Basic information

2018/0299(COD) COD - Ordinary legislative procedure (ex-codecision procedure) Regulation	Procedure completed
Connecting Europe Facility 2014-2020: withdrawal of the United Kingdom from the Union Amending Regulation (EU) No 1316/2013 2011/0302(COD) **Subject** 3.20.11 Trans-European transport networks **Geographical area** United Kingdom	

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
TRAN Transport and Tourism	DELLI Karima (Verts/ALE)	23/10/2018
	Shadow rapporteur MUSELIER Renaud (PPE) REVAULT D'ALLONNES BONNEFOY Christine (S&D) FOSTER Jacqueline (ECR) RIQUET Dominique (ALDE) VIEU Marie-Pierre (GUE/NGL)	

Committee for opinion	Rapporteur for opinion	Appointed
BUDG Budgets	The committee decided not to give an opinion.	
ITRE Industry, Research and Energy	The committee decided not to give an opinion.	
REGI Regional Development	HOWARTH John (S&D)	09/10/2018

Council of the European Union

Council configuration	Meetings	Date
General Affairs	3682	2019-03-19

European Commission	Commission DG: Mobility and Transport Commissioner: BULC Violeta
European Economic and Social Committee	
European Committee of the Regions	

Key events

Date	Event	Reference	Summary
01/08/2018	Legislative proposal published	COM(2018)0568	Summary
10/09/2018	Committee referral announced in Parliament, 1st reading		
10/01/2019	Vote in committee, 1st reading		
10/01/2019	Committee decision to open interinstitutional negotiations with report adopted in committee		
11/01/2019	Committee report tabled for plenary, 1st reading	A8-0009/2019	Summary
14/01/2019	Committee decision to enter into interinstitutional negotiations announced in plenary (Rule 72)		
16/01/2019	Committee decision to enter into interinstitutional negotiations confirmed by plenary (Rule 72)		
04/03/2019	Approval in committee of the text agreed at 1st reading interinstitutional negotiations	GEDA/A/(2019)001678	
13/03/2019	Decision by Parliament, 1st reading	T8-0191/2019	Summary
13/03/2019	Results of vote in Parliament		
19/03/2019	Act adopted by Council after Parliament's 1st reading		
25/03/2019	Final act signed		
27/03/2019	End of procedure in Parliament		
27/03/2019	Final act published in Official Journal		

Technical information

Procedure reference	2018/0299(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Regulation
Amendments and repeals	Amending Regulation (EU) No 1316/2013 2011/0302(COD)
Legal basis	Treaty on the Functioning of the European Union TFEU 172
Other legal basis	Rules of Procedure EP 165
Mandatory consultation of other institutions	European Economic and Social Committee European Committee of the Regions

Stage reached in procedure	Procedure completed
Committee dossier	TRAN/8/14444

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee draft report		PE630.498	13/11/2018	
Amendments tabled in committee		PE632.003	10/12/2018	
Committee opinion	REGI	PE632.116	20/12/2018	
Committee report tabled for plenary, 1st reading/single reading		A8-0009/2019	11/01/2019	Summary
Text adopted by Parliament, 1st reading/single reading		T8-0191/2019	13/03/2019	Summary

Council of the EU

Document type	Reference	Date	Summary
Coreper letter confirming interinstitutional agreement	GEDA/A/(2019)001678	22/02/2019	
Draft final act	00022/2019/LEX	25/03/2019	

European Commission

Document type	Reference	Date	Summary
Legislative proposal	COM(2018)0568	01/08/2018	Summary
Commission response to text adopted in plenary	SP(2019)393	30/04/2019	

National parliaments

Document type	Parliament /Chamber	Reference	Date	Summary
Contribution	ES_PARLIAMENT	COM(2018)0568	29/10/2018	
Contribution	FR_SENATE	COM(2018)0568	15/01/2019	
Contribution	FR_ASSEMBLY	COM(2018)0568	15/02/2019	

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
CofR	Committee of the Regions: opinion	CDR3598/2018	10/10/2018	
EESC	Economic and Social Committee: opinion, report	CES4862/2018	17/10/2018	

Additional information		
Source	**Document**	**Date**
European Commission	EUR-Lex	

Final act	
Regulation 2019/0495 OJ L 085I 27.03.2019, p. 0016	Summary

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

2018/0299(COD) - 11/01/2019 - Committee report tabled for plenary, 1st reading/single reading

The Committee on Transport and Tourism adopted the report by Karima DELLI (Greens/EFA, FR) on the proposal for a regulation of the European Parliament and of the Council amending Regulation (EU) No 1316/2013 with regard to the withdrawal of the United Kingdom from the Union.

Since the United Kingdom has notified its intention to withdraw from the EU, Union legislation should in principle cease to apply to the United Kingdom from 30 March 2019. If there are no transitional provisions in a withdrawal agreement, the United Kingdom will no longer be a member of the North Sea - Mediterranean corridor from the date of withdrawal.

The European Commission is therefore proposing to review the route of the North Sea-Mediterranean Corridor in order to avoid splitting it into two distinct parts, which would have the effect of cutting Ireland off from the mainland.

The committee recommended that the position of the European Parliament adopted at first reading in the framework of the ordinary legislative procedure should amend the Commission proposal as follows.

Ensuring connectivity between Ireland and mainland Europe

In order to take account of the exceptional circumstances arising from the United Kingdom's withdrawal from the European Union, Members stressed the need to provide for connectivity between Ireland and mainland Europe by modifying the route and composition of the TEN-T corridors with a view to incorporating the maritime links between Irish and continental ports in the core and comprehensive networks.

North Sea-Mediterranean Corridor

In order to avoid the North Sea – Mediterranean Core Network Corridor being separated into two distinct and unconnected parts and to ensure connectivity of Ireland with mainland Europe, Members considered it essential to create direct links with the territories and ports closest to Ireland on the existing corridor.

They also considered it vital to ensure that Ireland and Northern Ireland (in accordance with the Good Friday / Belfast agreement of 1998) are connected to the other Member States participating in the North Sea-Mediterranean corridor.

Members suggested that 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).

Atlantic Corridor

In a Europe of 27, in which France, Belgium and the Netherlands are geographically the closest Member States to Ireland, Members considered that the Atlantic Corridor should be realigned to connect Ireland to it and take account of existing and future flows. Accordingly, they proposed incorporating Ireland into the Atlantic Corridor and, where appropriate, incorporating new French ports into the core network, taking into account existing flows.

The Commission and the Member States should speed up the procedure for revising Regulation (EU) No 1315/2013 of the European Parliament and of the Council1a so as to adapt the network maps to the changes in the flow of goods after the United Kingdom leaves the Union.

Infrastructure

Members proposed mobilising the funds remaining in the Connecting Europe Facility for the period 2019-2020 to adapt core network ports to the new flows between Ireland and the EU27, as well as to the new constraints associated with cross-Channel traffic.

In addition, the programmes of the transport component of the Connecting Europe Facility should make provision for calls for proposals to finance the development of new or existing transport infrastructure, to provide maritime links between Irish and continental ports in the core and comprehensive networks and adjustments to those links in the event of the re-establishment of an external border with the United Kingdom.

Emergency fund

The Commission should establish financial support complementing the CEF in the form of an emergency fund for adjustment to the United Kingdom's withdrawal from the Union. The aim of that fund shall be to offset the negative impact of the United Kingdom's withdrawal by helping transport stakeholders and local authorities establish in advance new maritime freight routes and make it easier for goods and persons to cross the border between the Union and the United Kingdom.

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

2018/0299(COD) - 01/08/2018 - Legislative proposal

PURPOSE: to amend Annex I of Regulation (EU) No 1316/2013 establishing the Connecting Europe Facility with regard to the withdrawal of the United Kingdom from the Union.

PROPOSED ACT: Regulation of the European Parliament and of the Council.

ROLE OF THE EUROPEAN PARLIAMENT: the European Parliament decides in accordance with the ordinary legislative procedure and on an equal footing with the Council.

BACKGROUND: a Union funding instrument, the **Connecting Europe Facility**, was established by Regulation (EU) No 1316/2013 of the European Parliament and of the Council. The aim of the Connecting Europe Facility is to enable projects of common interest to be prepared and implemented within the framework of the trans-European networks policy in the sectors of transport, telecommunications and energy.

Part I of Annex I to Regulation (EU) No 1316/2013 sets out a list of **nine core network corridors**. Those corridors constitute an instrument to facilitate the coordinated implementation of the core network. They should contribute to the cohesion of the core network through improved territorial cooperation, address wider transport policy objectives and facilitate interoperability, modal integration and multimodal operations. Member States are required to participate in core network corridors.
The United Kingdom is part of the North Sea – Mediterranean Core Network Corridor (the 'NSM corridor') which includes links between Belfast, Dublin and Cork on the island of Ireland and links in Great Britain from Glasgow and Edinburgh in the north to Folkestone and Dover in the south. Moreover, United Kingdom sections and nodes are included in the table of 'pre-identified sections including projects' of the core network corridors included in Part I of Annex I to Regulation (EU) No 1316/2013.

The United Kingdom submitted notification of its intention to withdraw from the Union. This means that, unless a ratified withdrawal agreement establishes another date, all Union primary and secondary law will cease to apply to the United Kingdom from 30 March 2019, ('the withdrawal date'). The United Kingdom will then become a third country, a non-member of the Union. If transitional arrangements are not established in a withdrawal agreement, **the United Kingdom will no longer be a member of the NSM corridor from 30 March 2019**.

Given the degree of integration between the Irish and United Kingdom economies, and Ireland's location on the geographical edges of the Union, Ireland will be significantly affected by the United Kingdom's withdrawal from the Union. The United Kingdom is a vital transport link between Ireland and the continent.

The Commission proposes to **revise the route alignment of the NSM corridor** in order to prevent the corridor from being cut into two distinct parts, with Ireland no longer linked to the continental EU.

CONTENT: in order to avoid the North Sea – Mediterranean Core Network Corridor being 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 **maritime links between the Irish core ports and core ports of Belgium and the Netherlands**.

The proposed Regulation, by amending Annex I to Regulation (EU) No 1316/2013, would adjust the NSM corridor's route alignment by adding new maritime links between the Irish core ports of Dublin and Cork and the NSM corridor's ports in Belgium (Zeebrugge, Antwerp) and the Netherlands (Rotterdam), It would take effect from the date when the CEF Regulation no longer applies to the United Kingdom, and therefore the United Kingdom no longer be part of the NSM corridor.

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.

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

2018/0299(COD) - 27/03/2019 - Final act

PURPOSE: to adapt the trans-European transport networks in the event of Brexit without agreement.

LEGISLATIVE ACT: Regulation (EU) 2019/495 of the European Parliament and of the Council amending Regulation (EU) No 1316/2013 with regard to the withdrawal of the United Kingdom from the Union.

CONTENT: this Regulation amends Regulation (EU) No 1316/2013 of the European Parliament and of the Council establishing the mechanism for connecting Europe facility (CEF) to provide new maritime links between Ireland and other EU countries in the corridor of the North Sea-Mediterranean Central Network corridor of the Trans-European Transport Network (TEN-T) in the event that the United Kingdom leaves the EU without a negotiated agreement. It also introduces a limited number of targeted amendments to ensure the continuity of infrastructure investment and to provide legal clarity and certainty for infrastructure planning.

Realignment of the central network corridor North Sea - Mediterranean

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 shall include new maritime links between the Irish ports and the ports of Belgium, France and the Netherlands which are part of that Corridor.

The Regulation provides for the ports of Shannon Foynes, Dublin and Cork on the Irish side to be linked to the ports of Le Havre, Calais and Dunkirk (France), Zeebrugge, Ghent and Antwerp (Belgium) and Terneuzen, Rotterdam and Amsterdam (Netherlands) on this corridor in order to provide a direct link between Ireland and the rest of the EU 27.

Investment priorities

The Regulation introduces a new funding priority for the connecting Europe facility, namely 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 address those needs, the Commission should propose a new annual work programme.

The Commission shall carry out, by 2021, an early revision of Regulation (EU) No 1315/2013 on the Union guidelines for the development of the trans-European transport network, to take into account possible changes in the flow of goods once the United Kingdom leaves the Union.

ENTRY INTO FORCE: 28.3.2019. The Regulation shall apply on the day following the date on which the 2013 CEF Regulation ceases to apply in the United Kingdom.