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YUGOSLAVIA: Economics

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AN EVER GROWING NUMBER OF PRIVATE AUTOMOBILES  
IN YUGOSLAVIA

Summary: On July 1 of this year there were more than one million motor vehicles in Yugoslavia, of which more than 800,000 are listed as passenger cars. Most of these cars are privately owned. In comparison with East European countries Yugoslavia is, in degree of motorization, ahead of Bulgaria, Poland, the Soviet Union and Rumania, while it is on the way toward catching up with and overtaking Czechoslovakia, East Germany and Hungary.

On July 1 of this year there were 807,874 registered passenger cars in Yugoslavia. This is 87,000 cars more than on 1 January 1971, when there was a total of 720,874 passenger cars in the country. The following breakdown gives a picture of the growth in number of passenger cars in Yugoslavia during the past three and a half years:

Passenger cars

Year	Total No. of regi- stered cars +)	Newly- register- ed cars +)	Domes- tically manufac- tured cars ++)	Assem- bled cars ++)	Import- ed cars ++)	Export- ed cars +++)
1968	439,892	84,017	45,011	14,370	52,870	28,234
1969	562,509	122,617	52,920	27,534	57,235	15,072
1970	720,874	158,365	64,096	46,613	60,831	13,175
1971 (Jan- June)	807,874 ++++)	-	33,000	27,000	27,000	-

Sources: +) Vjesnik, Zagreb, 28 October 1971; ++) Privredni pregled, Belgrade, 10 March 1971; +++)) This is the difference between the domestically manufactured, assembled and imported cars, on the one hand, and the newly registered cars on the other; +++)) Privredni pregled, 10 September 1971.

According to a recent report, it is expected that the rate of growth in passenger car production will in this year be about 10 per cent above 1970, when the total production (as the above-mentioned table indicates) was 110,709 passenger cars. This means that this year production is expected to be between 120,000 and 125,000 cars. (1) Of 61,570 cars produced in the first six months of this year, 34,556 were produced in their entirety in Yugoslavia, and 27,014 were assembled in several other countries' factories. These Yugoslav factories have imported parts from Western countries (mostly from West Germany and France) to be assembled in Yugoslavia. As seen in the table, between January and June of this year about 27,000 passenger cars were imported, which is 4,000 or 13 per cent fewer than in the same period for 1970.

As far as other types of motor vehicles are concerned, the following breakdown gives the number of registered motor vehicles for 1969 and 1970:

Year	Motor-cycles	Buses	Trucks	Spec. Vehic.	Tractors	Trailers	Total
1969	351,879	13,263	95,318	9,504	26,344	36,023	532,331
1970	369,515	14,768	107,226	10,117	30,568	40,649	572,843

Source: Privredni pregled, Belgrade, 21 July 1971.

This means that, together with passenger cars, there were 1,094,840 vehicles in Yugoslavia in 1969 and 1,293,655 registered motor vehicles in 1970. The greatest increase in motor vehicles, from 1969 to 1970, was accounted for by passenger cars (28 per cent), trailers (13 per cent), trucks (12 per cent) and buses (11 per cent). Yugoslav sources claim that, in comparison with the East European countries, Yugoslavia has been, in its degree of motorization, either ahead of (Bulgaria, Poland, the Soviet Union, Rumania) or on the way toward catching up with and overtaking them (Czechoslovakia, East Germany, Hungary), for its upward trends are much steeper than those in the above-mentioned countries. (2)

The greatest number of motor vehicles is concentrated within the three most developed republics of Yugoslavia: Croatia, Slovenia and Serbia. For instance, the traffic density in Slovenia, the most highly motorized, is eight times higher than in Kosovo, five times higher than in Bosnia and Hercegovina and three times higher than in Montenegro and Macedonia. The average traffic density in Yugoslavia is 23 inhabitants per motor vehicle. Since the international statistics neglect both motorcycles and trailers, it appears that in Yugoslavia there were 706,938 vehicles in 1969, and 883,491 in 1970. The following is a

comparative survey of motor vehicles registered at the end of 1969 and 1970, broken down by individual republics and provinces:

Republic or province	Number of registered motor vehicles		Increase	
	1969	1970	Numerical	%
Bosnia and Hercegovina	60,500	79,000	18,500	30
Croatia	180,500	220,500	40,000	22
Macedonia	40,500	51,000	10,500	25
Montenegro	12,000	16,500	4,500	39
Slovenia	142,500	173,500	31,000	25
Serbia total	271,000	343,000	72,000	26
Serbia proper	187,000	236,000	49,000	26
Vojvodina	72,500	92,000	19,500	26
Kosovo	11,500	15,000	3,500	32
Yugoslavia total	707,000	883,500	176,500	25

Source: Privredni pregled, Belgrade, 21 July 1971.

The only national producer of passenger cars in Yugoslavia (apart from the IMV - Industrija motornih vozila - in the Slovenian town of Novo Mesto, which annually produces from 1,000 to 1,500 "Combibuses" Super with built-in foreign motors) is the Kragujevac Red Flag (Crvena zastava) plant, which is responsible for about 98 per cent of the total Yugoslav motor vehicle production. (3) The Red Flag cars are actually Fiat cars, for in addition to its own production, the Red Flag plant has also been producing cars assembled from imported parts, mainly Fiat. The other industrial car assembly plants are Tomos



in the Slovenian town of Koper; Unis in Sarajevo; the already mentioned IMV in Novo Mesto, where the assembly of British Austins is taking place; and Litostroji in Ljubljana, where various Renault models are assembled. In 1970 these factories assembled 32,000 cars. The following breakdown shows the output of Yugoslav passenger cars production in 1969 and 1970:

Year	Total cars produced		Produced by "Red Flag"		Assembled by other plants	
	in numbers	in percent	in numbers	in percent	in numbers	in percent
1969	80,500	100	66,800	85	12,700	15
1970	110,700	100	77,200	71	32,600	29

Source: Privredni pregled, Belgrade, 10 March 1971.

As far as other motor vehicle production in the first six months of this year is concerned, it was recently reported that 33,681 motorcycles and mopeds were produced from January to June 1971 compared to 36,393 in the same period in 1970; 6,895 trucks compared to 5,662 in the same 1970 period; and 7,323 tractors compared to 6,079 in the same 1970 period. (4) Even though it appears that development in this industry in the first half of 1971 has been very uneven, it can be expected that about 14,000 trucks will be produced by December 31, which will be a new annual record.

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(1) Privredni pregled, Belgrade, 10 September 1971.

(2) Privredni pregled, 21 July 1971.

(3) Privredni pregled, 10 March 1971.

(4) Privredni pregled, 10 September 1971.