

**Question for written answer E-007100/2017  
to the Commission**  
Rule 130  
**Merja Kyllönen (GUE/NGL)**

Subject: Aggressive third-country pricing policy and tendering of Member States' rail and other infrastructure and stock procurements

The railway industry is one of the priorities of the China One Belt, One Road (OBOR) regional integration initiative. Accordingly, China is now also entering EU markets with an aggressive pricing policy in a context in which the EU does not have sufficiently strong criteria included in its public procurement legislation that would require Member States to consider criteria other than price when tendering on railway infrastructure and stock.

This may lead to situations where Member States make agreements with Chinese companies that at the same time commit them to further deliveries, such as on spare parts and maintenance and repair work.

- What action will the Commission take to ensure that the level of EU domestic content is better secured in the context of tighter competition, and that EU legislation, such as in the field of public procurement, is sufficiently able to protect EU industry and workers against aggressive third-country tenders?
- In general, are the public procurement criteria in EU funding instruments strong enough to protect EU industry and workers against aggressive tenders from third countries? Can EU taxpayers' money be used in infrastructure projects as EU funding from which third-country industries and workers benefit at the expense of the EU's own industries and workers?