ANY DELAY IN ADOPTING THE EU BUDGET WILL HAVE CONSEQUENCES FOR CITIZENS AND BUSINESSES

The EU needs a new budget in time

- to show that EU27 is united and ready to deliver on its positive political agenda
- to give certainty for authorities, partners and beneficiaries of EU funding
- to allow for new programmes to start on 1 January 2021
- to maintain the momentum of the economic recovery

WHAT HAPPENED LAST TIME?

The current EU budget was adopted at least six months too late. This had consequences, for example:

MIGRATION

- It was difficult for the Greek administration to use EU funding to prepare for the migration crisis in 2015 - shelters were not ready and conditions to receive refugees were poor
- Other Member States, including Sweden and Austria, did not have EU funding to help accommodate people coming through the Balkan route

ERASMUS+: around 25-30,000 exchanges between students and teachers from our Member States and our partner countries planned for 2014 could not take place.
POSSIBLE CONSEQUENCES OF A DELAY IN ADOPTING THE EU BUDGET

**ERASMUS+**: As many as 1,000,000 young people (for the whole programme) would not be able to benefit from an Erasmus+ exchange in 2021.

**RESEARCH**:  
- loss of around 5,000 research jobs per month (3-4% of overall EU research jobs)  
- loss of additional 7,000 jobs in the wider economy  
- loss of around 200 research publications  

**COHESION**: over 100,000 EU-funded projects (e.g. business support, energy efficiency, healthcare, education, social inclusion) would not be able to start on time  

**INFRASTRUCTURE**: space programmes like Galileo or Copernicus have long investment cycles and need predictability when it comes to procurements. Several other infrastructure projects due to be completed by the end of the next EU Budget cycle would also be strongly impacted if there were delays:

- Construction on the high-speed rail link Rail Baltica which will connect the 5 million people in the Baltic States to the rest of Europe and cater for freight flows from Finland to Germany, the Benelux and the Adriatic  
- The Brenner base tunnel, which aims to shift half of the 2.2 million trucks of the Brenner motorway to rail and will cut down on pollution in the valleys between Munich-Innsbruck and Verona  
- The Fehmarn Belt between Denmark and Germany  
- The Evora-Merida railway link that will connect Lisbon and Madrid  
- The Lyon-Torino base tunnel that will connect the high-speed railway networks of France and Italy