



**A YEAR AND A HALF OF THE
MEMBERS' RESEARCH SERVICE**

**(Part of the European
Parliamentary Research
Service)**

Etienne Bassot (Director)
Cape Town, 13 August 2015

Why does expertise matter? (1)

"Empower through knowledge"

- EP is responsible for building an entire continent's democracy
- No systematic interdependence between the EP and the Executive
- Expertise is essential to the EP:
 - to maintain autonomy
 - to affirm political, legislative and budgetary powers
 - to make scrutiny of the Executive possible



Why does expertise matter? (2)

- MEPs cannot be experts on all topics
- MEPs generally work in one or two specialised committees, but
 - all vote in plenary
 - all have responsibility to the electorate
- All need support in the form of research and analysis

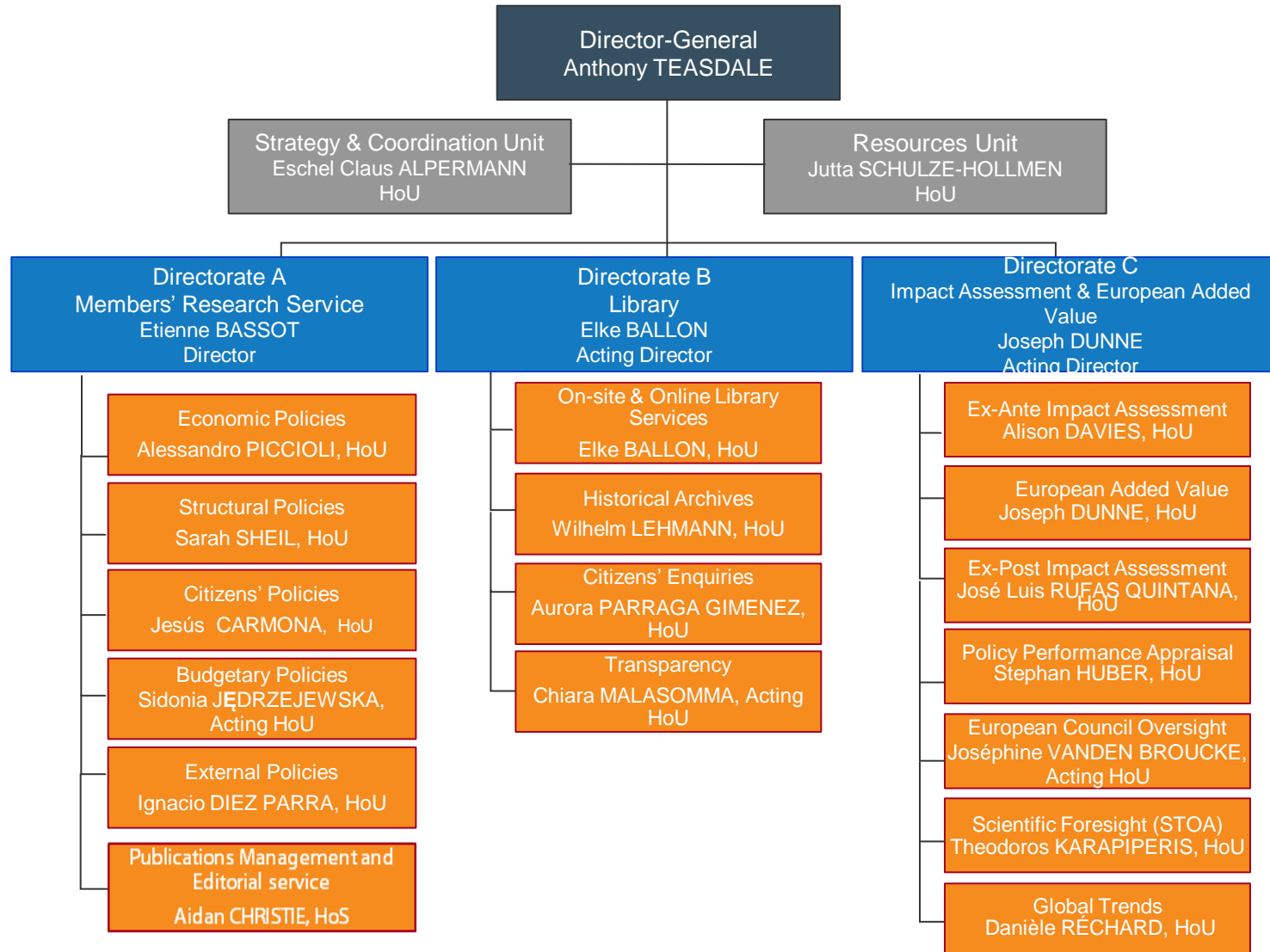


Overview

- Created in 2013; now, after 18 months, 2.5 times bigger
- 751 Members as clients
- 28 EU Countries
- 24 languages
- 20 Parliamentary committees (+ 1 special committee and 2 sub-committees)
- Exclusively internal capability



Organisational structure



Core values

- Non-partisan
- Objective
- Authoritative
- Client-oriented & proactive



Organisation

- 5 thematic units
 - Economic Policies
 - Structural Policies
 - Citizens' Policies
 - Budgetary Policies
 - External Policies
- One editorial and publication management service
- Quality chain



Services + products

- Tailored, on-demand analysis and research to individual Members (development of premium services)
- General briefing material of a clear, readable and content-rich kind, made available proactively and collectively to all Members, in any field of European Union competence



Examples

Briefing

EU Legislation in Progress
12 May 2015



Reducing air pollution

National emission ceilings for air pollutants

SUMMARY

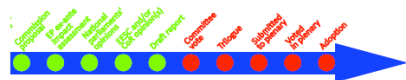
Despite significant progress in recent decades, air pollution levels in the European Union still have adverse impacts on the environment and on health. The European Commission estimates that health-related costs of air pollution in the EU range from 390 to 940 billion euros per year.

The proposed directive, which would replace the current National Emission Ceilings Directive, sets binding national reduction objectives for six air pollutants (SO₂, NO_x, NMVOCs, NH₃, PM₁₀ and CH₄) to be met by 2020 and 2030. It will also implement the Gothenburg Protocol as amended in 2012. The European Commission estimates that implementation costs would range from 2.2 to 3.3 billion euros per year.

Stakeholders have been divided over the level of ambition of the proposed ceilings. Both EU advisory committees have issued opinions and some national parliaments have made comments on the proposal. The Council held an orientation debate in June 2014. The ENVI Committee is expected to vote on the report in July 2015.

Proposal for a Directive of the European Parliament and of the Council on the reduction of national emissions of certain atmospheric pollutants and amending Directive 2003/35/EC

Committee responsible:	Environment, Public Health and Food Safety (ENVI)	COM(2013)920 of 18.12.2013
Rapporteur:	Julie Girling (ECR, UK)	procedure ref.: 2013/0448(COD)
Next steps expected:	Consideration of amendments Vote in committee: 15-16 July 2015	Ordinary legislative procedure



This briefing updates an earlier edition, of 23 March 2015.

EPRS | European Parliamentary Research Service
Author: Didier Bourguignon
Members' Research Service
PE 556/997

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At a glance

July 2015



The European Aviation Safety Agency

The European Aviation Safety Agency (EASA) is one of the EU's decentralised bodies. Based in Cologne, it has specific regulatory and executive tasks in the field of civil aviation safety and environmental protection. The Agency prepares draft rules, provides technical, scientific and administrative support, conducts standardisation inspections and investigations and certifies aviation products. The scope of its competences might be extended in the framework of the revision of its Basic Regulation, which the Commission has announced will form part of a wider package of proposals on aviation, anticipated for later this year.

Context

The route to establishing a European agency for aviation safety was opened, in the context of liberalisation, by the Treaty on European Union signed in 1992 which provided, for the first time, for 'measures to improve transport safety' in the EU. Before that, aviation safety was mainly the preserve of EU Member States, subject to their obligations as members of the International Civil Aviation Organization (ICAO). The first common standards and procedures for aviation safety in the EU were developed in the group of European aviation regulators known as the Joint Aviation Authorities (JAA). JAA worked on the basis of minimum standards and voluntary coordination, which left ample room for national interests and diverging interpretations. This led the debate on the need for a specific European agency. EASA was established by Regulation (EC) 1592/2002 and became operational in 2003.

Objectives and tasks

The Agency's general objective is to promote a high uniform level of safety and environmental protection in civil aviation in Europe. EASA participates in rulemaking, by preparing draft rules for consideration under the EU's legislative procedures, and providing the European Commission and the Member States with technical, scientific and administrative support. EASA monitors the uniform implementation of standards through standardisation inspectors in the Member States. It collects data, analyses and research to improve aviation safety. It also assists the EU and the Member States in their relations with third countries.

The Agency participates in the investigation of aviation safety incidents. Recently, the Agency examined, for example, the preliminary conclusions of the investigations on the Germanwings plane crash which occurred on 24 March 2015. Based on the initial information that the co-pilot was, at the moment of the accident, alone in the cockpit and deliberately caused the plane to crash, the Agency published on 27 March a temporary recommendation to ensure that at least two crew are in the cockpit at all times during the flight. Furthermore, the Agency has, along with national authorities, several operational tasks, such as certification of aviation products. EASA is responsible for safety and environmental type-certification of aircraft, engines and parts. Some other EU certificates (e.g. individual certificates for aircraft) continue to be issued, under EASA monitoring, by national authorities in the Member States.

Regulation (EC) 216/2008 (known as its Basic Regulation) which repealed Regulation (EC) 1592/2002 extended the scope of Community safety rules and the related EASA responsibilities to air operations, pilots' licences and safety of third-country aircraft flying into or from the EU. Furthermore, Regulation (EC) 1108/2009 extended EASA's rulemaking and standardisation role to the safety of aerodromes, air traffic management and air navigation services.

Structure and functioning

To assure that the Agency can fulfil its objectives and tasks, it has technical, financial and legal autonomy. EASA is led by an Executive Director and by a Management Board made up of one representative from each



India's bilateral relations

First year of the Narendra Modi era



IN-DEPTH ANALYSIS

EPRS | European Parliamentary Research Service
Author: Enrico D'Ambrogio
Members' Research Service
July 2015 – PE 565/888

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Disenfranchisement of EU citizens resident abroad

Situation in national and European elections in EU Member States



IN-DEPTH ANALYSIS

EPRS | European Parliamentary Research Service
Author: Eva Maria Poptcheva
Members' Research Service
June 2015 – PE 564/379

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Briefing

17 July 2015



Bail-out and reform

Context and next steps for Greece

SUMMARY

On 30 June 2015, Greece defaulted on an IMF loan. Due to lack of agreement between the Greek Government and the Eurogroup, the financial assistance programme from the European Financial Stability Facility expired on the same day.

After tense negotiations during extraordinary summit meetings and the looming danger of Greece leaving the euro area, a preliminary agreement was finally reached on 13 July 2015. The heads of state or government of the euro area held an extraordinary Euro Summit meeting on the financial situation in Greece. The agreement adopted unanimously provides a roadmap for further discussions and a potential third bail-out programme (ESM loan) for Greece of up to €86 billion for a period of three years.

The envisaged new three-year assistance programme (July 2015 – July 2018) requires several conditions to be fulfilled by the Greek authorities. These include the transfer of 'valuable' Greek assets to an independent fund. This fund will monetise these assets (target: €50 billion) in order to help to recapitalise Greek banks (€25 billion), to reduce the debt to GDP ratio (€12.5 billion) and to be disbursed for investment (€12.5 billion).

On 15 July 2015, the Greek Parliament adopted the first set of reform measures required. In addition, the consent of national parliaments in several euro area Member States has been, or is being, sought in order to pave the way for the third bail-out programme for Greece.

The European Commission has proposed a bridging loan of €7 billion (using funds from the EFSM) to Greece, enabling it to repay its immediate obligations to the ECB and the IMF by 20 July.



In this briefing:

- Context
- Key developments since 2010
- Euro Summit agreement
- Greek pension system
- European Parliament
- Remaining challenges
- Main references

EPRS | European Parliamentary Research Service
Authors: Andriy Stuchlik, David Estock, Angelos Delivoras
Members' Research Service
PE 565/887

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Online presence

- European Parliament think tank dedicated website
- Blog
- Intranet
- Newsletters and mail alerts

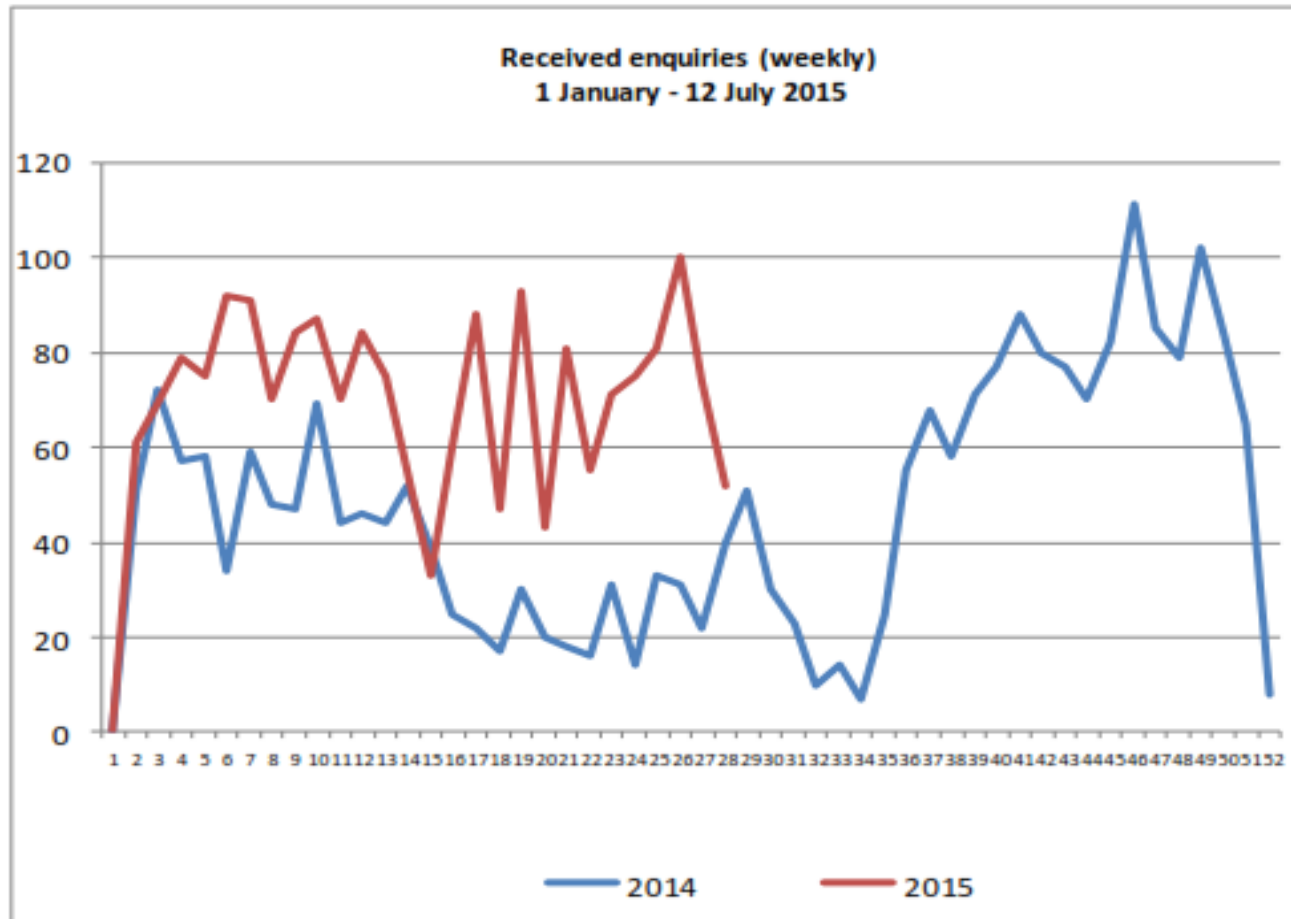


Who we are

- A variety of staff: 70 policy analysts, 42 information specialists, 3 statisticians, 11 editing and support staff
- Different origins: colleagues from the library, redeployed linguists, highly specialised PhD holders
- Specialisation + Blended training focused on skills

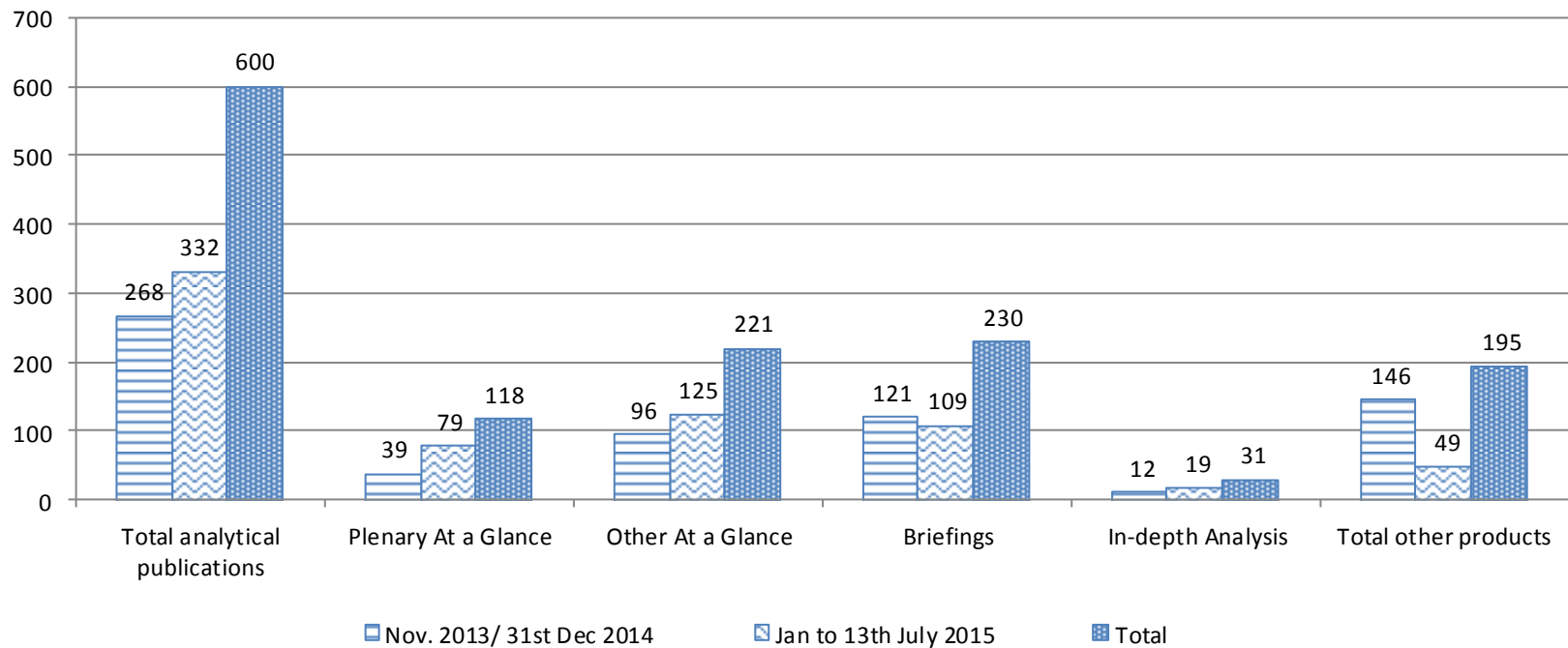


Key indicators (1)



Key indicators (2)

Number of completed Directorate A products
November 2013 - July 2015





THE NEXT STEPS

- Review how users access our services (Hotline)
- Further develop collaborative documents (for example, involving a researcher and a statistician)
- Jointly identify gaps in expertise to broaden our offer to MEPs
- Further enlarge client base



Thank you!

Questions

