

U.S. Bicycle Imports Through September 2006 Year-to-Date

Commerce Numbers	China	Taiwan	Canada	Italy	Other	Total	Change	Percentage	Value C.I.F.	Unit Value
Kids' 2004	3,253,427	67,788	8	21	24,913	3,346,157	-371,352	-10%	84,453,887	25.24
2005	4,594,121	59,332	1	2	2,198	4,655,654	1,309,497	39%	116,849,409	25.10
2006	4,180,483	36,383	10	105	7,936	4,224,917	-430,737	-9%	103,269,980	24.44
20", 2004	3,455,249	179,119	3	0	11,599	3,645,970	-271,533	-7%	136,585,362	37.46
2005	4,118,787	201,675	0	51	2,521	4,323,034	677,064	19%	160,253,434	37.07
2006	3,640,896	86,560	0	2	10,292	3,737,750	-585,284	-14%	142,909,351	38.23
24", 2004	1,371,244	17,086	7,076	0	3,676	1,399,082	-117,858	-8%	62,957,968	45.00
2005	1,400,122	62,352	2,739	1	320	1,465,534	66,452	5%	70,376,459	48.02
2006	1,311,294	53,635	1,603	0	6,447	1,372,979	0	0%	72,855,561	53.06
Mtn, Comfort, 2004	3,731,800	285,689	3,068	203	16,815	4,037,575	168,602	4%	309,341,432	76.62
2005	3,807,595	352,935	3,837	51	12,761	4,177,179	139,604	3%	356,502,337	85.35
2006	3,812,517	194,382	3,296	57	6,301	4,016,553	-160,626	-4%	328,126,159	81.69
27", 700C, 2004	147,421	129,255	987	18,935	5,220	301,818	N/A	N/A	72,143,431	239.03
2005	339,161	216,981	1,629	2,214	1,477	561,462	259,644	86%	158,532,041	282.36
2006	345,861	194,697	1,299	1,744	4,653	548,254	-13,208	-2%	148,730,356	271.28
Other, 2004	493,635	33,436	300	18	3,052	530,441	N/A	N/A	34,695,701	65.41
2005	182,477	8,643	358	312	9,289	201,079	-329,362	-62%	13,689,415	68.08
2006	28,539	11,359	12	596	12,294	52,800	-148,279	-74%	2,974,338	56.33
Totals '04	12,452,776	712,373	11,442	19,177	65,275	13,261,043	-81,100	-1%	700,177,781	52.80
Totals '05	14,442,263	901,918	8,564	2,631	28,566	15,383,942	2,122,899	16%	876,203,095	56.96
Totals '06	13,319,590	577,016	6,220	2,504	47,923	13,953,253	-1,430,689	-9%	798,865,745	57.25
Difference '05/'06	-1,122,673	-324,902	-2,344	-127	19,357	-1,430,689			-77,337,350	
Percentage Change, '05/'06	-8%	-36%	-27%	-5%	68%	-9%			-9%	

Import Slump Hits China's Kid Bike Market, Taiwan's Revenues

WASHINGTON, D.C.—Import figures have slumped all year, according to the U.S. Department of Commerce. Chinese manufacturers bore the brunt in terms of unit numbers, but Taiwan took more than double China's dollar hit.

U.S. imports of Chinese-made bikes were off by 1.12 million units through September, compared to the first three quarters of 2005. That loss comprised nearly 80 percent of the total drop from all sources, and the great bulk of those

missing bikes were kid-sized—24-inch or smaller wheels—targeting big-box shoppers as ultimate consumers.

Tots' bikes (19-inch or smaller wheels) from China were down nearly 414,000 units, and 20-inch-wheeled bikes were down 488,000 units; those two categories alone accounted for 80 percent of China's losses.

A 154,000-unit drop in the "other" category reflected the plummet in chopper bikes' imports and sales—another youngsters' and primarily mass-

market category.

Nominal increases in Chinese-made road and 26-inch-wheel bike imports could not offset an 8 percent drop in units.

The total drop in CIF (cost, insurance, freight) value, however, was not as steep: it declined \$23.72 million, or just less than 4 percent, to \$645.21 million through September.

Total value of imports from Taiwan, on the other hand, was off by \$54.42 million—25 percent—to \$164.78 mil-

lion. The single biggest hits were in the 26-inch category, where unit numbers were off by 45 percent and value down by \$29.86 million, and road, with unit shipments off by 10 percent and value down by \$16.1 million.

Taiwanese exporters say that 2005 imports were exceptionally high, resulting in large 2006 inventories. BPSA figures show that shipments to retailers through September were up by 5.5 percent in spite of the drop in imports and support that theory. **BRAIN**