

## 【欧州】 【Common】

Common - Strategies to strengthen the logistic network, Trans-Eurasia Logistic: The India-Middle East-Europe Economic Corridor project as an answer to counterbalance China's growing influence in the Eurasian and African region?

Andrea Antolini Former Researcher JTTRI

## 【概要 : Summary】

The Chinese Belt and Road initiative (BRI) is a Chinese initiative for developing land and sea trade routes at global level to the benefit of China's economy. Under the CEEC 17+1 initiative, also some EU Member States cooperate with China in BRI projects.

However, to decrease dependencies under China's BRI initiative and to avoid a further increase of China's financial, economic, and political influence in Asia, Africa and Europe, the EU introduced the new Global Gateway Strategy. This new strategy is expected to improve the EU's global cooperation with other countries with investment for supporting smart, clean, and secure connections in digital, climate, energy, and transport sectors, and to strengthen health, education, and research systems at global level. The Global Gateway strategy's main objective will be to achieve a new level of cooperation between the EU and partner countries, but without creating political dependencies for those countries. The Global Gateway strategy also supports the G7's initiative "Partnership for Global Infrastructure and Investment" (PGII) and is the EU's contribution to PGII.

Regarding the evaluation of possible important infrastructure projects under the Global Gateway strategy, in June 2023, the European Commission DG Mobility published the results of the Study on Sustainable Transport Connections between Europe and Central Asia, emphasising the need to improve the connections between Asia and Europe. On 9 September 2023, the PGII partner countries presented two large-scale projects to improve connections between Asia, Africa, and Europe, including the India-Middle East-Europe Economic Corridor (IMEC) and the Trans-African Corridor. Regarding, the IMEC, the participating nations signed a Memorandum of Understanding to improve connectivity and economic cooperation between Asia and Europe. The IMEC strategic corridor will establish a ship-to-rail transit system, connecting India, the UAE, Saudi Arabia, Jordan, Israel, and Europe, thereby also reflecting the increased importance of India as an economic and geopolitical power. The IMEC countries will present their concrete action plans within next 60 days from date of signing of MOU.

## 【記事 : Article】

## 1. The Chinese Belt and Road Initiative

In 2013, China's President Xi Jinping announced the new Chinese "Belt and Road Initiative" (BRI), or "One Belt One Road" strategy, defining five major priorities, including policy coordination, infrastructure connectivity, seamless trade, financial integration, and connecting people (European Bank for Reconstruction and Development n.d.). Under the BRI, the belt runs from Western China to Western Russia through Kazakhstan, Russia, Belarus, towards Poland and Germany. The "road" is the 21st Century Maritime Silk Road, a shipping lane that will connect China with Malaysia, Ethiopia, Egypt, and Europe (Wikipedia n.d.a).

In 2017, the BRI initiative was incorporated into the Constitution of the Chinese Communist Party. (Wikipedia n.d.a). BRI supports investments into large infrastructure development programmes for ports, roads, railways, and airports, as well as power plants and telecommunications networks in more than 68 countries in Europe, Asia, and Africa. The aim is to facilitate the trade between China and these regions and countries, to the benefit of the Chinese economy (Wikipedia n.d.a). The BRI has the potential to ease bottlenecks in cross-border transportation and to improve the connectivity between countries along the trade routes on the Eurasian continent and beyond.

One example for a new connection between China and Europe is the opening of a new border crossing at Khorgos dry port between Kazakhstan and China. This 8,445km China-Europe Road transport route saves transport companies up to 50% on door-to-door costs compared to air, and about ten days delivery time compared with rail (IRU 2019). Moreover, since 2019, BRI focuses on "high quality investment", including greater use of project finance, risk mitigation tools, and green finance to support the adoption of green and low-carbon energy in developing countries (European Bank for Reconstruction and Development n.d., Gunia 2021).

Regarding BRI projects, China has concluded Memoranda of Understanding (MoU) with individual countries and also some EU Member States (Steer, Davies, Gleave 2018). In Europe, China's interest in the Central and Eastern Europe (CEE) region resulted in the creation of the 16+1 format of 16 CEE countries including Albania, Bosnia and Herzegovina, Bulgaria, Croatia, the Czech Republic, Estonia, Greece, Hungary, Latvia, North Macedonia, Montenegro, Poland, Romania, Serbia, Slovakia, and Slovenia plus China in 2012. After the joining of Lithuania, it became the 17+1 group. The non-EU Member States amongst the CEE countries were open to Chinese cooperation because of their disappointment with the slow improvement of their membership negotiations with the EU, and because the EU did not focus enough on supporting infrastructure investments in this region (Szunomár 2017, Colibasanu 2021).

However, in particular the US and some other G7 states are concerned about the increased Chinese political influence on countries participating in the BRI initiative, as those countries might lose their political independence due to their financial dependence on China (Folkman 2023).

## 2. The EU's Global Gateway Initiative to counterbalance the Chinese BRI

In the past years, the concerns in the EU increased that Chinese investments in infrastructure projects in Central and East European (CEE) countries including some EU Member States could cause possible conflicts of political interests due to some EU Member States' involvement in BRI infrastructure projects. Moreover, a precarious debt situation could potentially also lead to the transfer of the infrastructure ownership rights to China or it could create political dependencies with China, which could eventually also have geopolitical implications for the EU Member States (Mardell 2020, Smith 2018). However, meanwhile, some CEE countries showed disappointment with BRI itself,

as China seems to have failed to deliver on its economic, investment and trade promises (Brinza 2021). In March 2021, the Lithuanian Foreign minister Gabrielius Landsbergis stated that the cooperation with China has brought “almost no benefits” for Lithuania (Landsbergis 2021). Meanwhile, the cooperation between China and CEE Countries has become a cooperation between a 14+1 group, after in 2022, Estonia, Latvia, and Lithuania withdrew from the BRI initiative (Wikipedia n.d.b). Instead, Italy is the only G7 industrial country that has been involved in the BRI initiative since March 2019, but it has also declared its intention in July 2023 to quit the BRI cooperation (Folkman 2023). Italy’s withdrawal from the BRI reflects the growing view that China is increasingly seen as a rival rather than as a partner or competitor.

In fact, according to the President of the European Commission Ursula von der Leyen, China’s President Xi essentially wants China to become the world’s most powerful nation and it is the Chinese Communist Party’s clear goal to achieve a systemic change of the international order with China as a world leader at its centre by 2049 (European Commission 2023a). Furthermore, the fact that President Xi is maintaining his “no-limits friendship” with Russia’s President Vladimir Putin despite the Russian illegal invasion of Ukraine, which is also increasing China’s leverage over Russia, is also a concerning development for the EU (European Commission 2023a). Against this background, many European governments have reconsidered their positive view on China’s BRI initiative.

On 20 June 2023, the European Commission presented a Communication on the “European Economic Security Strategy “ (JOIN(2023) 20 final) (European Commission 2023b). One of the new European Economic Security Strategy’s priorities is to partner with countries that share the EU’s concerns on economic security as well as those that have common interests and are

willing to cooperate with the EU to achieve the transition to a more resilient and secure economy (European Commission 2023b).

This approach also includes to working together with the broadest possible range of partners and to investing also in sustainable development and secure links at global level under the Global Gateway initiative (European Commission 2023b). In September 2021, the European Commission’s president von der Leyen presented the European Global Gateway initiative. The EU’s Global Gateway strategy is a reaction to the increasing political and economic influence that China has accumulated through its BRI initiative (Weiss 2023). Global Gateway intends to increase smart, clean, and secure connections in digital, energy and transport sectors, and to strengthen health, education, and research systems across the world, but without creating political dependencies. It is also fully aligned with the UN’s Agenda 2030, its Sustainable Development Goals as well as the 2015 Paris Agreement, and with the G7 Partnership for Global Infrastructure and Investment (PGII) (European Commission n.d.). Global Gateway aims to mobilise up to €300 billion in investments via the EU, its Member States, and their financial and development institutions to mobilising the private sector investments for a transformational impact (European Commission n.d.). As of March 2023, the Global Gateway has initiated more than 50 projects in Africa in the areas of digital, transportation, health, climate and energy, and education and research. In Latin America and the Caribbean, Global Gateway is involved in over 40 projects (Weiss 2023). The Global Gateway projects will be developed and delivered through Team Europe Initiatives, in which the EU institutions, EU Member States, and European financial and development institutions, including the European Investment Bank (EIB), and the European Bank for Reconstruction and Development (EBRD) (European Commission 2021a).

Between 2021 and 2027, the EU and its Member States aim to mobilise up to €300 billion in investments for these Global Gateway Strategy's Team Europe Initiatives for achieving a lasting global recovery, while considering the partner countries' needs and the EU's own interests (European Commission 2021a). The European financial and development finance institutions will participate with up to €145 billion in planned investment volumes, among others (European Commission 2021b). The EU's Global Gateway for building partnerships to support "investments in quality infrastructure, connecting goods, people and services around the world" intends to build links rather than dependencies (European Commission 2021a).

### 3. Assessment of Sustainable Transport Connections between Europe and Central Asia as Global Gateway action

On 30 June 2023, the European Commission's Directorate-General for Mobility and Transport published the results of the "Study on Sustainable Transport Connections" between Europe and Central Asia, conducted by the European Bank for Reconstruction and Development (EBRD) and funded by the EU (EBRD 2023). It is one of the actions taken to implement the Global Gateway strategy and identifying a network of the most sustainable transport connections and investment opportunities for five Central Asian countries to maximise their sustainable economic potential by linking up better with each other and with Europe (DG Mobility 2023).

The study, conducted between November 2021 and June 2023, had the objective to identify the most sustainable transport corridors connecting the five Central Asian republics including Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan, and Uzbekistan with the EU's extended Trans-European Transport Network (TEN-T) (DG Mobility 2023). Based on the successful plan of connecting the 27 EU Member States under the TEN-T projects, a

plan to implement and develop a Central Asia-wide transport network could close the gaps in infrastructure and soft connectivity, remove bottlenecks and technical barriers, and strengthen connectivity in the region and beyond (EBRD 2023). The study assessed existing and potential new corridors that would ensure the most sustainable transport connections between these five Central Asian republics, along with links to the EU-27 TEN-T and its extensions to the Western Balkans, Eastern Partnership countries (including the Caucasus) and Turkey (EBRD 2023).

The study takes into account environmental, socio-economic, financial, fiscal sustainability, as well as political viability and is expected to lead to a series of detailed stakeholder consultations in autumn of 2023 and an Investors' Forum envisaged in early 2024 (DG Mobility 2023). Regarding transport modes, the focus was on land transport (rail and road) and maritime connections (Caspian and Black Seas). Interoperability with other modes of transport, legal and regulatory conditions, customs procedures, existing bilateral agreements between the various countries concerned and possible multi-modal connecting points along these corridors were fully analysed (DG Mobility 2023). The results include concrete recommendations regarding hard infrastructure and soft connectivity elements to better connect Europe and Central Asia in the Central Trans-Caspian network. The study identified key priority infrastructure investment needs in all five Central Asian countries for the necessary network improvements, for an estimated total amount of €18.5 billion. These investments relate to railway and road network rehabilitation and modernisation, rolling stock expansion, and port capacity enhancements, as well as improvements to border crossing points, and multimodal logistics centres and auxiliary network connections (EBRD 2023). The corridor selection was based on an

assessment of sustainability criteria including environmental, social, economic, fiscal/debt sustainability as well as political viability. In a second step the study aimed at proposing key actions for corridor development regarding the physical infrastructure and enabling environment (soft connectivity) (DG Mobility 2023).

The study has identified the Central Trans-Caspian Network (CTCN), traversing Southern Kazakhstan, as the most sustainable option, allowing for further transport network and regional development within the territory of all five Central Asian countries, while covering most of the population and production centres in the region (EBRD 2023). According to the study (EBRA 2023), the development of the CTCN would yield many benefits for the region, including a stronger regional coordination of unified tariffs and network management, enhanced connectivity between the economic centres of Central Asia to support regional and global value-chain integration, more efficient border-crossing practices to lower transaction costs and to provide more user-friendly services, the provision of long-term planning perspectives for project preparation, prioritisation and implementation, and better environmental outcomes (EBRD 2023). This is in particular important as the Eurasian Northern Corridor, which served as the main route linking northeast Asia with Europe, suffers from the impacts of the Russian invasion in Ukraine (Akhmetkali 2023).

Alongside 33 identified and prioritised hard infrastructure investment needs across the region, which includes modernisation and/or reconstruction of existing railways/roads, additional rail/road links, fleet expansion, port capacity expansion, rolling stock, logistics centres, warehousing, etc., the study also proposes seven coordinated actions on soft connectivity measures including trade facilitation, regulatory measures, customs procedures, border controls, digitalisation,

harmonisation of tariffs, interoperability, and market liberalisation (DG Mobility 2023). The study recommends to setting up a formal corridor management institution, the digitisation of transport documents, enhancing paperless cross-border trade, increased interoperability, market liberalisation and co-ordinated tariff setting as specific, concrete, implementable and realistic actions (DB Mobility 2023).

The identified network of connections has the potential to bring sustainable economic benefits to the entire region and offers opportunities for all five Central Asian countries to maximise their economic development by connecting them better with each other and with Europe (EBRD 2023).

#### 4. The India–Middle East–Europe Economic Corridor (IMEC) and the Trans Africa Corridor as new PGII projects

The need to improve the connectivity between Asia and Europe by new or revitalised railway and road connections and port infrastructure by a European and Western led initiative to offer an alternative to the Chinese BRI initiative was also discussed by the G7 countries, which in June 2021 announced the adoption of the Build Back Better World (B3W) initiative, which was then relaunched and renamed in June 2022, as the Partnership for Global Infrastructure and Investment (PGII) at the G7 summit in Germany (The White House 2023a). Regarding the PGII, the G7 countries commit to advance public and private investments in sustainable, inclusive, resilient, and quality infrastructure. The G7 aims to mobilize up to USD 600 billion by 2027 for the PGII partnership to narrow the infrastructure investment gap in partner countries (The White House 2023a). At the 2023 G7 Summit in Hiroshima, Japan, G7 leaders affirmed their commitment to identify new opportunities for the PGII initiative. On 9 September 2023, at the PGII event at the G20 meeting in India, the PGII partner countries presented two large-scale projects, the

India-Middle East-Europe economic corridor (IMEC) and the Trans-African Corridor (European Commission 2023c, European Commission 2023d). Both new flagship PGII projects also underline the EU's policy to emphasise on deploying and enhancing critical infrastructure worldwide (European Commission 2023e).

Regarding the Trans-African Corridor, recently, Angola, Zambia and the Democratic Republic of the Congo develop the Trans-African Corridor connecting the southern part of the Democratic Republic of the Congo and north-western Zambia to regional and global trade markets via the Port of Lobito in Angola (European Commission 2023 c). The EU and the US intend to accelerate this work on the development of the Trans-African Corridor in partnership with the three African countries, by launching feasibility studies for a new greenfield rail line expansion between Zambia and Angola (European Commission 2023c). Accordingly, the EU and US made a separate announcement on this trans-African corridor, aimed at improving trade in raw materials including copper. The partnership will combine financial resources and technical know-how to accelerate the Trans-African Corridor development (European Commission 2023c). The Trans-African Corridor PGII project will upgrade critical infrastructure across sub-Saharan Africa to unlock the enormous potential of this region (European Commission 2023c). It will connect the port of Lobito in Angola with the Katanga province in the Democratic Republic of the Congo (DRC) and the copper belt in Zambia (European Commission 2023d). The partnership will combine financial resources and technical know-how to accelerate the Trans-African Corridor development, including investments in digital access and agricultural value chains that will increase regional competitiveness (European Commission 2023c).

The second new landmark project under the PGII, the India-Middle East-Europe economic corridor (IMEC), will connect India, Saudi-Arabia, the

United Arab Emirates, Israel, Jordan, and Greece (the EU) and also was announced at the G20 event on PGII on 9 September 2023. The leaders of India, the United States, Saudi Arabia, the United Arab Emirates, France, Germany, Italy, and the EU as participants signed a Memorandum of Understanding, to cooperate on the development of the IMEC (The White House 2023b). The participating nations committed to link commercial hubs with rail lines, to secure regional supply chains, increase trade accessibility, improve trade facilitation, and support an increased emphasis on environmental social, and government impacts (Suman et.al. 2023). The IMEC is a massive rail and shipping project, intended to better connect Europe, the Middle East and India (FAZ 2023). It is expected to stimulate economic development through an improved connectivity and economic integration between Asia, the Arabian Gulf, and Europe. The Key Features of IMEC under the MoU will include two separate corridors, consisting of an East Corridor, which will connect India to the Arabian Gulf; and a Northern Corridor connecting the Arabian Gulf to Europe (MoU n.d., Suman et.al. 2023). The IMEC project will include cross-border ship-to-rail transit lines to supplement existing maritime and road transport routes to enable goods and services to transit to, from, and between India, the United Arab Emirates, Saudi Arabia, Jordan, Israel, and Europe (Suman et.al. 2023). The IMEC complements existing maritime and rail-road transport routes, such as the Suez Canal, North South Transport Corridor, and China's Silk Routes, facilitating seamless transit between India, the UAE, Saudi Arabia, Jordan, Israel, and Europe (Singh 2023). The IMEC will also include a railway route that, once completed, will provide a reliable and cost-effective cross-border ship-to-rail transit network to supplement existing maritime and road transport routes. It will enable the transport of goods and services to, from, and between India, the UAE, Saudi Arabia, Jordan, Israel, and Europe

(MoU n.d.). The IMEC's rail link is expected to making trade between India and Europe 40% faster (European Commission 2023d). The IMEC project also envisages laying down cables for electricity and digital connectivity, as well as pipelines for clean/green hydrogen export along the railway route to foster clean energy trade between Asia, the Middle East and Europe. A high-speed data cable will link some of the most innovative digital ecosystems and create business opportunities all along the way (MoU n.d., European Commission 2023d).

According to the European Commission's president Ursula von der Leyen, this IMEC corridor is expected to be the most direct connection to date between India, the Arabian Gulf and Europe (European Commission 2023d). Therefore, the India-Middle East-Europe economic corridor (IMEC) will not only be the most direct connection to date between India, the Arabian Gulf and Europe, with a rail link that will make trade between India and Europe 40% faster; with an electricity cable and a clean hydrogen pipeline to foster clean energy trade between Asia, the Middle East and Europe; with a high-speed data cable to link some of the most innovative digital ecosystems in the world and create business opportunities all along the way (European Commission 2023d). The IMEC will also serve as one of the "most important initiatives" aimed at curbing China's influence in the Middle East, where China has pushed to involve many countries in its BRI initiative (FAZ 2023).

The United States and the other involved partners intend to link Asia and Europe to commercial hubs and facilitate the development and export of clean energy; lay undersea cables and link energy grids and telecommunication lines and enable advanced clean energy and to secure and stable Internet (The White House 2023b). In this context, the new IMEC project is also part of the strategy by the US and the EU and others to counterbalance the Chinese BRI initiative (European Commission

2023d). According to the MoU, the IMEC participants intend to meet within the next sixty days to develop and commit to an action plan with relevant timetables (MoU n.d.).

## 5. Conclusion

In recent years, concerns regarding potential conflicts of interest of some European Member States due to their involvement with the Chinese BRI projects have risen. Following the withdrawal of Estonia, Latvia, Lithuania from the CEE 17+1 group, also Italy is reconsidering its involvement with the BRI initiative, especially after China continues its friendly relationship with Russia, even against the backdrop of Russia's invasion and war in Ukraine.

By introducing the new Global Gateway Strategy, the EU recognises its concerns regarding China's foreign policy and the possible geopolitical impacts of the BRI initiative. The EU's Global Gateway strategy is also an answer to the EU's need to strengthen its own position as a global player for building closer ties with other nations in Eurasia and beyond and thereby to counterbalance the Chinese BRI initiative.

In June 2021, the G7 countries announced the adoption of the Build Back Better World (B3W) initiative, which was then relaunched and renamed as Partnership for Global Infrastructure and Investment (PGII) in June 2022. The Global Gateway initiative is the EU's contribution to the G7's PGII. On 9 September 2023, the PGII partner countries presented two large-scale projects, the India-Middle East-Europe economic corridor (IMEC) and the Trans-African Corridor. The IMEC project also reflects the increased importance of India as an economic and geopolitical power, as the starting point of this new strategic corridor IMEC. Both new flagship PGII projects are intended to introduce an alternative infrastructure development initiative to counterbalance the Chinese BRI initiative and its numerous projects, which have

expanded China's influence across Asia, Africa, and Europe.

The PGII, Global Gateway and related projects are promising steps and the two projects, the India-Middle East-Europe economic corridor (IMEC) and the Trans-African Corridor, are a good starting point for the US and the EU to increase their regional presence in Asia and beyond. The IMEC project is also expected to bring significant strategic and economic benefits to India. However, it will involve countries with sometimes difficult diplomatic relations like Saudi Arabia, the UAE, and Israel, but these countries could improve their ties also thanks to their participation in the IMEC project.

After the first IMEC MoU participating countries' meeting within next 60 days, it will become clearer how the project can concretely involve the participating states. However, considering the EU's and US target to counterbalance the Chinese BRI initiative, it will need many more projects like the IMEC project to effectively compete against China's growing economic and political global influence and in particular in the Eurasian and African region.

## References

Akhmetkali, Aibarshyn (2023): Joint EU, EBRD Study Identifies Best Transit Network with Significant Cargo Increase Potential in Central Asia. In: <https://astanatimes.com/2023/05/joint-eu-ebrd-study-identifies-best-transit-network-with-significant-cargo-increase-potential-in-central-asia/>, 23 May 2023, accessed 18 September 2023

Brînză, Andreea (2021): How China's 17+1 Became a Zombie Mechanism. In: <https://thediplomat.com/2021/02/how-chinas-171-became-a-zombie-mechanism/>, February 10, 2021, accessed 18 September 2023

DB Mobility (Directorate-General for Mobility and Transport) (2023): Global Gateway: EU funded study opens the way for major investment into

sustainable transport connections between the EU and Central Asia. In:

[https://transport.ec.europa.eu/news-events/news/global-gateway-eu-funded-study-opens-way-major-investment-sustainable-transport-connections-between-2023-06-30\\_en](https://transport.ec.europa.eu/news-events/news/global-gateway-eu-funded-study-opens-way-major-investment-sustainable-transport-connections-between-2023-06-30_en), 30 June 2023, accessed 18 September 2023

EBRD (The European Bank for Reconstruction and Development, EBRD) (2023): Sustainable transport connections between Europe and Central Asia. Final Report. In:

[https://transport.ec.europa.eu/news-events/news/global-gateway-eu-funded-study-opens-way-major-investment-sustainable-transport-connections-between-2023-06-30\\_en](https://transport.ec.europa.eu/news-events/news/global-gateway-eu-funded-study-opens-way-major-investment-sustainable-transport-connections-between-2023-06-30_en), 16/06/2023

European Bank for Reconstruction and Development (n.d.): Belt and Road Initiative. In: <https://www.ebrd.com/what-we-do/belt-and-road/overview.html>, no date, accessed 18 September 2023

European Commission (n.d.): Global Gateway. Information on the roll out of the Global Gateway strategy, partnerships, projects and funding opportunities. In: [https://international-partnerships.ec.europa.eu/policies/global-gateway\\_en](https://international-partnerships.ec.europa.eu/policies/global-gateway_en), no date, accessed 18 September 2023

European Commission (2021a): Global Gateway: up to €300 billion for the European Union's strategy to boost sustainable links around the world. In: [https://ec.europa.eu/commission/presscorner/detail/en/ip\\_21\\_6433](https://ec.europa.eu/commission/presscorner/detail/en/ip_21_6433), 1 December 2021, accessed 18 September 2023

European Commission (2021b): Global Gateway. In: [https://ec.europa.eu/info/strategy/priorities-2019-2024/stronger-europe-world/global-gateway\\_en#sources-of-financing](https://ec.europa.eu/info/strategy/priorities-2019-2024/stronger-europe-world/global-gateway_en#sources-of-financing), 1 December 2021, accessed 18 September 2023

European Commission (2023a): Speech by President von der Leyen on EU-China relations to the Mercator Institute for China Studies and the European Policy Centre. In: [https://ec.europa.eu/commission/presscorner/detail/en/ip\\_23\\_1433](https://ec.europa.eu/commission/presscorner/detail/en/ip_23_1433), 14 September 2023, accessed 18 September 2023



[il/en/speech\\_23\\_2063](#), 30 March 2023, accessed 18 September 2023

European Commission (2023b): JOINT COMMUNICATION TO THE EUROPEAN PARLIAMENT, THE EUROPEAN COUNCIL AND THE COUNCIL ON “EUROPEAN ECONOMIC SECURITY STRATEGY” (JOIN(2023) 20 final). In: <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A52023JC0020&qid=1687525961309>, 20.6.2023, accessed 18 September 2023

European Commission (2023c): Joint Statement from the European Union and the United States. In: [https://ec.europa.eu/commission/presscorner/detail/en/STATEMENT\\_23\\_4419](https://ec.europa.eu/commission/presscorner/detail/en/STATEMENT_23_4419), 9 September 2023, accessed 19 September 2023

European Commission (2023d): Statement by President von der Leyen at the Partnership for Global Infrastructure and Investment event in the framework of the G20 Summit. In: [https://ec.europa.eu/commission/presscorner/detail/en/statement\\_23\\_4420](https://ec.europa.eu/commission/presscorner/detail/en/statement_23_4420), 9 September 2023, accessed 19 September 2023

European Commission (2023e): President von der Leyen marks the EU’s commitment to the Partnership for Global Infrastructure and Investment (PGII) during the event hosted at the G20 in New Delhi. In: [https://ec.europa.eu/commission/presscorner/detail/en/IP\\_23\\_4421](https://ec.europa.eu/commission/presscorner/detail/en/IP_23_4421), 9 September 2023, accessed 19 September 2023

FAZ (2023): Biden kündigt „historischen Wirtschaftskorridor“ an - gegen China. In: <https://www.faz.net/aktuell/wirtschaft/neue-seidenstrasse-wie-die-usa-china-konkurrenz-machen-wollen-19162365.html>, 09.09.2023, accessed 20 September 2023

Folkman, Varg (2023): Italy intends to leave China’s Belt and Road Initiative, defense minister says. In: <https://www.politico.eu/article/italy-leave-belt-and-road-initiative-china-minister-guido-crosetto/>, July 30, 2023, accessed 18 September 2023

Gunia, Ami (2021): Why China’s Promise to Stop Funding Coal Plants Around the World Is a Really Big Deal. In: <https://time.com/6100439/china-stop-funding-coal-plants/>, September 22, 2021, accessed 18 September 2023

IRU (2019): First TIR transport from Europe to China arrives in only 12 days. In: <https://www.iru.org/news-resources/newsroom/first-tir-transport-europe-china-arrives-only-12-days>, 25 Feb 2019, accessed 18 September 2023

Landsbergis, Gabrielius (2021): Foreign Minister Gabrielius Landsbergis said the cooperation programme between Beijing and Eastern Europe has brought Lithuania “almost no benefits”. In: <https://twitter.com/lrtenglish/status/1366799210075492352>, 2 March 2021, accessed 18 September 2023

Mardell, Jacob (2020): China’s Economic Footprint in the Western Balkans. In: <https://www.bertelsmann-stiftung.de/en/our-projects/germany-and-asia/news/asia-policy-brief-chinas-economic-footprint-in-the-western-balkans> 17 November 2020, accessed 18 September 2023

MoU (n. d.): MEMORANDUM OF UNDERSTANDING ON THE PRINCIPLES OF AN INDIA - MIDDLE EAST - EUROPE ECONOMIC CORRIDOR. In: <https://www.whitehouse.gov/wp-content/uploads/2023/09/Project-Gateway-Multilateral-MOU.pdf>, no date, accessed 18 September 2023

Singh, Ram (2023): A corridor of immense promise. In: <https://www.thehindubusinessline.com/opinion/a-corridor-of-immense-promise/article67296263.ece>, September 11, 2023

Smith, Jeff M. (2018): China’s Belt and Road Initiative: Strategic Implications and International Opposition. In: The Heritage Foundation: Backgrounder. No. 3331, <https://www.heritage.org/sites/default/files/2018-09/20180911-Chinas-Belt-and-Road-Initiative-Strategic-Implications-and-International-Opposition-Backgrounder.pdf>

[8-08/BG3331\\_2.pdf](#), August 9, 2018, accessed 18 September 2023

Steer, Davies, Gleave (2018), Research for TRAN Committee: The new Silk Route - opportunities and challenges for EU transport, European Parliament, Policy Department for Structural and Cohesion Policies, Brussels. In: [https://www.europarl.europa.eu/RegData/etudes/STUD/2018/585907/IPOL\\_STU\(2018\)585907\\_EN.pdf](https://www.europarl.europa.eu/RegData/etudes/STUD/2018/585907/IPOL_STU(2018)585907_EN.pdf), accessed 18 September 2023

Suman, Ashish/Sinha, Ayan/Maheshwari, Shruti (2023): India signs memorandum of understanding to establish India-Middle East-Europe Economic Corridor during the G-20 Summit. In: <https://www.lexology.com/library/detail.aspx?g=645c615e-c645-456f-8f9c-223ef05dba5b>, September 15 2023, accessed 19 September 2023

Szunomár, Ágnes (2017): Cooperation between China and Central and Eastern Europe: Promising Start, Doubtful Outlook. In: <https://www.chinausfocus.com/finance-economy/cooperation-between-china-and-central-and-eastern-europe-promising-start-doubtful-outlook>, Dec 06 , 2017, accessed 18 September 2023

Weiss, Stefani (2023): Global Gateway: A Game Changer for the EU's Geopolitical Ambitions or Another Billion Euro Bluff? In: <https://globaleurope.eu/europes-future/global-gateway-a-game-changer-for-the-eus-geopolitical-ambitions-or-another-billion-euro-bluff/>, September 15, 2023, accessed 20 September 2023

Wikipedia (n.d.a): Belt and Road Initiative. In: [https://en.wikipedia.org/wiki/Belt\\_and\\_Road\\_Initiative](https://en.wikipedia.org/wiki/Belt_and_Road_Initiative), no date, accessed 18 September 2023

Wikipedia (n.d.b): Cooperation between China and Central and Eastern European Countries. In: [https://en.wikipedia.org/wiki/Cooperation\\_between\\_China\\_and\\_Central\\_and\\_Eastern\\_European\\_Countries](https://en.wikipedia.org/wiki/Cooperation_between_China_and_Central_and_Eastern_European_Countries), no date, accessed 18 September 2023

The White House (2023a): FACT SHEET: Partnership for Global Infrastructure and Investment at the G7 Summit. In:

<https://www.whitehouse.gov/briefing-room/statements-releases/2023/05/20/fact-sheet-partnership-for-global-infrastructure-and-investment-at-the-g7-summit/>, May 20, 2023, accessed 20 September 2023

The White House (2023b): FACT SHEET: World Leaders Launch a Landmark India-Middle East-Europe Economic Corridor. In: <https://www.whitehouse.gov/briefing-room/statements-releases/2023/09/09/fact-sheet-world-leaders-launch-a-landmark-india-middle-east-europe-economic-corridor/>, September 09, 2023, accessed 20 September 2023