new cars already keep a safe distance, read road signs and warn drivers when they are getting tired. Handing the wheel to a computer is something else entirely. This year's Mobility Barometer shows that Europeans have a clear limit on how much technology should dictate their lives.

Driver-assistance features like adaptive cruise control, lane assist and parking assist are now common in new cars. The next step is AI-based systems that take over more and more of the decisions drivers once made themselves.

Many Europeans view this with skepticism. Some 38 percent oppose AI taking over driving tasks, while 28 percent support it. Furthermore, nine in ten trust a human behind the wheel more than a computer.

The British are most skeptical

Rather than privacy, the concern is about technology failing at the wrong moment. Two in three fear the system will make mistakes or wrong decisions. More than half fear becoming so dependent on it that they lose the ability to drive on their own.

Concern runs highest in the UK, Finland and France, where nearly half of respondents are negative. In Poland, Italy and Spain, opinion is evenly split between those who are positive and those who are negative.

Yes to monitoring, but no to data collection

Many people are fine with the car keeping an eye on them. Soon, new cars in the EU must be able to detect whether the driver is watching the road. Nearly half of Europeans (48 percent) back the requirement, while 20 percent oppose it. In Italy, six in ten support it. A system that warns drivers when their eyes stray from the road is clearly seen as a feature that helps the driver stay in control.

However, collecting driver data to offer services meets more resistance. Here, 43 percent say no and only 26 percent say yes. What matters is the purpose. While safety gets a pass, data collection for services does not, at least not to the same extent. Finns are the most critical, with six in ten saying they do not think it is okay for cars to collect data about them in order to improve services.

Growing skepticism in the Nordic countries

In the Nordic countries, where this question has been asked since 2024, skepticism has grown every year. The share opposed to AI taking over driving tasks has climbed from 31 to 39 percent, and more people than before would rather trust a human than technology.

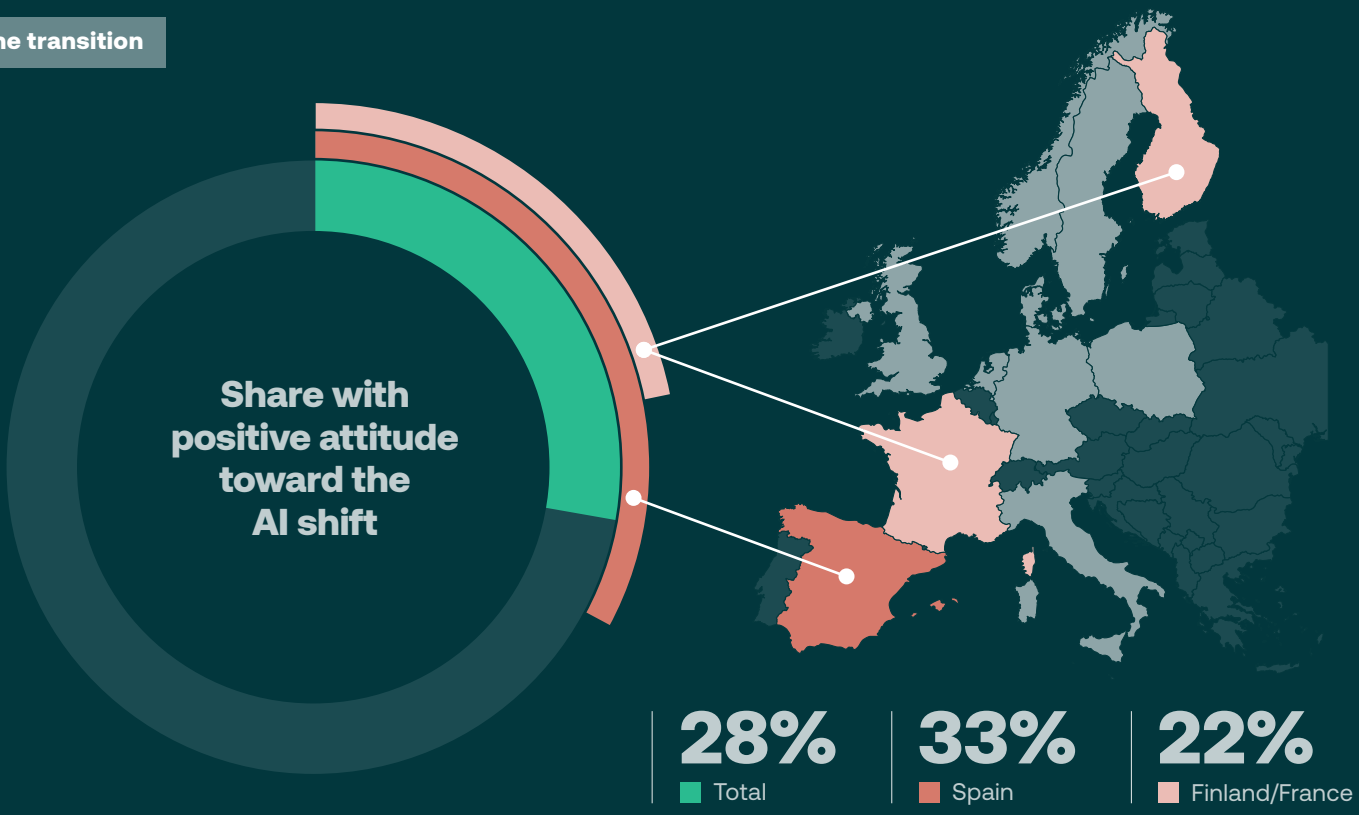
Drivers are happy to rely on technology, as long as they are the ones behind the wheel.

How MEKO views the trend

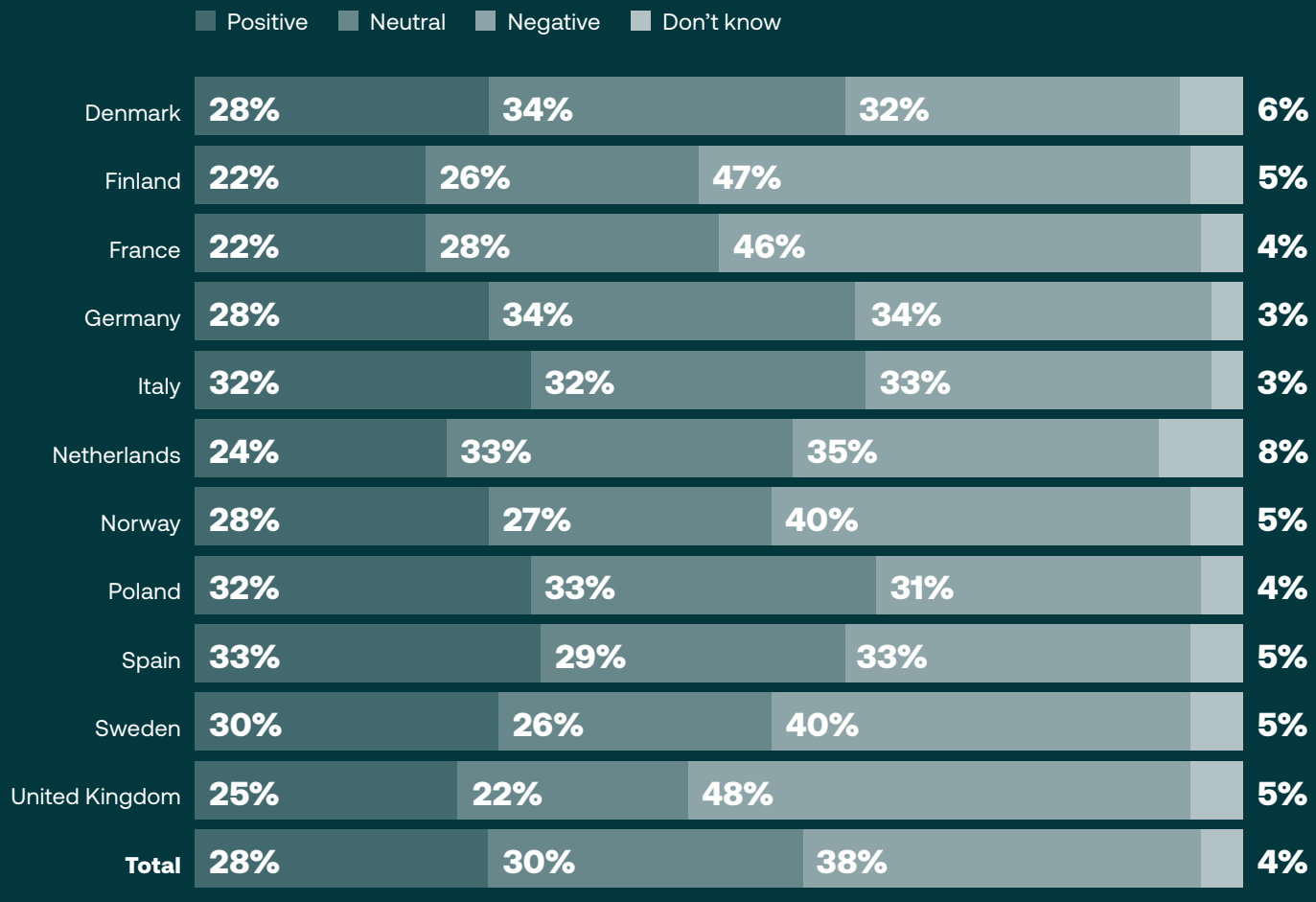
This year's findings show that drivers want the technology to work. Their biggest worry is that the systems will make mistakes. That puts heavy demands on cameras, sensors and driver-assistance systems. They have to perform for the car's entire service life.

Most of these are mounted on the windshield and bumpers. When a chipped windshield is replaced or a bumper is repaired after a collision, they need to be recalibrated so that the driver aids work as they should. That takes know-how and the right equipment, and it is now a core part of what our workshops do. Our MEKO Academy provides ongoing training to mechanics on how to inspect and calibrate modern driver-assistance systems. That way, cars leave our workshops with safety systems that work.

The transition



What is your attitude towards AI taking over more driving functions?



The transition

Europeans reject gas bans in city centers



Cities across Europe are introducing low-emission zones. Some are talking about fossil-free city centers. This year's Mobility Barometer compiled views on a ban on gas and diesel cars in city centers. The message is clear, but one country is going its own way.

Cleaner air and quieter streets are the arguments behind zones like those in London, Paris and Stockholm, which exclude older, more polluting cars from certain areas. In the long term, many places are also discussing car-free or fossil-fuel-free city centers.

This year's Mobility Barometer asked whether gas and diesel cars should be banned from city centers. Of those asked, 54 percent disagree and only 19 percent agree. Opponents outnumber supporters by nearly three to one.

Strongest opposition in Finland, Germany and France

Opposition is strong everywhere, but it is strongest in Finland, Germany and France. There, roughly two in three say no to a ban, and nearly half reject the idea outright.

The survey does not ask why, but the question encompasses conflicting interests. Supporters point to cleaner air, less noise and better health in densely populated areas. Opponents worry about how people who live outside the cities and lack good public transit will reach jobs, services and shops in the city center. Both perspectives exist in every country.

Italy stands out

Italy is the country with clearly fewer opponents than the others. Four in ten are against a ban, one in four is in favor and nearly one in three has no firm opinion. Italy has both the highest share of supporters and the highest share of undecided respondents in the survey.

One explanation may be that Italians are used to restrictions. Many Italian cities have long restricted car traffic in their historic centers.

Growing opposition in the Nordic countries

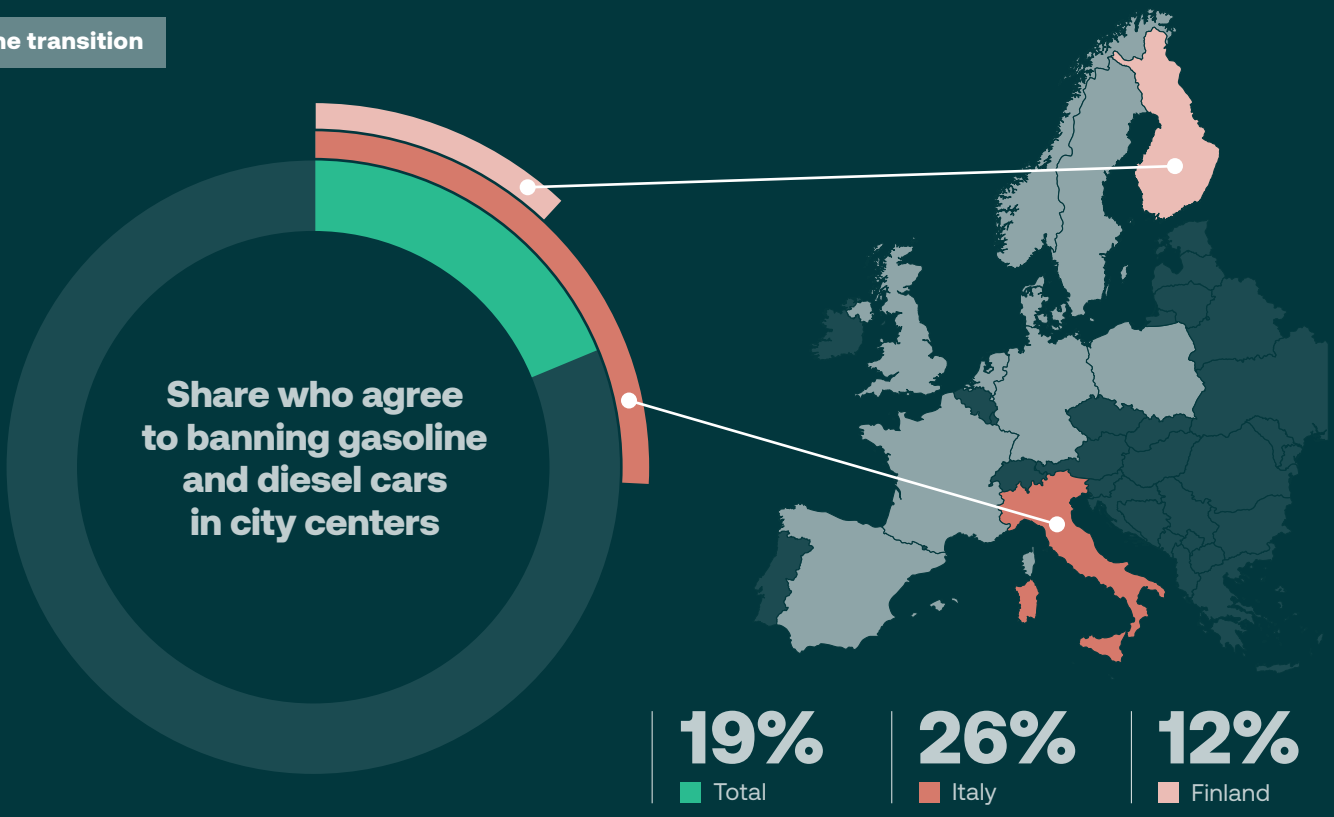
In the Nordic countries, where this question has been asked since 2024, opposition to a ban has grown every year. Two years ago, half were against it. Today, it is more than half. The share who reject the idea outright has risen from just over one in four to more than one in three. The shift is clearest in Finland. Support hasn't moved. It has remained steady at just under one in five.

How MEKO views the trend

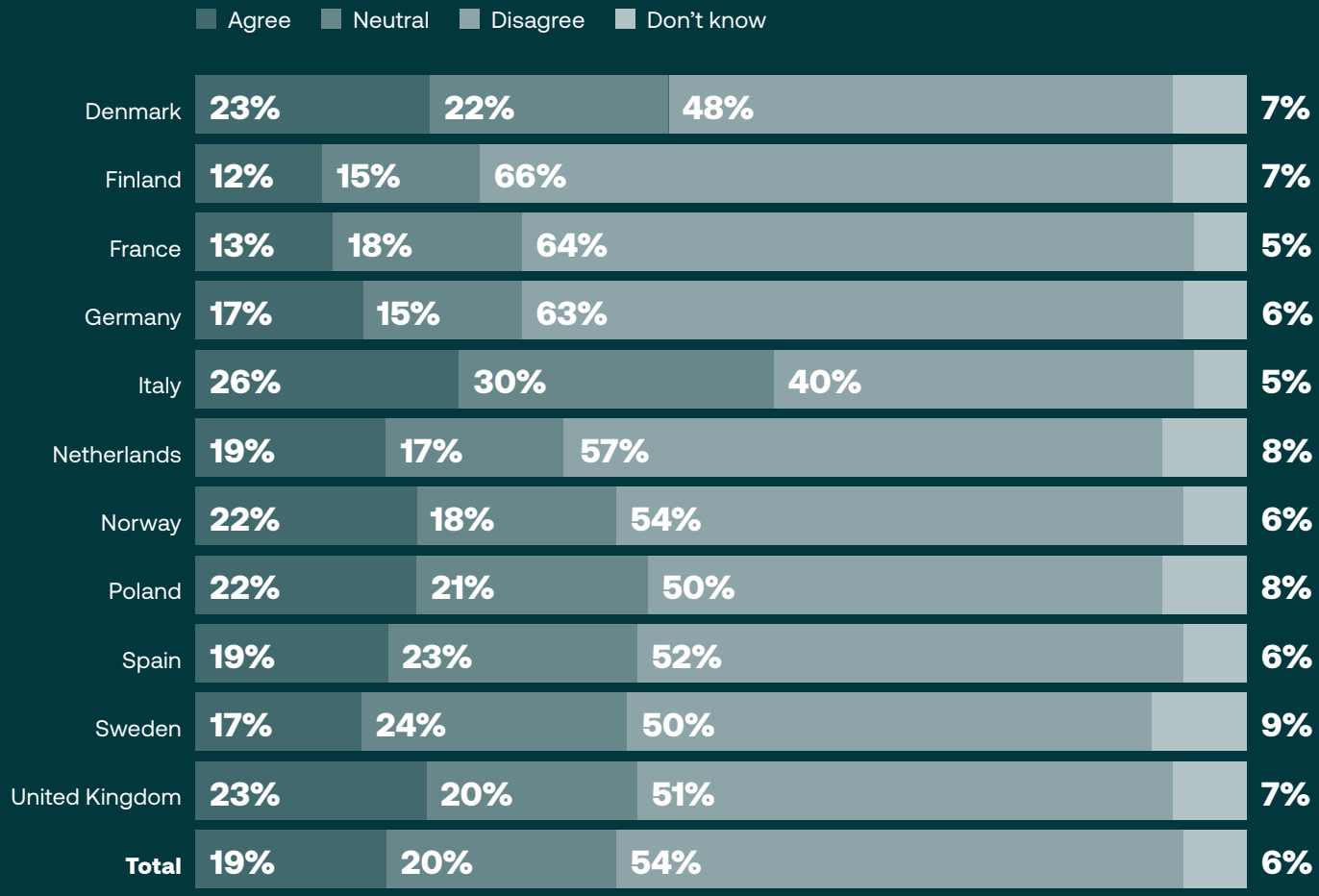
Most of the cars on European city streets today will still be there for years to come. In this year's Mobility Barometer, one in three Europeans says a car should be driven as long as it works, and one in five has postponed or canceled a car purchase in the past three years for financial reasons. So cities will change only as fast as the car fleet is renewed, and that pace is determined by household finances.

Until then, the cars already on the road need to be safe and in good condition. A well-maintained car with working brakes, tires and emission controls is better for its driver and for the city's air quality. That is where we do our work every day, in workshops across northern Europe, on cars of every age and make.

The transition



Do you agree that diesel or gasoline cars should not be allowed in city centers?



03

The car in turbulent times

Turmoil in the world doesn't stay in the news headlines and the way we consume news. It follows buyers into the showroom, where a car's country of origin matters to many. And it shows up in everyday life, where for many people a car offers a sense of security if society stops working as usual.

Survey highlights

Europeans on the car in turbulent times

- Car buying gets political and the Nordic countries are the pickiest
- The car – lifeline in a crisis

31%
would avoid cars for political or ethical reasons.

44%
of electric car owners would avoid certain countries.

67%
think it is important to have their own car in a crisis.



The car in turbulent times

Car buying gets political and the Nordic countries are the pickiest



China, the US or Russia? For nearly one in three Europeans, a car's country of origin matters for political or ethical reasons. The Nordic countries feel this the most.

Buyers have always weighed price, safety and durability. Now many add another question: Where is this car from, and what does that country stand for? At the same time, we asked a new question: would you avoid buying a car from certain countries for political or ethical reasons?

The Nordic countries lead the way

Overall, 31 percent say yes, a car's country of origin influences their purchasing decision. About one in four has not yet made up their mind.

Countries differ widely, and all four Nordic countries top the list. Danes are the most selective: nearly half (45 percent) would rule out cars from certain countries. Swedes come second, then Norwegians and Finns. At the other end of the spectrum are the Dutch, where only one in four lets politics shape a car purchase.

China, the US or Russia?

Which countries are we talking about? Among those who would exclude certain countries, China comes up most often in most of the 11 countries. In Norway, Germany and France, more than half name China.

Still, the picture is far from uniform. In Denmark, the US is mentioned just as often as China, and some Danes point to Tesla and Elon Musk rather than the country. While Russia tops the list in Finland and Poland, in Spain, it is the US.

A trend on the uptick for four years

The question and the seven new countries are both new this year, so we can't show how attitudes have shifted across Europe. However, in the Nordic region, we've been tracking a related question since the first Mobility Barometer in 2022: does it matter to you which country a car comes from?

The trend is clear. The share responding yes has risen every year, from 25 percent in 2022 to 38 percent today. The car brand matters more too. More than four in ten Nordic residents now say it means a lot to them, up from about one in three four years ago.

EV owners are the most selective of all. This is also the segment where many new brands have entered the European market in recent years.

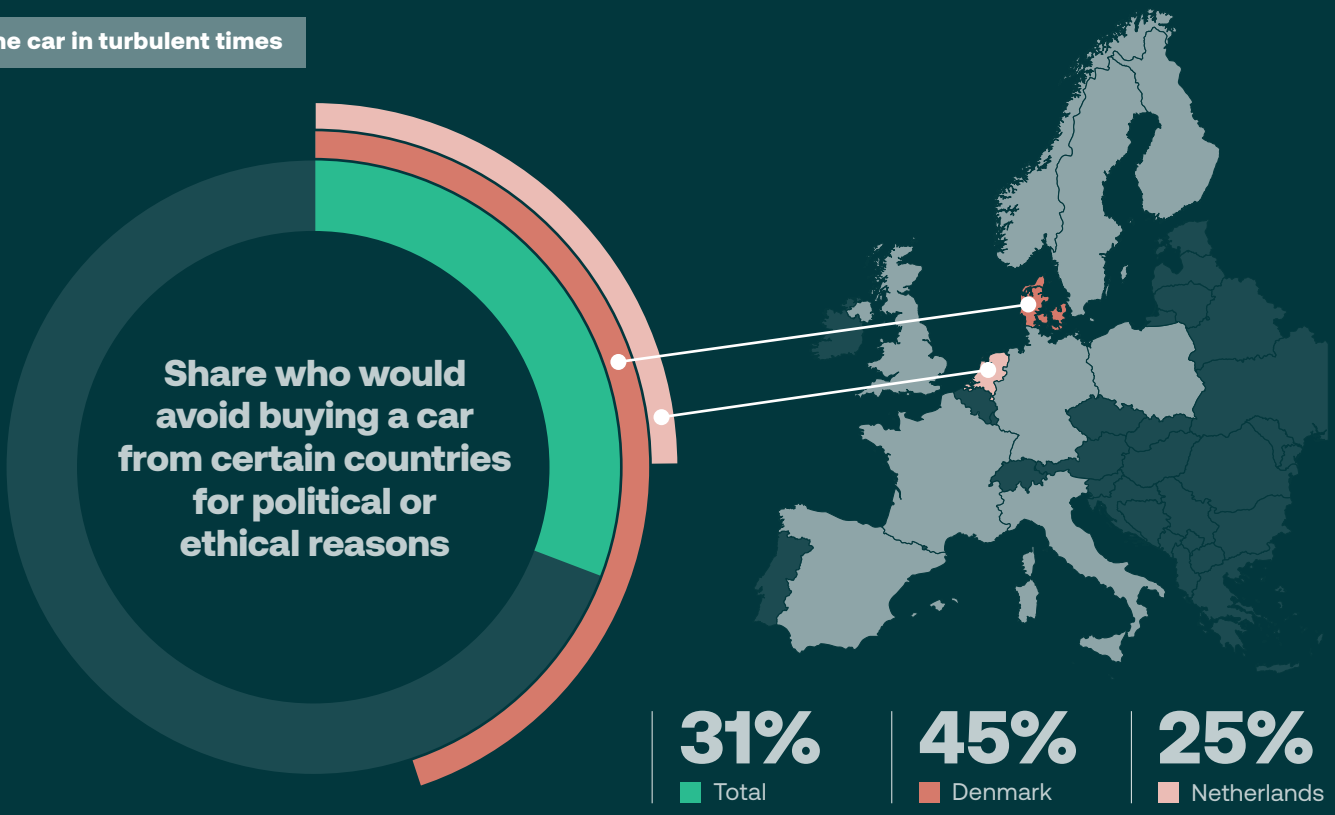
Perhaps the findings say something about our times. When the world feels uncertain, even everyday choices become a way to take a stand. For many households, a car is one of the biggest investments they make, and more and more want it to reflect their values.

How MEKO views the trend

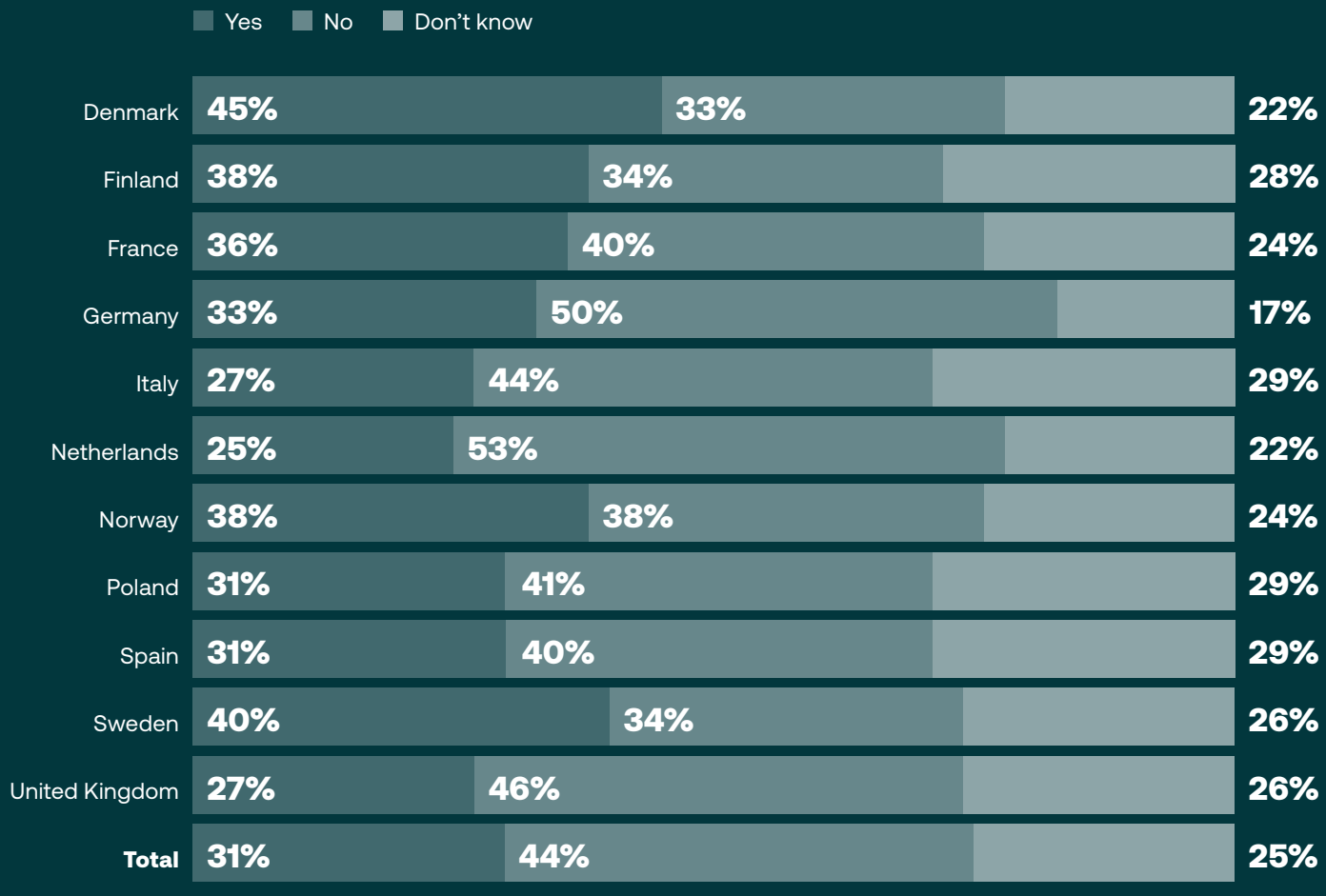
Choosing a car is a personal decision. It is only natural that values matter more as the world changes. Regardless of the make or country of origin an owner chooses, the car should be safe and affordable to service and repair for its entire service life.

More brands from more countries are entering Europe. So technical information, spare parts and diagnostic tools must be open to all workshops. This forms the basis for free competition and for owners to choose where to have their cars serviced. At our workshop chains, including Mekonomen, AutoMester and DinBilpartner, we service every make. And we keep building our expertise so we can take care of every car when it needs a service or repairs.

The car in turbulent times

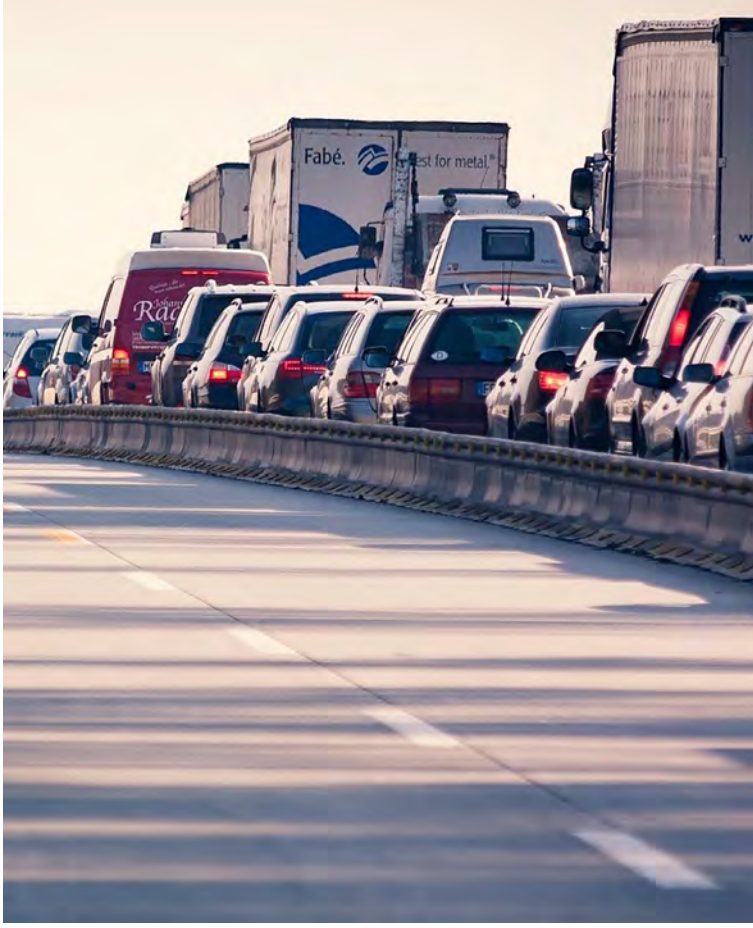


Would you avoid buying a car from certain countries for political or ethical reasons?



The car in turbulent times

The car – lifeline in a crisis



Crisis hits. Could you get by without a car? Two out of three say it is important to have their own reliable car. Opinions in France and Denmark differ the most.

On April 28, 2025, Spain and Portugal went dark. Traffic lights died. Trains stopped. Card payments failed. Within hours, it was clear how fragile everyday life is when society's systems stop working.

When electricity, trains and payments all grind to a halt, the car is one of the few things a household still controls. With fuel in the tank, you can check on loved ones, shop where stores are still open and stay warm on a cold night.

How Europeans respond

This year's Mobility Barometer asked people in 11 European countries how important it is to have their own car in a crisis or major disruption. Some 67 percent say it is important, and one in three says it is very important. Just over one in ten do not think it is important.

We also asked whether, over the past year, they had thought more about how they would manage without a car in the event of a crisis or a power outage. Of those asked, 31 percent said yes. About the same share say their views have not changed, and one in four has never given the matter any thought.

Differences between countries

Owning a car is most important in France and the UK, where seven to eight in ten consider it essential in a crisis. It matters least in Denmark, where just over half say so.

In Italy, Poland and Spain, slightly more than one in three have thought more over the past year about how they would cope in a crisis without a car. The share is lowest in the Netherlands (just over one in five) and Finland (just under one in four). The French stand out in another way. One in three has never given coping without a car a thought, more than in any other country.

Steady in the Nordic countries

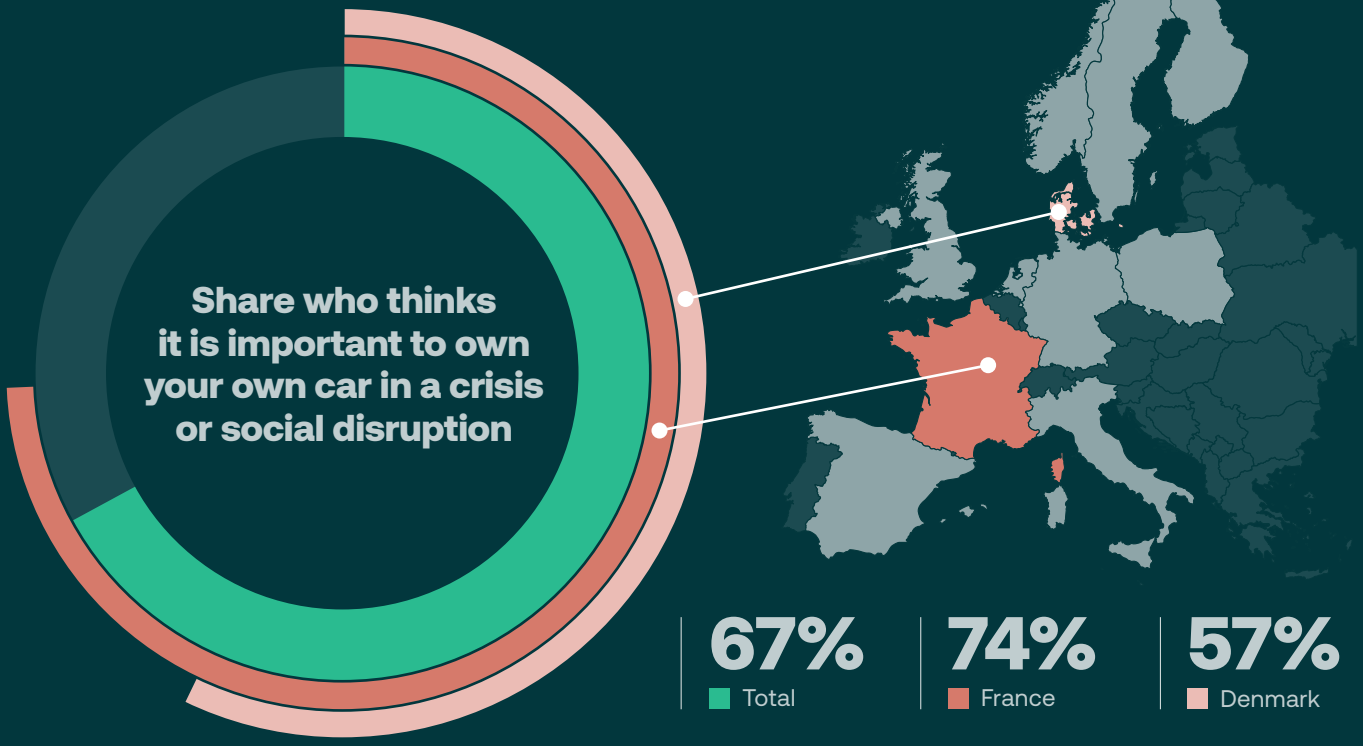
In the Nordic countries, the questions were first asked last year, and the answers have barely changed. About six in ten consider their own car important in a crisis. Just under one in three has thought more about it over the past year.

How MEKO views the trend

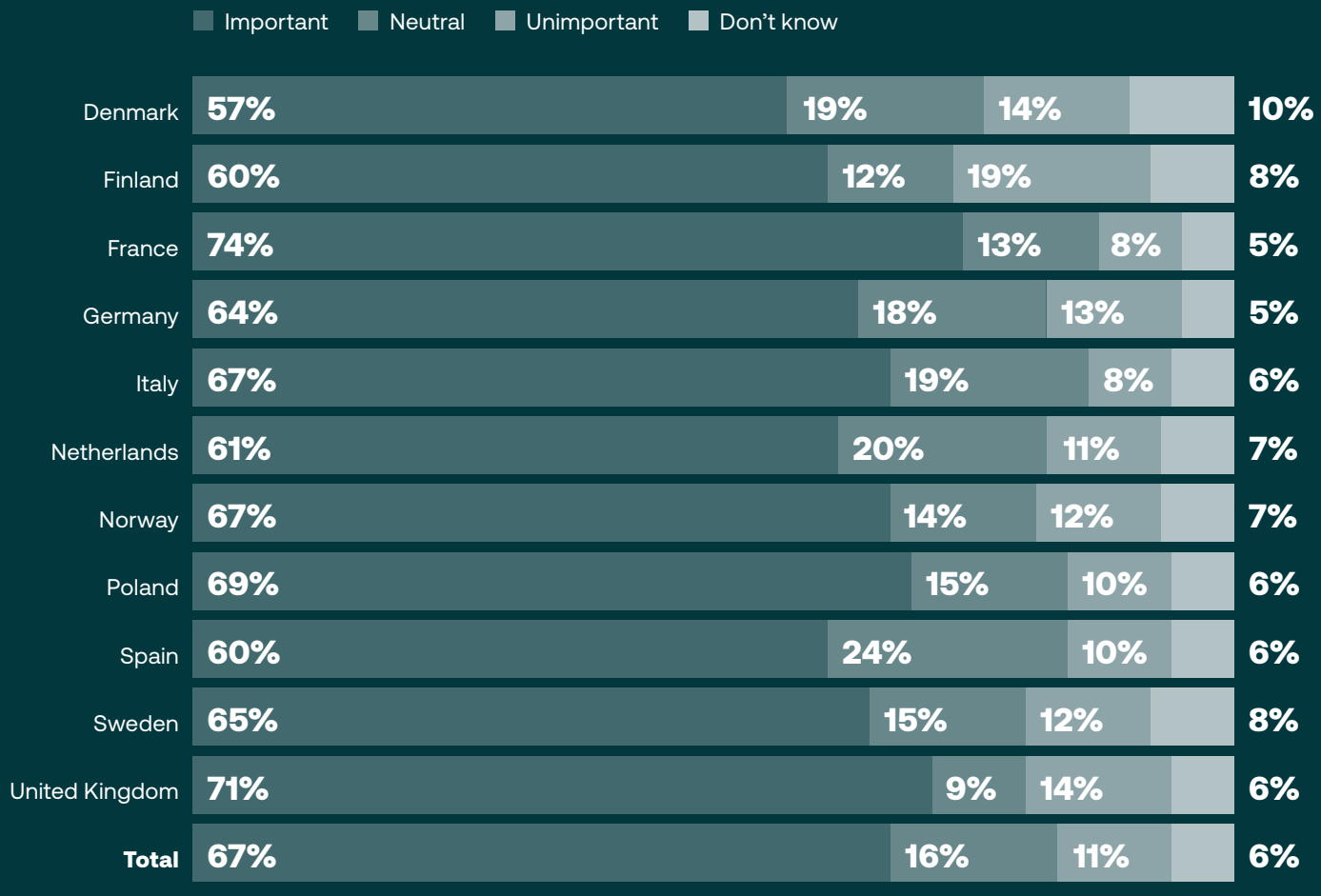
This year's findings show that, for many people, a car is part of being prepared. But a car only gives security if it starts when you need it. A dead battery, worn-out tires, or skipped maintenance can leave your car unusable just when you need it most.

Being prepared also means always keeping your car in good condition and making sure spare parts are available when something breaks. With workshops and warehouses close to car owners and fast spare parts deliveries, we help keep cars on the road, even when the rest of society is under pressure.

The car in turbulent times



How important it is to have your own car in a crisis or social disruption?



04

Caring for your car

A squeal from the brakes. A warning light. A service reminder. Sooner or later, every car needs maintenance, and the choice comes down to budget, time and trust. Europeans want to keep their cars running. The question is when, where and at what cost.

Survey highlights

Europeans on taking care of their cars

- The saving measure that can cost you more – one in three puts off maintenance
- Nine in ten want to keep their car running
- New service options appeal, but the workshop wins

31%
have postponed service or repairs for financial reasons in the past year.

89%
think it is important to repair and service their car so it lasts a long time.

62%
would prefer to service their car at a workshop. 18% prefer service at home.



Caring for your car

The saving measure that can cost you more



For most Europeans, a car is a necessity that has to work every day. When something breaks and causes the car to stop, it gets repaired. The service, however, rarely feels urgent. This year's Mobility Barometer shows that nearly one in three put off maintenance or repairs for financial reasons in the past year.

For the vast majority of people, a car is not a luxury they can do without. It gets people to work, the kids to practice and the groceries home. It has to work, and when something breaks, it gets fixed as soon as possible.

Non-essential servicing and repairs are viewed as a separate matter. As long as the car starts and runs, there's little rush. When money is tight, preventive maintenance and "unnecessary" repairs are the first to go.

This year's Mobility Barometer shows that 31 percent of those who have had access to a car in the past year have postponed maintenance or repairs because they could not afford them. For more than one in ten, it happened more than once.

A habit across Europe

It is most common in France and Poland, where slightly more than one in three car owners have postponed servicing. Italy and Spain are close behind. Danes and the Dutch are least likely to delay maintenance, but even there it is about one in five.

Norway may be the biggest surprise. In one of Europe's wealthiest countries, nearly one in three car owners has put off servicing, and more than one in ten has done so repeatedly. That matches France. Finland shows the same pattern.

The EV that hides its needs

It is most common among EV owners. Four in ten have postponed servicing or repairs in the past year. An EV needs no oil change and therefore provides fewer natural reminders that it is time for a workshop visit. The Norwegian Public Roads Administration has pointed to this as a possible reason older EVs fail inspections more often.

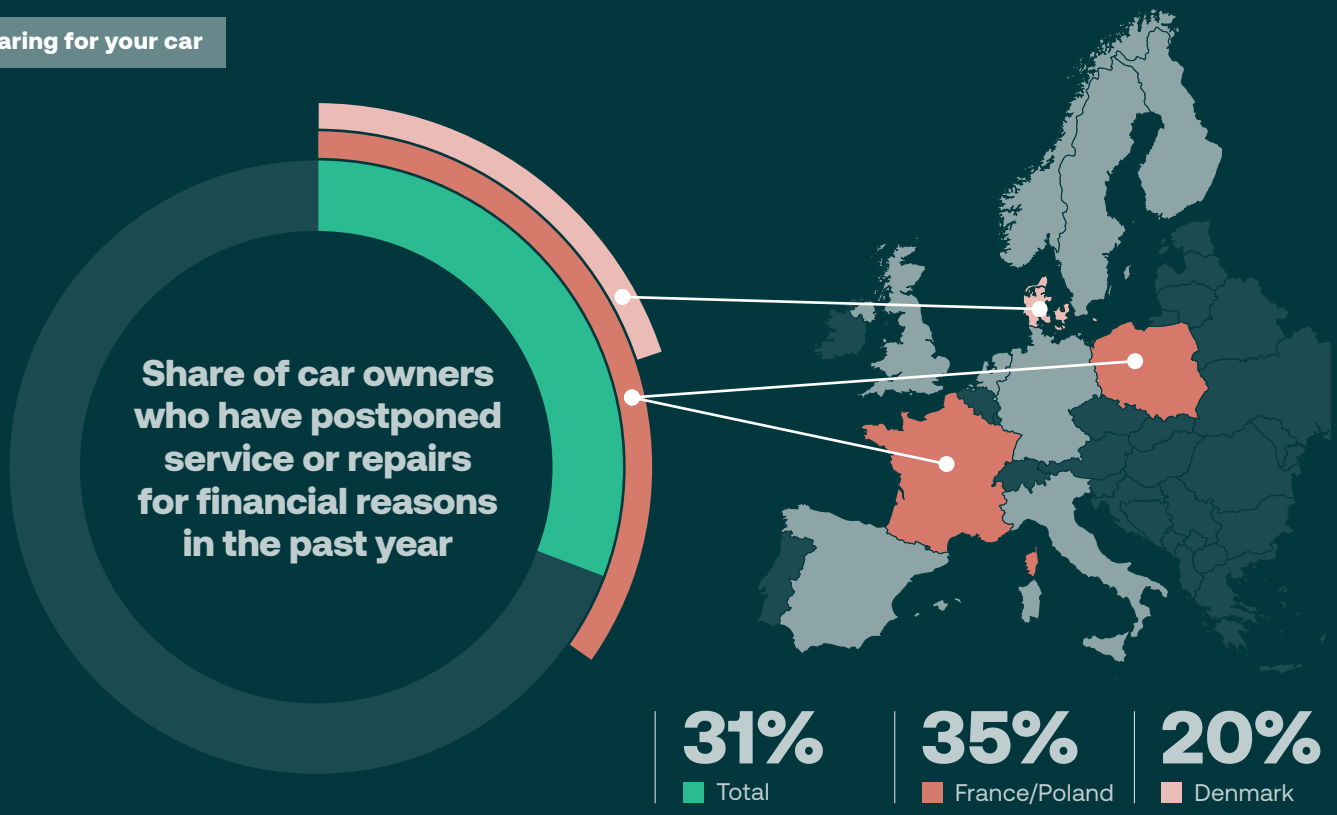
That is what makes this kind of saving so deceptive – you cannot see it. The car keeps rolling, but the brakes, tires and suspension keep wearing. A simple fix today can become a bigger, pricier repair tomorrow.

How MEKO views the trend

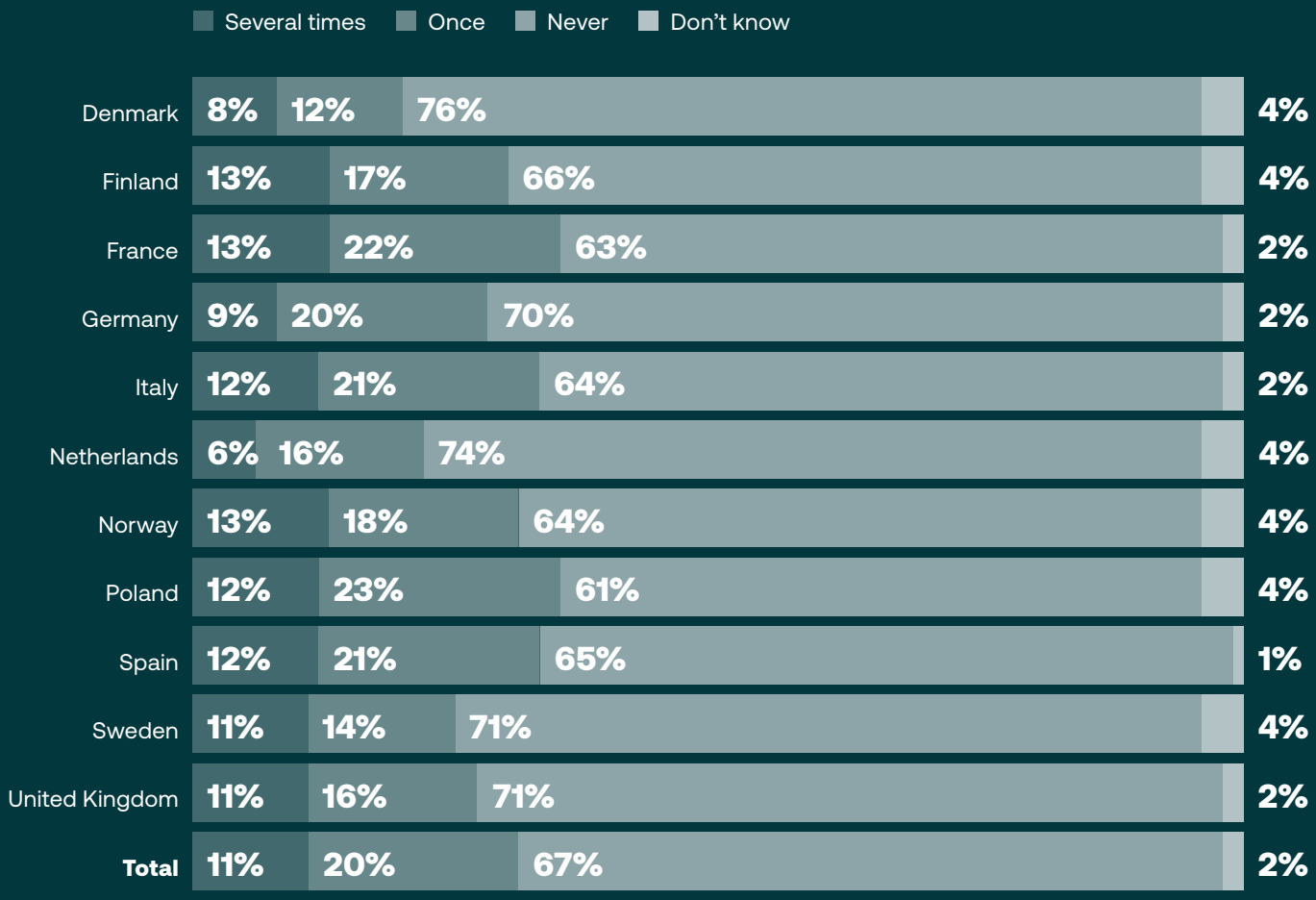
Putting off maintenance can look like a way to save money. Often it costs more in the end. Worn brakes and a neglected suspension won't get cheaper by waiting, and at worst, road safety suffers.

When nearly one in three car owners delays maintenance because of money, servicing and repairs have to be accessible and affordable. At our workshop chains, including Mekonomen, MECA, Fixus, BilXtra, AutoMester, DinBilpartner and OK Serwis, we help owners set priorities. What must be done now to keep the car safe? What can wait? That makes it easier to keep your car in good shape, even when money is tight.

Caring for your car



In the past 12 months, have you postponed car service or repairs due to financial reasons?



Caring for your car

Nine in ten want to keep their car running



Car owners in Europe may disagree on plenty, but almost everyone agrees on this: nine in ten say it's important to be able to repair and maintain their car so it lasts as long as possible. It matters most in Poland and Southern Europe.

This year's Mobility Barometer asked car owners in 11 European countries how important it is to repair and maintain their cars to extend their service life. Some 89 percent say it is important, and half say it is very important. Barely one in ten says it is unimportant.

Few questions in the survey paint such a clear picture. Europeans want to take care of their cars. A car should not be replaced just because something wears out or breaks. It should be fixed and kept on the road.

It is easy to see why. A new car is one of a household's biggest expenses. A car that is already paid off, runs well and has a maintenance history you know is often the best deal around.

Where the wallet rules

The wish to repair and maintain is strong everywhere, but strongest in Poland, Italy, Spain and France. There, an overwhelming majority believes it is important, and more than half believe it is very important.

France and Poland are also where the most car owners had to put off maintenance for financial reasons this past year. When there is no money for a new car, being able to repair the old one becomes crucial.

When the obvious goes without saying

In Denmark, Finland and the Netherlands, enthusiasm is somewhat lower. A large majority there still want to be able to repair their car, but fewer consider it very important.

In the Nordic countries, where the question has been asked since 2024, support has slipped a little each year. Sweden is the exception. Its level has barely changed and is the highest in the region. One explanation may be that in the Nordic countries, people simply assume a car can be repaired.

The same expectations for EVs

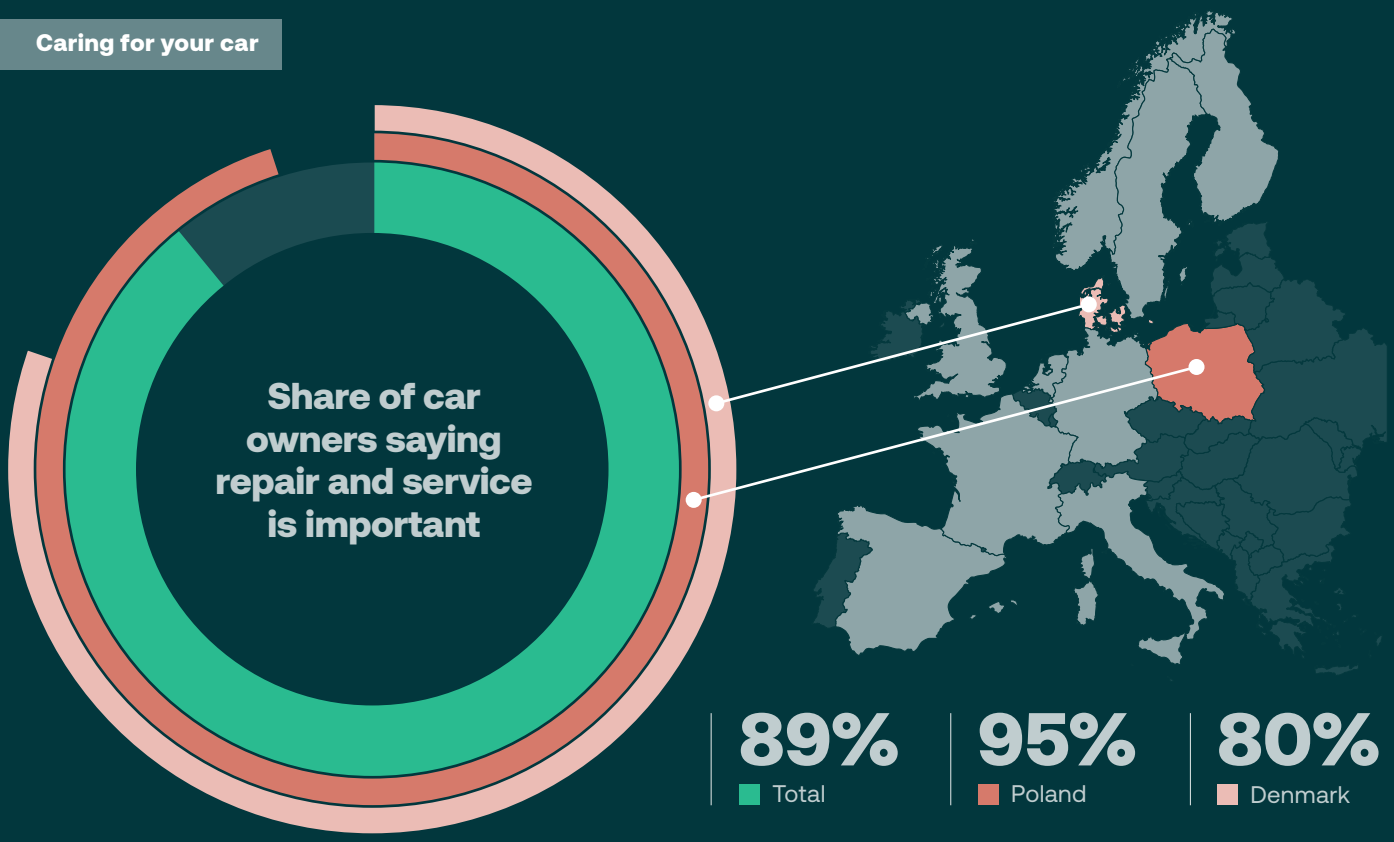
What about EVs? Yes, they too need repairs as they age. More than eight in ten believe it is important that EVs can be repaired and serviced as easily as gas and diesel cars. It matters most to the French. In the Nordic countries, that share has grown in recent years.

How MEKO views the trend

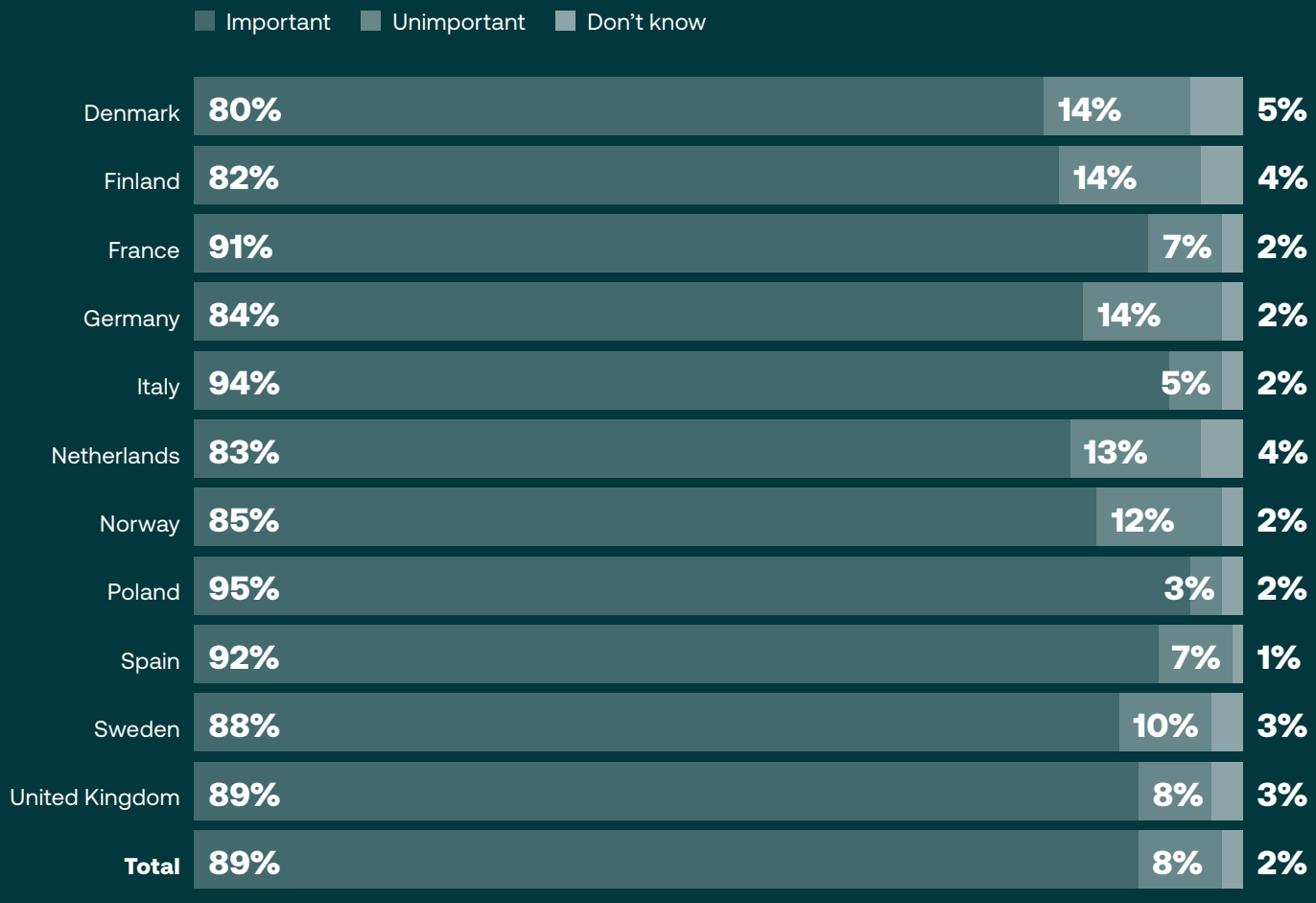
This year's Mobility Barometer shows that Europeans want to take good care of their cars and keep them for a long time. That's good for their wallets and for the environment. A car that is repaired and maintained rather than scrapped prematurely saves both money and resources.

Every day, in our workshops, we see just how much longer a well-kept car can last. New brakes, a new wheel bearing or a timely inspection can add years to a car's life. Our mission is to make it easy for owners to keep their cars in good shape, whatever the make, age or fuel type.

Caring for your car



How important is it that you can repair and service your car to increase its maximum life span?



Caring for your car

New service options appeal, but the workshop wins



A workshop visit on a typical Tuesday rarely fits a busy schedule. Yet that is where most Europeans would still choose to go, with one notable exception.

Drop the car off before work, take the bus the rest of the way and rush back before the workshop closes. For many people, car service is one more thing to squeeze into a packed day. So the idea of someone fixing it right in your driveway can be tempting.

This year's Mobility Barometer asked where people would most like to have their car serviced if they could choose freely. Six in ten (62 percent) pick the familiar option: a workshop. The workshop has things that are hard to match in a driveway: the right equipment, lifts, diagnostic tools and, of course, mechanics who know cars.

About one in five would rather have the service performed at home. The workplace and the parking garage draw few takers.

When the service comes to you

We have gotten used to having things come to us. Food arrives at the door. Online orders land in the stairwell or by the gate. It will not be long before car servicing comes to your home, too.

The idea has caught on most in the UK. There, only four in ten say the workshop is their first choice, and more than one in four would rather have a mechanic come to their home. The French are also more interested than average. In Italy, Germany and the Netherlands, though, workshops remain strong. In the Nordics, the share who prefer a workshop is the highest it has been since the survey began in 2022.

The car as a subscription

Payment models have moved on. Many people now pay a fixed monthly fee for music, TV shows and their cell phones. The same concept applies to cars: regular maintenance for one monthly price, with no surprise bills.

Just over one in three Europeans with access to a car (37 percent) would be open to it. It is easy to see the appeal. You know what the car costs, you know it's always in good shape and you don't have to track when the next service is due. Interest is surprisingly even across Europe, from about three in ten in Finland, Spain and the Netherlands to just over four in ten in Poland.

The cost you want to predict

That wish for predictability starts when buying a car. Eight in ten say it's important to factor in future servicing and repair costs when choosing a new car. In Italy, it's nine in ten.

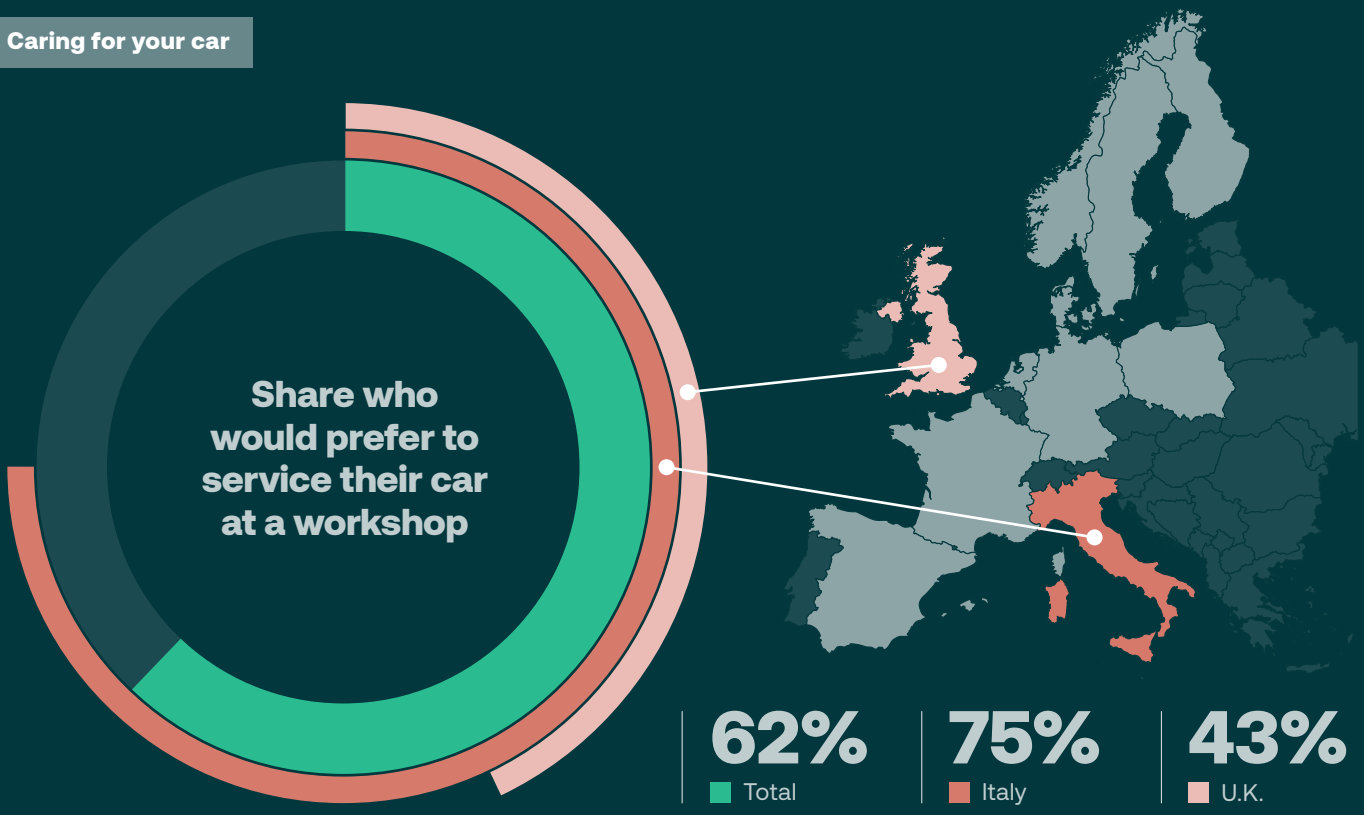
The sticker price is only the beginning. What a car costs year after year decides whether it's a good buy.

How MEKO views the trend

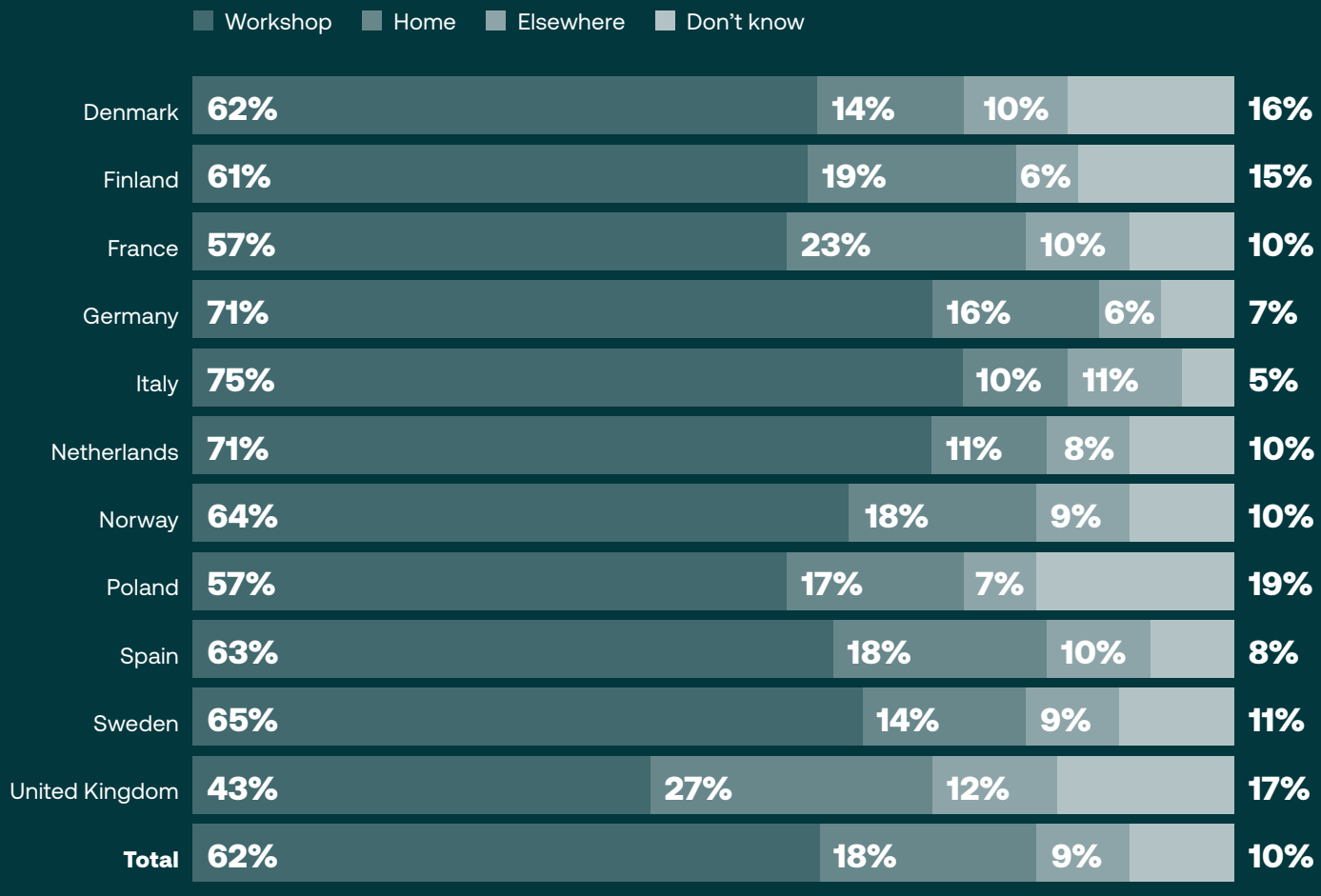
This year's findings show that European car owners trust the workshop. When it is time for service, most want to hand the car to someone who knows what they are doing, with the right equipment and expertise. That trust has to be earned every time a customer drives in.

The results also show that owners think about maintenance costs as early as the purchase. They want to know what a car will cost to own. That's why we work to give owners clear information at our workshops, including Mekonomen, MECA, AutoMester and Fixus: what needs doing and what it costs. We are also developing new ways to buy service, from the classic workshop visit to on-site service at the customer's location.

Caring for your car



If you could choose, where would you like to service your vehicle?



Beyond nationality

The dividing lines across Europe

Nationality is only part of the story. But when habits and preferences are measured, other factors can matter more – such as age, gender and whether you live in a city or the countryside. The patterns are clear.

Young people haven't turned their backs on the car
People aged 35–49 drive the most. Nearly half of them drive every day. Even among young people aged 18–34, four in ten drive daily. Among those over 65, it is just under one in four. So the idea of a young generation that has turned its back on cars does not hold up.

Nearly half of young people put off servicing
Over the past year, 46 percent of young car owners postponed maintenance or repairs because money was tight. Among the oldest, the figure is 17 percent. The gap between young and old is nearly twice as large as the gap between countries.

Young people share the most and still want to own
More than one in four young people use carsharing, compared with one in twenty among the oldest. Yet seven in ten want to own a car in the future, slightly more than among those over 65.

Young people are "open to anything"
Young people are more likely to consider an EV, and a diesel too. They are nearly twice as likely as the oldest group to favor AI taking over more of the driving.

Young people want new ways to get servicing
More than four in ten young people are interested in a service plan with a fixed monthly fee, compared with fewer than three in ten among the oldest. Nearly three in four older adults would rather take their car to a workshop. Among young people, nearly one in four would rather have servicing done at home.

In rural areas, the car is a part of daily life
In rural areas, 44 percent of people drive every day, compared with 27 percent in major cities. Nearly half of rural residents rarely or never use public transit. They worry most about fuel and electricity costs. City dwellers, unsurprisingly, worry more about parking.

City dwellers want their cars too
Even in major cities, twice as many people oppose a ban on gas and diesel cars in city centers as support one. Six in ten city dwellers say it is important to have their own car in a crisis. In rural areas, it is three in four.

Men believe in the tech – women wait and see
Men are significantly more positive than women about AI in cars, 35 percent versus 22 percent. They are also more likely to expect to own an EV within five years. Women are more likely to say they do not know, both when asked whether they would avoid cars from certain countries and when asked when gas and diesel cars will be phased out. More women than men also say a car should be used as long as it works.

In every group, nine out of ten want to repair
One thing does not vary at all. Young and old, men and women, city and country: about nine in ten say it is important to be able to repair and maintain their car so that it lasts.

How MEKO views the trend

This year's findings show just how different car owners' needs can be. A young city driver might want a subscription and servicing at home. An older driver in the countryside, on the road every day, wants a workshop they know. Both need a car that works.

For us, that means one way of serving customers is not enough. Our workshop concepts and services, including tire and windshield care, are designed to make it easy for every car owner to look after their vehicle, whatever their age, whether they live in a city or the country, and whatever stage of life they are in.

Beyond nationality

Differences by age group, gender and place of residence

Share who ...	Total	Ages 18–34	Ages 35–49	Ages 50–64	Ages 65+	Men	Women	Major city	Medium-sized city	Small city	Rural area
Drive every day	35%	40%	46%	34%	23%	37%	34%	27%	36%	38%	44%
Use public transit more rarely than once a year or never	27%	19%	27%	30%	33%	28%	27%	13%	23%	32%	46%
Have postponed service or repairs for financial reasons in the past year*	31%	46%	36%	27%	17%	30%	31%	31%	35%	30%	29%
Use car-sharing services often or sometimes	14%	27%	17%	8%	5%	17%	11%	20%	19%	9%	7%
Would prefer to own their car in the future	66%	69%	69%	65%	63%	67%	66%	62%	64%	68%	73%
Can see themselves renting, leasing or owning an electric car	45%	59%	51%	41%	32%	51%	40%	49%	48%	44%	40%
Can see themselves renting, leasing or owning a diesel car	43%	57%	50%	37%	30%	47%	40%	39%	44%	43%	49%
Expect to own an electric car within five years (already own, very or fairly likely)	33%	43%	39%	31%	21%	39%	28%	34%	37%	32%	30%
Positive toward AI taking over the driver's tasks	28%	37%	32%	24%	20%	35%	22%	32%	34%	25%	22%
Interested in a service agreement with a fixed monthly fee*	37%	44%	42%	33%	28%	42%	32%	40%	40%	34%	33%
Would prefer to service the car at a workshop	62%	53%	56%	65%	74%	63%	61%	60%	58%	66%	65%
Would prefer to have the car serviced at home	18%	23%	21%	17%	12%	18%	18%	18%	20%	17%	19%
Concerned about fuel or electricity costs	65%	58%	64%	70%	67%	64%	66%	60%	63%	68%	71%
Concerned about finding affordable or safe parking	16%	19%	15%	15%	15%	16%	16%	22%	17%	13%	11%
Agree with banning gasoline and diesel cars in city centers	19%	24%	21%	18%	15%	22%	17%	23%	21%	18%	15%
Disagree with banning gasoline and diesel cars in city centers	54%	49%	53%	57%	57%	53%	55%	49%	52%	56%	63%
Important to have own car in a crisis or social disruption	67%	67%	68%	67%	66%	68%	66%	61%	65%	68%	76%
Do not know whether they would avoid cars from certain countries	25%	21%	22%	26%	29%	18%	31%	23%	24%	25%	27%
Do not know whether gasoline and diesel cars will be phased out	23%	20%	23%	24%	25%	16%	29%	22%	23%	24%	22%
Think a car should be kept as long as it functions properly	34%	27%	31%	35%	41%	29%	38%	33%	30%	33%	38%
Important to be able to repair and service the car so it lasts longer*	89%	90%	91%	90%	87%	88%	91%	90%	88%	88%	90%

Base: all respondents (11,026). *Base: respondents with access to a car (9,013).
Major city = more than 100,000 inhabitants, medium-sized city = 50,000–100,000, small city = 10,000–50,000, rural area = fewer than 10,000 inhabitants.

This is MEKO

We enable mobility

Few people think about MEKO when their car is running smoothly. But we are the ones who make sure it does. MEKO is the market leader in the independent automotive aftermarket in northern Europe.

We operate in Sweden, Norway, Denmark, Finland, Poland, Estonia, Latvia and Lithuania, in big cities and the countryside. The group includes chains that many car owners know well: Mekonomen and MECA in Sweden and Norway, BilXtra in Norway, AutoMester and Din Bilpartner in Denmark, Fixus in Finland and O.K. Serwis in Poland, to name a few. Together, they make it possible for car owners across northern Europe to get around safely every day, in vehicles that work.

Our core idea has stayed the same since we started in 1973: to service and repair rather than buy new. This extends the life of the car and lowers costs for its owner. It is also our biggest contribution to a more resource-efficient economy.

We bring together sourcing, logistics, data and expertise so that workshops get the right spare part at the right time, regardless of make, fuel type or budget. Our workshops are at the forefront of servicing and repairing electric cars. Through MEKO Academy, we train mechanics in both today's and tomorrow's technology.

Because the trend is clear. The car fleet is becoming more complex every year, with more electric cars, new brands from new countries and increasingly advanced technology. That is why we need to understand what car owners think and expect. It is the reason we produce the Mobility Barometer, and why this year's edition is more extensive than ever. With more than 11,000 respondents in eleven countries, it is one of the largest mobility studies of its kind.

MEKO in short

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

Mission
To be the most comprehensive partner for everyone who drives, repairs, and maintains vehicles in Northern Europe.

Revenue
18,014 MSEK (2025)

President and CEO
Pehr Oscarson

The share
MEKO has been listed at Nasdaq OMX Nordic Exchange in Stockholm since May 29, 2000.

A strong geographical presence



Country	Net sales SEK M	Number of branches	Number of affiliated workshops	Wholesale brands	Workshop concept
Poland	**4,355**	126	1,341	Inter-Team Mekonomen	O.K. Serwis, Inter Data Service
Sweden	**4,117**	182	826	MECA Mekonomen	MECA, Mekonomen, MekoPartner, Speedy
Denmark	**4,074**	48	903	FTZ	AutoMester, HELLA ServicePartner, Din Bilpartner, CarPeople
Norway	**3,252**	105	1,063	MECA Mekonomen Sørensen og Balchen	MECA, Mekonomen, MekoPartner, BilXtra
Finland	**1,418**	155	397	Koivunen Mekonomen	Mekonomen, MECA Trucks Fixus
Estonia	**508**	35	48	Balti	Fixus, Carstop
Latvia	**177**	6	0	Balti Autoosad	Fixus
Lithuania	**113**	9	0	Balti Autoosad	Fixus

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