Globalization of Bicycle Parts Trade and Local Industrialization/Urbanization

Introduction
1. What was typical for Bicycle?
   First Product which had been fabricated in developed countries at first and the parts were exported to developing countries. The Parts were assembled there.

   Global Value Chain Theory.

3. Originality.
   We see much previous research about historical value chain of Cotton etc. But we see almost no research about historical global value chain of machine products.

Conclusion
1. Change of central bicycle production Place.
   From USA, to Germany in Europe, to Japan in Asia.
2. Global Spread of Germany bicycle parts and Japan’s rapid progress as Industrial Nation in Asia.
   Central Place of machine producer and exporter in Asia.
3. “The shift of production” has “no effect on the structure of the system itself.”
   (Worldsystems Analysis, p. 29)
   This idea should be applied in 20th century??

Globalization of Bicycle Trade 1898

DI : Dutch East Indies. WE : Western Europe.

Globalization of Bicycle Parts Trade 1905-1913

DI : Dutch East Indies. WE : Western Europe.

Exported Bicycle Parts Price per Weight from Germany 1913, 1923-1928 (1,000RM, 108kg)

The Development of Osaka as the City of Central Bicycle Parts Production in Asia, 1924-1930.

Increase of Woman Worker in a Company of Bicycle Parts Production in Bielefeld (Germany), 1921-1933.

Local Regulation of labor Market in Bielefeld 1898-1910

Suburbanization in Bielefeld 1898-1912 (Time of Bicycle Spread in Germany)

The amount of this table is exported Volume of bicycle and bicycle parts as price (yen).