

Connecting Europe Facility 2014-2020: withdrawal of the United Kingdom from the Union

2018/0299(COD) - 13/03/2019 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted by 573 votes to 21, with 25 abstentions, a legislative resolution on the proposal for a regulation of the European Parliament and of the Council amending Regulation (EU) No 1316/2013 as regards the withdrawal of the United Kingdom from the Union.

The European Parliament's position adopted at first reading under the ordinary legislative procedure amended the Commission proposal as follows:

Ensuring Ireland's connectivity to continental Europe

In order to take into account the exceptional circumstances following the United Kingdom's withdrawal from the European Union, the proposal aims to amend Regulation (EC) No 1316/2013 establishing the Connecting Europe Facility (CEF) as regards the realignment of the trans-European transport network to provide new maritime links between Ireland and other EU countries and the continuity of infrastructure funding.

The amended text underlines the importance of developing the necessary infrastructure to maintain and support existing and future trade flows between Ireland and continental Europe. Maritime links are an essential means of ensuring Ireland's direct connectivity with continental Europe.

Adaptation of the North Sea - Mediterranean corridor

In order to avoid a situation in which the North Sea – Mediterranean Core Network Corridor is separated into two distinct and unconnected parts and to ensure connectivity of Ireland with mainland Europe, the North Sea – Mediterranean Core Network Corridor should include new maritime links between the Irish ports and the ports of Belgium, France and the Netherlands which are part of that Corridor.

In addition, a link between the North Sea – Mediterranean Corridor and the Atlantic Corridor via Le Havre, which is on the Atlantic Corridor, should ensure better connectivity and integration of the internal market.

In concrete terms, the proposed Regulation should amend Annex I to Regulation (EU) No 1316/2013 and modify the route of sections of the North Sea-Mediterranean Corridor by adding new maritime links between, on the one hand, Dublin and Cork, the Irish ports of the central network, and, on the other hand, the ports of the North Sea-Mediterranean Corridor located in France, Belgium and the Netherlands (Le Havre / Calais / Dunkirk - Zeebrugge / Terneuzen - Gent - Antwerp / Rotterdam/ Amsterdam ”.

Investment priorities

Investments into equipment and infrastructure for security and checks on external borders should be a prioritised action in the last phase of implementation of the current programming period of the Connecting Europe Facility.

To meet these needs, the Commission should propose a new annual work programme.

The Commission should, by 2021, carry out an early review of Regulation (EU) No 1315/2013, in order to take into account possible changes in the flow of goods once the United Kingdom leaves the Union.