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# Key Road Safety Trends: Israel, 2024

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November 2025

# 1

# Road Accidents



**405**

lethal accidents  
killing **439** people



**2,382**  
major



**51,166**  
minor

Likelihood of *lethal*  
accident higher in  
intercity roads

Likelihood of *serious*  
accident higher in  
city roads

**40%**



City

**60%**



Intercity

**60%**



City

**40%**



Intercity

\*In absolute numbers, in 2024

- Over the past 10 years, the likelihood of a serious accident per km was higher in city roads, while the likelihood of a lethal accident was higher in inner-city roads.
- Over the past 10 years, major accidents tended to occur more frequently in the afternoons.

**Serious accident:** Lethal + serious accident

**Lethal accident** involves the death of at least one person, or the death of one of those injured within 30 days.

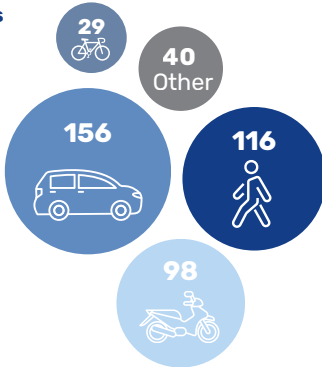
**Major accident:** No fatalities, but at least one seriously injured person.



# 2

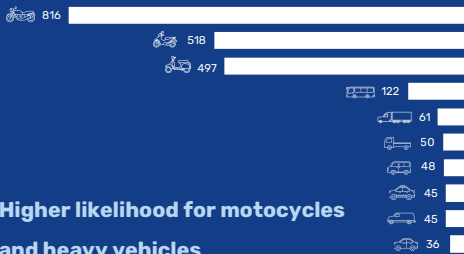
# Vehicle Involvement

Most road users killed in 2024 were pedestrians, motorcyclists and private car drivers



- In 2014-2024, the number of vehicles rose 4% annually
- In terms of fatalities per mileage, the risk for trucks (22 per billion km) was higher than for buses.
- In 2024-2024 the involvement of heavy motorcycles, trucks up to 3.5 tons and taxis increased significantly, whereas the involvement of other vehicles per mileage decreased significantly.

Involvement in serious accidents per billion km traveled (2024)



Higher likelihood for motorcycles and heavy vehicles



Per mileage, motorcycles are involved in serious accidents 17 times more often than private cars



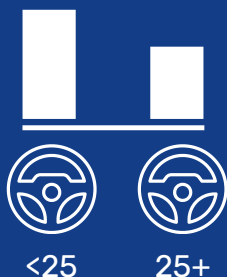
Per mileage, heavy motorcycles are involved in serious accidents 1.6 times more often than other motorcycles

# 3

## Driver Involvement

Young drivers are involved in serious accidents

**1.4 times** more than drivers aged 25+



Men are involved in serious accidents

**twice as often** than women



Both male and female Arab drivers are involved in serious accidents

**1.6 times more often** than Jewish drivers



- The involvement of drivers younger than 25 in serious accidents is the highest among the private car driver age groups
- The involvement of drivers older than 75 is higher than all younger groups (excluding young drivers)
- The reasons for the heightened risk of older drivers are very different than those of young drivers.

**Studies show that inexperience and overconfidence, combined with peer pressure and DUI, are major risk factors among young drivers.**

- Conversely, the risk factors among older drivers are related to the physical changes attendant on aging.
- In the first two years of unaccompanied driving, young drivers are more frequently involved in accidents compared to more experienced ones.
- The rate of involvement falls in relation to the drivers' experience and stabilizes after ten years' experience.
- Arab drivers are involved in serious accidents more than Jewish ones, as drivers of private and commercial cars, motorcycles, and heavy trucks.

# 4 Victims



**70,152**  
lightly injured



**2,794**  
severely injured



**439**  
dead

Risk of young drivers  
**1.5 times higher**  
than their population  
share

Risk of children  
**0.35 times lower**  
than their population  
share

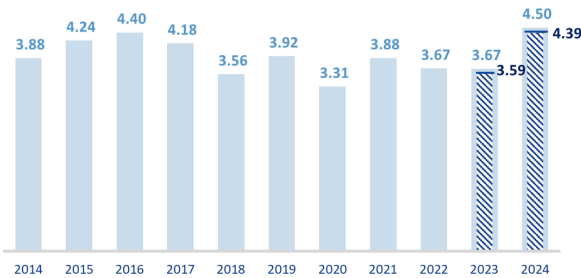
In 2025, 439 people  
died

▲ **A 22% increase**  
compared to 2023,  
when 361 people died

Risk of adults  
**Similar**  
to their population  
share

Risk of 65+ year-olds  
**1.5 higher**  
than their population  
share

2024 saw a rate of 4.4 fatalities per 100,000 Israelis,  
compared to 3.6 in 2023



In 2024, one of  
every 133 Israelis  
was injured or killed  
on the road



Rate of fatalities following the decision by the Israel Central Bureau of Statistics to include foreigners in the general population, starting from 2023

- Although youngsters aged 15-24 are only about 15% of Israel's population, they represent **24%** of road fatalities and serious injuries
- **55%** of fatal and serious injuries were in city roads
- Pedestrians were the most vulnerable group in city roads, and private & commercial vehicle users were the most vulnerable in intercity roads
- Compared to 2014, there was a **154%** increase in fatalities and serious injuries among drivers of micromobility vehicles

# 5

## Children 0-14



**251**  
severely injured



**44**  
dead

**Low relative  
risk**



**In 2024, significantly higher  
compared to previous decade**



**Children cross unsafely  
more often**



**Most are injured as  
pedestrians at noon and  
afternoon**



- The individual risk of children is lower compared to other age groups
- Among children aged 10-14, micromobility vehicle drivers constitute the second-largest subgroup in terms of serious injuries
- The past ten years saw a significant increase in serious injuries among children aged 5-9 riding electric bicycles and scooters
- In 2024, **21** 0-4 year-olds died

# 6 65+



**550**  
severely injured



**95**  
dead

## Higher relative risk



## Older pedestrians tend to be injured more often when zebra crossing



**65+ year-olds have a 1.6 higher risk of injury compared to other age groups**



**65+ year-olds are injured mainly as pedestrians**



- Over the years there was an increase in the share of senior citizens in road accidents, both absolutely and relatively to Israel's population
- They are at increased risk of serious injury as pedestrians, especially above 75
- Changes in vision, perception and attention typical of natural aging, combined with physical vulnerability, directly affect the safety of seniors as both drivers and pedestrians

# 7

## Pedestrians

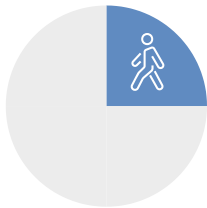


**627**  
severely injured



**116**  
dead

**Pedestrians are about a quarter of all road users seriously injured in accidents**



- 2014-2024 saw a decrease in the rate of pedestrians seriously injured or killed, particularly among 65+ year-olds
- Most (88%) of serious injuries experienced by pedestrians occur in city roads
- Most (65%) of serious injuries occur while crossing roads
- About half of pedestrians seriously injured in *city* roads were injured while zebra crossing
- About half of pedestrians seriously injured in *intercity* roads were injured while crossing out of sight, not using a zebra crossing



**In 2023, the rate of pedestrian fatalities was higher than the OECD average**



# 8

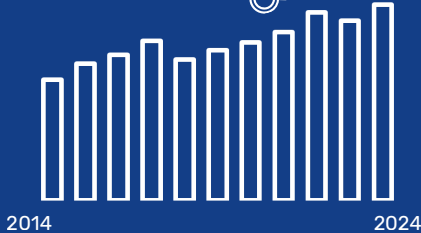
# Motorcyclists



**650**  
severely injured

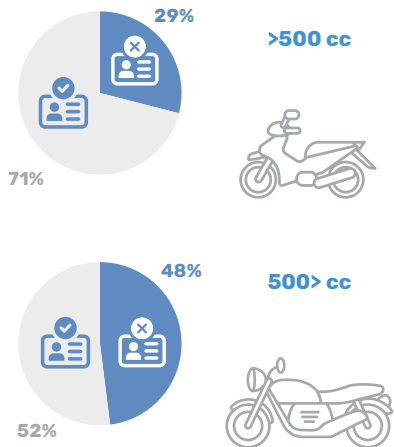


**98**  
dead



Motorcyclists: Serious injuries

## Rate of licensed drivers out of seriously injured motorcyclists



Highest risk of injury for these reasons:



High number of accidents



High speeds



High vulnerability

■ Licensed

■ Not licensed for motorcycles in general or for the specific category

- Significant increase over the past decade in both absolute and relative terms. In 2024, 98 motorcyclists died, or 23% of all road accident fatalities
- The increase in the number and mileage of medium and heavy motorcycles continues; for the first time, heavy motorcycles (over 500 cc) rank higher than light ones (up to 125 cc) in both numbers and mileage
- About one-third (35%) of riders seriously injured in 2024 were without a license/appropriate license
- In 2024, younger motorcyclists were injured more seriously than their older counterparts, both absolutely and by mileage

# 9

# Heavy Vehicle Drivers



**361**  
severely injured



**98**  
dead

**Fatality rates in accidents involving heavy trucks**  
**1.6 times higher**  
compared to light trucks



Over 12 tons



Up to 12 tons

**Fatality rates in accidents involving heavy trucks**  
**3.6 times higher**  
compared to private cars



Over 12 tons



Private

## Severely injured



Bus



Private

## Fatalities



Bus



Private

- Fatalities in accidents involving heavy vehicles represent **22%** of all road accidents fatalities
- Since 2014, there was a **19%** increase in fatalities and **23%** increase in severe injuries
- In 2024, the rate of fatalities in accidents involving a heavy truck (over 12 tons) was **3.6** times higher than the comparable rate for private cars
- In 2024, the rate of fatalities in accident involving a bus was **2.9** times higher than the comparable rate for private cars
- Compared to 2014, in mileage terms, there was a **180%** increase in fatalities and severe injuries among microvehicle drivers in accidents involving buses - from **4** in 2014 to **11.2** in 2024

# 10

## Arab Society



**768**  
severely injured



**159**  
dead

### Death Risk



**x 2**



**Arabs**



**Jews**

- In 2024, the risk of an Arab individual of dying in a road accidents was **2.1** times higher than the risk of a Jewish individual, and the risk of severe injury was 1.4 higher. These ratios have changed little over the past 11 years
- Arab children aged 0-14 are injured far more often than Jewish children, mainly as pedestrians (2.9 times on average in 2014-2024)
- Arab youngsters aged 15-24 are injured far more often than Jewish youngsters
- The rate of motorcyclist injuries in Arab society is on the rise



### Motorcyclists

Injuries on the rise, particularly in the younger age groups



### Youngsters

Injured much more often than Jews



### Children

Injured much more often than Jews, particularly as pedestrians

# 11

# Micromobility Vehicles



**1,293**  
severely injured



**29**  
dead

Arab & Jewish riders aged 15-24 are at the highest risk compared to their share in the population

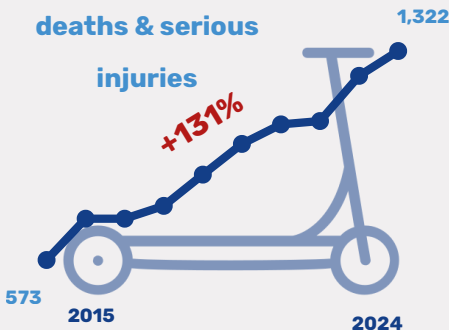


**58%**  
of micromobility vehicle users severely injured or killed rode electric vehicles (2024)

- in 2015, the number of dead and severely injured among electric scooter riders was **4**, compared to **356** in 2024
- **Although it is illegal for children under 16 to use electric micromobility vehicles, in 2024, 128 children under 15 died or were severely injured, compared to 18 in 2015**
- In the 15-24 age group, there was an increase of **309%** in the number of dead and severely injured users of electric scooters and bicycles: from **43** in 2015 to **176** in 2024

## Micromobility users:

deaths & serious injuries



### Micromobility vehicle:

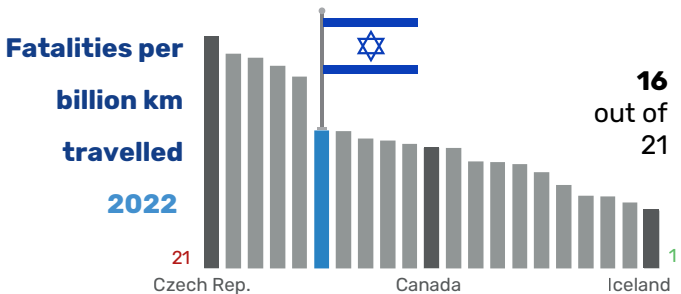
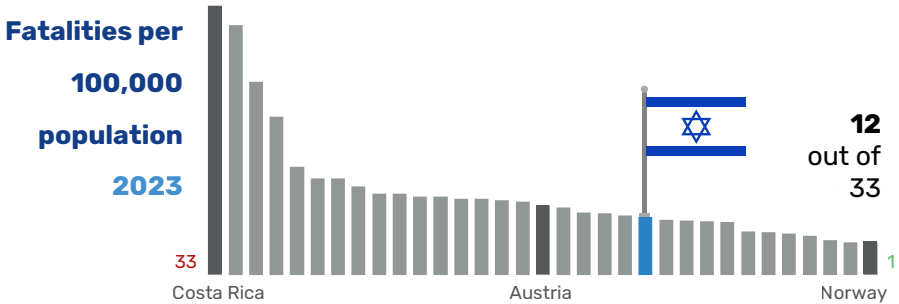
Vehicles driven at a legal speed of no more than 25 kmph.

As of 2024, electric scooters and bicycles must be registered and licensed



# 12

## International Comparisons



- In 2023, Israel ranked 12 out of 33 OECD countries in fatalities per population, with 4.4 per 100,000, somewhat lower than the OECD average for that year (5.2).
- Israeli children aged 0-14 are at a higher risk of car accident death compared to most OECD countries (2023 data).
- In Israel, the rate of fatalities per population among drivers aged 24 or less is lower compared to most OECD countries (2023 data).

## Statement by Director of the Israel National Road Safety Authority (NRSA)

I am honored to present this infographic containing up-to-date data on road safety in Israel by the end of 2024.

These data are more than just numbers. They represent our grim reality – the stories of individuals and families, and a reminder of our shared responsibilities.

This infographic is designed to reflect the situation, to raise awareness and motivate for action – by the various authorities and by each one of us.

I sincerely hope that these validated data will enable to promote action for a safer future for us all.

**Gilad (Gili) Cohen**  
Director, NRSA

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This infographic presents key road safety trends in Israel for the years 2014–2024, extracted from the Book of Trends that provided detailed data on long-term trends regarding fatality and injury patterns and risk level differences by various indicators. The complete book will be available on the NRSA website by the end of 2025.

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