

Israel Car Sales Trends — 2026 Statistics

data.gov.il · cars · charts: 2026 active cohort (trend = registrations) · 11.10.2026

BEV fully electric PHEV plug-in hybrids ICE combustion: petrol/diesel/gas

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BYD · 3752 (+123)	25
XPeng · 4788 (+52)	25
Tesla · 4979	25
Deepal · 2786 (+69)	25
Geely · 2310 (+28)	26
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Glossary and methodology

Terms

Active 2026 cohort — vehicles with a 2026 road-entry date, active as of today; reflects real deployment, not the sale date.

Passive cohort — the gap registrations minus active cohort by brand: cars registered but road-entry date not yet assigned (a lag), not real removal.

Registrations (sales) — new vehicle registrations by registration month.

Fleet on the road — all active vehicles of model years 1996–2026, as of today.

Road-entry date — actual start of use (basis of the cohort).

Registration date — licensing (basis of registrations).

Scrappage — final de-registration (recycling, total losses, re-export). Counted for the same vehicle types the private-and-commercial registry covers: passenger cars, taxis, microcars and light commercial vehicles. Motorcycles, buses, heavy trucks, tractors and trailers are excluded — they are absent from the fleet used as the denominator.

Fuel types

BEV — battery-electric. **PHEV** — plug-in hybrid (electric + engine, grid-chargeable). **ICE** — internal combustion (petrol/diesel/gas); also plain HEV hybrids.

Abbreviations

pp — percentage points (30% to 35% = +5pp, not +17%).

Annualized — scaling a partial year to a full one by the number of closed months. **H2** — second half of the year.

Confidence levels

Official — registry fields as published. **Calculated** — arithmetic over the registry: shares, windows, annualization. **Curated** — expert classifications (chemistry/platform/suspension, brand origin).

Forecast — trend extrapolation, not a guarantee. "Bought" in captions = entered the active cohort by road-entry date, not the

Methodology

Passenger and commercial cars only; two-wheelers excluded. Fuel from the actual registry field, not stale codes. Chinese vs non-Chinese by brand origin (BYD, Chery, Geely, MG, Zeekr = Chinese; Tesla, Toyota, Hyundai, Mercedes = not). Source: data.gov.il. Registrations (by registration date) and the cohort (by road-entry date) differ: a car registered late 2025 with 2026 road-entry falls into the 2026 cohort but not 2026 registrations. Forecasts are trend extrapolation, not guaranteed.

Primary data sources: the active-vehicle registry (resource 053cea08...) and monthly registrations (resource 602ac32d...), data.gov.il.

Section I · Registrations sample (the Overview also includes cohort and fleet panels)

2026 overview

Data: registrations, 2026 active cohort and full fleet (per panel below).
Registrations are published in a monthly batch after month close: October 2026 not yet included, registration data runs through September.

How many cars were sold in Israel in 2026

This report answers that daily: car sales statistics in Israel and vehicle registrations by brand and model, electric cars (BEV), plug-in hybrids (PHEV) and petrol/diesel. Trends 2010-2026, vehicle scrappage, sales versus the fleet on the road. Source - the Israeli Ministry of Transport registry (data.gov.il), updated every day.

All cars bought in 2026

All new 2026 registrations (private + commercial) by fuel. "Total" is the sum; BEV/PHEV/ICE show their share.

BEV	PHEV
32,863	64,688
12.4%	24.5%
ICE	Total
166,585	264,136
63.1%	

New private cars in 2026

Private (P) new 2026 registrations only, by fuel. "Total" is the sum; fuels show their share.

BEV	PHEV
32,290	64,667
12.6%	25.3%
ICE	Total
158,552	255,509
62.1%	

All cars on the road (today)

The full active fleet on the road as of today, model years 1996–2026, by fuel.

BEV 246,192 5.9%	PHEV 164,046 3.9%
ICE 3,776,137 90.2%	Total 4,186,375

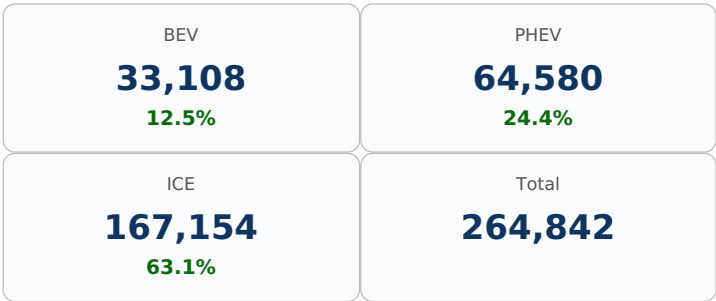
Private cars on the road (today)

Private passenger cars (P) in the whole active fleet as of today, by fuel; commercial vehicles (M) excluded.

BEV 244,629 6.1%	PHEV 163,986 4.1%
ICE 3,601,218 89.8%	Total 4,009,833

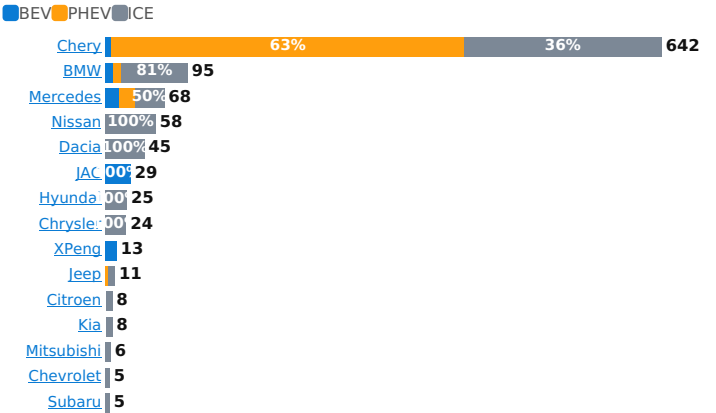
Active 2026 cohort by fuel

Vehicles with a 2026 road-entry date, currently active — by fuel (BEV/PHEV/ICE).



2026 series gap: registrations – cohort (by brand)

Registrations (by registration date, in monthly batches) and the active cohort (by road-entry date) use different bases and cutoffs, so the sign of the gap is not fixed: market-wide the active cohort currently exceeds published registrations. The chart shows brands where 2026 registrations exceed the cohort — a likely road-entry-date lag, not real removal. Two-wheeler brands excluded.



Over the 9 closed months of 2026, 264,136 cars were registered; 264,842 cars of 2026 are on the road today — the active registry cohort, current month included.

Plug-in cars — fully electric ones and plug-in hybrids — take 27.1% of new registrations in 2024, 30.9% in 2025 and 36.9% over the closed months of 2026; in the active 2026 cohort their share is 36.9%; the average pace is +5pp per year.

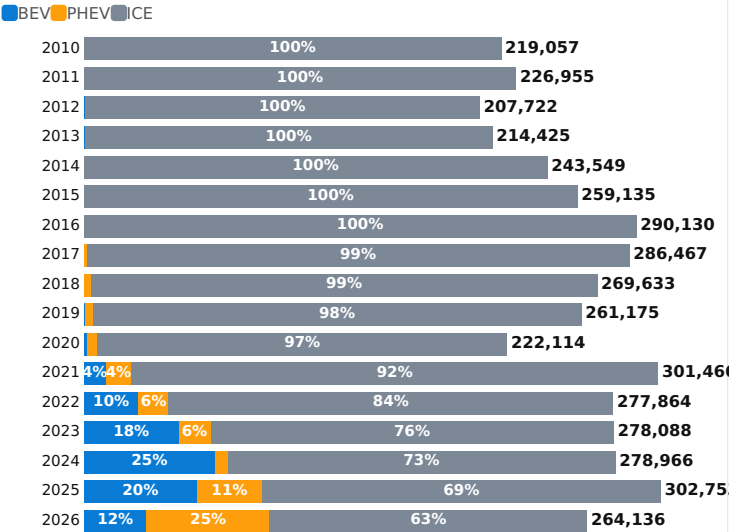
The whole on-road fleet counts 4,186,375 cars, and only 9.8% of it is plug-in: the plug-in share in the 2026 cohort is roughly four times their share of the fleet.

Forecast: around 42% plug-in in 2027 registrations; the volume scaled to a full year is about 352k, some 16% above 2025.

Trend 2010-2026

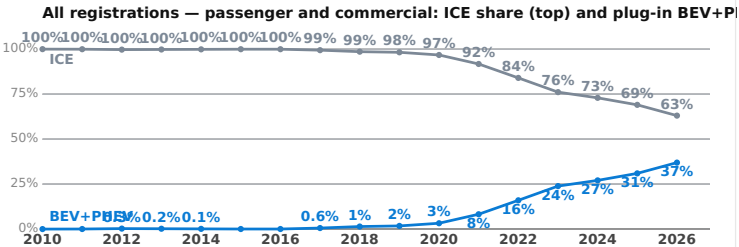
Data: registrations (sales) 2010-2026. Registrations are published in a monthly batch after month close: October 2026 not yet included, registration data runs through September.

Registrations by year, cars by fuel type



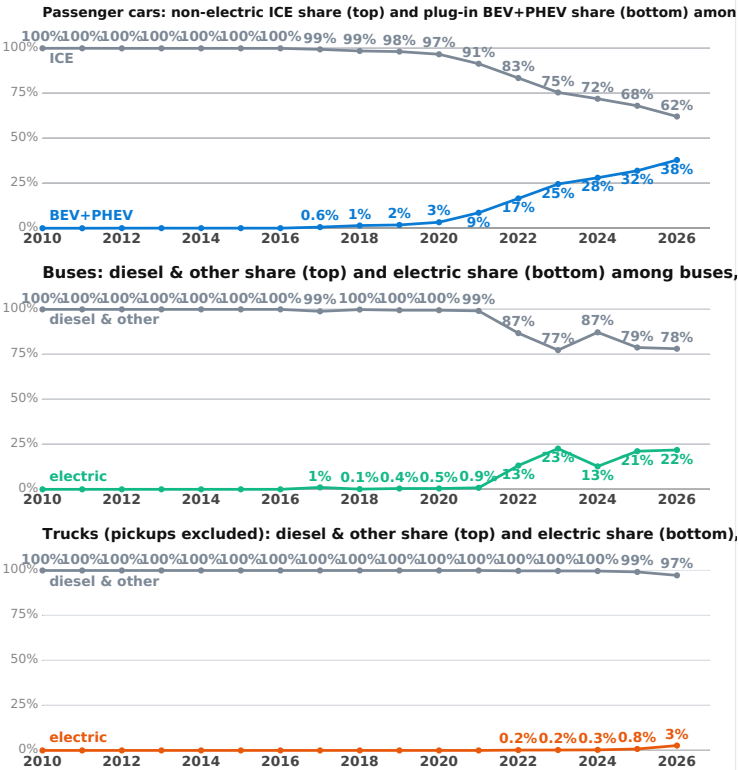
Fuel share of registrations by year, % — ICE on top, plug-ins below

One 0-100% scale: the grey line is petrol, diesel and gas — falling; the blue line is fully electric plus plug-in hybrids — rising. All registrations, commercial included; 2026 covers closed months only.



Plug-in share by vehicle type — passenger cars, buses, trucks

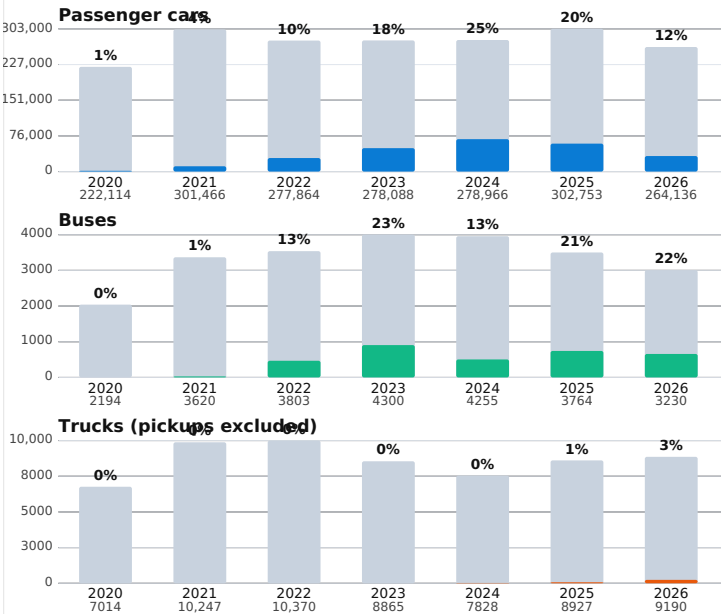
One 0-100% scale per category: the non-electric share on top — falling; the plug-in share at the bottom — rising. Passenger cars — plug-in (BEV+PHEV) among passenger cars; buses and trucks — fully electric among their own kind. One basis: the active registry, road-entry year.



For heavy vehicles the early years count only vehicles still in service, so scrapped ones are missing; for the electric share this hardly matters — there were none back then.

The three categories separately

A single combined chart does not work here: there are twenty times more passenger cars than buses, and on a shared axis buses collapse into a sliver at zero. Hence three charts, each with its own scale. The bar is the whole annual intake, the coloured part is electric, the share is printed above.



The comparison speaks for itself. Among passenger cars the electric share fell to 12.4% in 2026 after peaking at 24.6% in 2024 — the tax break ended. Buses stand at 21.9%. Trucks without heavy pickups: 2.7% — genuine electric trucks are still rare in Israel, while the Silverado EV and Sierra EV pickups (77.1% of their 2026 deliveries electric) are private vehicles, not freight transport.

The plug-in share grew from 0.0% in 2010 to 27.1% in 2024, 30.9% in 2025 and 36.9% in 2026; petrol and diesel keep 63.1%. The leader inside the plug-in segment has changed: in 2024 fully electric cars held 24.6% and plug-in hybrids 2.4%; by 2026 the hybrids moved ahead — 24.5% against 12.4%. Forecast: conventional and plug-in cars reach rough parity around 2029–2030. The picture differs by vehicle type. Among passenger cars the plug-in (BEV+PHEV) share keeps rising and reached 37.9% in 2026 — the highest on record. Buses peaked at 22.7% electric in 2023 and are at 21.9% now. Trucks without heavy pickups — 2.7% in 2026: genuine electric trucks are still rare.

Section II · 2026 active-cohort sample

By month 2026

Data: 2026 active cohort (by road-entry month)

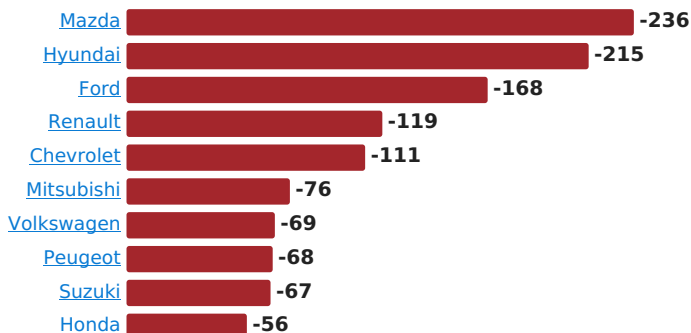
2026 additions in October by fuel type

New cars that entered the road in October 2026 (partial month), split by fuel.



Fleet decline in October - where scrappage beat purchases

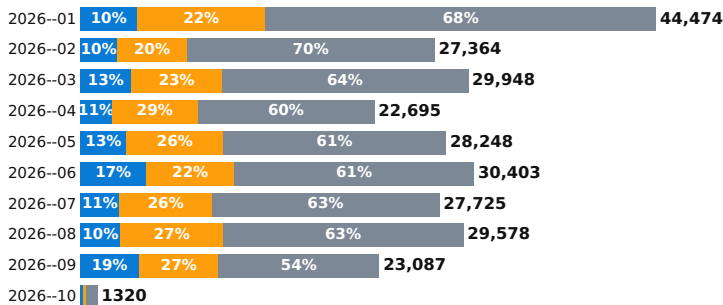
Brands whose car count on the road went down: more scrapped than bought in October. Ten biggest drops. Car-fleet brands only: motorcycles, heavy machinery and trailers are excluded.



By month 2026

Active cohort by road-entry month, cars by fuel type

BEV PHEV ICE



Last-month addition (October 2026 — PARTIAL, as of 11.10) by brand and fuel

New cars that entered the road in the last chart month (October 2026), by brand and fuel — counts.

#	Brand	BEV	PHEV	ICE	Total
---	-------	-----	------	-----	-------

2	Kia	11	1	163	175
3	BYD	76	38	0	114
4	KG Mobility	0	0	95	95
5	MG	13	33	27	73
6	Skoda	1	0	55	56
7	Deepal	29	25	0	54
8	Jaecoo	0	26	18	44
9	Geely	21	16	0	37
10	Hyundai	0	0	37	37
11	Citroen	0	0	30	30
12	Mazda	0	0	29	29
13	Land Rover	0	5	21	26
14	Mercedes	1	1	23	25
15	Seat	0	0	24	24
16	Volkswagen	0	0	22	22
17	Lynk & Co	10	8	0	18
18	Omoda	0	17	0	17
19	BMW	0	2	15	17
20	Cupra	0	0	16	16
21	Subaru	0	0	13	13
22	Audi	0	1	11	12
23	Suzuki	4	0	7	11
24	Jeep	0	0	11	11
25	Leapmotor	5	5	0	10
26	Zeekr	9	0	0	9

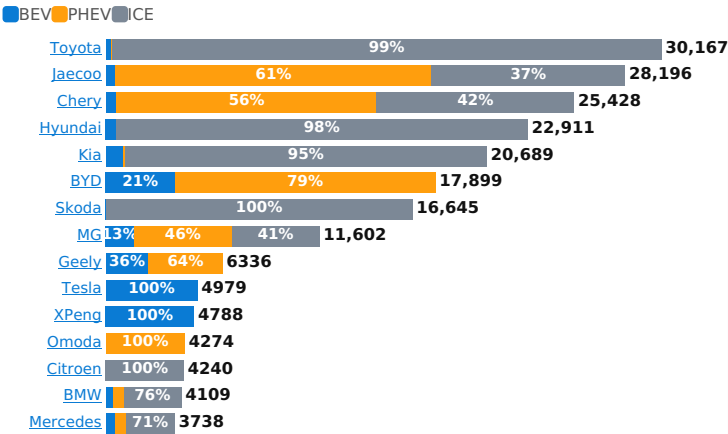
27	Renault	0	0	9	9
28	Aion (GAC)	8	0	0	8
29	Dongfeng	0	8	0	8
30	Foton	2	0	5	7
31	Porsche	4	1	2	7
32	Lexus	0	1	6	7
33	Ford	0	0	7	7
34	Cadillac	5	0	0	5
35	Voyah	4	0	0	4
36	Chery	0	2	2	4
37	Peugeot	0	0	4	4
38	Opel	0	0	4	4
39	GMC	3	0	0	3
40	Volvo	1	0	2	3
41	Ora	0	0	3	3
42	Isuzu	0	0	3	3
43	Mitsubishi	0	0	2	2
44	Nissan	0	0	2	2
45	XPeng	1	0	0	1
46	Hongqi	1	0	0	1
47	IM Motors	1	0	0	1
48	Bentley	0	1	0	1
49	Chevrolet	0	0	1	1
50	Chrysler	0	0	1	1
51	Fiat	0	0	1	1
TOTAL		314	103	814	1330

Across full months the plug-in share stays between 30.1% and 46.3% (the current partial month shows 30.8%), averaging 36.9%. The share is high, but it fluctuates from month to month. October is still filling in: buyers took 1320 cars — 406 plug-in and 914 petrol and diesel; 2187 cars left the road — 2170 conventional and 17 plug-in; the on-road fleet shrank by 867. 34 car brands now have fewer cars on the road than before; the most visible case is Mazda: 29 bought, 265 scrapped. These are usually brands with an old fleet and weak current sales.

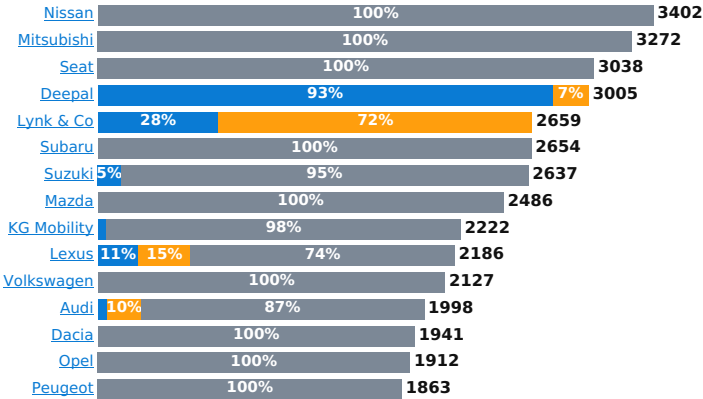
By brand 2026

Data: 2026 active cohort

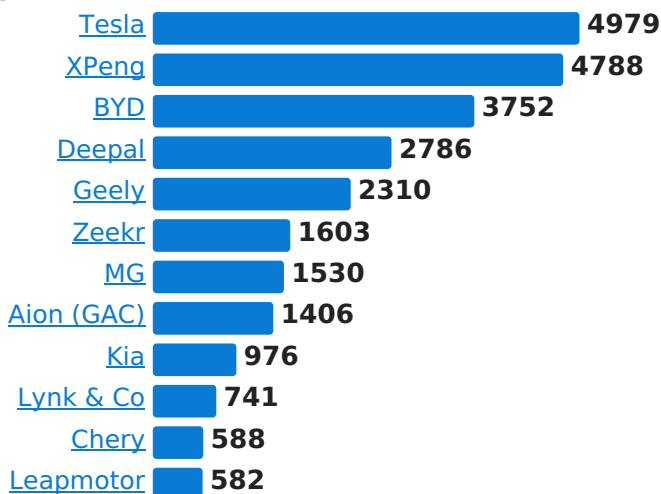
Top 30 brands 2026, cars by fuel type · 1-15



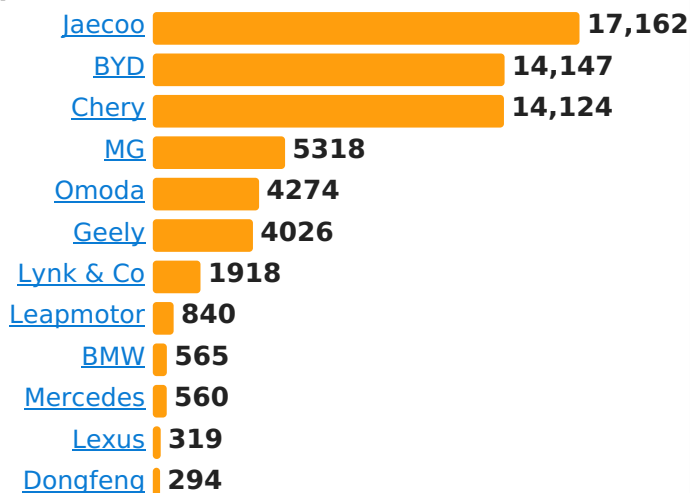
Top 30 brands 2026, cars by fuel type · 16-30



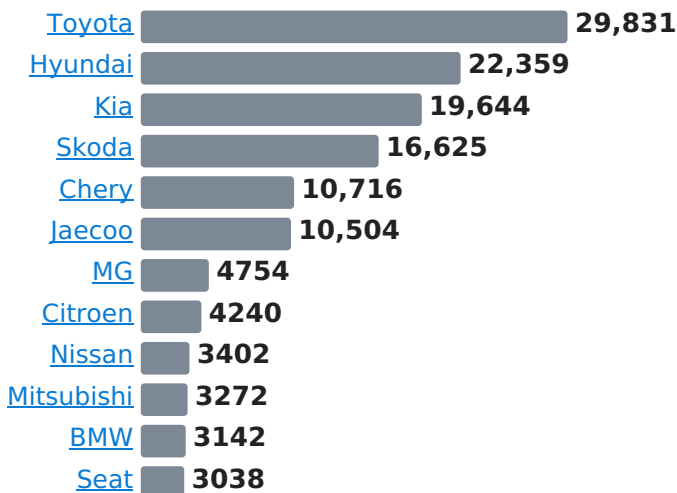
Top 12 BEV



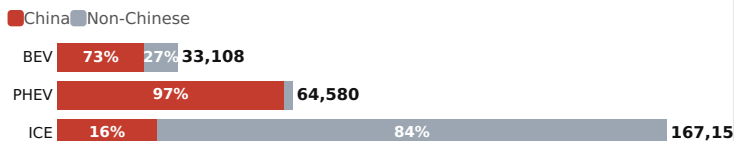
Top 12 PHEV



Top 12 ICE



Chinese vs non-Chinese marques by fuel, 2026 (%) within each)



The leaders of the year are Toyota, Jaecoo, Chery.

Purchases of cars with a plug-in hybrid drive grew fast through 2025 and 2026, and 96.5% of them come from Chinese brands; among fully electric cars their share is 72.5%.

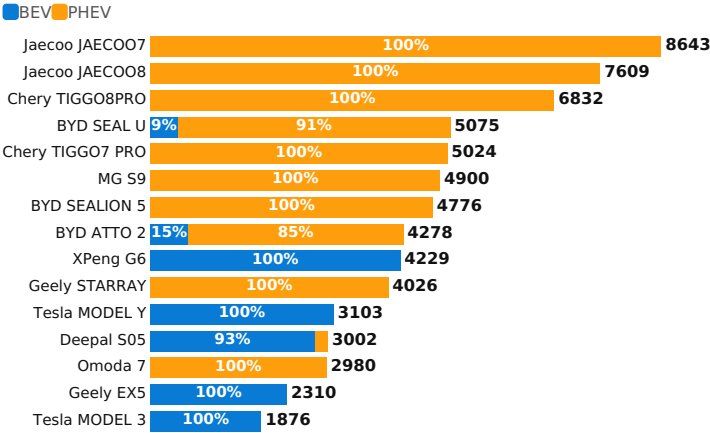
Petrol and diesel cars stay mostly with the other makers — 83.5%.

Forecast: the leading brands keep double-digit growth as they displace cheap cars that cannot be plugged in.

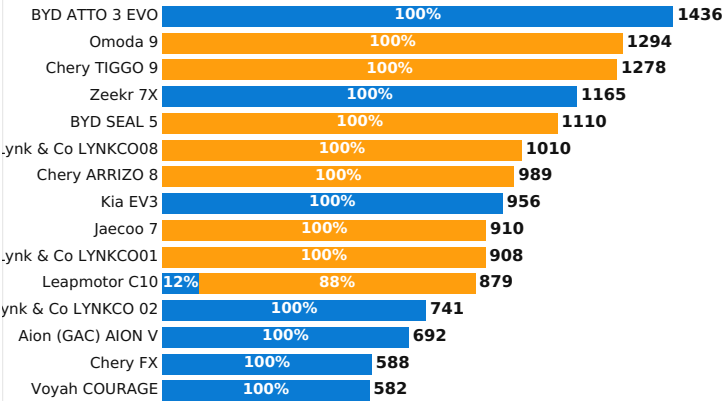
Rechargeable models 2026

Data: 2026 active cohort

Top 30 rechargeable models 2026 (BEV+PHEV, by charging battery) · 1-15



Top 30 rechargeable models 2026 (BEV+PHEV, by charging battery) · 16-30



The plug-in segment is led by Jaecoo JAECO07, Jaecoo JAECO08, Chery TIGGO8PRO.

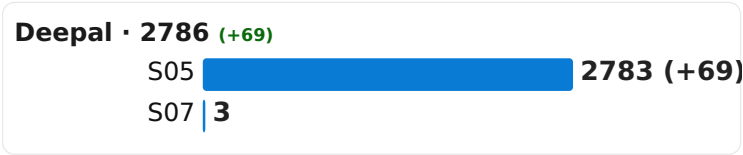
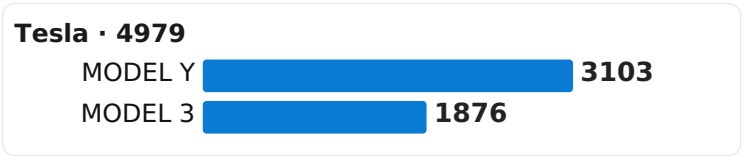
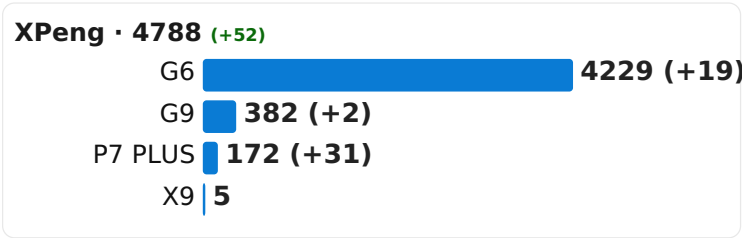
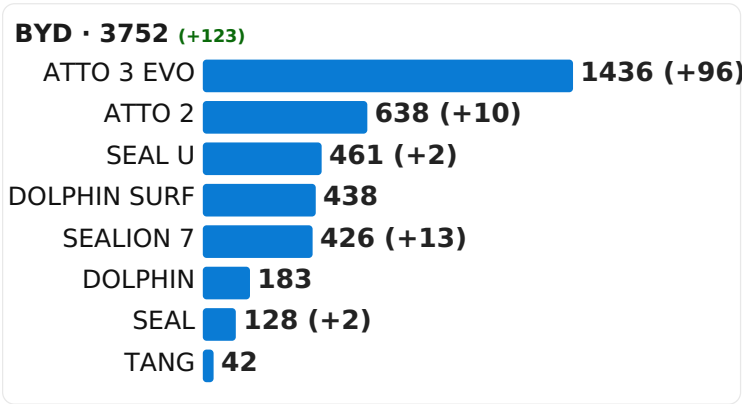
The top three deliver the bulk of the volume, and nearly all of it consists of family crossovers with a plug-in hybrid drive.

Forecast: as BYD, Jaecoo, Chery widen their line-ups, both the volume and the variety of the plug-in segment will grow.

BEV models by brand

Data: 2026 active cohort

Active 2026 cohort (vehicles with a 2026 road-entry date, currently active) by BEV model for 8 brands — count per model.



Geely · 2310 (+28)

EX5  2310 (+28)

Zeekr · 1603 (+19)

7X  1165 (+18)

X  269

001  169 (+1)

Lynk & Co · 741 (+14)

LYNKCO 02  741 (+14)

MG · 1530 (+35)

S6  527 (+6)

S5  464 (+7)

MG4  230 (+6)

MG4 URBAN  219 (+15)

CYBERSTER  90 (+1)

Brand comparison: 2026 active BEV cohort (BEV per brand)

[Tesla](#)  4979

[XPeng](#)  4788

[BYD](#)  3752

[Deepal](#)  2786

[Geely](#)  2310

[Zeekr](#)  1603

[MG](#)  1530

[Lynk & Co](#)  741

BEV geography — the full BEV fleet by district

All electric vehicles on the road (cumulative, any model year) by owner district; the source refreshes daily. Includes ~16k electric two-wheelers. This is the full fleet, not the 2026 cohort; other chapters exclude two-wheelers.

■ Private ■ Leasing & rental + Companies & dealers

Center 64,886 36,027 100,913 · 38.3%

Tel Aviv 28,611 42,170 · 16.0%

North 32,364 34,145 · 12.9%

South 29,997 31,587 · 12.0%

Haifa 25,130 28,261 · 10.7%

Jerusalem 15,484 · 5.9%

dea & Samaria 11,192 · 4.2%

Supply is concentrated: Tesla and Deepal sell just one or two models each (MODEL Y/MODEL 3; S05/S07).

The widest line-ups belong to BYD and XPeng — 8/4 models.

Forecast: single-model brands will broaden their line-ups and reduce dependence on one product.

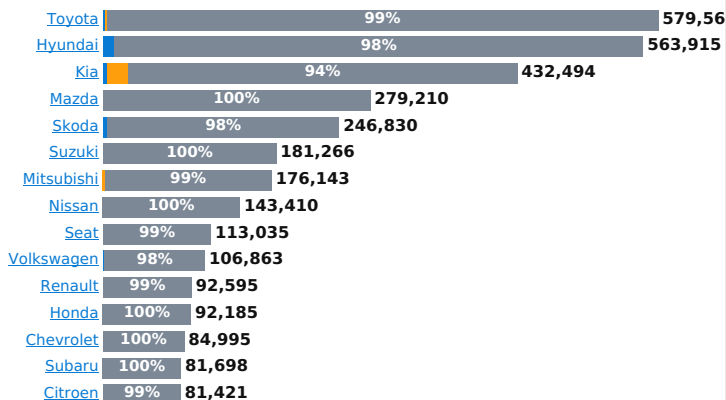
Section III · Mixed charts: cohort + fleet + scrappage

Brands on the road

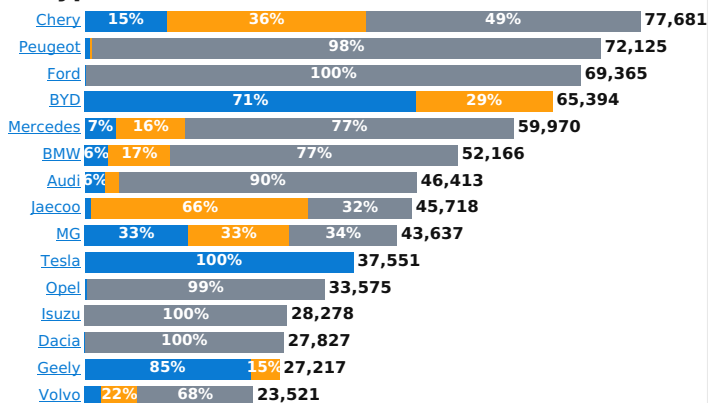
Data: full active fleet on road + 2026 active cohort (in the comparison)

Top 30 brands in the fleet on the road, cars by fuel type · 1-15

BEV PHEV ICE



Top 30 brands in the fleet on the road, cars by fuel type · 16-30



Comparison: 2026 sales vs fleet on the road (top 30 by sales)

▲/▼ shown when the rank gap > 8. ▲ — the brand sells above its fleet rank (rising); ▼ — bigger in the fleet than in sales.

#	Brand	2026	2026	road	rank	rank
1	Toyota	30,167	1	579,566	1	+0
2	Jaecoo	28,196	2	45,718	23	▲ 21
3	Chery	25,428	3	77,681	16	▲ 13
4	Hyundai	22,911	4	563,915	2	-2
5	Kia	20,689	5	432,494	3	-2
6	BYD	17,899	6	65,394	19	▲ 13
7	Skoda	16,645	7	246,830	5	-2
8	MG	11,602	8	43,637	24	▲ 16
9	Geely	6336	9	27,217	29	▲ 20
10	Tesla	4979	10	37,551	25	▲ 15
11	XPeng	4788	11	15,766	34	▲ 23
12	Omoda	4274	12	4323	46	▲ 34
13	Citroen	4240	13	81,421	15	+2
14	BMW	4109	14	52,166	21	+7
15	Mercedes	3738	15	59,970	20	+5
16	Nissan	3402	16	143,410	8	-8
17	Mitsubishi	3272	17	176,143	7	▼ 10
18	Seat	3038	18	113,035	9	▼ 9
19	Deepal	3005	19	5237	42	▲ 23
20	Lynk & Co	2659	20	7080	38	▲ 18
21	Subaru	2654	21	81,698	14	-7
22	Suzuki	2637	22	181,266	6	▼ 16
23	Mazda	2486	23	279,210	4	▼ 19
24	KG Mobility	2222	24	4861	44	▲ 20

26	Volkswagen	2127	26	106,863	10	▼ 16
27	Audi	1998	27	46,413	22	-5
28	Dacia	1941	28	27,827	28	+0
29	Opel	1912	29	33,575	26	-3
30	Peugeot	1863	30	72,125	17	▼ 13

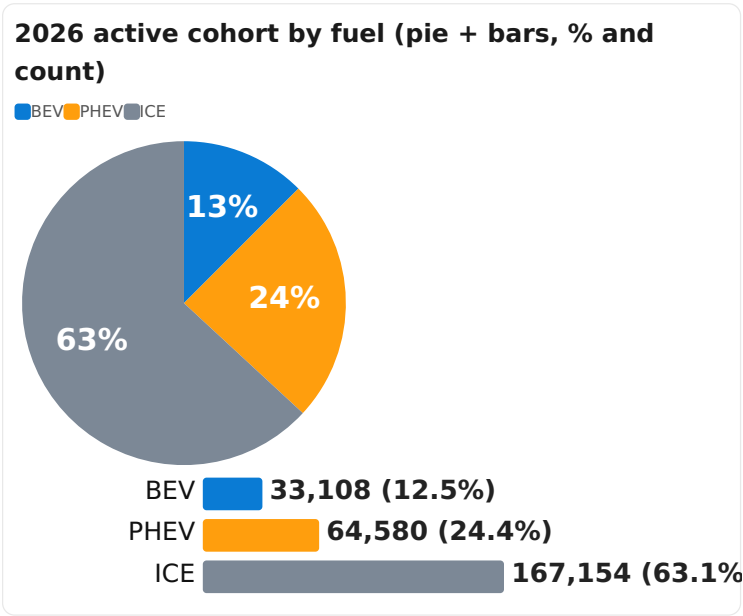
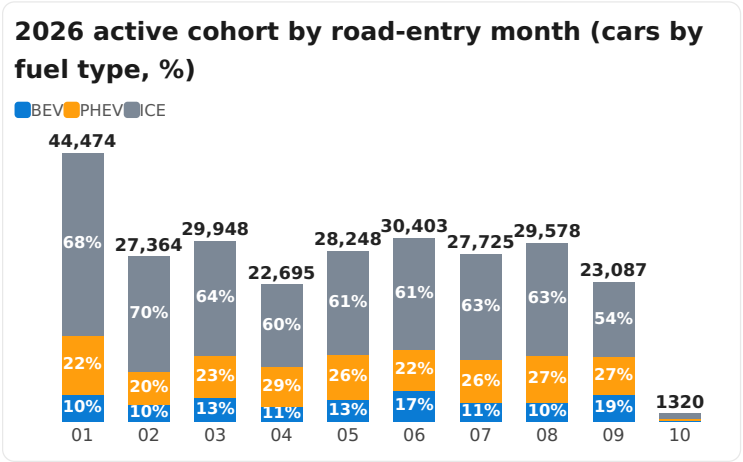
The gap between sales rank and fleet rank shows a structural shift: Omoda and other new brands sit in the 2026 cohort well above their fleet position — they are capturing share.

Toyota and Hyundai still hold the fleet, but they are losing momentum.

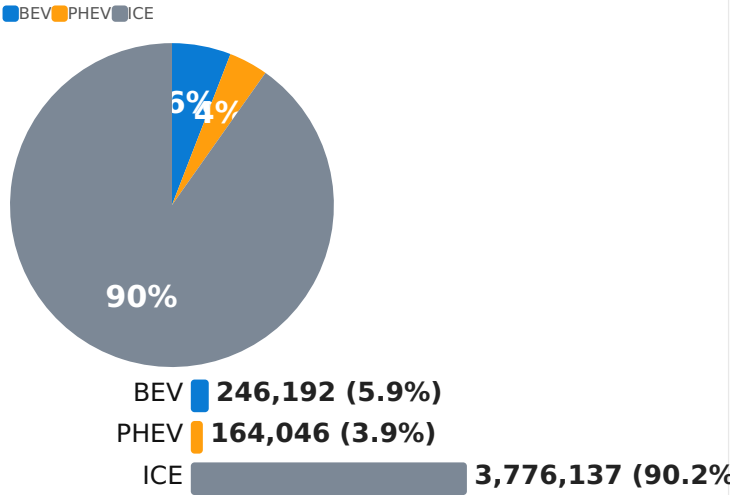
Forecast: the fleet positions of the new brands catch up with their sales share within three to four years.

Fuel — breakdowns

Data: 2026 active cohort and full active fleet on road

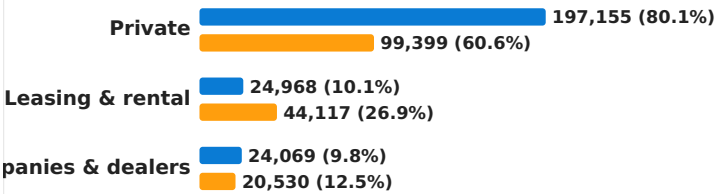


All cars on the road by fuel (pie + bars, % and count)

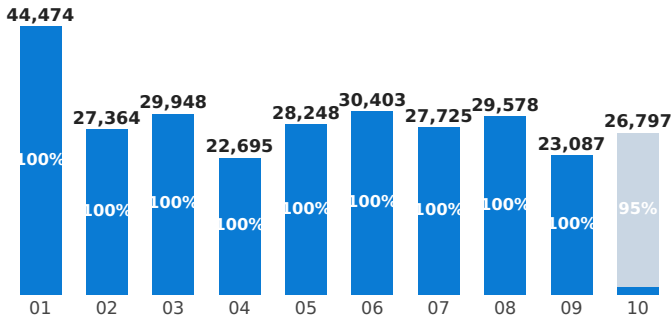


BEV and PHEV by ownership type — nationwide

The state publishes no PHEV geography, so the ownership split is national. BEV — 6.1% of the passenger fleet, plug-in cars together — 10.2%. Both the numerator and the denominator here are passenger cars only: commercial vehicles are excluded from both sides.

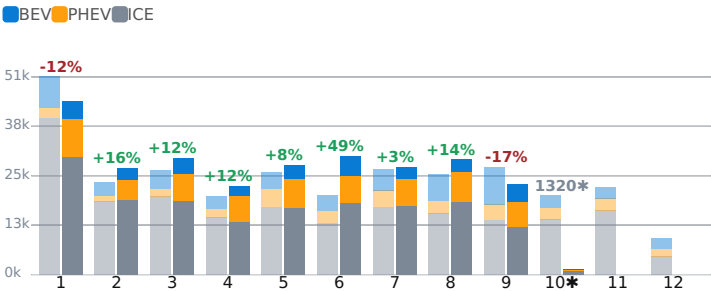


Cohort by road-entry month + full-October forecast (light = forecast; October partial)



2026 vs 2025 — cohort by road-entry month

Paired bars: muted 2025 left, 2026 right; stacks — BEV/PHEV/ICE, hover for counts. The percent is the month change vs 2025; * — the current month is partial: it shows the number of cars so far, not a percent. 2025 cars already de-registered are absent from the registry (~1-2% effect).



January-September: total +6% vs 2025, BEV -34%, PHEV +140%, ICE -3%.

In the 2026 cohort petrol and diesel cars hold 63.1%, plug-in hybrids 24.4% and fully electric cars 12.5%; together the plug-ins give 36.9%.

The on-road fleet is still only 9.8% plug-in — 5.9% fully electric and 3.9% hybrids, a lag of roughly 3.8 times.

The October addition consists 69% of conventional cars.

Forecast: the plug-in share of the fleet grows by 2-3pp a year and reaches about 15% by 2028.

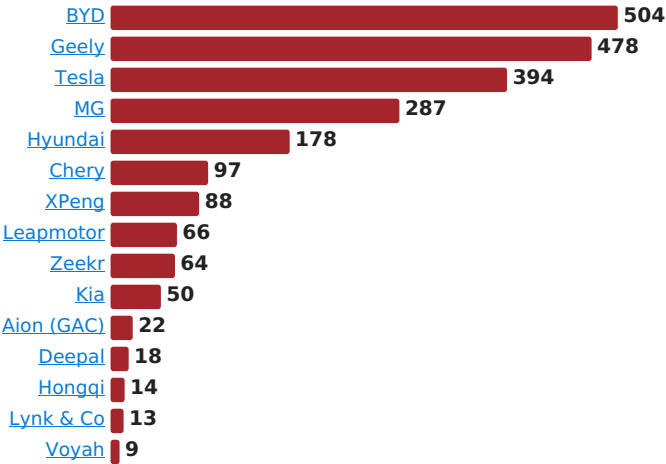
Scrappage

Data: BEV de-registrations 2023-2026 and BEV sales

BEV scrappage (2023-2026) — 15 best-selling BEV brands

Period: 2023-2026

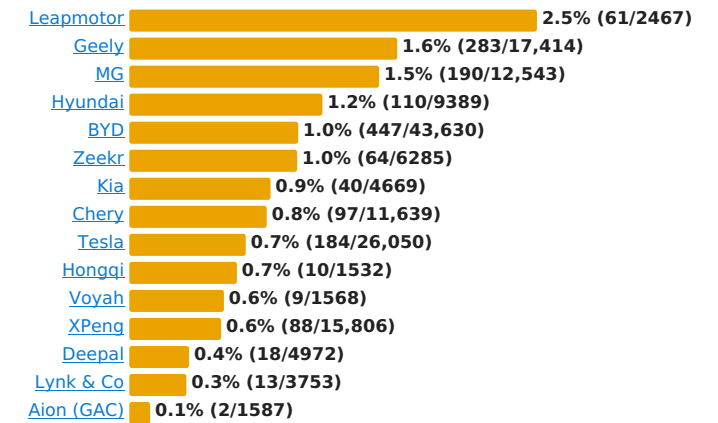
How many BEV cars of these brands were taken off the road (scrapped) in 2023-2026. Brands are the top 15 by 2026 BEV sales.



BEV scrappage rate: scrapped out of 2023-2026 cars / sold 2023-2026, by brand

Period: 2023-2026

Share of cars that entered service in 2023-2026 and have already left the road, out of BEV sold by the brand in 2023-2026 — numerator and denominator from the same cohort. In brackets: scrapped / sold. Brands are the top 15 by 2026 BEV sales. Not a reliability metric: cross-brand comparison reflects cohort age — brands selling since 2023 have older cars than those that arrived in 2025.



Fully electric scrappage: scrap year and car age (years)

Period: 2023-2026

Age = scrap year minus production year. 35.7% of the cars taken off the road in 2023-2026 entered service before 2023; the average age at scrappage is 2.2 years.

Year	0-2	3-5	6-9	10+	Total
2023	345	32	17	10	404
2024	588	86	19	18	711
2025	790	320	24	12	1146
2026	634	562	53	10	1259

Of the 210,416 fully electric cars sold since 2023, 2262 cars of that same cohort have already been taken off the road — 1.1%. The rate is highest for Leapmotor (2.5%), Seres (2.0%) and Volkswagen (2.0%); the differences mostly reflect cohort age — brands that were already selling in 2023 have older cars. Beyond these, another 1258 electric cars that entered service before 2023 were taken off the road in 2023–2026 — 35.7% of all BEV scrappage in those years.

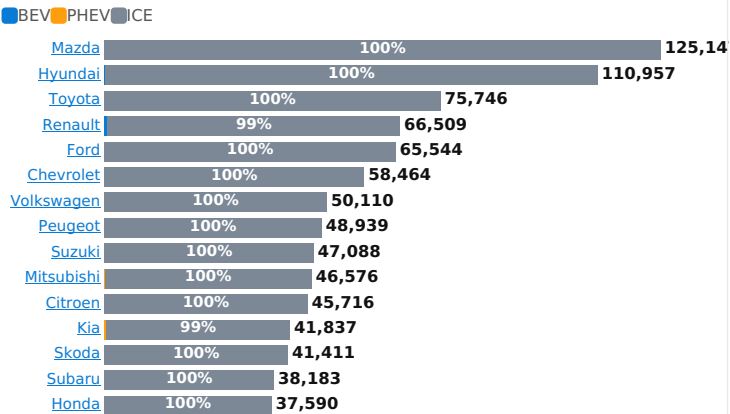
Scrappage by fuel — taken off the road since 2017 (cumulative, count and %)

Period: taken off the road from 2017 to the current publication (cumulative)



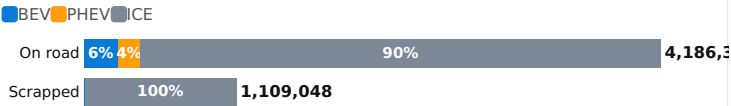
Scrappage by brand x fuel — top 15 (count and %)

Period: taken off the road from 2017 to the current publication (cumulative)



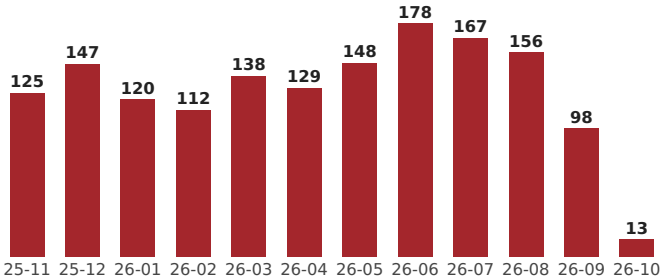
On road vs scrapped — fuel mix, %

Period: taken off the road from 2017 to the current publication (cumulative)



BEV scrappage by month — last 12 months (through October 2026)

Period: last 12 months



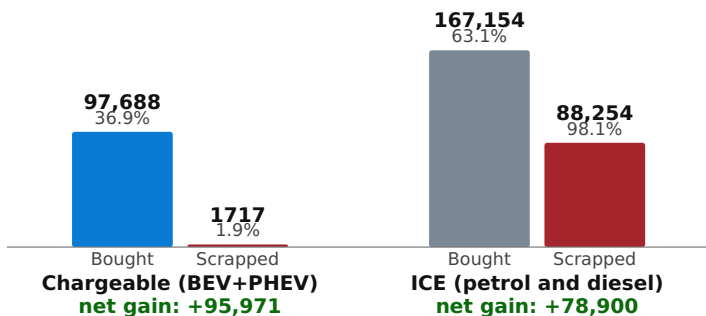
BEV in 2026: bought (cohort) vs scrapped

Period: year 2026



2026 fleet gain: bought vs scrapped — chargeable (BEV+PHEV) and ICE

Period: year 2026



In 2026 the cohort took in 264,842 cars while 89,971 left the road — the fleet grew by 174,871.

Buyers took almost half as many plug-in cars as petrol and diesel ones (97,688 against 167,154), yet plug-ins are scrapped an order of magnitude less often (1,717 against 88,254).

For every 100 conventional cars bought, 53 old ones leave the road; for every 100 plug-ins, fewer than two do.

That is why the net gain of plug-ins, +95,971 (54.9% of fleet growth), beats the conventional gain of +78,900 (45.1%).

Among fully electric cars, 2262 of the 210,416 sold in 2023–2026 have been taken off the road — 1.1%.

The highest rate belongs to Leapmotor: 2.5% (61/2467) — above every other large brand; Seres (2.0%) and Volkswagen (2.0%) follow.

12 brands stay at 1.1% or below, and they include every large seller: BYD 1.0% (447/43,630), Tesla 0.7%, XPeng 0.6%, Zeekr 1.0%.

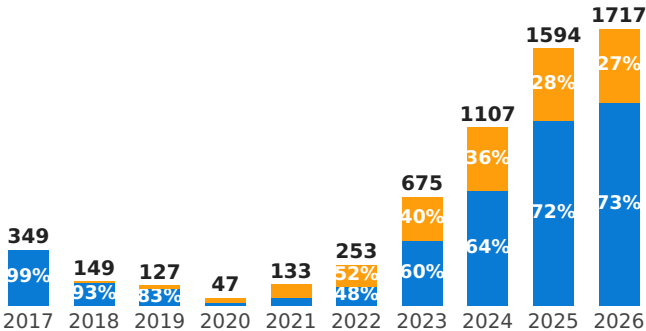
Scrappage by year by fuel — total (table, count)

Period: 2017-2026 by date taken off the road; 2026 is a partial year, to the current publication

Year	BEV	PHEV	ICE	Total
2017	346	3	110,996	111,345
2018	139	10	142,043	142,192
2019	106	21	110,933	111,060
2020	20	27	75,843	75,890
2021	51	82	113,014	113,147
2022	121	132	111,161	111,414
2023	404	271	117,318	117,993
2024	711	396	116,014	117,121
2025	1146	448	117,321	118,915
2026	1259	458	88,254	89,971
TOTAL	4303	1848	1,102,897	1,109,048

Scrappage by year — rechargeable only (BEV+PHEV): growth visible

Period: 2017-2026 by date taken off the road; 2026 is a partial year, to the current publication

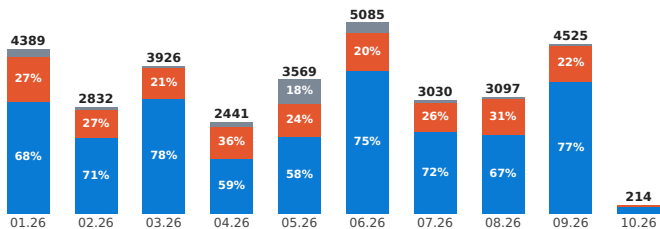


BEV engineering cut (2026 cohort)

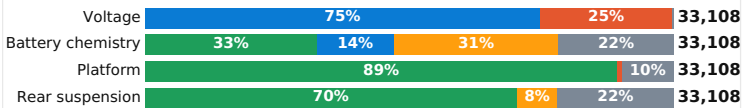
Data: each model's battery voltage comes from the official ministry model catalog (data.gov.il). A model has many catalog rows, so the most frequent value is used; service entries like "0" or "12 V" (the low-voltage system) are discarded. Packs below 550 V form the 400V-class, 550 V and above — the 800V-class. Chemistry, platform and suspension are an expert layer for the main Israeli trim; volumes are the active 2026 cohort, recomputed on every update; anything unclassifiable is shown honestly as n/a.

Architecture: 400V-class vs 800V-class, monthly 2026

The number above each column is the month's BEV total; segments are nominal-voltage classes.



Four engineering cuts of the cohort



Voltage: 400V-class 800V-class n/a

Battery chemistry: LFP NMC mixed n/a

Platform: dedicated EV platform ICE conversion n/a

Rear suspension: independent multi-link semi-rigid torsion beam n/a

LFP vs NMC — what it means for the owner

Parameter	LFP	NMC
Degradation in a hot climate	more resilient	degrades faster
Cycle life	3000–8000	1000–2500
Energy density	lower (heavier)	higher (lighter)
Production cost (per 1 kWh)	\$80	\$120
Recommended charging window	10–100% daily	30–80% daily

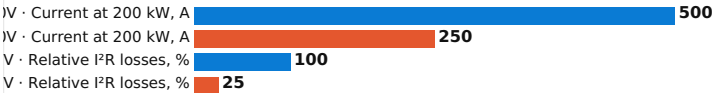
Chemistry comparison per an independent review: [capture.energy](#)

Everyday usable battery window



Practice guidance, not a physical limit (windows depend on the pack and its BMS). At a rated 400 km: everyday buffer ~360 km (LFP) vs ~200 km (NMC); for a long trip NMC charges to 100% by design.

400V vs 800V physics at fast charging



The same power at double the voltage means half the current: thinner, lighter cables, four times lower resistive losses, a steadier fast-charge curve.

Top-20 models by voltage class

Brand	Model	Class	Nominal	Sold 2026
XPeng	G6	800V-class	550 V	4229
Tesla	MODEL Y	400V-class	335 V	3103
Deepal	S05	400V-class	379 V	2783
Geely	EX5	400V-class	376 V	2310
Tesla	MODEL 3	400V-class	320 V	1876
BYD	ATTO 3 EVO	400V-class	499 V	1436
Zeekr	7X	800V-class	800 V	1165
Kia	EV3	400V-class	369 V	956
Lynk & Co	LYNKCO 02	400V-class	485 V	741
Aion (GAC)	AION V	400V-class	360 V	692
BYD	ATTO 2	400V-class	358 V	638
Chery	FX EV	400V-class	350 V	588
Voyah	COURAGE	400V-class	480 V	582
Jaecoo	5 BEV	400V-class	433 V	530
MG	S6	400V-class	470 V	527
MG	S5	400V-class	410 V	464
BYD	SEAL U	400V-class	422 V	461
BYD	DOLPHIN SURF	400V-class	288 V	438
BYD	SEALION 7	800V-class	550 V	426
XPeng	G9	800V-class	550 V	382

Dynamics of popular models

Curated: factory figures of the dominant Israeli trim; 0–100 and top speed are not registry fields.

Model	Class	LFP/NMC	0–100	V _{max}	Sold 2026
Tesla MODEL Y	400V-class	mixed	6.9 s	201 km/h	3103
Tesla MODEL 3	400V-class	mixed	6.1 s	201 km/h	1876
BYD ATTO 3 EVO	400V-class	LFP	5.5 s	180 km/h	1436
BYD SEALION 7	800V-class	LFP	6.7 s	215 km/h	426
BYD DOLPHIN	400V-class	LFP	7.0 s	160 km/h	183
BYD SEAL	800V-class	LFP	3.8 s	180 km/h	128
XPeng G6	800V-class	mixed	6.6 s	202 km/h	4229
Kia EV3	400V-class	NMC	7.5 s	170 km/h	956
Hyundai IONIQ5	800V-class	NMC	7.3 s	185 km/h	268

Case study: Atto 3 → Atto 3 Evo per the ministry catalog

All figures are official fields; voltage rose from 403V to 499V — an intermediate architecture, not the 800V-class; both Evo trims have multi-link rear suspension (importer specification, 06.2026).

	Atto 3	Atto 3 Evo (2026)
Power, hp	204	313 / 448
Gross weight, kg	2160	2410 / 2520
Battery voltage	403 V	499 V
Drive	4X2	4X2 / 4X4
hp per tonne	94	130 / 178

What comes next

Solid-state batteries: a solid electrolyte instead of a liquid one — 1000+ km density, minutes-long charging, a much lower fire risk (flammability remains under study); series adoption expected no earlier than 2028–2030.

Solar roof: a car roof yields ~1–2 kWh on a perfect day ≈ 5–15 km of range — enough for auxiliaries and cabin climate, not for traction charging.



the next real jump is solid-state, and not before the end of the decade

How complete the data is (share of all cohort BEVs sold): battery voltage is known from the catalog for 99.7% of cars — for the remaining 0.3% the catalog leaves it blank, shown as n/a; battery type (LFP or NMC) is identified for 78.2% of cars; platform type for 90.2%; rear-suspension type for 78.0%. Shares are weighted by cars sold, not by model count.

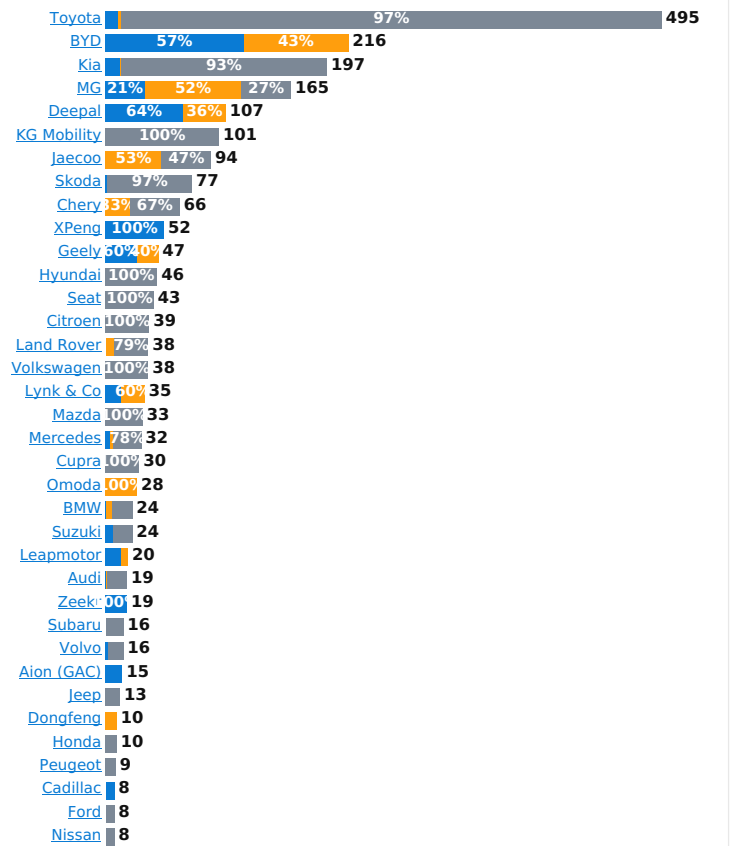
Gain over 7 days

Data: comparison of active-registry snapshots for 04.10-11.10 — 7 days. The window length is always stated exactly; to compare windows of different lengths the conclusion gives the average daily gain.

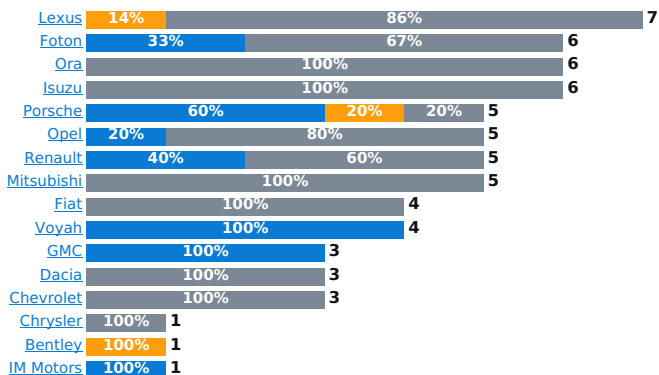
Active cohort growth by brand over 04.10-11.10, cars added · 1/2

BEV PHEV ICE

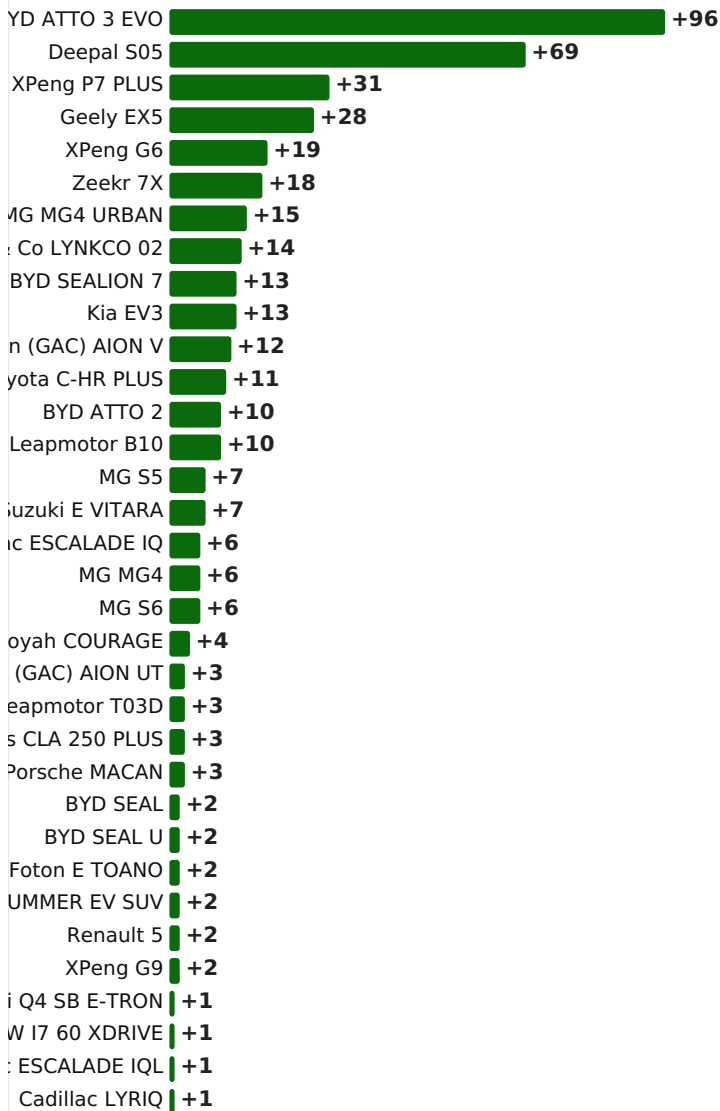
Fuel split covers +2263 of +2263 cars; brands without a period-start fuel snapshot are omitted.



Active cohort growth by brand over 04.10-11.10, cars added · 2/2



Addition over 04.10-11.10 by BEV model, cars added · 1/2



Addition over 04.10-11.10 by BEV model, cars added · 2/2

GMC HUMMER		+1
IM Motors IM5		+1
Leapmotor C10		+1
MG CYBERSTER		+1
ILC 400 4MATIC		+1
Opel COMBO		+1
Skoda ELROQ		+1
ENYAQ COUPE		+1
Volvo EX30 SM		+1
Volvo EX90 TWIN		+1
Zeekr 001		+1

Over the registry publications of 04.10-11.10 the active cohort grew by +2263 cars: +434 fully electric, +397 plug-in hybrids and +1432 petrol and diesel.

The growth leaders are Toyota +495, BYD +216, Kia +197, MG +165, Deepal +107.

The most popular electric models of the week are BYD ATTO 3 EVO +96, Deepal S05 +69, XPeng P7 PLUS +31.

October has filled to 1320 cars — 5% of the projected full month.

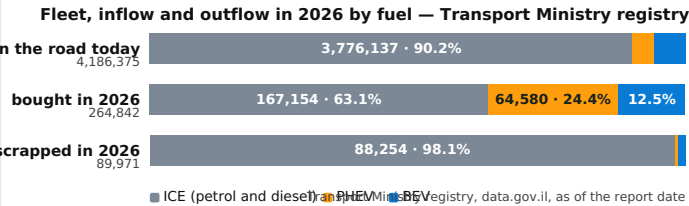
The registry publishes records with a lag of up to five days, so the gain reflects processed records rather than the sales of one calendar day. That is 323 cars per day on average over the 7-day window.

Electrification effects: fuel, air, noise

Data: fleet, inflow and outflow by fuel — Transport Ministry registry (recomputed with each update); air — measurements of the Environment Ministry’s national monitoring array, release of 21.09.2026; noise — Environment Ministry estimate “population exposed to road-traffic noise”, 2000-2014 (State of the Environment in Israel 2017, indicator 12.1.1), State Comptroller report “Handling noise nuisances in the urban space” (2024), Knesset Research Center review (2008), and source physics; no open decibel measurement series exists

Who is on the road

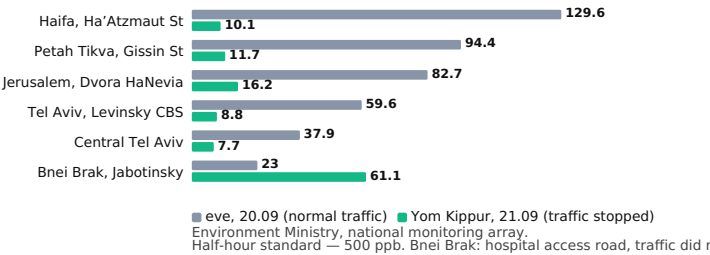
Every number here comes from the Transport Ministry registry and is recomputed with each update. 4,186,375 cars are on the road: petrol and diesel 3,776,137 (90.2%), plug-in hybrids 164,046 (3.9%), fully electric 246,192 (5.9%). The fleet is still nine-tenths combustion — but it is being replenished differently: of the 264,842 cars that entered service in 2026, 37% are rechargeable — 33,108 BEV and 64,580 PHEV against 167,154 ICE. And what leaves the road is almost entirely petrol: of 89,971 cars scrapped this year, 88,254 were ICE, 1259 BEV, 458 PHEV. Among cars under three years old, rechargeables are already 30.6% — that is what the fleet will look like in ten years.



Air: measured on 20-21 September 2026 — the day without cars

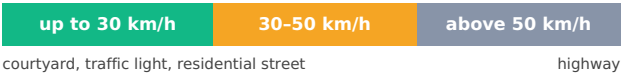
Yom Kippur is the one day a year when traffic in Israel stops, and the Environment Ministry’s monitoring network measures what that does every year. Measurement of 20-21 September 2026, peak nitrogen-oxide concentrations at traffic stations, ppb: Haifa, Ha’Atzmaut St — 129.6 on the eve and 10.1 on Yom Kippur; Petah Tikva, Gissin — 94.4 → 11.7; Jerusalem, Dvora HaNevia — 82.7 → 16.2; Tel Aviv, Levinsky central station — 59.6 → 8.8; central Tel Aviv — 37.9 → 7.7. A six- to thirteen-fold drop within a day. The one exception is Bnei Brak, Jabotinsky St: 23.0 → 61.1 — the road to the hospital, which kept working. Benzene at the same stations fell two- to five-fold. Nitrogen oxides trace exhaust specifically, not industry: factories did not stop on Yom Kippur. This is the ceiling of what full electrification of urban traffic can deliver — measured, not modelled.

Peak NOx at traffic stations, ppb: Yom Kippur eve vs the day without cars, 2



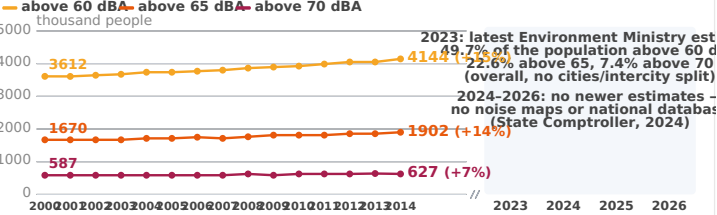
Noise: quieter at city speeds

Below ~50 km/h the dominant noise source is the engine — and that is what electric drive switches off: BEV and PHEV on battery are noticeably quieter in the urban cycle, especially pulling away from lights. Above ~50 km/h tire noise dominates and the effect fades, so the gain goes to residential streets and city centers, not highways. Below ~20 km/h EVs must emit an artificial sound (AVAS) for pedestrians. No open year-by-year decibel measurements exist; the closest is the Environment Ministry estimate of how many people live above 60/65/70 dBA from road traffic, separately in cities and along intercity roads (charts below). Cities have about 20 times more of them than intercity roads — which is where quiet electric drive pays off.

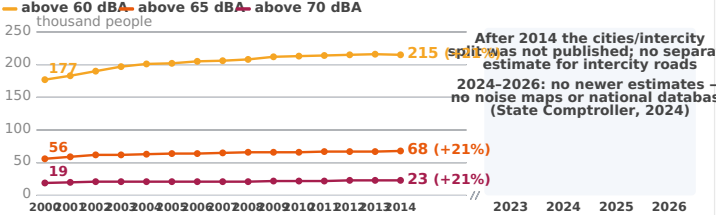


the gain goes to residential streets and city centres, not to highways

Cities: people living with road-traffic noise



Intercity roads: people living with road-traffic noise



Environment Ministry estimate from traffic volumes (indicator 12.1.1), not measurements. The cities/intercity split is published up to 2014, when there were almost no EVs, so their effect cannot show in these series. The number of exposed people grew more slowly than the population (which grew by about 30% over 2000–2014): above 60 dBA in cities lived about 57% of the country’s residents in 2000 and about 50% in 2014; along intercity roads, about 2.6%. The ministry’s latest overall estimate (2023): 49.7% of the population above 60 dBA, 22.6% above 65, 7.4% above 70 — almost the same as in cities in 2014. There are no newer estimates for 2024–2026: according to the State Comptroller (2024), the ministry has not mapped noise and has built no database at the national or local level. As early as 2008 the Knesset Research Center called noise the most widespread environmental nuisance, affecting about a quarter of the population; by the WHO model, noise causes about 400 premature deaths a year in Israel.

Sources: Environment Ministry — State of the Environment in Israel 2017, indicator 12.1.1 · State Comptroller, 2024 — Handling noise nuisances in the urban space · Knesset Research Center, 2008 — Noise nuisances in daily life — a comparative review · Israel Hayom, 2023 — Environment Ministry estimate

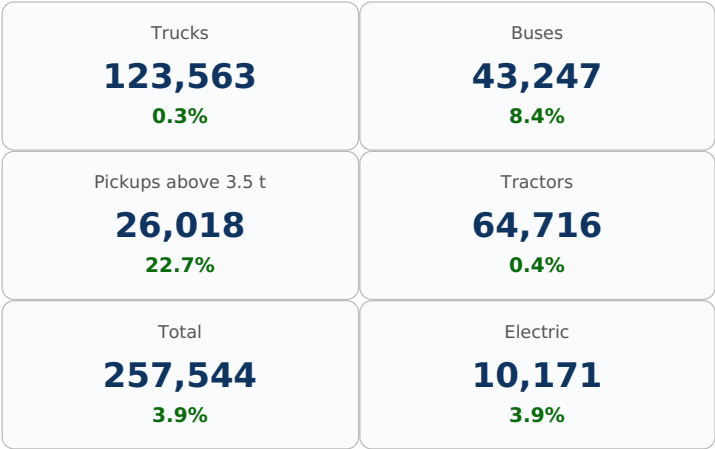
Conclusion: the fleet is 90.2% combustion, but its inflow is already 37% rechargeable and its outflow almost entirely petrol: the composition changes from both ends. What that does for the air, the country measured on 21 September: without exhaust, nitrogen oxides at urban stations fell from 129.6–94.4 to 10.1–11.7 ppb within a day. The other side remains: tyres, dust and ozone are not removed by electric drive.

Heavy transport: buses and trucks

Data: a separate registry of vehicles above 3.5 tonnes on data.gov.il. The chapter's conclusions concern trucks (N2/N3) and buses (M2/M3); heavy pickups and tractors from the same registry are shown for the full picture, trailers and vehicles without a model code are not shown. It does not overlap the passenger fleet used in other chapters, so the figures must not be added together. Emission factors come from the Ministry of Environmental Protection and are credited in [About The registry files hydrogen fuel-cell vehicles as electric](#); the report picks them out by model and engine code.

A different data universe

Vehicles over 3.5 t sit in their own registry and are absent from every other chapter. The chapter's conclusions concern trucks and buses: 166,810 vehicles — 123,563 trucks (categories N2/N3) and 43,247 buses (M2/M3). For the full picture the tiles below also show heavy pickups (26,018) — the Silverado, RAM and the like: at 4.5–5 t gross weight they are filed as N2 trucks, yet they are private vehicles — and tractors (64,716, golf carts and UTVs included); “Total” and “Electric” count all four categories. Not shown: trailers without an engine (146,772) and light vehicles without a model code (18,239) — with them the registry holds 422,555 records. Hover over a tile to see its electric share. These figures must not be added to the passenger fleet: different registers, different counting rules.

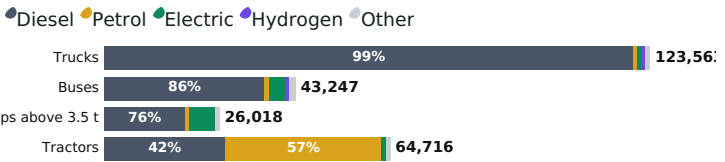


Diesel has almost no alternative here

Among trucks 122,187 run on diesel — 98.9% of the category. Buses: 37,218 diesel, 86.1%. Electric so far: 388 trucks (0.3%) and 3613 buses (8.4%). Heavy pickups are a story of their own: 5916 of 26,018 are electric (22.7%), almost all Chevrolet Silverado EV and GMC Sierra/Hummer EV; without this correction they would pass for "electric trucks". Electric tractors: 254 (0.4%) — golf carts and UTVs. Petrol tractors: 37,087 (57.3%) — not farm machinery but ATVs and UTVs: Polaris, BRP (Can-Am), CFMoto, Access; median gross weight 0.9 t, 86% on the road since 2015. Farm tractors run on diesel (27,353). Hydrogen: trucks 3, buses 1 — see the separate block below.

Fleet composition: what heavy vehicles run on

Diesel, petrol, electric, hydrogen and other (gas, kerosene). The chapter’s conclusions concern trucks and buses; pickups and tractors are shown for the full picture



Fleet by category

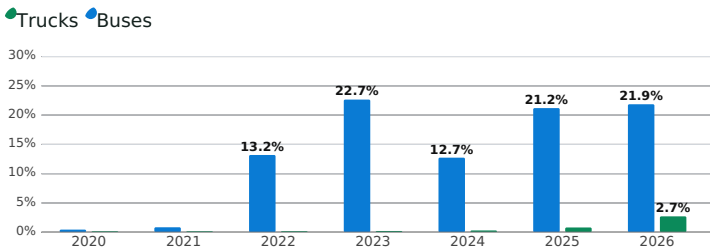
Category	Total	Diesel	Petrol	Electric	Hydrogen	EV share
Trucks	123,563	122,187	871	388	3	0.3%
Buses	43,247	37,218	1003	3613	1	8.4%
Pickups above 3.5 t	26,018	19,726	340	5916	—	22.7%
Tractors	64,716	27,353	37,087	254	—	0.4%
Total	257,544	206,484	39,301	10,171	4	3.9%

Buses are electrifying, trucks are not yet

Electric share of annual bus deliveries: 0.5% in 2020, 13.2% in 2022, 22.7% in 2023, 21.9% in 2026. Electric trucks remain a handful: 19 units in 2022, 25 in 2024, 73 in 2025 and 250 in 2026 — 2.7% of the annual intake. Of the 388 electric trucks on the road, 81.7% are light, up to 7.5 t; the largest makers are Farizon and Maxus (64.4%). The steep rise of "electric trucks" in the raw statistics comes from heavy pickups: 3344 of the 4339 delivered in 2026 (77.1%) — private vehicles, kept out of the chapter totals. Buses were driven by public-transport tender requirements.

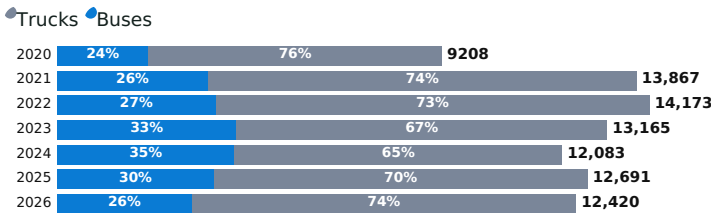
Electric share of new vehicles per year, %

Buses in blue, trucks in green; by road-entry date



How many heavy vehicles enter service per year, units

All new buses and trucks, any fuel. This is the base the share above is calculated from



Hydrogen: the first fuel-cell vehicles

Hydrogen vehicles in the registry: 4 — trucks 3, buses 1. The ministry files fuel-cell vehicles as “electric”, so the report picks them out by model and engine code and leaves them out of the electric count. The trucks are Hyundai XCIENT Fuel Cell, on the road since June 2023 and working in the north. The bus is an Allenbus FSQ6123 FCEV (Audace 1050), registered in February 2026; on 8 October 2026 it was handed to the Bazan group as Israel’s first intercity hydrogen bus: 53 seats, four 700-bar hydrogen tanks, refuelling in 5 to 12 minutes, a range of up to 600 km and only water from the exhaust. The Ministry of Energy and Infrastructure backed the project (NIS 2.5 million); the bus will carry Bazan refinery staff between Nahariya and the plant. The country still has one hydrogen station — at the Yagur junction (since 2023).

Hydrogen vehicles in the registry

Make	Model	Category	On the road since	Vehicles
Hyundai	XCIENT	Trucks	06.2023	3
Allenbus	FSQ6123FCEVZA	Buses	02.2026	1

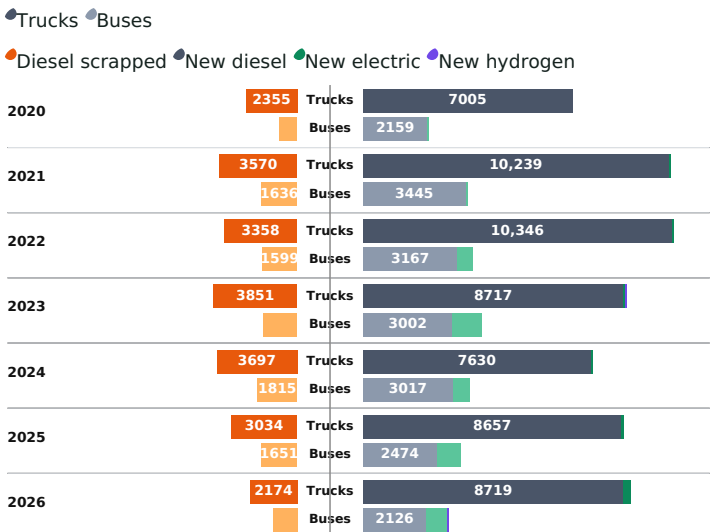
What replaces the scrapped diesel

The registry does not link a specific scrapped vehicle to a specific new one, but the flow is visible. In 2026 2174 diesel trucks were scrapped while 8719 new diesel and 250 electric ones entered service. For buses, 1111 diesel scrapped against 2126 new diesel and 706 electric.

Both sides count vehicles above 3.5 t only; heavy pickups are excluded.

Diesel leaving against new vehicles arriving, units per year

Two rows per year: trucks on top, buses below — buses use the same colours in a lighter shade. Left of the axis: diesel scrapped, right: new arrivals — dark for diesel, green for electric. The fleet grows, so intake exceeds retirement. Purple — new hydrogen. The buttons above the chart filter by vehicle type and by fuel, and work together: e.g. “Buses” + “New electric”.



What it means for emissions

The Ministry of Environmental Protection puts lifetime CO₂ emissions of an urban diesel bus at about 765 tonnes. The 3613 electric buses on the road displace roughly 2.8 million tonnes of CO₂ over the fleet lifetime. The estimate is coarse: it does not subtract power-generation emissions and does not weight actual mileage per vehicle.

electric bus **30** million ILS of damage

diesel bus **86** million ILS of damage

Ministry estimate: almost a threefold gap over the life of one vehicle

Bottom line: the fleet holds 122,187 diesel trucks and 37,218 diesel buses — 159 thousand engines in all, many of them working inside urban areas with mileage no passenger car matches; heavy pickups and tractors are not in this count. The Ministry of Environmental Protection values the lifetime damage of one urban diesel bus at about ILS 86 million against ILS 30 million for an electric one. Every hundred electric buses and trucks (956 entered service in 2026) therefore weighs more for air quality than thousands of passenger EVs — even though passenger EVs outnumber electric trucks and buses 62 to one.

Oil and the battery: what each one costs

Data: external research — raw material use and life-cycle emissions, world statistics on gas flaring, the Israeli generation mix; fleet and mileage shares come from the registry. The full source list with figures is in About

Why the “2026 cars” figures differ

There are three of them, each answering a different question. They must not be added or compared directly.

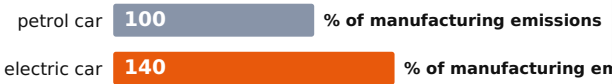
2026 registrations 264,136 How many cars were bought. Counted by registration date, includes both private and commercial. Published monthly, so the current month appears with a delay.	2026 active cohort 264,842 How many of those are on the road today. Counted by road-entry date from the live registry, so it refreshes daily — but a car taken off the register leaves the cohort.
Passenger cars under a year 255,509 The same, without commercial vehicles. Used wherever private buyers are the subject.	

The gap between the first and the second is cars bought in 2026 and already de-registered. The gap between the second and the third is commercial vehicles.

Hence the different plug-in shares. Among passenger cars it is 37.9%, together with commercial vehicles 36.9%. The reason lies in commercial vehicles themselves: only 6.9% of them are plug-in, and they pull the overall share down. That is why the new-cars site, which excludes commercial vehicles, shows the higher figure.

The battery really is dirty

Building an electric car emits roughly forty percent more than building an ordinary car outright. Lithium is evaporated from underground brines in Chile’s Atacama, the driest desert on the planet, where water is already scarce. Cobalt comes from Congo, and some of it is dug in mines where children work. That is not an invention of critics. It is true, and pretending otherwise is not an option.



At the start the electric car is in debt — and that is true

Now count what is lost for good

An average electric car battery holds about 160 kilograms of metals. Recycling returns most of them, and roughly thirty kilograms are lost for good: 1.8 kg of lithium, 1.4 kg of nickel and 400 grams of cobalt. That is the size of a football. A petrol car burns seventeen thousand litres of fuel over its life. Stack those barrels on top of one another and you get a ninety-metre tower, a twenty-five storey building. That fuel comes back from nowhere: it goes into the air and stays there.



The gap by weight is 300 to 400 times

Oil is treated as clean by default

When people say the battery is dirty, oil enters the story already refined, as petrol at the pump. Between the well and the pump stands an entire industry, and its footprint never makes it into the comparison. During extraction the associated gas often has nowhere to go, so it is burned in flares. Nine countries account for three quarters of all flaring while producing less than half of the world's oil. In Nigeria flaring rose twelve percent in 2024 alone, and people in the Niger Delta have lived under those flames for decades.

Burned in flares during oil production — worldwide

Annual global figures, not Israeli ones: the registry holds no such data.

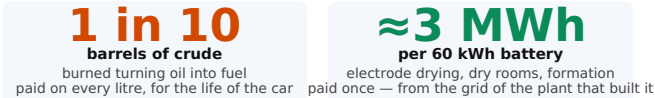


That is more gas than the whole of Africa consumes in a year
bears directly on cars: that is what is lost extracting the very fuel that later goes into the t
Source: World Bank, Global Gas Flaring Tracker, 2025 report

Where petrol comes from — and where the oil goes

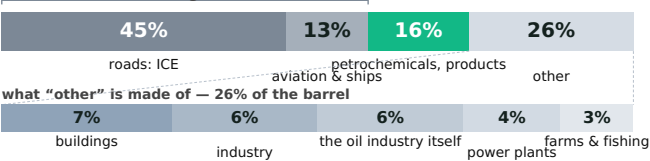
There is no petrol in the well. Crude is distilled, cracked and cleaned, and that takes roughly one barrel in ten: a refinery burns its own gas and coke for about half its energy, gets a third from natural gas, and the rest from electricity and steam. That price is paid on every litre, for the life of the car. A battery costs energy too: the cells for a 60 kWh pack take on the order of three megawatt-hours — electrode drying, dry rooms, formation — plus the smelting of lithium, nickel and cobalt. But that energy is paid once, and the cleaner the factory grid, the smaller the footprint: a pack built on a Nordic or European grid is roughly half as dirty as one built on coal. Of all the oil pumped worldwide, a little under half is burned in engines on the road and another thirteen percent or so in aircraft and ships; plastics, fibres, asphalt and lubricants take about one barrel in six — the only share that is growing. The remaining quarter is not “other” but quite specific things: cooking gas and heating oil in homes (about 7%), industrial furnaces and machinery (6%), the refineries’ own fuel and the energy of extraction (6%), fuel-oil power plants and backup generators (4%), tractors, pumps and fishing boats (3%).

What costs energy — and how often it is paid



Oil pays for refining every day; a battery pays once — and the source can be chosen

Where the world's oil goes, % of output

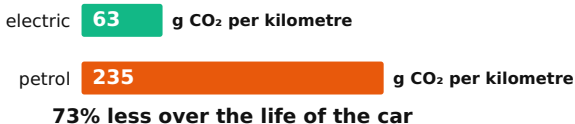


45% of the barrel is burned in engines; plastics and fibres take a sixth — the only part that is growing

Sources: IEA — Oil 2025, Global Energy Review 2025; EIA

When the electric car repays its debt

ICCT's July 2025 analysis puts a European electric car at 63 grams of CO₂ per kilometre over its full life cycle against 235 for a petrol one — 73% less. The extra emissions from making the battery are repaid in about seventeen thousand kilometres: a year, eighteen months of ordinary driving. Everything after that is net gain. Even in Poland, whose grid runs on coal, the advantage holds at around twenty-two percent.



The Israeli arithmetic

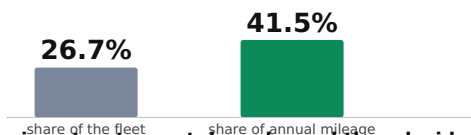
Coal plays a small part in our generation: 10% in 2025, half of what it was a year earlier. The backbone is natural gas at about 73%, and gas is roughly twice as clean as coal per kilowatt-hour. Renewables ended 2025 at about 17% (Energy Ministry estimate) against 49% across Europe. Better than average on one measure, worse on the other, and the payback lands in the same range — a year, not a decade. It will keep shrinking: the Hadera coal plant runs until 2029 and solar generation is growing.



This is what the kilowatt-hour charging a car in Israel is made of

But for a city it is not carbon dioxide that matters

Carbon dioxide spreads evenly across the planet and does not care where it was released. The exhaust of a petrol engine — nitrogen oxides, fine particles, products of incomplete combustion — goes into the lungs of a person standing on the pavement two metres from the tailpipe. Here our own data speaks louder than any forecast.



s fill the morning streets most densely, and they decide what the city

Bottom line: an electric car does not abolish extraction — it moves it and shrinks it. Atacama and Congo pay a real price, and pretending otherwise is not an option. But the comparison is not with an ideal, it is with what exists now. Right now every petrol car on the road means a twenty-five storey stack of barrels, a flare in Nigeria and exhaust on the next street. An electric car means a football of lost metal and a power station outside town. The difference is not that one is clean and the other dirty. The difference is in orders of magnitude.

Conclusion

Data: an analytical summary across all chapters of the report; the numbers refresh automatically with every data update

Chapter takeaways

Every chapter of the report ends with its own takeaway. They are gathered here in order — a short retelling of the whole report.

1 2026 overview

Over the 9 closed months of 2026, 264,136 cars were registered; 264,842 cars of 2026 are on the road today — the active registry cohort, current month included.

2 Trend 2010-2026

The plug-in share grew from 0.0% in 2010 to 27.1% in 2024, 30.9% in 2025 and 36.9% in 2026; petrol and diesel keep 63.1%.

3 By month 2026

Across full months the plug-in share stays between 30.1% and 46.3% (the current partial month shows 30.8%), averaging 36.9%.

4 By brand 2026

The leaders of the year are Toyota, Jaecoo, Chery.

5 Rechargeable models 2026

The plug-in segment is led by Jaecoo JAECOO7, Jaecoo JAECOO8, Chery TIGGO8PRO.

6 BEV models by brand

Supply is concentrated: Tesla and Deepal sell just one or two models each (MODEL Y/MODEL 3; S05/S07).

7 Brands on the road

The gap between sales rank and fleet rank shows a structural shift: Omoda and other new brands sit in the 2026 cohort well above their fleet position — they are capturing share.

8 Fuel — breakdowns

In the 2026 cohort petrol and diesel cars hold 63.1%, plug-in hybrids 24.4% and fully electric cars 12.5%; together the plug-

9 Scrappage

Of the 210,416 fully electric cars sold since 2023, 2262 cars of that same cohort have already been taken off the road — 1.1%. In 2026 the cohort took in 264,842 cars while 89,971 left the road — the fleet grew by 174,871.

10 BEV engineering cut (2026 cohort)

In the 2026 cohort 25.0% of fully electric cars are 800V-class and 89.4% sit on a dedicated EV platform; LFP batteries power 32.5% of them, NMC 14.5%.

11 Gain over 7 days

Over the registry publications of 04.10–11.10 the active cohort grew by +2263 cars: +434 fully electric, +397 plug-in hybrids and +1432 petrol and diesel.

12 Electrification effects: fuel, air, noise

The fleet is 90.2% combustion, but its inflow is already 37% rechargeable and its outflow almost entirely petrol: the composition changes from both ends.

13 Heavy transport: buses and trucks

The fleet holds 122,187 diesel trucks and 37,218 diesel buses — 159 thousand engines in all, many of them working inside urban areas with mileage no passenger car matches; heavy pickups and tractors are not in this count.

14 Oil and the battery: what each one costs

An electric car does not abolish extraction — it moves it and shrinks it.

The big picture

The Israeli car market is going through a rapid energy transition: the share of rechargeable cars (fully electric BEV and plug-in hybrid PHEV) in new registrations rose from 27.1% in 2024 to 30.9% in 2025 and to 36.9% over the closed months of 2026; in the active 2026 cohort plug-ins hold 36.9%.

Inside the 2026 cohort petrol and diesel (ICE) still hold 63.1%, driven by taxi fleets, corporate buying and the budget segment; plug-in

changes slower than retail: only 9.8% of it is electrified — a ~3.8x gap — at the current fleet-electrification pace (+2–3pp/year) it will keep narrowing for well over a decade, guaranteeing long growth for charging and service infrastructure. In the fleet itself fully electric cars still outnumber plug-in hybrids: 246,192 against 164,046 — the shift of sales towards hybrids over the past two years has not turned the fleet around.

Brands and models

The top five of the year are Toyota, Jaecoo, Chery, Hyundai, Kia: Toyota, Hyundai keep volume with ICE and classic hybrids, while Toyota, BYD, Kia grow fastest over the publication window 04.10–11.10 — mostly on petrol cars and classic hybrids.

A distinct concentration node is the Chery group (Chery + Jaecoo + Omoda): 21.9% of the whole 2026 cohort and 55.1% of all PHEV — service, parts and supply for a sizable market share depend on one group. The best-selling rechargeable models are Jaecoo JAE007, Jaecoo JAE008, Chery TIGGO8PRO: spacious family crossovers at a sensible price — cheaper than European rivals, richly equipped, and free of range anxiety in PHEV form (curated view).

What looks promising

Short term (2026–2027) Chinese PHEV crossovers grow fastest in sales — they remove charging fear; but the monthly share of fully electric cars swings with Tesla's batches, and it is too early to write BEV off. Mid term, affordable BEV win - currently XPeng G6, Geely EX5, BYD ATTO 3 EVO: as the charging network expands, buyers increasingly choose pure electric. Tesla: 15.0% of new BEV versus 15.3% of the BEV fleet - its share holds.

Forecast: at ~352k annualized registrations (264,136 over 9 months × 12/9), 50/50 parity between ICE and rechargeables is expected by 2029–2030. The market risk is dependence on a single supply region and the lagging public charging network (curated view). All forecasts are trend extrapolation, not a guarantee.

Recent-months dynamics

Fully electric sales peaked in 2026 in June at 5085; the latest full month (September) is 11% below the peak. The last three months: 3097 (August) → 4525 (September) → 214 (October, a partial month still backfilling); September is 46% above August. The fully electric share of all cars bought: 10.5% → 19.6% → 16.2%. Between Tesla

months of 2026 — along with BYD and Deepal. Plug-in hybrids: 7907 → 6155 → 192; September is 22% below August. The share of BYD — an almost entirely retail brand — in new BEV shrank from 16% to 9% (August → September); the combined share of MG and Geely shrank from 17% to 10%. Their channels differ: MG holds retail with a low price, Geely works through the leasing and corporate channel, where private purchases are a minority. The backdrop is the 48% BEV purchase tax in force since January 2026 and the reduced green-benefit cap: the blow landed first on private buyers of expensive BEV; part of the demand moved to PHEV, part to affordable BEV and corporate channels.

Bottom line

The data shows a market already being rebuilt rather than slowly shifting: the active 2026 cohort holds 264,842 cars, plug-in cars take 36.9% (fully electric 12.5%, plug-in hybrids 24.4%), and petrol and diesel account for 63.1%.

The on-road fleet is still only 9.8% plug-in, yet plug-ins already deliver 54.9% of its net growth — the market moves faster than the fleet.

Chinese brands hold 43.0% of the whole cohort and 88.4% of the plug-in cars (72.5% of the fully electric ones and 96.5% of the hybrids), so their lead has formed in the fastest-growing part of the market.

In 2026 sales plug-in hybrids outnumber fully electric cars (24.4% against 12.5% of the cohort): buyers want to drive on electricity every day while keeping a petrol reserve for long trips. This is a shift in sales, not a turning point for the market: fully electric cars still outnumber them on the road, and the monthly BEV share depends heavily on Tesla's batches.

Forecast: Chinese brands may settle at 46–51% of new registrations, plug-ins can approach half the market earlier than the baseline estimate, the split between hybrids and fully electric cars in sales still swings month to month, and it is too early to call a winner; the fleet itself will change far more slowly because of the millions of petrol cars already on the road.

The main risks lie not in the nationality of a car but in the specific maker and importer: the service network, parts, warranty, resale value and the owner access to charging.

An independent project built on the open data of the Israeli Ministry of Transport
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