



**EUROPEAN
BICYCLE
MANUFACTURERS
ASSOCIATION**

EU BICYCLE INDUSTRY'S GREEN EMPLOYMENT STUDY

December 2012

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Brussels, December 13th 2012

Subject: EU employment figures in bicycle- and parts industry

Ladies & Gentlemen,

Please find enclosed the results of our research for the EU Bicycle Industry in Europe. We kindly ask you to take the following points into consideration:

- 1) As Colibi-Coliped we are considering in our Yearly Industry Data the data provided by our National Associations. Indeed not all producers of bicycles and parts are member of a National Association (probably not over 50%) and this declares why these figures are higher and different from the annually provided data by Colibi-Coliped.
- 2) Bicycles and parts are produced in Europe by a vast quantity of over 700 SMEs (374 bicycle producers and 368 parts producers or OEM services like painting), with a direct workforce of approximately 35.000 European employees.
- 3) A very important number of ancillary companies provide these 742 producers with:
 - a) raw materials (aluminium, steel, stainless steel, plastics, carbon fibers, titanium, magnesium, paint)
 - b) machinery, tools, technical equipment
 - c) maintenance of the technical equipment
 - d) maintenance and enhancing of industrial buildings
 - e) canteen and catering for the workers
 - f) transports
 - g) packaging materials
 - h) other services (as in the attached list)

We calculated that with all this work at least another 25.000 to 30.000 jobs are involved. Many ancillary companies are at serious risk to disappear if the bicycles and parts producers are forced to shut down by the dumping of subsidized Chinese Exporters.

4) We must emphasize that we did not take into consideration the EU producers of those accessories (cycling apparels, helmets, and other aftersales accessories) which are not assembled directly to the bicycles. Nevertheless we must point out that -in case all bicycles would be imported from China- for sure also all the accessories will be produced over there, to be shipped together with the bicycles. In total we have another 10.000 workers who are directly employed by such accessories producers, with again as many indirect workers who supply the raw materials, machineries and so on). In the USA and Japan there is indeed not one company left producing anything for bicycles! If Europe shall lose its industry, an almost worldwide monopoly of China will be the result, with the exceptions of Canada, Mexico, South America, Turkey, India, Bangladesh (these countries all have antidumping regulations to allow their industries to have a TDIs' legitimate defense against subsidized dumped products from Chinese exporters).

5) We must underline as well that -in case the EU bicycles producers would be put out of business by the Chinese dumping- the whole production of EPACS (electrically pedaling assisted cycles) and E-bikes will leave Europe, to be absorbed by the Chinese exporters. It would no longer be economically viable to produce only EPACS and E-bikes in Europe, without the bicycles production. This would be a very dangerous loss of a very promising totally green EU Industry, really strategic for the CO2 emissions cuts. The EPACS were invented and developed in Europe by the EU Bicycles and Parts' Industries.

6) Also in the downstream there would be loss of jobs, especially at the dealers' level: indeed one of the main reasons that the EU Users (ECF represents millions of cyclists) are in favor of the antidumping is precisely the loss of service at dealers' level. With the huge Chinese overcapacity, there will be a price war which will force many dealers to shut down, or decrease the employees, while the hypermarkets and hard discounts' sales (without service) will increase with very low quality bicycles (which are bought as cheap gadgets but don't encourage cycling at all, as confirmed by the attached ECF letters).

We conclude our study confirming to your kind attention our deep alarm that over 60.000 EU skilled workers of the most important Green Industries' employer are at risk to lose their jobs if the antidumping measures which are currently in validity are not maintained.

The entire EU Industrial system will be weakened, as the EU Bicycle's Industry adopts the most innovative and ecological production systems, raw materials and fine mechanics high tech automations.

We underline the ecological sustainability of the EU Bicycle Industry. This industry adopts the latest technologies of non-polluting production in full respect of the highest level of EU regulations such as REACH. The EU bicycle industry delivers very innovative, high quality bicycles at almost zero km Co2 emissions (compared to the Chinese exported bicycles) to the EU users.

In case the current antidumping measures are confirmed, the EU Bicycles and Parts Industries will invest heavily in the next 5 years (after 3 years of waiting for the results of the expiry and interim investigations): to modernize the technical equipments, to develop new products and also to repatriate and adopt productions like frames, forks, handle bars, stems which are currently produced and subsidized in China.

The estimated investments will be exceeding 1 billion euro for the next 5 years, creating many new job opportunities for the European ancillary industries, and keeping the EU bicycles and parts industries on the lead of innovation worldwide.

With our best regards,

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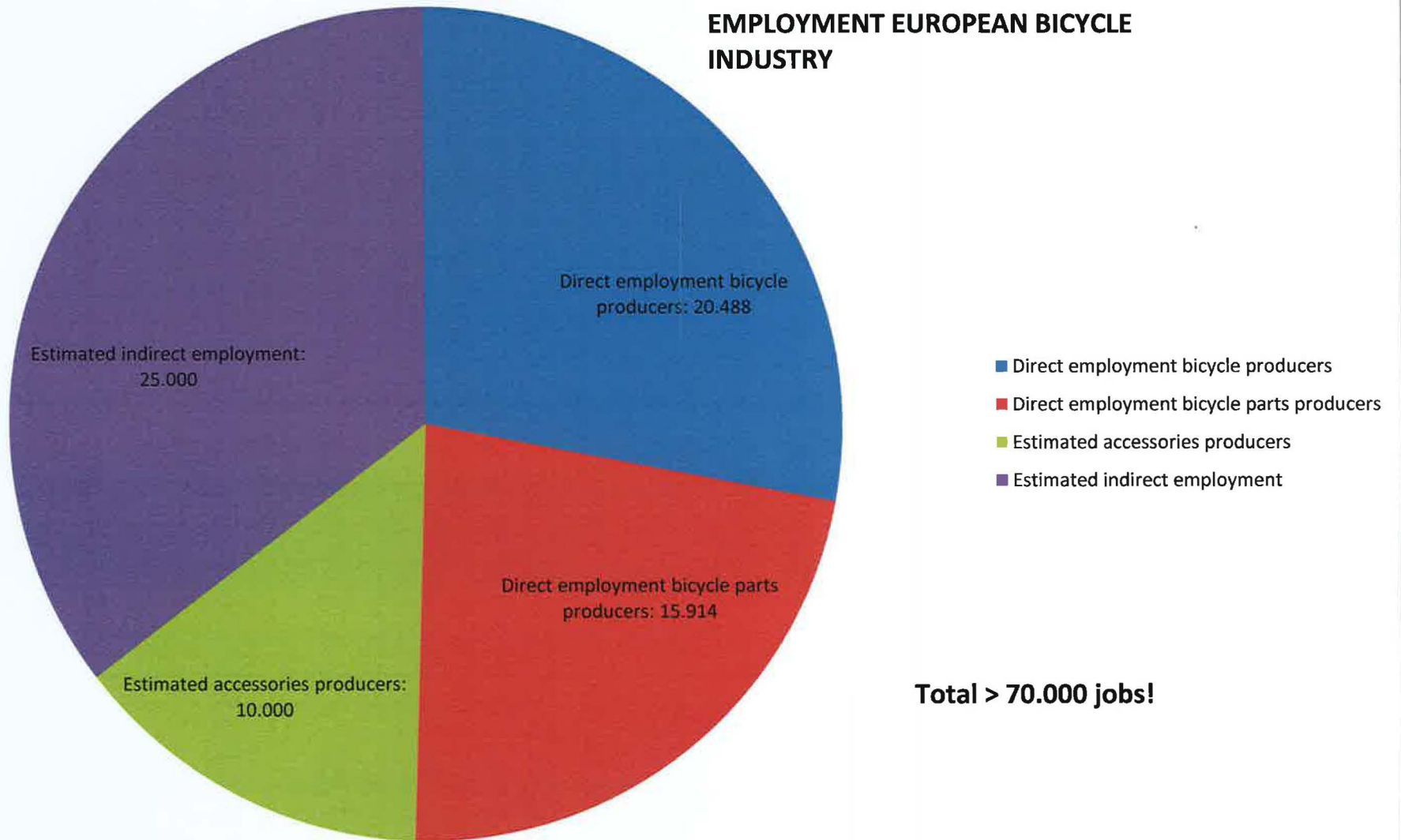
Employment (direct) in EU bicycle and parts industry

Country	Bicycle producers no. of companies	Employees	Parts producers no. of companies	Employees	Total employees per country
The Netherlands	20	2.285	36	1.062	3.347
Hungary	11	1.034	15	540	1.574
Germany	41	4.375	59	3.790	8.165
France	11	1.151	30	1.794	2.945
Belgium	14	316	13	293	609
UK	3	90	7	210	300
Denmark	7	106	4	31	137
Sweden	4	148	3	40	188
Finland	6	298	-		298
Estonia	-		-		0
Litouwen	1	450	-		450
Italy	111	3.354	109	2.532	5.886
Portugal	21	647	44	1.359	2.006
Spain	14	470	3	130	600
Poland ¹⁾	42	2.200	10	800	3.000
Czech Republic	14	647	33	1.886	2.533
Slovakia ²⁾		280		90	370
Austria ²⁾		300		80	380
Bulgaria	7	1.362	1	57	1.419
Greece ²⁾		160	-		160
Romania	3	800	4	1.150	1.950
Slovenia	1	15	1	70	85
TOTAL	331	20.488	372	15.914	36.402

¹⁾ figures from national association and Colibi-Coliped

²⁾ figures from Colibi-Coliped

EMPLOYMENT EUROPEAN BICYCLE INDUSTRY





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EU EMPLOYMENT FIGURES BRIEF EXPLANATION

EU Employment figures bicycle industry

- We investigated the employment in the European bicycle industry meaning EU members.
- We counted direct jobs at bicycle producers on one hand, and at parts producers on the other hand.
- Parts makers often not only make bike parts but other parts as well. We asked for employment figures related to bicycle parts so the presented figures are according to the companies directly related to bicycle parts.
- Although accessories have a close relation to the production in Europe, we did not count producers of accessories such as helmets, clothes, gloves, shoes, bottles, pumps bags and baskets ect. Only for products being directly delivered to the bicycle producers to come with a new bike (e.g. saddle bags, pumps, bottle holders) we counted the involved number of employees.
- When there is no longer a bicycle industry in Europe, of course far more jobs than the counted direct jobs are at danger. Examples of indirect upstream employment:
 - Suppliers of raw materials
 - Cleaning
 - Transport
 - Office supply
 - Machinery
 - Warehousing
 - Bookkeeping, accountancy
 - Marketing agencies
 - Warehouse equipment
 - Printing houses
 - Hotel, restaurant and conference facilities
 - Packaging materials
 - Coating and paintshops
 - Industrial designers
 - Construction, repair, maintenance of factories
 - Recycling
 - Energy
 - Testing equipment
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