

**Question for written answer E-004628/2021
to the Commission**

Rule 138

Tom Berendsen (PPE)

Subject: Infrastructure partnership with China at odds with the Global Gateway strategy

Less than a month ago, the President of the Commission announced a new connectivity strategy, the so-called Global Gateway. The idea is the EU's belated response to China's New Silk Road, a strategy by which China is seeking to bolster its global influence. The German newspaper *Handelsblatt* reported last week, however, that the Commission is currently working on an infrastructure partnership with the very same China¹.

In her State of the Union address, the President of the Commission emphasised that the Union should no longer cooperate blindly with China's New Silk Road. Yet, that is exactly what appears to be happening here in the guise of synergy between the trans-European transport network (TEN-T) and the New Silk Road. All of this gives the impression that the Directorate-General for Mobility and Transport (DG MOVE) is acting against the Commission's own ambitions in this respect.

In view of this:

1. Is the *Handelsblatt's* report on the preparations that are underway for a feasibility study and the underlying cost allocation correct?
2. How does the Commission reconcile the planned partnership with the Global Gateway strategy it previously announced?
3. Is the Commission prepared to abandon this infrastructure partnership after all?

¹ <https://app.handelsblatt.com/politik/international/belt-and-road-trotz-kritik-an-der-seidenstrasse-eu-treibt-infrastrukturpartnerschaft-mit-china-voran/27674282.html>