

# THE ONTARIO FLEET.

What the province actually drives: 8,223,713  
passenger vehicles, read as a population,  
from Ontario's own open vehicle files for 2024  
and 2025.

NOVEMBER 2026

VEHICLE POPULATION AS AT 31 DECEMBER 2024 AND 2025

CONTAINS INFORMATION LICENSED UNDER THE OPEN  
GOVERNMENT LICENCE - ONTARIO



Ontario's fleet is a population with **a gap in it**. The cars built through the pandemic and the chip shortage are 366 thousand short of the three years before them, and the gap will move through the province's driveways for the next fifteen years.

Every year Ontario publishes how many vehicles it has on file, by class, make, a three-letter model code and model year. Read two years of those files side by side and the fleet stops being a total. It has an age structure, births and departures, a life expectancy, and a hollow where three model years should be.

#### READ THIS FIRST

- **Two snapshots.** Each file is the register as at 31 December: 2024 and 2025. Changes are net, from one to the other.
- **Fit and active.** Counts are passenger vehicles the file marks fit and active, unless a page says otherwise.
- **Vehicles, not drivers.** Nothing here is about kilometres, owners or people.

# 366,228

fewer vehicles of model years 2020 to 2022 (1,223,341) than of 2017 to 2019 (1,589,569), though the older three have had three more years to leave.

Passenger, fit and active, 2025 file

# +127,286

net growth in a year: 8,096,427 to 8,223,713 passenger vehicles (1.6%).

31 Dec 2024 to 31 Dec 2025

# 96 in 100

of that net growth was coded gasoline-electric or plug-in hybrid or battery: +122,221 of +127,286.

Motive power, as coded in the file

# 14.9%

of the model year 2006 vehicles on the road at the end of 2024 were gone a year later: the steepest exit of any age.

132,115 to 112,442 vehicles, model year 2006

# The fleet, drawn by age, has a notch.

Each row is an age: model year subtracted from the year of the file. Young cars sit at the bottom, where the fleet is widest; the rows thin as vehicles are wrecked, exported or stop being renewed.

Three rows break the pattern. Model years 2020, 2021 and 2022 are each about 400,000 vehicles, against 520,112 for 2019. A year later the notch has moved up exactly one row. It is not leaving. It is ageing.

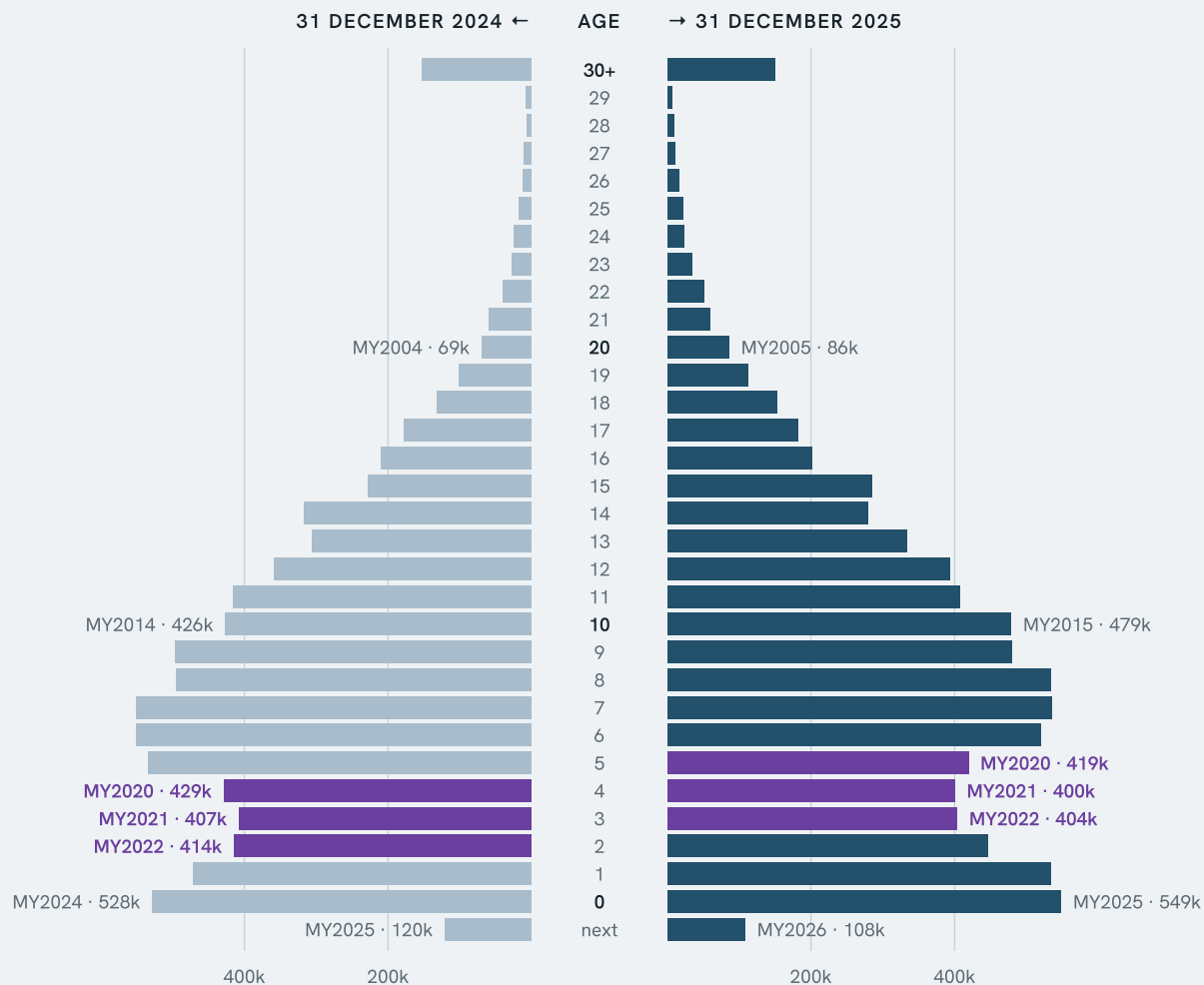
## 1,223,341

vehicles of model years 2020 to 2022, 14.9% of the 8,223,713 in the 2025 file.

AGE 0

2024 file 2025 file

Model years 2020-2022



# A missing generation, in the middle.

The vehicles missing from model years 2020 to 2022 are not coming back. Every year the empty space moves one row older, and everyone who deals in cars of that age meets it in turn.



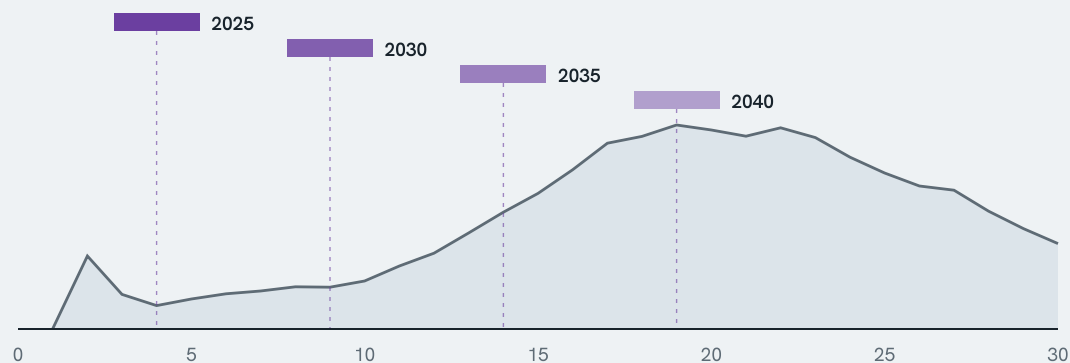
AGE 0

In the 2025 file the gap sits at three to five years old: the age of off-lease returns and first trade-ins. By 2030 it is eight to ten, the age of a second owner. By 2035 it is thirteen to fifteen, and by 2040 it reaches the ages at which the fleet loses about one vehicle in seven a year.

The gap was nearly the same size in both files: 385,346 vehicles at the end of 2024, 366,228 at the end of 2025. Nothing in a single year's registrations closes it; it can only be carried forward.

WHERE MODEL YEARS 2020-2022 SIT, BY AGE

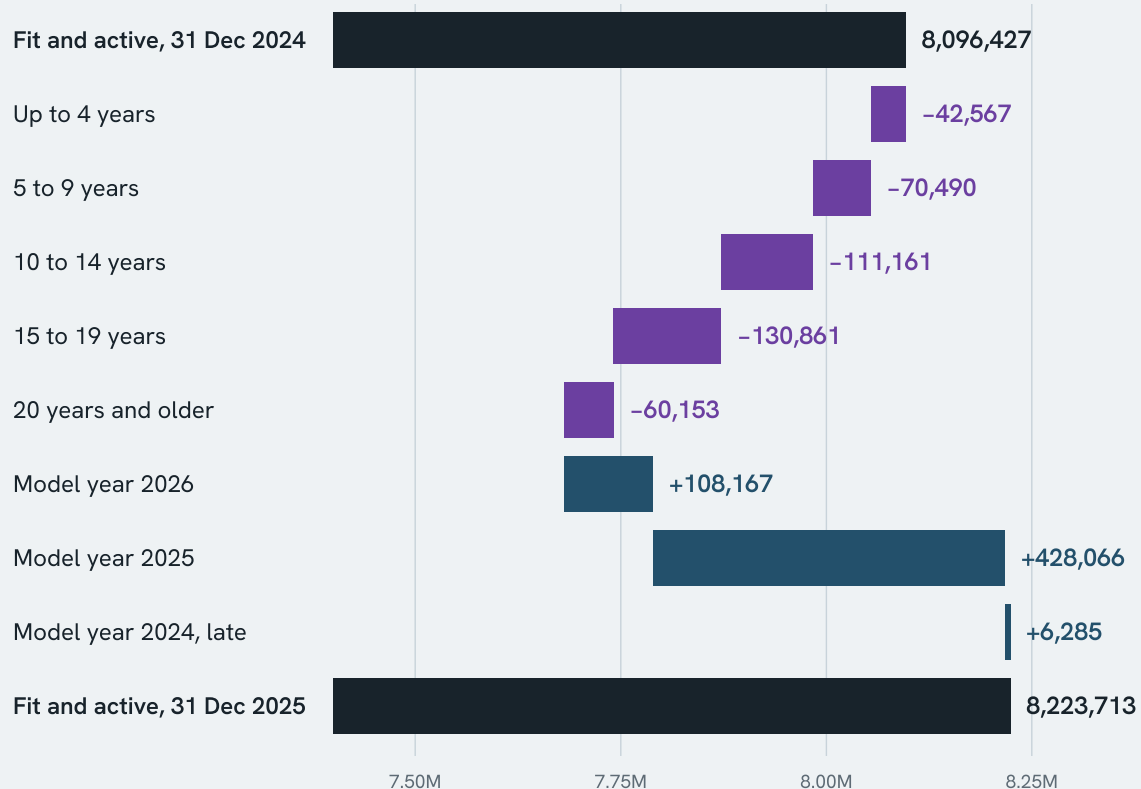
OVER THE ONE-YEAR EXIT RATE



# 415,232 out. 542,518 in. The fleet grew.

PASSENGER VEHICLES, FIT AND ACTIVE, 31 DEC 2024 TO 31 DEC 2025

NET CHANGE BY MODEL YEAR



AGE 0

Departures are the net fall in each model year's count between the two files: wrecked, exported, sold out of province or simply not renewed. Arrivals are the net rise in model years 2024 to 2026. Ages are at 31 December 2025.

## 542,518

arrivals, almost all of them the newest model years: 428,066 more model year 2025 vehicles and 108,167 of model year 2026.

## 415,232

departures, net. Most came from vehicles ten years old or more.

## 145,176

passenger vehicles newly marked wrecked on file during the year, across all statuses and model years.

# Slow at first, then one in seven a year.

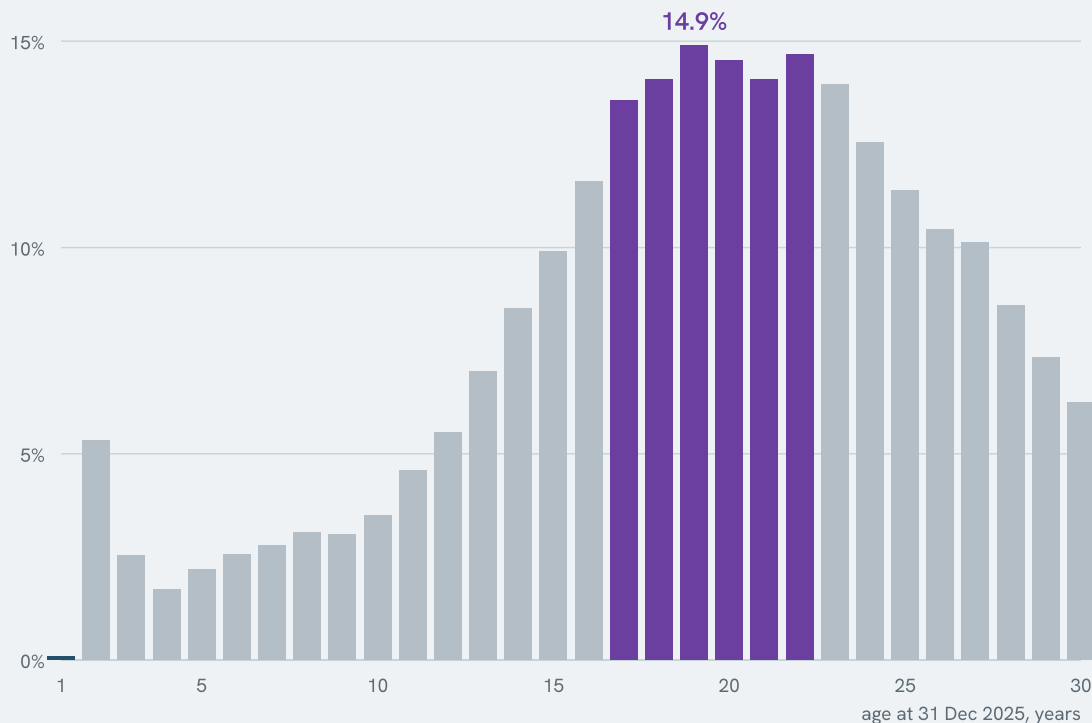
A life table for vehicles: for each age, the share of that model year's fit and active vehicles at the end of 2024 that were no longer counted a year later.

From three to nine years old, no age loses more than 3.1% in a year. From 17 to 22 years old, every age loses 13.6% to 14.9%. Past that the rate falls again: the oldest cars still on file leave more slowly than the cars just younger than them.



ONE-YEAR NET EXIT RATE, BY AGE

PASSENGER, FIT AND ACTIVE, 2024 FILE TO 2025 FILE

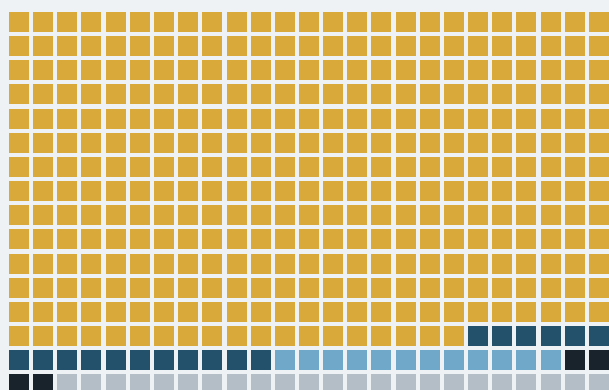


Net: a model year that gains vehicles (late registrations, imports) shows as a gain, in teal, not an exit. Model year 2024, one year old, grew by 6,285. Model year 2023, two years old, lost 5.3%, more than any age from one to eleven. Ages 17 to 22 in violet.

# Gasoline is still 86.0%. The growth is not.

THE 2025 PASSENGER FLEET

EACH SQUARE 0.25%



|                                |       |           |
|--------------------------------|-------|-----------|
| Gasoline                       | 86.0% | 7,068,647 |
| Gasoline-electric              | 4.3%  | 354,077   |
| Plug-in hybrid or battery only | 3.0%  | 243,769   |
| Diesel                         | 1.0%  | 79,952    |
| Code F and other codes         | 5.8%  | 477,268   |

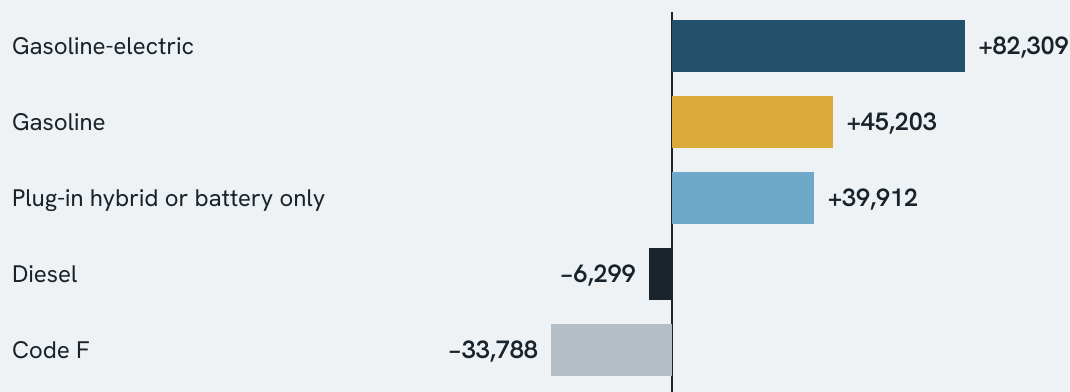
AGE 0

Ontario's file codes each vehicle's motive power. Vehicles coded gasoline-electric rose from 271,768 to 354,077 (30.3%). Those coded plug-in hybrid or battery only, one code in the file for both, rose from 203,857 to 243,769 (19.6%). Together they are 7.3% of the fleet, up from 5.9%.

Of the fleet's net growth of 127,286 vehicles, 122,221 were in those two codes. Gasoline grew by 45,203; diesel and code F fell.

CHANGE IN A YEAR, BY MOTIVE POWER CODE

2024 FILE TO 2025 FILE



Codes as the file carries them. Ontario's data dictionary labels code F diesel-butane; we report it by its letter and do not reinterpret it.

# Two crossovers lead the newer fleet.

THE 24 MOST COMMON MODELS, MODEL YEAR 2018 AND NEWER

PASSENGER, FIT AND ACTIVE, 2025 FILE

MAKES, ALL MODEL YEARS

|                                |           |                                   |            |                                  |         |                                       |         |
|--------------------------------|-----------|-----------------------------------|------------|----------------------------------|---------|---------------------------------------|---------|
| 01<br><b>CR-V*</b><br>198,342  | Honda     | 02<br><b>RAV4</b><br>195,671      | Toyota     | 03<br><b>Civic</b><br>149,860    | Honda   | 04<br><b>Corolla</b><br>111,677       | Toyota  |
| 05<br><b>Escape</b><br>99,682  | Ford      | 06<br><b>Elantra</b><br>92,613    | Hyundai    | 07<br><b>Rogue</b><br>91,488     | Nissan  | 08<br><b>Tucson</b><br>87,291         | Hyundai |
| 09<br><b>CX-5</b><br>73,815    | Mazda     | 10<br><b>Tiguan</b><br>57,562     | Volkswagen | 11<br><b>Crosstrek</b><br>54,648 | Subaru  | 12<br><b>Model Y</b><br>50,505        | Tesla   |
| 13<br><b>Equinox</b><br>49,683 | Chevrolet | 14<br><b>Kona</b><br>49,490       | Hyundai    | 15<br><b>Santa Fe</b><br>47,730  | Hyundai | 16<br><b>Mazda3</b><br>46,986         | Mazda   |
| 17<br><b>Kicks</b><br>44,049   | Nissan    | 18<br><b>Highlander</b><br>43,784 | Toyota     | 19<br><b>Forester</b><br>42,342  | Subaru  | 20<br><b>Grand Cherokee</b><br>39,324 | Jeep    |
| 21<br><b>Model 3</b><br>39,016 | Tesla     | 22<br><b>Atlas</b><br>38,607      | Volkswagen | 23<br><b>Wrangler</b><br>37,961  | Jeep    | 24<br><b>Sportage</b><br>36,620       | Kia     |

|            |           |
|------------|-----------|
| Toyota     | 1,071,598 |
| Honda      | 1,004,582 |
| Hyundai    | 681,040   |
| Ford       | 610,414   |
| Nissan     | 479,365   |
| Chevrolet  | 465,117   |
| Mazda      | 387,887   |
| Volkswagen | 377,997   |
| Kia        | 321,650   |
| Dodge      | 317,310   |
| Subaru     | 275,527   |
| Jeep       | 249,362   |

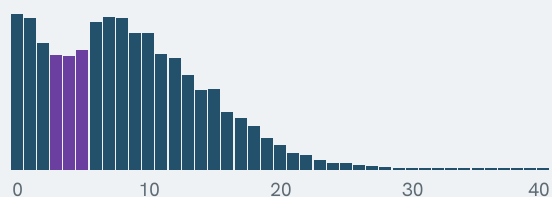
Make codes are the published NCIC standard. The top three makes hold 2,757,220 of 8,223,713 passenger vehicles (33.5%).

Model names rest on Cardog's own decoding of the file's three-letter model codes; Ontario publishes no key to them. The decode names 3,542,550 of 3,917,347 vehicles of model year 2018 or newer (90.4%); disputed and unnamed codes are left out, not guessed. \* The CR-V code also carries a smaller number of Odyssey minivans.

# More than four trailers for every ten cars.

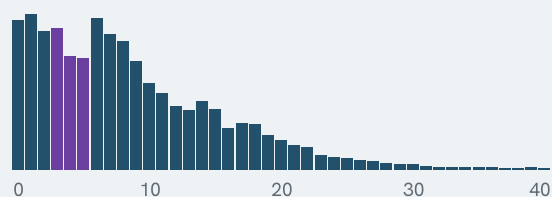
The passenger fleet is only part of the file: 14,932,143 vehicles of every class are fit and active, and 3,637,664 of them are trailers. The commercial class holds 1,816,463 more. Each shape below is that class by age, as recorded, the 2020-2022 model years in violet.

## Passenger 8,223,713



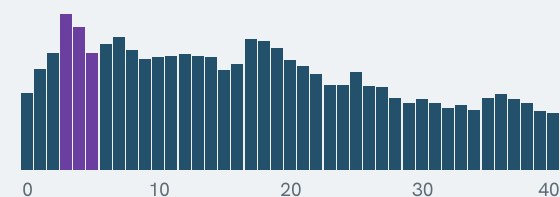
+1.6% on 2024 · half are 8 years old or younger

## Commercial 1,816,463



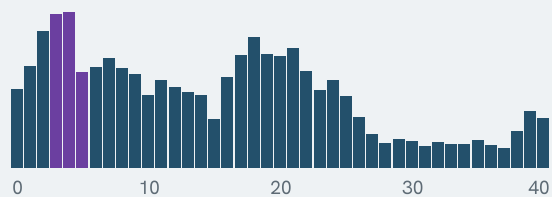
+0.6% on 2024 · half are 7 years old or younger

## Trailer 3,637,664



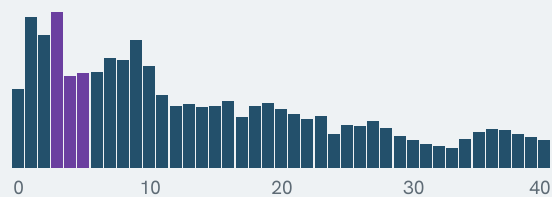
+1.7% on 2024 · half are 21 years old or younger

## Off-road 690,925



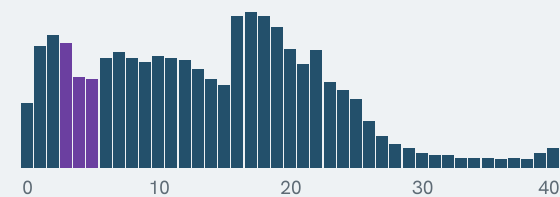
+3.3% on 2024 · half are 16 years old or younger

## Snow vehicle 265,679



+5.0% on 2024 · half are 30 years old or younger

## Motorcycle 264,117



-0.3% on 2024 · half are 15 years old or younger

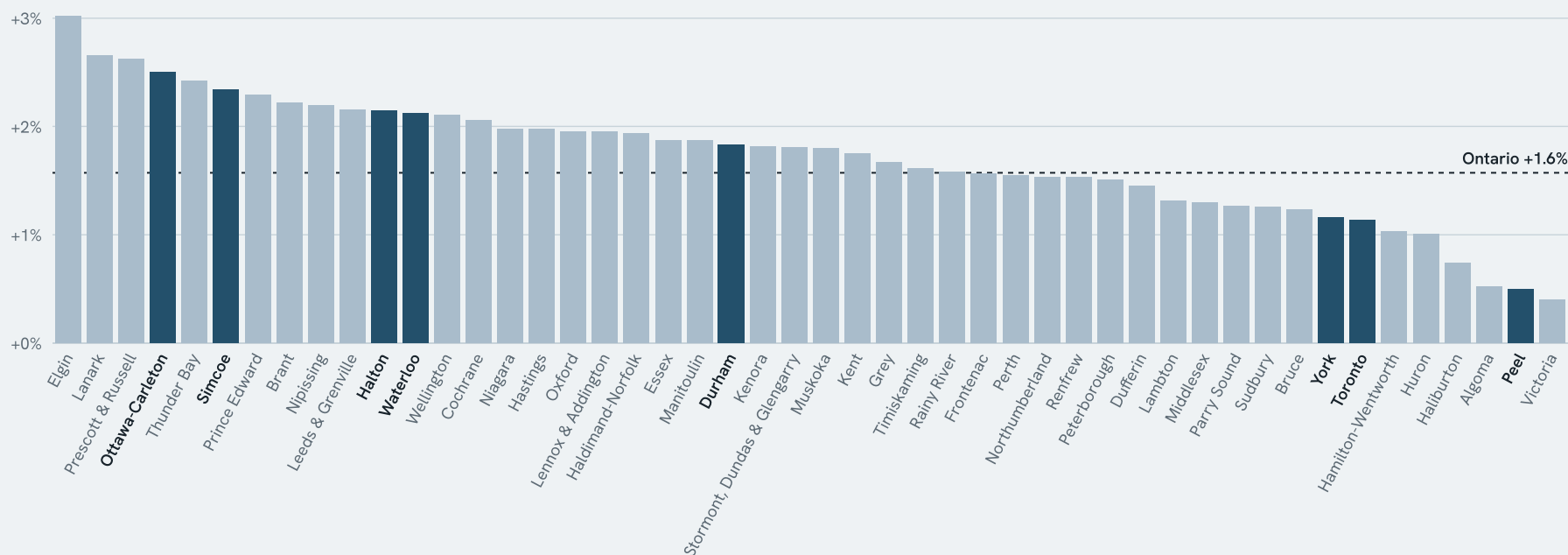


# All 48 counties grew. Of the eight largest, Ottawa grew most.

Passenger vehicles by county, 2024 file to 2025 file. Counties ranked by growth; the eight largest fleets in dark blue. Toronto is the largest at 1,220,898 (1.1%); Ottawa-Carleton grew 2.5% and Peel 0.5%. The fastest growth was Elgin (3.0%), the slowest Victoria (0.4%).

GROWTH IN FIT AND ACTIVE PASSENGER VEHICLES, BY COUNTY

NET CHANGE, 31 DEC 2024 TO 31 DEC 2025



County names shortened from the file's own (Metro Toronto, District of Algoma). The county report places 8,220,202 of 8,223,713 passenger vehicles; 3,511 carry no county. Growth is net change in the count, not population or sales.

# Two files, read the same way.

|    |                       |                                                                                                                                                                                                                                                                   |
|----|-----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 01 | <b>The files</b>      | Ontario's vehicle population data, the yearly files as at 31 December 2024 and 31 December 2025, as published. Report A gives counts by class, make, model code, model year and status (85,029 and 86,990 rows); it reconciles to the class totals in both years. |
| 02 | <b>Fit and active</b> | Unless a page says otherwise, a count is the file's fit and active status for the passenger class: 8,096,427 at the end of 2024, 8,223,713 at the end of 2025.                                                                                                    |
| 03 | <b>Age</b>            | The year of the file less the model year. Next year's model year counts as age zero for the mean, and is shown as its own row in the pyramid.                                                                                                                     |
| 04 | <b>Flows</b>          | Arrivals and departures are net changes in each model year's count from one file to the next. A car that leaves and another that returns in the same model year cancel out.                                                                                       |
| 05 | <b>Motive power</b>   | The file's own codes, by letter. Plug-in hybrid and battery-only vehicles share one code and are not split.                                                                                                                                                       |
| 06 | <b>Models</b>         | Make codes follow the NCIC standard. Model codes have no published key; model names are Cardog's decoding, checked by a second pass that tried to prove each match wrong. They are ours, not the province's.                                                      |

## LIMITS

- The files count vehicles on the register, not vehicles driven. A fit and active vehicle may sit in a garage all year.
- Changes between two snapshots are net. They do not follow any single vehicle.
- Model years are as recorded; a few vehicles carry a model year that does not match the build.
- Nothing here compares Ontario with another province.

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Source: Government of Ontario, vehicle population data, data.ontario.ca. Counts, shares, ages and model decodes computed by Cardog. The Government of Ontario does not endorse this report.

Every figure is computed from the published files by one script, with the reconciliations written as checks that stop the build if they fail.

AGE 0

# The same count, every December.

Ontario publishes a new file each year. We will read each one the same way, so the gap can be followed row by row as it ages, and a change in the fleet shows up as a change in the number, never in the method.

## INSURERS

How old the cars on the road are, by make and model year, and how fast each age leaves.

## LENDERS

Where the thin model years will sit in the used market, year by year.

## MAKERS

Their own vehicles in Ontario's fleet, by model year and age.

AGE 0

One count of what Ontario drives, kept the same way every year.



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