

China-Europe Relations

The Case of CEE

Chinese Investment in Europe (2015-2017)

\$291.89b

Founding Nations

- Germany \$24.44b
- France \$19.48b
- Italy \$22.92b
- Belgium \$3.96b
- Luxembourg \$2.45b
- Netherlands \$11.33b

- Britain \$48.3b
- Norway \$6.7b
- Denmark \$1.09b
- Sweden \$5.86b
- Finland \$10.74b

Southern States

- Portugal \$7.97b
- Spain \$5.4b
- Greece \$6.72b
- Cyprus \$130m

Chinese Investment in Central Eastern Europe (CEE)

2005-2017

16+1 Initiative

Visegrad Four

- Poland \$1.3b
- Czech Republic \$1.63b
- Hungary \$6.1b
- Slovakia

Baltic Countries

- Estonia
- Latvia \$110m
- Lithuania

Balkan (Southeast Europe)

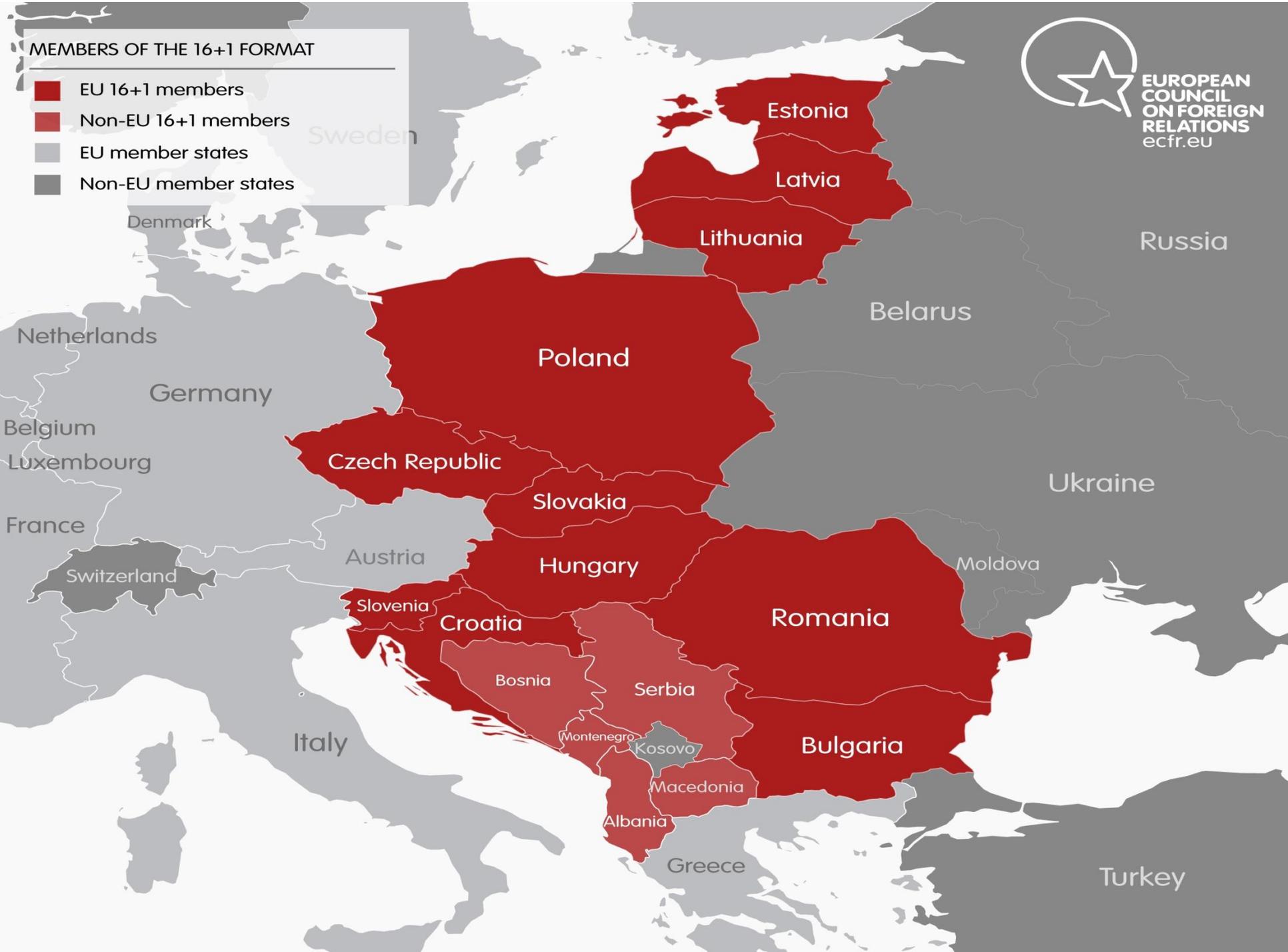
- Albania \$
- Bosnia \$ 2.51b
- Croatia \$130m
- Macedonia \$400m
- Montenegro \$1.12b
- Serbia \$4,95b
- Slovenia \$1.05b
- Romania \$2.52b
- Bulgaria \$330m

Why CEE

- ‘Traditional Friends’
- 100 million people
- China’s focus on the CEE region is mainly related to its geographic location and logistic potential which may be converted to trade benefits and expansion into Eastern and Western European countries.

MEMBERS OF THE 16+1 FORMAT

- EU 16+1 members
- Non-EU 16+1 members
- EU member states
- Non-EU member states





Sphere of Relations

- Energy (Gas and oil, coal and hydropower)
- Technology (Telecom)
- Transport (Shipping and Autos)
- Metals, Chemicals
- Finance
- Real Estate

China-CEE Relations

- Investment in infrastructure and energy projects during time of economic difficulty
- Chinese companies with Chinese (favourable loans)
- China-CEE trade is dominated by imports from China.
- Chinese FDI in CEE is market-seeking investment.
- Trade deficit * Net-importer (CEE exports was of 7552.74 million Euro and import was of 39520.89 million)

16+1 Relations

- 16+1 Initiative (institutionalization of cooperation-implementation of the Belt and Road Initiative.
- China-Europe railway line.
- In 2016 a memorandum was signed between Sichuan and Europe to build a logistic and transport base in the Central Bohemian Region (the Czech Republic) in order to import goods from Sichuan
- Lodz-Chengdu and Warsaw-Suzhou cargo freights reflect only Chinese interests, as 'the connection' mostly imports from China, what only secures its own exports

Con

High-speed rail across the Balkans

- High-speed railway line between Belgrade, Serbia and Budapest, Hungary
- Macedonia, Serbia and Hungary to set up a 'China-Europe Land-Sea Express'Hungary to Greece and to the rest of Europe
- The Greek port of Piraeus now almost owned by (China's Ocean Shipping Company (COSCO) with 67% investment holding
- COSCO is also seeking to buy the Greek rail company, TRAINOSE
- Both the sea and rail passages will create connectivity, connecting with the Balkans and the whole of CEE region through railway and the Suez Canal.

Appendix*

China-EU Trade Relations (2016)

• Germany	\$190.64m	• Cyprus	\$0.31m
• France	\$68.74m	• Czech Republic	\$19.7m
• Italy	\$42.46m	• Estonia	\$1.45m
• Belgium	\$23.84m	• Greece	\$3.56m
• Luxembourg	\$0.7m	• Hungary	\$7.115m
• Netherlands	\$82.66m	• Ireland	\$7.94m
• Britain	\$77.97m	• Latvia	\$0.574m
• Denmark	\$9.79m	• Lithuania	\$0.92m
• Sweden	\$11.85m	• Malta	\$0.273m
• Finland	\$4.973m	• Poland	\$25.36m
• Austria	\$8.83m	• Portugal	\$2.76m
• Bulgaria	\$1.63m	• Romania	\$4.5m
• Croatia	\$0.73m	• Slovakia	\$7.6m
• Spain	\$31.975m	• Slovenia	\$1.97m