

**Question for written answer E-000904/2023
to the Commission**

Rule 138

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Subject: Potential plans for German companies with Chinese participation to acquire stakes in container terminals in Polish ports

Poland's ports play an important role in the strength of its economy, which relies heavily on exports, and in that context the operation of container terminals is vital. Operating companies directly managed by state institutions are a fundamental guarantor of the security not only of the state itself, but also of the interests of all Polish citizens.

The Covid pandemic clearly demonstrated that privatisation of strategic infrastructure is not an effective solution in the event of global crises.

In this context, it is important to note that there is information clearly indicating that the Chinese have a long-standing agreement with the Hamburg Port Authority on potential cooperation between Germany and China in the Mediterranean and the Baltic. In addition, according to documents from the Federal Ministry of Economy and Technology, an agreement was also reached to investigate the possibility of jointly acquiring stakes in container terminals in Polish ports.

Poland has effectively rebutted attempts by the Chinese to buy strategic parts of the ports of Gdańsk or Gdynia. But for me, as a resident of Szczecin, the example of the Szczecin port is also important.

In the event of an attempt by potential German companies with Chinese participation to take over the strategic operating company engaged in transshipment, which is important for Poland's energy and economic security, will the Commission not challenge any negative decisions on the matter taken by the relevant Polish authorities responsible for managing the Szczecin port?

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