

Official statement

For immediate release

Bafang Electric (Suzhou) Co., Ltd. replies to the false and non-proven accusations by EBMA, as portrayed in the 'Notice of initiation of an anti-dumping proceeding concerning imports of electric bicycles originating in the People's Republic of China' - dated 20.10.2017

Suzhou, PRC, November 13, 2017 – Bafang, one of Asia's leading manufacturers of e-mobility components and complete e-drive systems strongly opposes the allegations made by the European Bicycle Manufacturers Association (EBMA) in their submitted 42-page document, called 'Electric bicycles from China, Complaint under Article 5 of Regulation 2016/1036- Open Version'*

After receiving the EU documents on China's alleged electric bicycle 'dumping' indictment, Bafang found several false and non-proven allegations made by the European Bicycle Manufacturers Association (EBMA).

Besides many other untrue allegations on the general case, below is the list of untrue allegations without any given evidence about Bafang receiving heavy government subsidies.

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19) As bicycles and e-bikes are a clear focus area in China's 12th and even more in China's 13th 5-Year Plan for Bicycles, the Chinese bicycle producers have thereby been able to obtain heavy State-subsidies from authorities at provincial, regional and local levels. These subsidies have enabled the Chinese e-bike producers and their suppliers, most importantly Bafang, the main Chinese producer of e-bike engines, to catch up quickly with the EU industry in terms of knowhow.

57) Concerning the parts specific to e-bikes, i.e. the engine, computer/control unit and battery, China's largest producers of these components, e.g. Bafang and BAK, have essentially been able to catch up with Bosch's inventive system design thanks to substantial government subsidies.

105) The Government of China started to heavily subsidise e-bike and component producers such as Bafang to catch up with the EU technology.

107) During the following years, heavy State subsidisation allowed Bafang and other Chinese engine makers to catch up step-by-step with EU technology.

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*The full document can be made available after sending an email to wuxiaoting@bafang-e.com

Bafang entered the electric bicycle industry in 1999 –long before the well-known European e-bike component makers entered the market- and launched its own brand in 2003. In nearly 15 years history, Bafang experienced many changes and challenges in the development of electric bicycles in China and Europe. In these years, Bafang has become an important global eBike industry component supplier.

The indictment from the European Bicycle Manufactures Association (EBMA) has several accusations without any proof that Bafang received heavy government subsidies and with that, eBikes were allegedly ‘dumped’ into the European market. Besides many other wrong and constructed arguments in the paper, it proves that EBMA has an incomplete, distorted and biased understanding on the history of the development of electric power-assisted bicycle and the Chinese eBike industry.

China's large-scale development of electric power-assisted bicycles began in 1995, and now annual sales, both domestically and for export, have stabilized at a scale of 22 million vehicles. The initial start was about electric mopeds. The technical solutions are similar to the current European style electric pedelecs or eBikes.

Over these years the Chinese ebike industry (as in bicycle and component manufacturers) has developed into a traditional industry with mature basic technologies. Major changes are the implementation of contemporary, internationally acclaimed industrial design and the integration of Internet and smartphone technologies.

These developments are entirely the result of market competition, supply and demand.

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About BAFANG: www.bafang-e.com

Bafang, one of Asia's leading manufacturers of e-mobility components and complete e-drive systems, has been developing components and complete systems for electric vehicles for more than ten years. Bafang currently has a yearly manufacturing capacity of up to one million motors and system for e-bikes and electric scooters.

Bafang employs more than 300 staff worldwide in three locations. The head office, development and manufacturing center is based in Suzhou, near Shanghai. Since 2012 Bafang has a sales and service center in Wijchen, The Netherlands and recently opened one in Las Vegas, USA.

This letter is issued by Bafang Electric (Suzhou) Co., Ltd. which retains the ultimate responsibility for the content.