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VEHICLE KILOMETERS TRAVELLED 2022

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PREFACE

This publication presents detailed data on kilometers travelled for 2022, as well as data from previous years.

The publication includes data on the total kilometers travelled by Israeli civilian vehicles. The data are yearly nationwide data, and are presented in different cross-sections, such as type of vehicle, age of vehicle, type of ownership, engine capacity, gross weight, etc.

The data are based on recording the odometer readings of the vehicles when carrying out the annual vehicle inspection.

The administrative files are obtained by the Central Bureau of Statistics (CBS) from the Ministry of Transport and Road Safety. These files include data on the entire fleet of vehicles.

From 1969 to 2012 the CBS conducted the Kilometers Travelled Survey using a sample from the vehicle inspection stations.

Following the decision of the Ministry of Transport and Road Safety to record the odometer reading during the annual inspection, which was implemented in 2010, the survey ended. Since 2011, the publication data has been based on administrative files received by the CBS from the Ministry of Transport and Road Safety.

The publication is intended to provide information to decision-makers, researchers, and the general public.

We would like to thank the Ministry of Transport's Department of Digital Technology and Information for providing us with the administrative files.

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Jerusalem, 2023

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CONTENTS

	Page
Introduction	
1. General.....	(9)
2. Main Findings	(10)
3. Terms, Definitions and Explanations	(17)
4. Methodology	(19)
Tables	
Special Symbols	(27)
1. Annual Kilometers Travelled and Average Annual Kilometers Travelled, by Type of Vehicle.....	26
2. Average Annual Kilometers Travelled, by Type and Age of Vehicle	28
3. Average Annual Kilometers Travelled of Private Cars, by Engine Capacity (cc), and of Trucks, by Type of Fuel and Gross Weight (tons)	30
4. Motor Vehicles, Annual Kilometers Travelled and Average Annual Kilometers Travelled, by Type and Age of Vehicle	31
5. Average Annual Kilometers Travelled, by Year of Production/ Year of First Use and Type of Vehicle.....	32
6. Motor Vehicles, Annual Kilometers Travelled and Average Annual Kilometers Travelled of Private Cars and Motorcycles, by Engine Capacity (cc), of Trucks, by Type of Fuel and Gross Weight (tons), and of Minibuses, by Type of Ownership	33
7. Motor Vehicles and Average Annual Kilometers Travelled, by Type of Fuel and Type of Vehicle	34
8. Average Annual Kilometers Travelled of Private Cars, by Type of Ownership, Engine Capacity (cc) and Year of First Use.....	35
9. Population, Motor Vehicles, Licenced to Drive and Annual Kilometers Travelled, by Cities	36
10. Average Annual Kilometers Travelled of Private Cars, by Year of Production/ Year of First Use, Engine Capacity (cc) and Type of Fuel.....	38

INTRODUCTION

1. General

This publication presents data on the total number of kilometers travelled by Israeli civilian vehicles as well as the average number of kilometers travelled per vehicle per year, according to type of vehicle and other characteristics.

1.1 Previous Method – Based on Survey

Up to 2011, the Kilometers Travelled Survey was based on reports received from the driver. The survey was conducted on sampling days at vehicle inspection stations, and the sampling days were spread over the year of the survey. The estimate of annual kilometers travelled during the survey period was calculated as the average of the reports of monthly kilometers travelled, multiplied by 12. The number of vehicles was calculated as the average of the total number of vehicles at the end of the last two relevant years.

1.2 New Method – Based on Administrative Files

As of 2011, the data on kilometers travelled, which were presented for the first time in the publication *Kilometers Travelled 2012*,¹ are based on administrative files obtained by the CBS from the Ministry of Transport and Road Safety.

Beginning in 2010, odometer readings were recorded during the annual inspection test of the vehicle. This information was recorded in the vehicle registry of the Ministry of Transport and Road Safety.

Calculation by the CBS of the annual kilometers travelled was based on a comparison of the odometer readings that were recorded in two different inspection tests of the same vehicle, at two different points of time, with a difference of approximately a year.

The number of vehicles was calculated according to the number of days the vehicle had a valid licence during that same period of time (See Chapter 4, Methodology, Paragraph 4.1, e.2). This is in contrast to the publication *Motor Vehicles*, in which the number of vehicles is accurate as per the last day of the year.

Thus, the data obtained were actually for 12 moving months, based on the date that the vehicle passed the inspection test.

The new method allows for considerable expansion of the publication by adding distributions and characteristics that could not have been presented on the basis of

¹ Central Bureau of Statistics (2014). *Kilometers Travelled 2012*. Publication No. 1533.

the survey data due to the size of the sample. For example, it is possible to differentiate among privately owned vehicles, leased vehicles, company vehicles, and rental vehicles, and to calculate the kilometers travelled according to the type of ownership.

The current publication includes data for 2022, as well as for previous years. Data for 2012–2022 were calculated according to the new method. Data for 2011 were calculated using both methods in order to enable comparisons.

Tables 1–3 are summary tables, which present data according to the old method for 2011 and previous years. The data in Tables 4 and onwards are presented only according to the new method.

2. Main Findings

2.1 General

The findings refer to data for the year 2022, which were obtained from processing of the administrative files ², and comparisons with previous years.

In 2022, motor vehicles in Israel travelled a total of 65.9 billion km – a 3.0% increase compared to 2021 (64.0 billion km).

Most of the annual kilometers travelled (79.2%) were by private cars. The proportion for trucks was 13.2%, and the proportion for taxis was 2.4%.

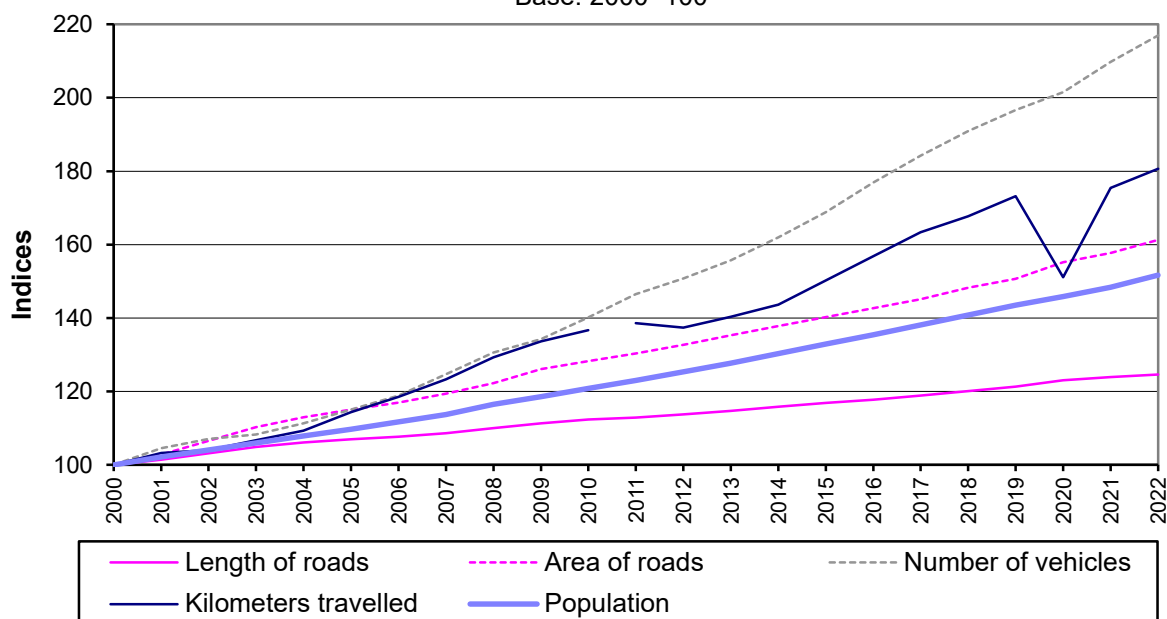
An examination of the changes that have occurred since 2000 (see Diagram A) shows that the annual kilometers travelled increased by 81%, and that the total number of motor vehicles³ increased 2.2 times more, compared with 2000. In contrast, though, the area of roads increased by 61%, and the length of roads increased by only 25%. During the same period, the population increased by 52%. The average annual kilometers travelled per vehicle decreased by 19% between 2000 and 2022.

² The number of motor vehicles in this publication was calculated according to the number of days that the vehicle had a valid licence during that period of time. This is in contrast to the number of motor vehicles appearing in the publication "Motor Vehicles", which relates to the last day of the year.

³ Central Bureau of Statistics (2023). *Motor Vehicles 2022*. Publication No. 1910.

DIAGRAM A. ANNUAL KILOMETERS TRAVELLED,(1) NUMBER OF MOTOR VEHICLES,(2) POPULATION,(2) AREA AND LENGTH OF ROADS – INDICES 2000–2022

Base: 2000=100



- (1) Up to 2010, the source of data is Kilometers Travelled Survey, and as of 2011, the source is the administrative file received from the Ministry of Transport and Road Safety. Due to changes in the data collection system and the calculation of data, there is a break in the series between the years 2010 and 2011.
- (2) At the end of the year.

Tables A and B show a comparison of the average kilometers travelled and the total kilometers travelled in 2019 (before the Coronavirus [COVID-19] outbreak), in 2020 (when COVID-19 broke out), in 2021 (after most of the COVID-19 restrictions were lifted), and in 2022. The total annual kilometers travelled (Table B) in all types of vehicles, except taxis, was higher than pre-COVID-19 level and in contrast, the average annual kilometers travelled (Table A) of private cars, taxis, buses and minibuses in 2022 did not return to its pre-COVID level.

The average kilometers travelled by private cars in 2022 decreased by 0.5% compared to 2021. The average kilometers travelled by all vehicles in 2022 decreased by 0.6% compared to 2021.

The average kilometers travelled by taxis increased to 67.7 thousand km in 2022, an increase of 1.2% compared to 2021 (66.8 thousand km). However, it is still lower than its level in 2019 (72.8 thousand km).

The average kilometers travelled by motorcycles decreased slightly (7.5 thousand km in 2022 compared to 7.6 thousand km in 2021) but is higher than its level in 2019 (7.2 thousand km).

**Table A. Average annual kilometers travelled (thousands), by vehicle type
2019–2022**

Vehicle type	2019	2020	2021	2022	Percentage of change 2022 compared to 2019	Percentage of change 2022 compared to 2021
All vehicles	17.6	14.9	16.7	16.6	-5.7	-0.6
Private car	16.2	13.5	15.3	15.2	-6.1	-0.5
Truck	27.2	26.5	27.9	27.7	1.9	-0.5
Taxi	72.8	55.6	66.8	67.7	-7.0	1.2
Bus	57.5	47.4	57.3	56.4	-1.8	-1.5
Minibus	50.1	41.9	48.1	49.4	-1.4	2.7
Special vehicle	18.1	20.1	18.4	18.1	0.0	-1.7
Motorcycle	7.2	6.8	7.6	7.5	4.0	-0.8

**Table B. Total annual kilometers travelled (millions), by vehicle type
2019–2022**

Vehicle type	2019	2020	2021	2022	Percentage of change 2022 compared to 2019	Percentage of change 2022 compared to 2021
All vehicles	63,191	55,121	64,001	65,900	4.3	3.0
Private car	49,831	42,844	50,595	52,205	4.8	3.2
Truck	8,495	8,189	8,619	8,684	2.2	0.7
Taxi	1,750	1,293	1,497	1,596	-8.8	6.6
Bus	1,252	1,055	1,277	1,318	5.3	3.2
Minibus	743	624	722	757	2.0	4.8
Special vehicle	102	120	117	121	18.3	3.4
Motorcycle	1,019	997	1,174	1,220	19.7	3.9

New vehicles: The data show that the newer the vehicle, the greater the average number of annual kilometers travelled. For all types of vehicles, the average annual kilometers travelled decreased with the age of the vehicle. For example, private cars aged 0–3 years (year of first use 2019–2022) travelled an average of 19.6 thousand km per vehicle in 2022, whereas private cars aged 4–6 years travelled an average of 16.0 thousand km that year. This figure decreased to an average of 4.6 thousand km travelled by private cars over 30 years old. Trucks aged 0–2 years travelled an

average 42.1 thousand km per year, compared to 35.7 thousand km on average for trucks aged 3–6 years, and this figure decreased to 15.6 thousand kilometers travelled on average for trucks over 14 years old (Table 4).

The average annual kilometers travelled per vehicle, by type of propulsion: The average annual kilometers travelled per vehicle powered by diesel oil was 29.4 thousand km in 2022. Hybrid vehicles traveled an average of 21.9 thousand km and gas-powered vehicles traveled 18.9 thousand km. All of these are compared to the average of 13.6 thousand kilometers driven by gasoline-powered vehicles⁴ (Table 7).

2.2 Private Cars

In 2022, the average annual kilometers travelled per private car was 15.2 thousand km (compared with 15.3 thousand km in 2021). The total kilometers travelled by all private cars that year was 52,205 million km, constituting 79.2% of the total annual kilometers travelled by all vehicles. This represents a 3.2% increase in the total annual kilometers travelled by all private cars compared to 2021 (50,595 million km) (Table 1). This increase was due to a 3.7% increase in the number of private cars that were active that year, and to a 0.5% decrease in the average annual kilometers travelled by private cars compared to the previous year (Table 4).

Private cars, by engine capacity: In 2022, the highest average annual kilometers travelled per private car was in the category of 1,601 to 1,800 cc engine capacity – 18.2 thousand km. The lowest average annual kilometers travelled was found in the over 4,001 cc category – 10.6 thousand km (This is explained by the high average age of these vehicles. See Table 19 in the publication *Motor Vehicles 2022*).⁵ The average annual kilometers travelled by vehicles with an engine capacity of up to 1,000 cc was 16.2 thousand km (Table 8).

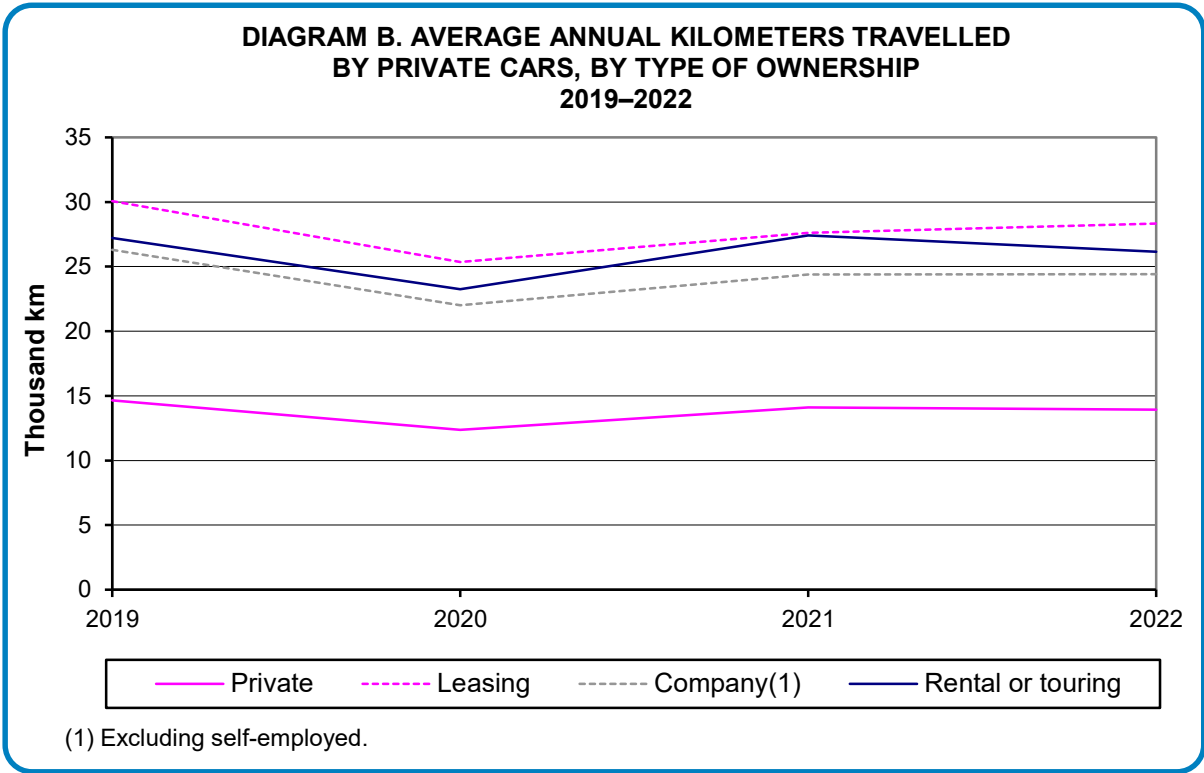
Private cars, by type of propulsion: In 2022, private cars powered by diesel oil travelled an average of 22.8 thousand km. Hybrid private cars travelled an average of 21.1 thousand km, and private cars powered by gas traveled 18.8 thousand km, compared to 14.0 thousand km on average driven by private cars powered by gasoline (Table 7).

New private cars by type of ownership: In 2022, the average annual kilometers travelled by new private cars (year of first use 2019–2022) owned by a leasing company was 28.4 thousand km. In contrast, the average annual kilometers travelled

⁴ At this stage, it is not possible to publish travel data for electrically powered vehicles, because most of them are new and have not yet passed a licensing test.

⁵ Central Bureau of Statistics (2023). *Motor Vehicles 2022*. Publication No. 1910.

by privately owned cars was 16.0 thousand km, the average annual kilometers travelled by a private car owned by a company was 26.5 thousand km, and the average annual kilometers travelled by a privately owned car used for rental or touring was 26.5 thousand km (Table 8).



2.3 Trucks

In 2022, the average annual kilometers per vehicle travelled by trucks (gasoline and diesel) was 27.7 thousand km (27.9 thousand km in 2021). The total kilometers travelled by trucks in this year was 8,684 million km, which constituted 13.2% of the total annual kilometers travelled by all vehicles in that year, an increase of 0.7% in total kilometers travelled compared to 2021 (Table 1).

The average annual kilometers travelled per diesel truck with a gross weight of up to 3.5 tons was 22.4 thousand km, which was substantially higher than the average annual kilometers travelled per gasoline truck within this weight category – 11.6 thousand km (the vast majority of trucks with a gross weight of up to 3.5 tons are powered by diesel oil) (Table 7).

Trucks by gross weight: Large trucks travel more. In 2022, the average annual kilometers travelled per vehicle for diesel trucks with a gross weight of 34 tons and over was 67.0 thousand km, which was 3 times the average kilometers travelled per diesel truck with a gross weight of up to 3.5 tons – 22.4 thousand km (Table 6).

2.4 Buses

In 2022, the average annual kilometers travelled per bus was 56.4 thousand km (57.3 thousand km in 2021). The total kilometers travelled by buses in this year was 1,318 million km, compared to 1,277 million km in 2021 – an increase of 3.2% (Table 1). The number of buses increased during 2022 by 4.8%, compared to 2021, when the number of buses increased by only 0.1% (Table 4). The total annual kilometers travelled by buses constituted 2.0% of the total annual kilometers travelled by all vehicles in 2022.

2.5 Minibuses

In 2022, the average annual kilometers travelled per minibus was 49.4 thousand km (compared to 48.1 thousand km in 2021). The total kilometers travelled by minibuses was 757 million km (722 million km in 2021). The number of active minibuses increased in 2022 by 2.1% compared to 2021 (Table 4).

The average annual kilometers travelled per public minibus in 2022 was 54.6 thousand km, compared to the average annual kilometres travelled of all minibuses – 49.4 thousand km (Table 6).

The total annual kilometers travelled by minibuses in 2022 constituted 1.1% of the total annual kilometers travelled by all vehicles in that year.

2.6 Motorcycles

In 2022, the average annual kilometers per vehicle travelled by motorcycles was 7.5 thousand km (7.6 thousand km in 2021). The total number of kilometers travelled by motorcycles was 1,220 million km (compared to 1,174 million km in 2021), which constituted 1.9% of the total annual kilometers travelled by all vehicles in that year.

Motorcycles by engine capacity: The data show that the larger a motorcycle's engine capacity, the higher the average annual kilometers travelled. In 2022, the average annual kilometers travelled per motorcycle with an engine capacity of 401 cc and over was 7.8 thousand km, compared to 7.3 thousand km travelled per motorcycle with an engine capacity of up to 125 cc. (Tables 2 and 6).

2.7 Taxis

In 2022, the average annual kilometers travelled by a taxi was 67.7 thousand km (as compared to 66.8 thousand km in 2021). The total kilometers travelled by taxis was 1,596 million km (as compared to 1,497 million km in 2021), constituting 2.4% of the total annual kilometers travelled by all vehicles in this year. Both the total annual kilometers travelled and average annual kilometers travelled by taxis have not returned to their pre-corona levels.

2.8 Gasoline Consumption in Transportation

**Table C. Gasoline Consumption in Transportation, Vehicles
and Total Annual Kilometers Travelled
2019–2022**

Variable	2019	2020	2021	2022
Number of vehicles ¹ powered by gasoline (thousands)	3,056.7	3,140.9	2,985.2	3,016.6
Kilometers travelled by vehicles powered by gasoline (million km)	46,633.2	39,915.5	41,163.7	41,060.1
Gasoline consumption in transportation (millions of litre)	4,106.5	3,599.1	4,046.1	4,222.7
Average annual gasoline consumption per vehicle (litre)	1,343.4	1,145.9	1,355.4	1,399.8
Average kilometers travelled per litre gasoline consumed	11.4	11.1	10.2	9.7

¹ The number of vehicles, by the number of days the vehicle had a valid licence during that period of time. This is in contrast to the publication "Motor Vehicles", which relates to the number of vehicles on the last day of the year.

Between 2019 and 2022, the number of vehicles powered by gasoline decreased by 1.3% and their total annual kilometers travelled decreased by 12.0%. Concomitantly, during this period there was an increase of 2.8% in consumption of gasoline in transportation, a 4.2% increase in the average consumption of gasoline per vehicle and a 14.7% decrease in kilometers travelled per liter of gasoline.

3. Terms, Definitions and Explanations

Kilometers travelled: The number of kilometers that a motor vehicle travelled during a given period.

Road motor vehicle: A land road vehicle that runs on mechanical power, and that is intended for carrying persons or freights or for hauling a trailer. Excluding land motor vehicles running on rails.

Year of first use: The year that the vehicle was first used on the highway, even if it was not yet registered in the Civilian Motor Vehicle Registry of the Ministry of Transport and Road Safety.

Notes:

- a. In April 2008, there was a transition in the Ministry of Transport and Road Safety, from using "year of production" to using "year of first use". The production year is not identical to the calendar year. Usually the production year begins in the last third of the previous calendar year and ends after approximately two-thirds of a year. As a result, data on "year of production 2008" include vehicles with a production year of 2008 that were first used at the end of 2007, as well as vehicles that were registered throughout 2008, i.e., vehicles that were first used within a period of a year and four months. As of 2009, "year of first use" (which has replaced "year of production") is identical to the calendar year.
- b. Examples of vehicles for which the year of first use is different than the year of vehicle registration in the Civilian Motor Vehicle Registry of the Ministry of Transport and Road Safety: Military vehicles or police vehicles that became private cars – the year of first use is earlier than the year of vehicle registration; taxis that became private cars – for a private car, the year of first use is the year that the vehicle was registered as a taxi. However, the year of vehicle registration for that vehicle is the year it was registered as a private car; vehicle of a new immigrant – The year of first use is the year that the vehicle was registered in the country of origin. The year of vehicle registration is the year that the vehicle was registered in the Civilian Motor Vehicle Registry of the Ministry of Transport and Road Safety.

Year of vehicle registrations: The year that the vehicle was first registered in the Civilian Motor Vehicle Registry of the Ministry of Transport and Road Safety, with its current licence number.

Private car: A road motor vehicle that is not a public service vehicle or a commercial vehicle or a two-wheeled vehicle, and that is designed to transport up to 9 passengers (including the driver).

Bus: A motor vehicle designed to carry more than 9 persons (including the driver), and is described in its licence as a bus.

A bus can carry seated as well as standing passengers. Excluding minibus, which is a unique kind of bus existing in Israel, licenced to carry up to 20 persons (including the driver).

Minibus: A motor vehicle of up to 4 tons gross weight, licenced to carry up to 20 persons (including the driver), and described in its licence as a minibus. The distinction between bus and minibus is unique to Israel.

Up to 1992, a minibus was included under "Truck up to 4 tons – van" (i.e., without separation between the passengers and the back load).

Taxi: A public motor vehicle which is designed to transport up to 11 persons (including the driver), and is registered in its licence as a taxi.

Changes have occurred in the maximum number of passengers permitted (including the driver): Up to February 1993 – 8 passengers; from March 1993 to December 1997 – 9 passengers; and as of January 1998 – 11 passengers.

Truck (including "freight vehicle", "commercial vehicle"): A road motor vehicle designed to carry goods. As of 1978, excluding dual-purpose vehicles (these were transferred to the category of private cars). As of 1993, excluding minibuses (that were defined as a separate type of vehicle). As of 1996, excluding special trucks for passengers (which were transferred to the category of buses).

Gross weight: The weight of the vehicle plus the weight of the passengers and load carried by it, as permitted by the vehicle Licencing department.

Two main types of trucks are distinguished by gross weight:

- a. **Truck up to 3.5 tons ("commercial vehicle")** (up to 2007– up to 4.0 tons).
- b. **Truck over 3.5 tons** (up to 2007: over 4.0 tons).

Motorcycle: A motor vehicle with two or three wheels, described in its licence as a motorcycle, including a tricycle and a motorcycle with sidecar.

Special vehicle: A road motor vehicle designed for special services: ambulance, rescue vehicle, fire extinguishing vehicle, engineering vehicle, crane, towing vehicle.

Type of ownership: Determined by the licenced owner of the vehicle. There are four types of ownership: private; leasing company; company (not including self-employed persons); and rental or touring.

4. Methodology

4.1 New Method – Use of Administrative Files

a. The Investigated Population

The population investigated included motor vehicles registered at the Ministry of Transport and Road Safety with a valid licence or a licence that expired during the year of the investigation (the active vehicles).

It did not include army and police vehicles, hauled vehicles, tractors, vehicles of foreign citizens and of holders of provisional vehicle licences, vehicles registered in the Palestinian Authority, vehicles of tourists staying in Israel less than three months, diplomatic and U.N. vehicles, etc.

b. The Investigation Period

The period investigated was the year 2022.

c. Sources of the Data

Administrative files regarding motor vehicles received from the Ministry of Transport and Road Safety.

These files include the following information:

- Data on characteristics of the vehicles such as: year of production or year of first use, engine capacity, type of fuel gross weight of trucks.
- Data on vehicle ownership: type of ownership, owner's locality of residence.
- Data from the inspection stations: date of inspection test, cumulative kilometers travelled by the vehicle at time of the inspection test.

d. Handling of the Data

At the CBS, each vehicle file underwent a process of intake and identification that the vehicle was active (the file received was a historical file that began at the establishment of the State of Israel, meaning that no vehicle records were deleted).

e. Method of Estimation

e.1 General

To calculate annual estimates, the CBS uses cumulative data on kilometers travelled received on two dates, with an interval of about a year between the dates. In this manner, the kilometers travelled data received are actually for twelve moving months, according to the timing of the vehicles' inspection tests. Part of the kilometers travelled data reported for vehicles also includes a period of time that is not within the year being investigated, whereas part of the year being investigated is

not covered. In normal years, kilometers travelled patterns are relatively stable, and we therefore attribute these data to the survey year.

The data presented in this publication are based on vehicle inspection test data received up to June 2023.

e.2 Calculation of kilometers travelled per vehicle

The calculation of the annual kilometers travelled by a vehicle is based on the difference between the cumulative kilometers travelled by the vehicle which were reported at two consecutive inspection tests.

In order to enable optimal calculation for a specific calendar year, the majority of the months relevant to that year were taken into account for each vehicle, according to the date of its inspection test. Therefore, for a specific calendar year under investigation, data were taken from June of the preceding year to June of the following year. In this way, symmetry was achieved in solving the problem of coverage of the calendar year.

Since it was established that the kilometers travelled patterns of a vehicle whose last known inspection test was during the months January–May of the surveyed calendar year are stable and resemble the kilometers travelled patterns of the representing vehicles (as explained in the previous paragraph), their kilometers travelled data are attributed to the surveyed year.

As the two dates of the inspection tests are not necessarily exactly one year apart, the difference between two reports was standardized according to the number of days that passed between the two reports so that they fit one year. Furthermore, some of the vehicles were not active during the entire year. The most notable example is new vehicles that were registered at some point during the year, and were therefore not active for the entire year. Another example is vehicles that were active at the beginning of the year but became inactive during the course of the year (for example, vehicles that were scrapped or stolen). For this purpose, a calculation was performed to determine the number of days each vehicle was active during the investigation period (number of active days during the year), and the kilometers travelled was calculated according to this number. Thus, the annual kilometers travelled by vehicles was adjusted according to the difference between the cumulative kilometers travelled divided by the difference in the days that passed between the two reports, multiplied by the number of days during the year that the vehicle was active.

e.3 Logic checking

As the calculation of kilometers travelled by vehicles was based on odometer readings taken on two separate occasions, the quality of both of these readings was of great importance. Therefore, the readings underwent a process of logic checking in order to detect vehicles with missing or unusual odometer readings that most likely did not reflect the actual kilometers travelled and therefore were liable to have affected the estimates. The logic checks were adapted to each type of vehicle separately according to the different characteristics of the vehicle. The checks were conducted for each individual report of kilometers travelled that was included in the calculation of annual kilometers travelled, as well as for the difference between the two readings relative to the number of days that elapsed between the two dates. In the case of a vehicle for which the report(s) on kilometers travelled or the difference between the two reports was unusual (exceptionally high or low), the annual kilometers travelled was imputed by the CBS.

e.4 Editing and imputation of kilometers travelled

About 27% of the vehicles lack license test data that meet the definitions described above. For these vehicles, the average kilometers travelled is edited or imputed, according to the available information.

Editing refers to correcting the reported data to fit the survey definitions. For vehicles for which a report on kilometers travelled was received in a period that does not fully cover the survey year (July through December 2021), and under the condition that the travel patterns of the vehicles are similar for adjacent years, a standardization of the kilometers travelled was carried out in order to account for changes that occurred due to the effects of the COVID-19 pandemic. The standardizations were carried out separately for each month of the inspection test, in homogenous groups in relation to the studied variable – the average daily kilometers travelled per vehicle. From among the vehicles for which the inspection tests covered the survey year, the change in total kilometers travelled in 2022 compared to the previous year was learned, and this change was also attributed to vehicles for which it was decided to edit the datum in order to adjust it to the special changes of 2022.

Imputation, which is the calculation of an estimate of missing or disqualified data, was conducted in order to minimize estimation biases resulting from non-receipt or disqualification of the required reports. Reports (readings) were not received for all active vehicles for the two relevant occasions. Some of these vehicles were not required to submit any reports, and others were only required to submit one report. For example, new private cars require an inspection test only three years after the

first registration.⁶ For some of the vehicles, the number of kilometers travelled was not reported, even though this was required. For a small share of vehicles that had two reports, the kilometers travelled datum was disqualified because it failed the logical check criteria, including cases in which the number of cumulative kilometers travelled in the report for the current year was lower than the number of cumulative kilometers travelled in the report for the previous year. The number of annual kilometers travelled was imputed for all vehicles for which two consecutive, valid reports for the investigation year were not obtained.

Two methods of imputation were used for annual kilometers travelled:

- (1) Imputation of kilometers travelled for the vehicle, based on the report of kilometers travelled for a long period of time.
- (2) Imputation of homogeneous groups.

The first method of imputation was used for vehicles up to 4 years old, for which only one report was received and which had not changed ownership since their registration. In these cases, the imputation was performed by calculating the average daily kilometers travelled by the vehicle since its registration and adjusting this to the number of active days during the investigation period. The data was standardized according to the pattern of vehicles for which three reports were available.

In the second imputation method, the vehicles were divided into groups that were homogeneous with respect to the investigated variable, using a series of auxiliary variables. The main variable used as a basis for forming the imputation groups was the main category of vehicle, within which sub-groups were formed according to different characteristics. Thus, for example, within the group of private cars, the sub-groups were formed according to a combination of type of vehicle ownership (private/company), age groups, fuel type, and engine capacity. For trucks, the sub-groups were formed according to type of fuel (gasoline/diesel oil), vehicle ownership, age group, and gross weight. In addition, there was a division into two types of trucks in some of the groups.

Using this method, each vehicle missing a value for annual kilometers travelled was assigned the average annual kilometers travelled in the homogeneous group that the vehicle belonged to. The value was calculated for all vehicles in the group that had reports on two dates and passed the logic-checking process.

⁶ As of the 2016 year of first use. Up to 2016 there was a two-year exemption before the first inspection test.

f. Reliability of the Data

The data for the publication in the new format were not based on a sample, and were therefore not subject to sampling errors. However, as in all statistical work, the data were subject to non-sampling errors.

Response errors: The information was based on collection of odometer readings from the annual inspection test at inspection stations. The quality of the data depended on the accuracy of the information recorded. Errors in recording might have led to biases in the estimates. Some of these errors were detected during the logic-checking process. These errors required imputation of the data on annual kilometers travelled.

Data entry errors: The information collected in the survey was entered into the systems at the inspection stations. Errors in the typing of odometer readings, such as switching the order of the digits or omitting or adding digits, might affect the quality of the estimates. Logic checking can detect this type of error as well, and the yearly kilometers travelled was imputed.

Processing errors: As mentioned, the data received underwent editing, imputation, and other processing. These processes were designed to detect unlikely values and to impute data where necessary. Although these processes were designed to minimize errors, they might themselves have been subject to errors. Logic checking was conducted to minimize them.

4.2 Previous Method – Use of a Survey

a. The Population Investigated

The population investigated was identical to the population in the new method (paragraph 4.1.a).

b. The Investigation Period

The investigation period was identical to the period of the new method. (paragraph 4.1.b).

c. Sources of the Data

An annual, dedicated survey conducted by the CBS at the inspection stations, as well as information obtained from bus companies owning licenced garages.

d. Sampling Method

The sample included all inspection stations that licenced civilian vehicles of the general public, excluding very small inspection stations.

The sample included 4 quarter-year samples. Each quarter-year sample was composed of the following samples:

1. Sample of small stations – each small station was enumerated on one day during the quarter-year.
2. Sample of days at other stations (the vast majority of the sample) – each station was enumerated on 1–4 days of the quarter-year.

The dates that the stations were to be enumerated were determined using a sampling method (in actuality, the enumeration date was sometimes moved slightly to a different date). One of the goals of this sampling method was a good representation in the sample of the various months and days of the week. On the sampling days at the sampled stations, civilian vehicles that underwent an inspection test at that station were enumerated.

The sample did not represent the following vehicles:

- (a) Buses owned by large transportation companies (approximately half of the buses), in which the license was given in a licensed garage under their ownership. The representation of these buses was based on complete information received directly from the companies.
- (b) New private and commercial vehicles, which were exempt from the annual registration test at the end of the vehicle's first year of activity. The estimates for the first year of these vehicles were imputed according to the data received

regarding new vehicles that underwent an inspection test at the end of their second year (a sample examination performed in the past showed that this imputation is reliable).

e. Investigation Method

Every vehicle owner was asked how many kilometers their vehicle travelled in the past month and in the past 12 months. The owner was also asked to state the type of fuel used in the vehicle, the vehicle's fuel consumption (km per litre), and the expenditure on fuel in the past week.

f. Handling the Data

Vehicle characteristics – In order to obtain data regarding the age of the vehicle, engine capacity, etc., the vehicles enumerated in the kilometers travelled survey were compared to the vehicle file of the Ministry of Transport and Road Safety. The comparison was performed according to the licencing number of the vehicle. Then, the data were used to calculate the average kilometers travelled by vehicles according to type of vehicle, age of vehicle, type of fuel, engine capacity, etc. The data that were collected underwent a process of logic checking and imputation of missing and disqualified data.

g. Reliability of the Data

As the data were based on a survey, they were subject to sampling errors and non-sampling errors.

For additional explanations regarding the estimation method and the reliability of the data in the previous method, see the publication *Kilometers Travelled 2012*.⁷

⁷ Central Bureau of Statistics (2014). *Kilometers Travelled 2012*. Publication No. 1533.

TABLES

(PRESENTED IN HEBREW ORDER – FROM RIGHT TO LEFT)

Special Symbols:

- = No cases.
- .. = Unknown or not for publication.
- () = Data based on estimates, or data with a relative sampling error which is high.

Rounding of numbers: Numbers do not necessarily sum to totals, due to rounding.

לוח 1. נסועה שנתית ונסועה שנתית ממוצעת, לפי סוג רכב

2014	2013	2012	(2)2011	(1)2011	2010	2005	2000	1995	1990	יחידה	סוג רכב
											סך כולל
52,400	51,207	50,107	50,576	50,693	49,870	41,729	36,482	30,633	18,668	מיליון ק"מ	סך הכל
17.9	18.1	18.2	19.1	19.4	19.9	20.1	20.5	21.6	18.7	אלף ק"מ	ממוצע לרכב
											כלי רכב פרטי
39,222	37,848	36,545	36,443	35,370	33,422	26,436	22,800	18,682	12,170	מיליון ק"מ	סך הכל
16.2	16.4	16.4	17.1	16.8	16.7	16.6	16.8	17.3	15.4	אלף ק"מ	ממוצע לרכב
											סוג בעלות
30,579	28,953	27,883	27,854	..	..	..	..	..	..	מיליון ק"מ	סך הכל
14.5	14.4	14.4	15.1	..	..	..	..	..	..	אלף ק"מ	ממוצע לרכב
											חברת החכר (ליסינג)
4,894	4,974	4,881	4,804	..	..	..	..	..	..	מיליון ק"מ	סך הכל
30.6	31.2	31.2	31.2	..	..	..	..	..	..	אלף ק"מ	ממוצע לרכב
											חברה(3)
3,071	3,173	3,069	3,046	..	..	..	..	..	..	מיליון ק"מ	סך הכל
25.3	27.7	28.0	28.7	..	..	..	..	..	..	אלף ק"מ	ממוצע לרכב
											השכרה או תיור
678	749	712	738	..	..	..	..	..	..	מיליון ק"מ	סך הכל
28.7	29.8	30.1	29.9	..	..	..	..	..	..	אלף ק"מ	ממוצע לרכב
											משאית
8,877	9,099	9,347	9,862	10,879	12,127	11,489	10,216	9,088	4,842	מיליון ק"מ	סך כולל
26.6	26.8	26.8	28.3	31.3	34.8	33.0	33.9	37.9	32.0	אלף ק"מ	ממוצע לרכב
											משאית בנזין
584	671	773	889	1,237	1,299	1,994	3,390	6,170	3,290	מיליון ק"מ	סך הכל
14.0	14.4	14.6	15.4	21.0	20.2	20.9	24.9	33.8	27.5	אלף ק"מ	ממוצע לרכב
											משאית סולר
8,226	8,365	8,519	8,925	9,642	10,828	9,495	6,826	2,918	1,552	מיליון ק"מ	סך הכל
28.5	28.8	29.1	30.9	33.4	38.1	37.6	41.4	51.2	49.0	אלף ק"מ	ממוצע לרכב
											אוטובוס זעיר
699	716	719	742	709	785	732	786	619	-	מיליון ק"מ	סך הכל
49.6	50.5	49.8	50.4	47.5	51.8	45.0	48.1	61.4	-	אלף ק"מ	ממוצע לרכב
											אוטובוס
1,000	950	918	900	1,002	933	822	814	716	565	מיליון ק"מ	סך הכל
57.1	58.8	59.3	59.5	66.5	64.6	70.9	70.3	67.5	64.2	אלף ק"מ	ממוצע לרכב
											מונית
1,637	1,640	1,661	1,687	1,552	1,525	1,441	1,104	858	635	מיליון ק"מ	סך הכל
76.1	78.2	79.5	81.6	81.9	81.3	83.2	77.1	89.8	74.4	אלף ק"מ	ממוצע לרכב
											אופנוע
882	872	834	859	1,036	988	650	619	580	330	מיליון ק"מ	סך הכל
7.2	7.2	7.1	7.6	9.0	8.9	8.2	8.1	9.4	8.9	אלף ק"מ	ממוצע לרכב
											רכב מיוחד
83	82	83	83	..	..	..	..	..	..	מיליון ק"מ	סך הכל
18.2	18.4	19.1	19.9	..	..	..	..	..	..	אלף ק"מ	ממוצע לרכב
100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	אחוזים	נסועה - סך הכל
74.9	73.9	72.9	72.1	69.8	67.0	63.4	62.5	61.0	65.2	"	כלי רכב פרטי
16.9	17.8	18.7	19.5	21.5	24.3	27.5	28.0	29.7	25.9	"	משאית
1.3	1.4	1.4	1.5	1.4	1.6	1.8	2.2	2.0	-	"	אוטובוס זעיר
1.9	1.9	1.8	1.8	2.0	1.9	2.0	2.2	2.3	3.0	"	אוטובוס
3.1	3.2	3.3	3.3	3.1	3.1	3.5	3.0	2.8	3.4	"	מונית
1.7	1.7	1.7	1.7	2.0	2.0	1.6	1.7	1.9	1.8	"	אופנוע
0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.4	0.3	0.7	"	רכב מיוחד

(1) עד שנת 2011 מקור הנתונים הוא סקר נסועה (קילומטר).

(2) נתוני שנת 2011 ואילך מוצגים על בסיס נתוני מרשם רכב המתקבלים ממשרד התחבורה והבטיחות בדרכים. ראו מבוא.

(3) לא כולל עצמאים.

**TABLE 1. ANNUAL KILOMETERS TRAVELLED AND AVERAGE ANNUAL KILOMETERS TRAVELLED,
BY TYPE OF VEHICLE**

Type of vehicle		Unit	2022	2021	2020	2019	2018	2017	2016	2015
Grand total										
	Total	Million km	65,900	64,001	55,121	63,191	61,196	59,602	57,220	54,820
	Average per vehicle	Thousand km	16.6	16.7	14.9	17.6	17.5	17.7	17.9	17.9
Private car										
	Total	Million km	52,205	50,595	42,844	49,831	47,754	46,165	43,953	41,692
	Average per vehicle	Thousand km	15.2	15.3	13.5	16.2	16.1	16.2	16.3	16.3
Type of ownership										
Private	Total	Million km	42,788	41,862	35,362	39,783	38,413	36,833	35,064	32,694
	Average per vehicle	Thousand km	13.9	14.1	12.4	14.6	14.6	14.7	14.8	14.6
Leasing	Total	Million km	5,166	4,728	4,043	5,599	5,133	5,065	4,835	4,975
	Average per vehicle	Thousand km	28.3	27.6	25.4	30.1	29.8	30.1	29.4	30.6
Company(3)	Total	Million km	3,474	3,311	2,864	3,617	3,481	3,627	3,492	3,403
	Average per vehicle	Thousand km	24.4	24.4	22.0	26.3	26.1	26.2	25.9	26.3
Rental and touring	Total	Million km	778	694	575	832	727	639	562	619
	Average per vehicle	Thousand km	26.1	27.4	23.3	27.2	26.8	27.1	25.3	28.0
Truck										
	Total	Million km	8,684	8,619	8,189	8,495	8,623	8,749	8,730	8,743
	Average per vehicle	Thousand km	27.7	27.9	26.5	27.2	27.0	27.1	26.9	26.7
Gasoline Truck	Total	Million km	212	248	264	326	380	444	490	523
	Average per vehicle	Thousand km	11.5	12.2	11.7	13.1	13.5	14.2	14.3	14.0
Diesel oil Truck	Total	Million km	8,427	8,320	7,874	8,109	8,176	8,234	8,166	8,147
	Average per vehicle	Thousand km	28.9	29.1	27.8	28.6	28.4	28.6	28.5	28.5
Minibus										
	Total	Million km	757	722	624	743	751	743	717	699
	Average per vehicle	Thousand km	49.4	48.1	41.9	50.1	49.8	50.0	49.9	49.6
Bus										
	Total	Million km	1,318	1,277	1,055	1,252	1,212	1,164	1,105	1,040
	Average per vehicle	Thousand km	56.4	57.3	47.4	57.5	57.1	57.1	56.7	56.9
Taxi										
	Total	Million km	1,596	1,497	1,293	1,750	1,757	1,723	1,697	1,660
	Average per vehicle	Thousand km	67.7	66.8	55.6	72.8	72.7	73.3	74.4	75.1
Motorcycle										
	Total	Million km	1,220	1,174	997	1,019	999	964	928	901
	Average per vehicle	Thousand km	7.5	7.6	6.8	7.2	7.2	7.2	7.2	7.2
Special vehicle										
	Total	Million km	121	117	120	102	101	95	90	85
	Average per vehicle	Thousand km	18.1	18.4	20.1	18.1	18.2	18.1	18.1	18.0
Kilometers travelled - total		Percentages	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Private car		"	79.2	79.1	77.7	78.9	78.0	77.5	76.8	76.1
Truck		"	13.2	13.5	14.9	13.4	14.1	14.7	15.3	15.9
Minibus		"	1.1	1.1	1.1	1.2	1.2	1.2	1.3	1.3
Bus		"	2.0	2.0	1.9	2.0	2.0	2.0	1.9	1.9
Taxi		"	2.4	2.3	2.3	2.8	2.9	2.9	3.0	3.0
Motorcycle		"	1.9	1.8	1.8	1.6	1.6	1.6	1.6	1.6
Special vehicle		"	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2

(1) Up to 2011, the source of data is Kilometers Travelled Survey.

(2) The data for 2011 and later are based on the vehicle registry data obtained from the Ministry of Transport and Road Safety. See Introduction.

(3) Excluding self-employed.

לוח 2. נסועה שנתית ממוצעת, לפי סוג וגיל רכב

אלפי ק"מ

2016	2015	2014	2013	2012	(2)2011	(1)2011	סוג וגיל רכב (שנים)
17.9	17.9	17.9	18.1	18.2	19.1	19.4	סך כולל
16.3	16.3	16.2	16.4	16.4	17.1	16.8	כלי רכב פרטי
20.3	20.5	20.4	21.0	20.7	21.8	18.1	עד 4
15.4	15.3	15.1	15.3	14.9	15.7	16.9	5-9
12.3	12.1	12.0	12.0	11.9	12.5	15.4	10-21
7.5	7.7	7.9	7.4	7.2	7.6	14.6	+22
26.9	26.7	26.6	26.8	26.8	28.3	31.3	משאית
42.0	41.8	41.7	42.1	40.7	40.8	39.3	עד 4
29.5	28.8	27.9	27.9	26.8	28.3	29.4	5-9
18.9	18.7	18.6	18.7	18.8	20.2	28.9	10-21
13.4	13.3	13.2	14.2	14.9	17.0	(20.0)	+22
14.3	14.0	14.0	14.4	14.6	15.4	21.0	משאית בנזין
28.1	27.8	29.2	30.5	26.6	22.2	24.8	עד 4
17.7	15.4	15.2	15.4	15.6	16.5	21.2	5-9
12.9	12.2	12.2	12.4	12.6	14.0	21.2	10-21
11.4	11.5	11.2	11.9	12.3	13.4	(11.6)	+22
28.5	28.5	28.5	28.8	29.1	30.9	33.4	משאית סולר
42.4	42.4	42.3	42.7	41.6	42.2	40.1	עד 4
30.5	30.0	29.4	29.5	28.4	29.7	30.5	5-9
19.7	19.8	19.9	20.2	20.6	22.5	32.5	+10
49.9	49.6	49.6	50.5	49.8	50.4	47.5	אוטובוס זעיר
58.5	59.7	60.8	63.4	64.5	66.9	..	ציבורי
41.8	40.2	39.2	39.3	37.9	37.6	..	פרטי
56.7	56.9	57.1	58.8	59.3	59.5	66.5	אוטובוס
74.4	75.1	76.1	78.2	79.5	81.6	81.9	מונית
78.2	79.5	80.1	82.6	83.0	84.8	83.3	עד 4
63.8	65.2	66.4	67.7	66.6	69.2	77.5	+ 5
7.2	7.2	7.2	7.2	7.1	7.6	9.0	אופנוע
8.8	8.6	8.5	8.5	8.0	8.4	9.7	עד 4
6.2	6.2	6.3	6.3	5.9	6.3	7.8	5-9
5.2	5.2	5.3	5.1	5.0	5.6	7.3	10-21
3.1	3.0	3.0	2.7	2.8	2.9	..	+22
3.1	3.3	3.4	3.5	3.7	4.3	7.0	אופנוע - עד 50 סמ"ק
7.4	7.3	7.4	7.6	7.5	8.1	9.3	אופנוע - 51 סמ"ק ויותר
8.8	8.6	8.5	8.5	8.0	8.5	9.8	מזה: עד 4
6.2	6.3	6.5	6.7	6.8	7.5	8.0	5-9
18.1	18.0	18.2	18.4	19.1	19.9	..	רכב מיוחד

(1) עד שנת 2011 מקור הנתונים הוא סקר נסועה (קילומטרז').

(2) נתוני שנת 2011 ואילך מוצגים על בסיס נתוני מרשם רכב המתקבלים ממשרד התחבורה והבטיחות בדרכים. ראו מבוא.

TABLE 2. AVERAGE ANNUAL KILOMETERS TRAVELLED, BY TYPE AND AGE OF VEHICLE

Thousand km

Type and age of vehicle (years)	2022	2021	2020	2019	2018	2017
Grand total	16.6	16.7	14.9	17.6	17.5	17.7
Private car	15.2	15.3	13.5	16.2	16.1	16.2
Up to 4	19.0	18.7	16.7	20.3	19.8	20.1
5-9	14.8	15.0	12.7	15.1	15.1	15.1
10-21	12.1	12.1	10.7	12.4	12.4	12.2
22+	7.0	6.7	6.6	6.9	7.3	7.7
Truck	27.7	27.9	26.5	27.2	27.0	27.1
Up to 4	40.5	40.9	39.4	40.7	41.1	41.7
5-9	31.4	31.4	29.8	30.7	30.6	30.0
10-21	18.8	19.3	18.0	18.7	18.9	18.7
22+	11.9	12.5	12.7	12.5	13.0	13.5
Gasoline Truck	11.5	12.2	11.7	13.1	13.5	14.2
Up to 4	20.7	19.8	19.4	24.5	26.5	27.9
5-9	19.5	19.6	17.9	20.3	20.8	19.3
10-21	12.0	12.5	11.2	12.2	12.6	12.9
22+	7.8	8.7	8.6	9.8	10.3	11.4
Diesel oil Truck	28.9	29.1	27.8	28.6	28.4	28.6
Up to 4	40.6	41.0	39.6	41.0	41.4	42.0
5-9	31.7	31.7	30.3	31.2	31.1	30.6
10+	19.0	19.7	18.5	19.2	19.6	19.5
Minibus	49.4	48.1	41.9	50.1	49.8	50.0
Public	54.6	54.4	46.7	56.3	57.4	57.8
Private	43.5	40.7	36.2	42.5	41.8	42.0
Bus	56.4	57.3	47.4	57.5	57.1	57.1
Taxi	67.7	66.8	55.6	72.8	72.7	73.3
Up to 4	70.7	68.6	57.5	75.6	75.9	76.5
5+	58.3	61.5	49.4	62.7	62.1	62.5
Motorcycle	7.5	7.6	6.8	7.2	7.2	7.2
Up to 4	9.0	9.1	8.0	8.7	8.6	8.8
5-9	6.8	6.8	6.0	6.3	6.2	6.1
10-21	5.3	5.5	5.1	5.1	5.2	5.2
22+	2.3	2.4	2.3	2.8	2.9	3.3
Motorcycle - up to 50 cc	5.4	5.7	5.3	3.9	3.1	3.0
Motorcycle - 51 cc and more	7.5	7.6	6.8	7.3	7.3	7.3
Thereof: Up to 4	9.0	9.0	8.0	8.7	8.6	8.8
5-9	6.8	6.8	6.0	6.3	6.3	6.1
Special vehicle	18.1	18.4	20.1	18.1	18.2	18.1

(1) Up to 2011, the source of data is Kilometers Travelled Survey.

(2) The data for 2011 and later are based on the vehicle registry data obtained from the Ministry of Transport and Road Safety. See Introduction.

TABLE 3. AVERAGE ANNUAL KILOMETERS TRAVELLED
OF PRIVATE CARS, BY ENGINE CAPACITY (cc),
AND OF TRUCKS, BY TYPE OF FUEL AND GROSS WEIGHT (TONS)

לוח 3. נסועה שנתיית ממוצעת
של כלי רכב פרטיים, לפי נפח מנוע (סמ"ק),
ושל משאיות, לפי סוג דלק ומשקל כולל (טונות)

Thousand km														אלפי ק"מ	
	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012	(2)2011	(1)2011	2010	
Private car Engine capacity (cc) Up to 1,000 1,001-1,600 1,601-2,000 2,001+	15.2	15.3	13.5	16.2	16.1	16.2	16.3	16.3	16.2	16.4	16.4	17.1	16.8	16.7	כלי רכב פרטי נפח מנוע (סמ"ק) עד 1,000 1,600-1,001 2,000-1,601 +2,001
	16.2	16.4	14.6	16.7	15.6	15.0	15.0	15.2	15.0	14.8	13.8	12.5	15.5	14.2	
	14.7	14.8	13.1	15.9	15.9	16.1	16.2	16.3	16.1	16.4	16.3	17.0	16.5	16.2	
	16.3	16.4	14.3	17.1	16.8	16.9	16.8	16.7	16.5	16.5	16.5	17.3	17.3	18.0	
	15.7	15.9	13.9	16.3	16.2	16.6	16.7	16.6	16.6	16.9	17.3	18.4	19.2	19.2	
Truck Gross weight (tons)(3) Gasoline Truck Up to 1.9 2.0-4.0 Diesel oil Truck Up to 4.0 4.1-9.9 10.0-15.9 16.0-24.9 25.0+	27.7	27.9	26.5	27.2	27.0	27.1	26.9	26.7	26.6	26.8	26.8	28.3	31.3	34.8	משאית משקל כולל (טונות)(3) משאית בנזין עד 1.9 4.0-2.0 משאית סולר עד 4.0 9.9-4.1 15.9-10.0 24.9-16.0 +25.0
	11.5	12.2	11.7	13.1	13.5	14.2	14.3	14.0	14.0	14.4	14.6	15.4	21.0	20.2	
	10.1	10.8	10.8	12.8	13.2	14.2	14.4	14.9	15.1	15.3	15.8	15.7	17.4	18.2	
	11.8	12.4	11.9	13.2	13.6	14.2	14.3	13.9	13.8	14.2	14.3	15.3	22.0	20.5	
	28.9	29.1	27.8	28.6	28.4	28.6	28.5	28.5	28.5	28.8	29.1	30.9	33.4	38.1	
	23.1	23.2	22.0	23.2	23.2	23.5	23.7	23.9	24.2	24.7	25.2	27.2	29.0	33.4	
	31.5	32.0	31.1	32.3	32.7	33.4	33.7	34.2	34.5	35.2	35.9	38.1	36.6	48.1	
	40.5	41.3	40.5	40.3	39.7	40.5	40.7	40.2	40.1	40.5	40.5	41.6	..	..	
	38.2	39.8	39.1	37.8	38.0	38.0	39.2	40.3	40.2	40.3	40.4	42.5	(61.2)	(53.3)	
	54.1	55.8	55.3	54.6	54.7	55.3	56.1	56.4	56.3	57.3	57.3	59.0	64.7	68.6	

(1) עד שנת 2011 מקור הנתונים הוא סקר נסועה (קילומטריז).
(2) נתוני שנת 2011 ואילך מוצגים עד בסיס נתוני מרשם רכב הממוקבלים ממשרד התחבורה והבטיחות בדרכים. ראו מבוא.
(3) לצורך השוואה לשיטת קודמות קבוצות המשקל שבלוח זה מופיעות לפי סיווג ישן.
קבוצות המשקל לפי הסיווג החדש מופיעות בלוח 6.

**TABLE 4. MOTOR VEHICLES, ANNUAL KILOMETERS TRAVELLED
AND AVERAGE ANNUAL KILOMETERS TRAVELLED,
BY TYPE AND AGE OF VEHICLE**

**לוח 4. כלי רכב מנועיים, נסועה שנתית
ונסועה שנתית ממוצעת,
לפי סוג וגיל רכב**

Type and age of vehicle (years)	2022			2021			2020			סוג וגיל רכב (שנים)
	נסועה שנתית ממוצעת אלף ק"מ	נסועה - סך הכל מיליון ק"מ	כלי רכב - סך הכל (1) מספרים מוחלטים	נסועה שנתית ממוצעת אלף ק"מ	נסועה - סך הכל מיליון ק"מ	כלי רכב - סך הכל (1) מספרים מוחלטים	נסועה שנתית ממוצעת אלף ק"מ	נסועה - סך הכל מיליון ק"מ	כלי רכב - סך הכל (1) מספרים מוחלטים	
	Average annual kilometers travelled Thousand km	Kilometers travelled - total Million km	Vehicles - total(1) Absolute numbers	Average annual kilometers travelled Thousand km	Kilometers travelled - total Million km	Vehicles - total(1) Absolute numbers	Average annual kilometers travelled Thousand km	Kilometers travelled - total Million km	Vehicles - total(1) Absolute numbers	
Grand total	16.6	65,900	3,969,476	16.7	64,001	3,833,321	14.9	55,121	3,694,406	סך כולל
Private car	15.2	52,205	3,425,309	15.3	50,595	3,303,249	13.5	42,844	3,171,890	כלי רכב פרטי
0-3	19.6	17,286	881,923	19.3	17,037	882,449	17.5	15,629	892,477	3-0
4-6	16.0	12,455	780,053	16.2	12,415	767,493	13.6	9,890	727,273	6-4
7-9	14.2	8,900	627,158	14.4	8,291	577,730	12.2	6,767	556,613	9-7
10-13	12.6	7,973	633,532	12.6	8,828	698,710	11.1	7,116	642,074	13-10
14-19	11.5	4,993	432,820	11.2	3,437	307,698	10.1	2,953	293,409	19-14
20-29	9.3	548	58,701	9.1	541	59,179	8.7	442	50,766	29-20
30+	4.6	51	11,121	4.5	45	9,986	4.9	46	9,275	+30
Truck	27.7	8,684	313,074	27.9	8,619	309,237	26.5	8,189	309,012	משאית
0-2	42.1	2,257	53,597	43.0	2,072	48,240	41.6	1,937	46,528	2-0
3-6	35.7	2,684	75,080	36.2	2,672	73,761	35.4	2,488	70,269	6-3
7-9	29.3	1,128	38,553	29.0	1,105	38,069	27.3	1,136	41,585	9-7
10-13	23.5	1,000	42,584	23.4	1,255	53,571	21.0	1,226	58,347	13-10
14+	15.6	1,615	103,260	15.8	1,515	95,596	15.2	1,402	92,283	+14
Minibus	49.4	757	15,330	48.1	722	15,017	41.9	624	14,881	אוטובוס זעיר
0-2	67.0	184	2,752	67.3	200	2,974	54.2	167	3,082	2-0
3-6	53.8	278	5,174	52.3	246	4,692	46.4	205	4,413	6-3
7-9	42.8	112	2,622	42.7	112	2,614	37.1	107	2,875	9-7
10+	38.2	183	4,782	34.8	165	4,737	32.1	145	4,510	+10
Bus	56.4	1,318	23,357	57.3	1,277	22,284	47.4	1,055	22,252	אוטובוס
0-2	67.1	352	5,254	67.0	341	5,092	55.6	311	5,595	2-0
3-6	60.6	580	9,568	61.2	547	8,942	52.3	460	8,784	6-3
7-9	53.9	258	4,783	55.9	229	4,098	42.5	152	3,576	9-7
10+	34.2	128	3,752	38.4	160	4,153	30.9	133	4,297	+10
Taxi	67.7	1,596	23,586	66.8	1,497	22,393	55.6	1,293	23,267	מונית
0-2	72.8	797	10,940	69.6	740	10,632	59.4	618	10,403	2-0
3-6	65.1	684	10,517	65.3	638	9,773	53.7	578	10,775	6-3
7-9	54.8	98	1,784	60.2	95	1,583	46.1	75	1,620	9-7
10+	49.4	17	345	56.8	23	404	47.8	22	469	+10
Motorcycle	7.5	1,220	162,152	7.6	1,174	154,800	6.8	997	147,158	אופנוע
0-2	9.7	474	48,784	9.9	452	45,530	8.7	375	43,246	2-0
3-6	7.5	429	57,212	7.5	416	55,763	6.7	350	52,023	6-3
7-9	6.5	161	24,655	6.6	153	23,210	5.8	138	23,584	9-7
10-13	5.6	107	19,164	5.6	116	20,560	5.3	104	19,646	13-10
14-19	4.6	35	7,548	4.9	25	5,155	4.5	19	4,216	19-14
20-29	3.2	8	2,491	3.1	7	2,376	2.9	7	2,350	29-20
30+	2.1	5	2,297	2.3	5	2,205	2.1	4	2,092	+30
Special vehicle	18.1	121	6,668	18.4	117	6,340	20.1	120	5,946	רכב מיוחד
0-2	25.9	32	1,235	26.9	33	1,219	27.2	32	1,163	2-0
3-6	23.3	43	1,822	24.4	43	1,744	24.1	41	1,695	6-3
7-9	16.5	18	1,119	15.9	17	1,096	17.0	18	1,066	9-7
10+	11.0	27	2,492	10.4	24	2,282	14.3	29	2,022	+10

(1) The number of motor vehicles in this publication is calculated according to the number of days that the vehicle had a valid licence during that period of time. In contrast, the number of motor vehicles in the publication "Motor Vehicles" is calculated according to the last day of the year. See explanation in the Introduction.

(1) מספר כלי הרכב שבפרסום זה חושב לפי מספר הימים שלרכב היה רישיון בתוקף באותה תקופה, בשונה מפרסום "כלי רכב מנועיים", שבו מספר כלי הרכב נכון ליום האחרון של השנה. ראו הסבר במבוא.

TABLE 5. AVERAGE ANNUAL KILOMETERS TRAVELLED,
BY YEAR OF PRODUCTION/YEAR OF FIRST USE(1)
AND TYPE OF VEHICLE

לוח 5. נסועה שנתיית ממוצעת,
לפי שנת ייצור/שנת עלייה לכביש(1) וסוג רכב

Thousand km											אלפי ק"מ	
Year of production/ year of first use	רכב מיוחד	אופנוע	מונית	אוטובוס	אוטובוס זעיר	2022			כלי רכב פרטי	סך כולל	שנת ייצור/ שנת עלייה לכביש	
						Truck		משאית				
						מעל 3.5 טונות	עד 3.5 טונות					
						Over 3.5 tons	Up to 3.5 tons	Total				
Total	18.1	7.5	67.7	56.4	49.4	37.7	21.3	27.7	15.2	16.6	סך הכל	
2019-2022(2)	25.8	9.4	71.5	66.3	65.2	48.6	32.6	41.5	19.6	21.8	2022-2019(2)	
2018	25.0	7.4	65.3	60.3	55.2	43.0	28.1	36.7	16.8	18.4	2018	
2017	22.4	7.2	61.3	63.9	49.6	41.1	26.9	34.8	15.9	17.6	2017	
2016	20.7	6.9	60.0	53.8	48.0	37.8	26.1	32.2	15.3	16.7	2016	
2015	18.9	6.7	56.2	54.4	43.5	35.5	25.3	30.6	14.5	15.6	2015	
2014	15.8	6.6	53.8	52.8	42.3	33.2	25.0	29.3	14.1	15.1	2014	
2013	14.6	6.3	52.3	54.6	42.5	31.4	24.2	27.5	13.8	14.9	2013	
2012	15.3	5.8	..	42.3	39.1	27.5	22.5	24.7	12.9	13.7	2012	
2011	12.3	5.7	..	37.3	39.2	26.3	20.9	23.0	12.6	13.3	2011	
2010	..	5.5	..	33.3	39.1	26.4	21.6	23.4	12.5	13.1	2010	
2009	..	5.2	..	34.6	37.4	25.6	21.1	22.7	12.3	12.9	2009	
2008(1)	..	4.5	..	30.3	37.2	23.7	18.1	19.4	12.0	12.7	2008(1)	
2004-2007	10.3	4.8	..	24.3	36.8	21.2	15.0	16.0	11.2	12.0	2007-2004	
2000-2003	..	4.3	..	..	..	19.2	13.8	14.6	10.3	11.4	2003-2000	
up to 1999	9.3	2.3	-	..	-	16.9	10.8	11.4	6.5	7.7	עד 1999	

(1) In 2008, there was a transition from "year of production" to "year of first use".
(2) The data were combined for four years, due to the fact that new private cars are not required to carry out registration tests during the first three years.
Moreover, it is possible that during the first year, the vehicle was on the road for only part of the year.

(1) בשנת 2008, העבר משימוש ב"שנת ייצור" לשימוש ב"שנת עלייה לכביש".
(2) מוצגים נתונים לארבע שנים, מאחר שכלי רכב פרטיים חדשים אינם נדרשים לצעע מבחני רישוי בשילוש השנים הראשונות. כמו כן, "יתכן שבשנה הראשונה הרכב היה על הכביש רק בחלק מהשנה.

TABLE 6. MOTOR VEHICLES, ANNUAL KILOMETERS TRAVELLED AND AVERAGE ANNUAL KILOMETERS TRAVELLED OF PRIVATE CARS AND MOTORCYCLES, BY ENGINE CAPACITY (cc), OF TRUCKS, BY TYPE OF FUEL AND GROSS WEIGHT (TONS), AND OF MINIBUSES, BY TYPE OF OWNERSHIP

לוח 6. כלי רכב מנועיים, נסועה שנרחית ונסועה שנרחית ממוצעת של כלי רכב פרטיים ואופנועים, לפי נפח מנוע (סמ"ק), של משאיות, לפי סוג דלק ומשקל כולל (טונות), ושל אוטובוסים זעירים, לפי סוג בעלות

Type of vehicle and engine capacity/ gross weight	2022			2021			2020			סוג רכב ונפח מנוע/ משקל כולל
	נסועה שנרחית ממוצעת אלף ק"מ	נסועה - סך הכל מיליון ק"מ	כלי רכב - סך הכל (1) מספרים מחולטים	נסועה שנרחית ממוצעת אלף ק"מ	נסועה - סך הכל מיליון ק"מ	כלי רכב - סך הכל (1) מספרים מחולטים	נסועה שנרחית ממוצעת אלף ק"מ	נסועה - סך הכל מיליון ק"מ	כלי רכב - סך הכל (1) מספרים מחולטים	
	Average annual kilometers travelled Thousand km	Kilometers travelled - total Million km	Vehicles - total (1) Absolute Numbers	Average annual kilometers travelled Thousand km	Kilometers travelled - total Million km	Vehicles - total (1) Absolute Numbers	Average annual kilometers travelled Thousand km	Kilometers travelled - total Million km	Vehicles - total (1) Absolute Numbers	
Private car (cc)(2)	15.2	52,205	3,425,309	15.3	50,595	3,303,249	13.5	42,844	3,171,890	כלי רכב פרטי (סמ"ק)(2) עד 1,000 1,001-1,300 1,301-1,600 1,601-1,800 1,801-2,000 2,001-3,000 3,001-4,000 4,001+
Up to 1,000	16.2	3,000	184,795	16.4	2,780	169,889	14.6	2,063	141,353	עד 1,000
1,001-1,300	13.5	6,611	488,297	13.9	6,513	467,566	12.6	5,632	446,732	1,001-1,300
1,301-1,600	15.1	26,120	1,730,833	15.1	25,851	1,712,995	13.3	22,502	1,693,503	1,301-1,600
1,601-1,800	18.2	4,098	224,627	18.0	3,806	211,468	15.8	3,031	192,228	1,601-1,800
1,801-2,000	15.4	7,783	505,232	15.6	7,616	487,145	13.7	6,364	464,494	1,801-2,000
2,001-3,000	16.4	3,152	191,697	16.6	2,874	173,660	14.4	2,310	160,437	2,000-2,001
3,001-4,000	14.3	933	65,052	14.9	944	63,384	13.1	808	61,621	3,000-3,001
4,001+	10.6	106	9,941	11.2	108	9,610	10.3	96	9,362	4,000-3,001 +4,001
Truck	27.7	8,684	313,074	27.9	8,619	309,237	26.5	8,189	309,012	משאית מחב: במדיו סולר
Thereof: Gasoline	11.5	212	18,425	12.2	248	20,357	11.7	264	22,630	
Diesel oil	28.9	8,427	291,786	29.1	8,320	285,786	27.8	7,874	283,094	
Thereof (tons):										
Up to 3.5	22.4	3,778	168,707	22.4	3,789	168,854	21.2	3,659	172,241	מזה (טונות):
3.6-9.9	30.2	2,155	71,272	30.9	2,086	67,486	30.0	1,905	63,464	עד 3.5
10.0-12.0	41.4	366	8,841	41.2	331	8,043	39.8	293	7,360	עד 9.9-3.6
12.1-15.9	39.7	403	10,154	41.4	418	10,084	41.0	412	10,046	עד 10.0-12.0
16.0-33.9	46.5	1,075	23,112	47.9	1,063	22,187	47.8	1,022	21,392	עד 12.1-15.9
34.0+	67.0	650	9,700	69.3	633	9,131	67.8	583	8,590	עד 15.9-12.1 +34.0
Minibus	49.4	757	15,330	48.1	722	15,017	41.9	624	14,881	אוטובוס זעיר
Thereof: Public	54.6	446	8,177	54.4	442	8,124	46.7	378	8,081	מזה: ציבורי
Motorcycle (cc)(2)	7.5	1,220	162,152	7.6	1,174	154,800	6.8	997	147,158	אופנוע (סמ"ק)(2) עד 125 עד 400-126 +401
Up to 125	7.3	368	50,703	7.2	365	51,015	6.7	339	50,866	
126-400	7.5	486	64,960	7.4	464	62,696	6.6	398	59,909	
401+	7.8	348	44,757	8.4	333	39,787	7.1	253	35,512	

(1) The number of motor vehicles in this publication is calculated according to the number of days that the vehicle had a valid licence during that period of time. In contrast, the number of motor vehicles in the publication "Motor Vehicles" is calculated according to the number of days that the vehicle was in the last day of the year. See explanation in the introduction.

(2) Including engine capacity unknown.

(1) מספר כלי הרכב שצוטטו זה מושג לפי מספר הרישוי של כל רכב פרטי. מספר כלי הרכב באותה תקופה, בשונה מפרסום "כלי רכב מנועיים", שבו מספר כלי הרכב נכון ליום האחרון של השנה. ראו הסבר במבוא.

(2) כולל רכב לא ידוע.

TABLE 7. MOTOR VEHICLES AND AVERAGE ANNUAL KILOMETERS TRAVELLED,
BY TYPE OF FUEL AND TYPE OF VEHICLE

לוח 7. כלי רכב מנועיים ונסועה שניתית ממוצעת,
לפי סוג דלק וסוג רכב

2022														
Type of fuel	Unit	רכב מיוחד Special vehicle	אופנוע Motor-cycle	מונית Taxi	אוטובוס Bus	אוטובוס זעיר Minibus	Truck		משאית		כלי רכב פרטי Private car	סך כולל Grand total	יחידה	סוג דלק
							מעל 3.5 טונות Over 3.5 tons	עד 3.5 טונות Up to 3.5 tons	סך הכל Total					
Total														
Number of vehicles(1)	Thousands	6.7	162.2	23.6	23.4	15.3	123.7	189.4	313.1	3,425.3	3,969.5		אלפים	סך הכל
Average annual kilometers travelled	Thousand km	18.1	7.5	67.7	56.4	49.4	37.7	21.3	27.7	15.2	16.6		אלפי ק"מ	מספר כלי רכב(1) נסועה שנרית ממוצעת
Gasoline	Thousands	0.2	159.8	0.2	0.0	0.0	0.4	18.0	18.4	2,838.0	3,016.6		אלפים	מספר כלי רכב נסועה שנרית ממוצעת
Number of vehicles	Thousand km	..	7.5	..	..	..	9.4	11.6	11.5	14.0	13.6		אלפי ק"מ	מספר כלי רכב נסועה שנרית ממוצעת
Diesel oil	Thousands	6.5	0.0	17.4	22.7	15.3	123.1	168.7	291.8	204.6	558.3		אלפים	מספר כלי רכב נסועה שנרית ממוצעת
Number of vehicles	Thousand km	18.3	..	67.7	56.6	49.4	37.8	22.4	28.9	22.8	29.4		אלפי ק"מ	מספר כלי רכב נסועה שנרית ממוצעת
Hybrid	Thousands	-	-	5.9	-	-	-	0.0	0.0	337.4	343.3		אלפים	מספר כלי רכב נסועה שנרית ממוצעת
Number of vehicles	Thousand km	-	-	67.9	-	-	-	..	..	21.1	21.9		אלפי ק"מ	מספר כלי רכב נסועה שנרית ממוצעת
Gas	Thousands	0.0	-	0.0	0.4	-	0.1	2.6	2.8	20.4	23.6		אלפים	מספר כלי רכב נסועה שנרית ממוצעת
Number of vehicles	Thousand km	..	-	..	54.1	-	..	14.9	15.0	18.8	18.9		אלפי ק"מ	מספר כלי רכב נסועה שנרית ממוצעת
Electric(2)	Thousands	-	2.4	0.0	0.3	0.0	0.0	0.1	0.1	24.9	27.7		אלפים	מספר כלי רכב נסועה שנרית ממוצעת
Number of vehicles	Thousand km	-	..	..	..	..	..	..	..	..	..		אלפי ק"מ	מספר כלי רכב נסועה שנרית ממוצעת
Average annual kilometers travelled	Thousand km	-	..	..	..	..	..	..	..	..	..		אלפי ק"מ	מספר כלי רכב נסועה שנרית ממוצעת
(1) The number of motor vehicles in this publication is calculated according to the number of days that the vehicle had a valid licence during that period of time. In contrast, the number of motor vehicles in the publication "Motor Vehicles" is calculated according to the last day of the year. See explanation in the Introduction.														
(2) Most electric private cars are new and did not yet pass any inspection test. Therefore their exact kilometers travelled is unknown.														

(1) The number of motor vehicles in this publication is calculated according to the number of days that the vehicle had a valid licence during that period of time. In contrast, the number of motor vehicles in the publication "Motor Vehicles" is calculated according to the last day of the year. See explanation in the introduction.

(2) Most electric private cars are new and did not yet pass any inspection test. Therefore their exact kilometers travelled is unknown.

TABLE 8. AVERAGE ANNUAL KILOMETERS TRAVELLED OF PRIVATE CARS, BY TYPE OF OWNERSHIP, ENGINE CAPACITY (cc) AND YEAR OF FIRST USE

לוח 8. נסועה שנתי ממוצעת של כלי רכב פרטיים, לפי סוג בעלות, נפח מנוע (סמ"ק) ושנת עלייה לכביש

Thousand km			2022		אלפי ק"מ
Type of ownership and engine capacity(2)	נסועה ממוצעת לפי שנת עלייה לכביש Average kilometers travelled by year of first use		נסועה ממוצעת של כלי רכב פרטיים - סך הכל Average kilometers travelled of private cars - total	סוג בעלות ונפח מנוע(2)	
	(1)2019-2022	עד 2018 Up to			
Grand total	19.6	13.7	15.2	סך כולל	
Up to 1,000	19.3	13.4	16.2	עד 1,000	
1,001-1,300	15.6	12.9	13.5	1,300-1,001	
1,301-1,600	20.8	13.6	15.1	1,600-1,301	
1,601-1,800	23.4	15.5	18.2	1,800-1,601	
1,801-2,000	18.2	14.3	15.4	2,000-1,801	
2,001-3,000	20.1	14.7	16.4	3,000-2,001	
3,001-4,000	18.5	13.4	14.3	4,000-3,001	
4,001+	17.6	9.8	10.6	+4,001	
Private - total	16.0	13.4	13.9	פרטית - סך הכל	
Up to 1,000	14.5	13.0	13.6	עד 1,000	
1,001-1,300	12.8	12.6	12.7	1,300-1,001	
1,301-1,600	16.4	13.2	13.7	1,600-1,301	
1,601-1,800	18.3	15.1	15.8	1,800-1,601	
1,801-2,000	16.0	14.2	14.6	2,000-1,801	
2,001-3,000	18.6	14.5	15.7	3,000-2,001	
3,001-4,000	17.2	13.3	13.9	4,000-3,001	
4,001+	17.1	9.7	10.4	+4,001	
Leasing - total	28.4	26.2	28.3	חברת החכר (ליסינג) - סך הכל	
Up to 1,000	29.0	26.9	29.0	עד 1,000	
1,001-1,300	22.5	24.7	22.8	1,300-1,001	
1,301-1,600	28.9	26.5	28.7	1,600-1,301	
1,601-1,800	30.5	29.8	30.5	1,800-1,601	
1,801-2,000	27.6	23.9	27.4	2,000-1,801	
2,001+	29.3	22.1	29.1	+2,001	
Company(3) - total	26.5	22.3	24.4	חברה(3) - סך הכל	
Up to 1,000	24.8	23.0	24.3	עד 1,000	
1,001-1,300	21.4	20.4	20.9	1,300-1,001	
1,301-1,600	28.0	23.4	25.7	1,600-1,301	
1,601-1,800	28.8	25.7	27.6	1,800-1,601	
1,801-2,000	24.4	19.8	22.1	2,000-1,801	
2,001-3,000	28.3	20.4	24.4	3,000-2,001	
3,001+	23.4	16.8	19.2	+3,001	
Rental or Touring - total	26.5	23.2	26.1	השכרה או תיור - סך הכל	
Up to 1,000	27.1	21.3	26.8	עד 1,000	
1,001-1,300	24.0	21.2	23.6	1,300-1,001	
1,301-1,600	27.5	24.3	27.2	1,600-1,301	
1,601+	27.9	26.9	27.8	+1,601	

(1) The data were combined for four years, due to the fact that new private cars are not required to carry out registration tests during the first three years. Moreover, it is possible that during the first year, the vehicle was on the road for only part of the year.

(2) Including engine capacity unknown.

(3) Excluding self-employed.

(1) מוצגים נתונים לארבע שנים, מאחר שכלי רכב פרטיים חדשים אינם נדרשים לבצע מבחני רישוי בשלוש השנים הראשונות. כמו כן, ייתכן שבשנה הראשונה הרכב היה על הכביש רק בחלק מהשנה.

(2) כולל נפח לא ידוע.

(3) לא כולל עצמאים.

TABLE 9. POPULATION, MOTOR VEHICLES, LICENCED TO DRIVE AND ANNUAL KILOMETERS TRAVELLED, BY CITIES

לוח 9. אוכלוסייה, כלי רכב מנועיים, מורשים לנהוג ונסועה שנתי, לפי ערים

City	2022				עיר
	נסועה שנתי של כלי רכב <u>בבעלות פרטית</u> <u>הרשומים</u> בערים - ממוצע לרכב אלפי ק"מ	מורשים לנהוג (3) - שיעור ל-1,000 תושבים	כלי רכב בבעלות פרטית <u>הרשומים</u> בערים (1)(2) - שיעור ל-1,000 תושבים	אוכלוסייה ממוצעת (אלפים)	
	Annual kilometers travelled of <u>privately owned vehicles</u> <u>registered</u> in the cities - average per vehicle thousand km	Licensed to drive(3) - rate per 1,000 residents	<u>Privately owned</u> <u>vehicles registered</u> in the cities(1)(2) - rate per 1,000 residents	Average population (thousands)	
Total	13.8	500.1	349.3	7,129.9	סך הכל
Umm Al-Fahm	16.8	511.6	429.5	58.2	אום אל-פחם
Ofaqim	16.5	413.0	286.2	34.8	אופקים
Or Yehuda	13.2	525.1	405.7	37.8	אור יהודה
Or Aqiva	14.7	547.4	403.8	20.4	אור עקיבא
Elat	13.3	609.6	422.4	53.0	אילת
Elad	15.7	247.5	156.4	49.5	אלעד
Ari'el	15.8	521.4	337.4	20.1	אריאל
Ashdod	14.1	456.8	287.1	226.4	אשדוד
Ashqelon	14.4	515.9	360.5	151.1	אשקלון
Baqa Al-Gharbiyya	17.3	546.7	463.5	31.2	באקה אל-גרבייה
Be'er Ya'aqov	14.5	521.0	385.4	30.6	באר יעקב
Be'er Sheva	15.2	542.0	377.0	212.7	באר שבע
Bet She'an	15.3	556.8	384.6	19.0	בית שאן
Bet Shemesh	16.8	252.8	163.5	148.2	בית שמש
Betar Illit	17.3	157.7	103.7	63.6	ביתר עילית
Bene Beraq	13.2	173.4	106.4	215.4	בני ברק
Bat Yam	12.6	480.5	322.7	127.4	בת ים
Giv'at Shemuel	11.9	580.7	386.6	28.6	גבעת שמואל
Giv'atayim	10.5	607.3	383.2	61.6	גבעתיים
Dimona	17.5	557.2	397.9	36.3	דימונה
Hod HaSharon	12.7	645.8	453.5	65.5	הוד השרון
Herzliyya	12.0	648.7	464.8	105.0	הרצלייה
Hadera	13.7	548.7	395.9	101.8	חדרה
Holon	12.0	543.8	374.6	197.7	חולון
Haifa	12.9	536.7	358.2	286.6	חיפה
Harish	16.9	442.1	344.2	30.2	חריש
Tiberias	14.9	476.9	340.0	47.6	טבריה
Tayibe	17.1	524.3	457.1	45.7	טייבה
Tire	16.1	566.9	510.5	27.6	טירה
Tirat Karmel	14.1	535.2	394.7	27.8	טירת כרמל
Tamra	15.7	565.3	467.7	35.6	טמרה
Yavne	14.2	562.9	401.2	54.9	יבנה
Yehud	12.4	644.7	458.8	31.0	יהוד
Yoqne'am Illit	15.0	611.4	390.0	24.4	יקנעם עילית
Jerusalem	14.5	380.1	287.8	974.0	ירושלים
Kefar Yona	14.0	577.8	415.1	28.7	כפר יונה
Kefar Sava	12.4	626.1	419.1	101.7	כפר סבא
Kafar Qasem	18.8	532.5	477.8	25.0	כפר קאסם
Karmi'el	14.1	561.4	366.6	46.8	כרמיאל
Lod	15.5	431.7	320.8	84.0	לוד
Mughar	16.6	538.2	432.0	23.8	מגאר
Miqdal HaEmeq	14.6	494.0	348.7	26.6	מגדל העמק

TABLE 9. POPULATION, MOTOR VEHICLES, LICENCED TO DRIVE AND ANNUAL KILOMETERS TRAVELLED, BY CITIES (Cont.)

לוח 9. אוכלוסייה, כלי רכב מנועיים, מורשים לנהוג ונסועה שנתית, לפי ערים (המשך)

City	2022				עיר
	נסועה שנתית של כלי רכב בעלות פרטית הרשומים בערים - ממוצע לרכב אלפי ק"מ	מורשים לנהוג (3) - שיעור ל-1,000 תושבים	כלי רכב הרשומים בערים (1)(2) - שיעור ל-1,000 תושבים	אוכלוסייה ממוצעת (אלפים)	
	Annual kilometers travelled of privately owned vehicles registered in the cities - average per vehicle thousand km	Licensed to drive(3) - rate per 1,000 residents	Vehicles registered in the cities(1)(2) - rate per 1,000 residents	Average population (thousands)	
Modi'in Illit	17.1	114.4	72.8	82.2	מודיעין עילית
Modi'in-Makkabbim-Re'ut	15.0	631.1	387.7	98.1	מודיעין-מכבים-רעות
Ma'ale Adummim	14.3	576.5	371.7	37.8	מעלה אדומים
Ma'alot-Tarshiha	14.6	565.6	401.5	22.4	מעלות-תרשיחא
Nahariyya	13.2	590.3	379.7	62.4	נהרייה
Nof HaGalil	14.7	497.8	360.4	43.4	נוף הגליל
Nes Ziyona	12.9	595.6	402.1	50.4	נס ציונה
Nazareth	15.7	585.0	459.6	78.0	נצרת
Nesher	13.5	568.4	391.2	23.8	נשר
Netivot	16.8	416.8	304.3	44.2	נתיבות
Netanya	13.3	522.6	345.6	228.6	נתניה
Sakhnin	15.6	604.5	481.5	33.0	סח'נין
Akko	14.4	528.2	381.4	50.5	עכו
Afula	14.4	502.6	357.6	60.3	עפולה
Arrabe	17.7	550.4	446.7	26.9	עראבה
Arad	19.8	510.3	403.3	27.9	ערד
Petah Tiqwa	12.0	549.8	371.5	253.8	פתח תקווה
Zefat	15.2	374.1	262.4	37.8	צפת
Qalansawe	16.5	514.2	446.9	24.0	קלנסווה
Qiryat Ono	11.7	596.8	417.0	42.6	קריית אונו
Qiryat Atta	13.8	549.5	383.7	60.6	קריית אתא
Qiryat Bialik	12.6	564.0	378.3	43.9	קריית ביאליק
Qiryat Gat	15.8	440.0	303.9	62.5	קריית גת
Qiryat Yam	12.8	491.3	332.0	40.3	קריית ים
Qiryat Motzkin	12.8	590.1	387.9	47.3	קריית מוצקין
Qiryat Ma'akhi	15.3	473.5	321.1	25.4	קריית מלאכי
Qiryat Shemona	15.0	579.1	428.9	22.4	קריית שמונה
Rosh HaAyin	13.7	581.5	414.8	72.7	ראש העין
Rishon LeZiyyon	12.9	605.5	426.0	258.8	ראשון לציון
Rahat	21.5	302.9	274.1	77.7	רהט
Rehovot	13.2	549.3	366.2	149.3	רחובות
Ramla	15.1	493.4	379.9	78.5	רמלה
Ramat Gan	11.0	581.3	383.6	171.1	רמת גן
Ramat HaSharon	12.0	656.9	472.8	48.1	רמת השרון
Ra'annana	12.3	675.1	457.5	79.4	רעננה
Sederot	17.1	510.4	380.6	31.8	שדרות
Shefar'am	14.9	571.1	472.8	43.3	שפרעם
Tel Aviv-Yafo	11.4	643.1	398.8	471.2	תל אביב-יפו

(1) Data are presented according to **locality** (address) of the owner of the vehicle registered in the vehicle registry, and **not** of the actual user of the vehicle, **nor** by the locality the vehicle is used.

(2) The number of motor vehicles in this publication is calculated according to the number of days that the vehicle had a valid licence during that period of time. In contrast, the number of motor vehicles in the publication "Motor Vehicles" is calculated according to the last day of the year. See explanation in the Introduction.

(3) Licensed to drive data were calculated according to their number at the end of the year. See: CBS (2023). *Licensed to Drive 2022*. Publication No. 1908.

(1) הנתונים מסווגים לפי **היישוב** (כתובת) **הרשום** של בעל הרכב במרשם הרכב,

ולא לפי מקום מגוריו של המשתמש בפועל ברכב, ואף **לא** לפי היישוב שבו הרכב פעיל.

(2) מספר כלי הרכב שבפרסום זה חושב לפי מספר הימים שלרכב היה רישיון בתוקף באותה תקופה, בשונה מפרסום "כלי רכב מנועיים", שבו מספר כלי הרכב נכון ליום האחרון של השנה. (3) נתון המורשים לנהוג חושב לפי מספרם בסוף השנה. ראו: למ"ס (2023). *מורשים לנהוג 2022*. פרסום מס' 1908.

TABLE 10. AVERAGE ANNUAL KILOMETERS TRAVELLED OF PRIVATE CARS,
BY YEAR OF PRODUCTION/YEAR OF FIRST USE(1)
ENGINE CAPACITY (cc) AND TYPE OF FUEL

לוח 10. נסועה שנרית ממוצעת של כלי רכב פרטיים,
לפי שנת ייצור/שנת עלייה לכביש(1),
נפח מנוע (סמ"ק) וסוג דלק

2022															אלפי ק"מ	
Year of production/ year of first use	4,001+	3,001-4,000	2,001-3,000		1,801-2,000		1,601-1,800	1,301-1,600		1,001-1,300	עד 1,000	סך הכל Total		שנת ייצור/ שנת עלייה לכביש		
	במ"ק Gasoline	במ"ק Gasoline	סולר Diesel oil	במ"ק Gasoline	סולר Diesel oil	במ"ק Gasoline	במ"ק Gasoline	סולר Diesel oil	במ"ק Gasoline	במ"ק Gasoline	במ"ק Gasoline	סולר Diesel oil	במ"ק Gasoline			
Total	10.0	14.0	20.1	15.0	19.9	15.0	18.1	24.7	14.3	13.5	16.2	22.8	14.6	סך הכל		
2019-2022(2)	17.2	18.4	24.2	19.1	21.9	17.8	23.4	27.6	19.6	15.6	19.3	26.2	19.0	(2)2022-2019		
2018	..	16.7	22.7	16.9	21.6	15.8	18.5	24.5	16.4	13.2	16.2	24.0	15.9	2018		
2017	..	16.2	22.2	16.3	21.8	15.4	17.5	23.4	15.5	13.6	14.8	23.1	15.2	2017		
2016	14.6	15.6	21.0	16.4	23.1	15.2	17.5	23.4	14.3	14.6	13.2	22.7	14.7	2016		
2015	13.4	14.3	20.1	15.1	20.3	14.8	16.5	23.0	13.9	13.5	12.2	21.7	14.1	2015		
2014	13.7	13.9	19.7	14.8	19.2	14.3	15.6	22.2	13.9	13.0	11.8	20.7	13.8	2014		
2013	..	14.0	18.9	13.9	18.1	14.2	15.0	21.2	13.4	12.6	12.2	20.0	13.4	2013		
2012	..	12.9	17.1	12.6	17.3	13.1	14.2	20.3	12.5	12.0	11.6	18.6	12.6	2012		
2011	10.9	12.4	16.4	12.3	18.0	12.8	13.7	19.3	12.3	11.8	11.8	17.3	12.3	2011		
2010	12.1	11.9	16.8	12.3	19.3	12.9	13.5	17.5	12.1	11.2	11.3	17.3	12.2	2010		
2009	10.7	11.4	16.4	11.8	19.0	12.9	13.0	15.1	12.0	10.4	10.1	16.8	12.0	2009		
2008(1)	10.6	10.9	15.7	11.6	17.1	12.3	12.6	14.2	11.7	10.5	..	15.9	11.7	(1)2008		
2004-2007	9.7	10.5	14.1	10.9	16.6	11.8	12.0	..	10.9	10.6	..	15.8	11.0	2007-2004		
2000-2003	8.2	8.7	12.9	8.9	15.2	10.1	9.4	..	10.4	9.9	8.1	14.5	10.1	2003-2000		
up to 1999	4.0	4.8	..	5.1	..	6.9	6.0	-	7.7	5.3	4.6	11.2	6.4	עד 1999		

(1) In 2008, there was a transition from "year of production" to "year of first use".
(2) The data were combined for four years, due to the fact that new private cars are not required to carry out registration tests during the first three years.
Moreover, it is possible that during the first year, the vehicle was on the road for only part of the year.

(1) בשנת 2008, התבצע מעבר מ"שנת ייצור" ל"שנת עלייה לכביש".
(2) הנתונים הוצגו למעלה לארבע שנים, מאחר שכלי רכב פרטיים חדשים אינם נדרשים לבצע מבחני רישוי בשלוש השנים הראשונות. כמו כן, ייתכן שבשנה הראשונה הרכב היה על הכביש רק בחלק מהשנה.