

## U.S. Bicycle Imports Through March 2007 Year-to-Date

Commerce Numbers	China	Taiwan	Canada	Italy	Other	Total	Change	Percentage	Value C.I.F.	Unit value
Kids', 2005	988,307	17,054	1	0	1,297	1,006,659	305,131	43%	24,875,249	24.71
2006	1,069,883	8,482	0	55	2,154	1,080,574	73,915	7%	25,539,389	23.64
2007	1,086,227	6,862	0	0	30	1,093,119	12,545	1%	28,227,720	25.82
20," 2005	1,139,787	92,565	0	0	151	1,232,503	353,738	40%	47,040,624	38.17
2006	992,731	38,552	0	0	39	1,031,322	-201,181	-16%	40,355,109	39.13
2007	1,126,892	15,642	0	0	444	1,142,978	111,656	11%	40,274,473	35.24
24", 2005	414,668	41,164	847	0	144	456,823	127,965	39%	22,108,016	48.40
2006	398,844	21,179	488	0	463	420,974	-35,849	-8%	22,665,090	53.84
2007	266,627	7,026	1,567	0	5	275,225	-145,749	-35%	18,093,814	65.74
26" Mtn, Comfort, '05	1,114,689	125,169	2,032	43	8,736	1,250,669	181,304	17%	114,276,710	91.37
2006	1,089,436	59,709	1,588	17	1,420	1,152,170	-98,499	-8%	102,796,142	89.22
2007	1,136,416	56,442	854	0	4,187	1,197,899	45,729	4%	111,197,821	92.83
27", 700C, 2005	88,081	75,100	471	770	849	165,271	92,104	126%	52,023,372	314.78
2006	121,552	57,720	1,116	232	854	181,474	16,203	10%	55,126,677	303.77
2007	191,763	64,398	272	1,031	2,040	259,504	78,030	43%	107,150,049	412.90
Other, 2005	125,920	3,784	17	1	943	130,665	103,815	387%	8,835,791	67.62
2006	5,928	3,073	2	296	3,823	13,122	-117,543	-90%	851,841	64.92
2007	33,492	2,280	31	537	1,322	37,662	24,540	187%	1,530,595	40.64
Totals '05	3,871,452	354,836	3,368	814	12,120	4,242,590	1,154,057	37%	269,159,762	63.44
Totals '06	3,678,374	188,715	3,194	600	8,753	3,879,636	-362,954	-9%	247,334,248	63.75
Totals '07	3,841,417	150,401	3,230	1,568	8,028	4,006,387	126,751	3%	306,474,472	76.50
Difference '06/'07	163,043	-38,314	36	968	-725	126,751			59,140,224	
Percentage Change, '06/'07	4%	-20%	1%	161%	-8%	3%			24%	

## Road Unit Imports Spring into Spring; Jump Up by 43 Percent

WASHINGTON, D.C.—U.S. importers are betting on a good season for road bikes, if the number of the skinny-tired models landed through the first quarter is any indication.

Road bike imports through March are not only more than 40 percent ahead of those from this time last year; they're 57 percent ahead of 2005's first-quarter orders and 255 percent ahead of 2004's.

And, with an average C.I.F. (cost, insurance, freight) value of \$413 that is

well ahead of any comparable period's average in the past several years, the road imports look to be quality merchandise.

Not surprisingly, barely more than 1 percent of the units came from countries other than China (73.9 percent) and Taiwan (24.8 percent). Average value was \$172 for a Chinese road bike and \$476 for a Taiwanese bike.

Indonesia ran a very distant third with 1,370 road-category units at an average value of \$136.

Italy was the source of just over 1,000 road bikes, with an average value of \$1,180, showing something of a recovery from first-quarter slumps over the past couple of years.

The marked difference from first-quarter 2004—when U.S. importers brought in 3,500 Italian bikes with an average value of only \$107—reveals a narrowing of the market for Italian road machines. The low dollar-euro ratio squeezes out less expensive grades of bicycles that Italy's competi-

tors make at much lower costs in Taiwan and China.

Chinese manufacturers' lower costs and carbon fiber expertise have also booted Italy from its spot as the United States' No. 1 source of frame-fork combinations valued at more than \$600 each. Italy was the source of 910 such frames, average value \$1,511, in the first quarter.

China shipped 1,450, average value \$1,845, and Taiwan shipped 2,120, average value \$748. **BRAIN**