

(English version)

**Question for written answer E-004375/25
to the Commission
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(5 November 2025)**

Subject: Trade defence measures on bicycles, bicycle parts and electric bikes from China

Many small and medium enterprises across the EU face difficulties due to trade defence measures (TDMs) on bicycles, bicycle parts and electric bicycles imported from China. The complex legal framework, particularly the application of General Rule of Interpretation 2(a), creates major legal uncertainty. Entrepreneurs risk facing heavy fines or even prison sentences, while having no choice but to import essential parts from China to assemble their light electric vehicles (LEVs).

Yet, despite these TDMs, more than 220 000 e-bikes were imported from China in 2023, at average prices that make compliance with EU legislation (on machinery, electromagnetic compatibility, batteries, radio equipment, etc.) practically impossible. This calls into question the overall effectiveness of the current approach.

Furthermore, the Commission has recently confirmed the continuation of its anti-dumping duties, which were first introduced in the 1990s, on essential bicycle components from China for another five years.

Therefore, can the Commission clarify:

1. How it intends to resolve the legal uncertainty and disproportionate burdens faced by small and medium enterprises in the LEV sector?
2. How it justifies extending anti-dumping duties on bicycle components from China despite the sector's reliance on Chinese supply chains?
3. How it plans to align its TDMs with the EU's industrial strategy to enhance competitiveness, innovation and LEV production?

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**Answer given by Mr Šefčovič on behalf of the European Commission
(6 January 2026)**

The Commission has been in regular contact with the representative association of e-bike assemblers as well as individual companies and has been assisting companies in all matters linked to the regulatory framework.

The implementation of market surveillance, the EU Customs Code, including general rules of interpretation lies, however, within the Member States customs and market surveillance authorities' competence.

The Commission has also been in contact with Member States regarding some of the concerns brought to the Commission's attention by the e-bikes assemblers for appropriate follow-up.

Anti-circumvention measures have been imposed on bicycle parts to tackle circumvention practices by Chinese exporters. Nonetheless, bicycle assemblers in the EU not circumventing the measures were exempted.

Today more than 150 companies (many of which small and medium enterprises (SMEs)) benefit from the exemption. In parallel, the end use procedure allows e-bikes assemblers in the EU to import components duty-free.

This system strikes a balance between the warranted protection of the EU industry from unfair competition and the supply of components needed for the bicycle assembly and has proven effective over the years.

The measures on bicycles (both conventional and electric) have proven efficient and allowed the EU industry to prosper. Today, the industry is composed of several hundred SMEs and is accountable for thousands of jobs in the EU. It is an innovative industry constantly developing and investing in new technologies and in the parts production in the EU.

This development was largely possible because trade defence measures shielded the industry from unfairly low priced Chinese imports.
