

# INTERRUPTED SILENCE

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## Letter From Your Editors

Welcome back, INTers! After what has seemed like the longest winter ever, we are finally headed into a vibrant spring. A lot of exciting things have happened since our last newsletter, specifically, we gained back a majority of our editors as they returned from their exuberant study abroad trips! As we slowly recover from all the holiday-binging that was done in the spirit of the new year, we look forward to an exciting 2018 filled with captivating conferences, successful INT socials, memorable study abroad trips, and, of course, all of the enlightening courses taught by our wonderful INT professors. On that hopeful note, we bring to you our Winter 2018 Newsletter.



# Alumni Spotlight



**Aatifa Sadiq, 2011**  
**SAVE THE CHILDREN**

Aatifa currently works for Save the Children as the Humanitarian Response Manager. Save the Children is a non-governmental organization that provides emergency response and development programming focusing on children and their families across 120 countries around the world. In her role, Aatifa manages the day to day operations of the Emergency Health Unit and the Humanitarian Surge Team, two standing specialized teams who deploy within 72 hours of an emergency response to help with a rapid onset emergency, build local capacity, or cover temporary staffing gaps. Aatifa also oversees and coordinates the deployment of agency staff during domestic and international emergencies. In her role, she also deploys to emergency responses as needed to help on proposal development and award management.



After graduation, Kathleen moved to Kuwait to work as a second-grade teacher. From there, she traveled a lot throughout the Arabian Peninsula and Southeast Asia. When she returned to the States she worked with educational access and development initiatives in Chicago and Nigeria. In May 2017, she participated in the US Alumni TIES: "Education for All", a collaborative conference for alumni of the State Department's Benjamin A. Gilman International Scholarship Program. Kathleen won a competitive Fulbright ETA (English Teaching Assistant) Award and is currently in service in Brazil.

**Kathleen Anaza, 2015**  
**FULBRIGHT ETA BRAZIL**



# The Future of EU Transport

## Ian Teunissen van Manen

In recent years, the European Union has been making large strides to decrease their carbon footprint and do their part to help limit global warming. The EU has committed to the worldwide goal of limiting global warming in this century to no more than two degrees Celsius above temperature levels before the industrial revolution (Hoen et al). In order for this goal to be achieved, there must be significant and drastic decarbonization of the transport sector. The transport sector is one of the biggest contributors to the EU's greenhouse gas emissions, accounting for roughly fifty-five percent of the total greenhouse gas emissions in the EU ("Greenhouse"). The belief, therefore, is that if the EU's transport sector can limit or eliminate greenhouse gas and carbon emissions, that the ambitious targets set for by the Paris Agreements will become more achievable. Two of the most discussed ways to limit the transport sector's emissions is to switch entirely to electric or hydrogen fueled vehicles. Both of these options would significantly reduce emissions in the short and long term. However, due to already implemented infrastructure, cost and energy efficiency, and reduced use of fossil fuels if electricity is properly manufactured, electricity powered vehicles are the future of EU transport.

The fact that electric cars have been on the market for a period of about twenty years is a main reason why they are likely to be the future of EU transport. The first usable and mass produced "electric" car was available on the market in 1997, and although it was a hybrid engine, it was a major breakthrough for electricity powered vehicles (Handy). In the twenty years since then, a great deal of technological advancements have been made on electric cars. Electric cars, thanks in part to Tesla, have become a viable option for consumers. The Tesla Roadster, released in 2008, has a range of over two hundred miles on a single charge (Handy). In addition to technological advancements in the cars themselves, companies have been able to implement some infrastructure that supports consumer's ability to use

electric cars as they would combustion engine cars. Charging stations have increased in number, and in efficiency. Furthermore, the EU is committed to continuing this trend, and making electric cars more appealing to the average consumer. In a draft Directive that would take effect in 2019, the EU proposed that all new or refurbished homes must have an electric car charging station included (Nelsen). Therefore, as the infrastructure has been steadily improving, and the EU is committed to making charging stations readily available to more consumers, it is clear that electric cars are on the rise in the EU.

This consistent increase in the availability of electric car charging infrastructure is completely contrary to the case of Hydrogen Fuel Cell (HFC) infrastructure. Though HFCs are perceived as an easily implementable and clean alternative to gasoline-run engines, this is not an accurate perception. Currently, there is no existing infrastructure that would allow a company to make or distribute hydrogen in large enough quantities to be marketable (Shahan). Any such form of hydrogen infrastructure is twenty, perhaps even thirty years away. In order to meet the goal set out by the Paris Agreement, as well as the goal to reduce carbon dioxide emissions by sixty percent by 2050, productive and immediate action needs to be taken. Waiting twenty years for hydrogen infrastructure to develop would put the EU irreparably behind in limiting emissions (Hoen). This is one of the main reasons that HFC cars will not be the choice of consumers going forward.

The next point in support of electric cars driving the future is the cost efficiency of these vehicles. Though the initial costs for electric cars are currently extremely high, the actual cost of ownership for these cars is significantly less than conventional, combustion engine cars. For example, a new Tesla Model S costs around sixty thousand Euro to buy, but its yearly operating cost (depending on how many miles one drives) is around five hundred Euro. This is in comparison to a combustion engine car that gets a respectable thirty miles to the gallon, which would cost

approximately one thousand Euro to operate each year (Page). In addition, as the technology becomes more integrated and accessible, the initial costs of the long range electric cars, such as Tesla, will decrease. Thus, electric cars, though initially expensive, save the consumer a great deal in the long run.

Electric cars are also quite energy efficient when compared to their HFC counterparts. An electric car, such as Tesla, requires energy to construct, and energy to charge. The amount of energy needed to construct the cars is relatively large, but the energy needed to charge the vehicle is minuscule: a mere 34 kWh for one hundred miles of range (Page). These are the only points of energy use for electric cars like Tesla. HFC cars, on the other hand, would use a great deal more energy. They require energy to construct, and while HFC do not require energy to fill up, hydrogen itself requires a considerable amount of energy to produce and even takes energy to store. Since hydrogen does not occur naturally, it must be produced by extracting it from water, a process which requires an abhorrent amount of energy. Additionally, hydrogen itself is not a source of energy, it only carries energy. Therefore, more energy would be needed to reconstruct the hydrogen into a form that could be used as an energy source. The final energy efficiency problem of hydrogen is the storage. It is likely to have to be stored in liquid form, and the conversion to liquid form would also require energy. The most significant problem, however, is that gases from liquid hydrogen, for safety reasons, must be allowed to evaporate while in storage. The end result is that HFC cars would actually lose some of their fuel while not being driven (Zyga). The whole process of creating, storing,



An electric car charging station in the Netherlands.

"Dutch battery and car charging station maker may list in Amsterdam." DutchNews.nl, 19 Dec. 2017, [www.dutchnews.nl/news/archives/2017/12/dutch-battery-and-car-charging-station-maker-may-list-in-amsterdam/](http://www.dutchnews.nl/news/archives/2017/12/dutch-battery-and-car-charging-station-maker-may-list-in-amsterdam/).

and using hydrogen is incredibly inefficient and wasteful, which is another reason that it is unlikely to be competitive against electric cars in the future.

One of the most frequent arguments against the use of electric cars is that they do not reduce the use of fossil fuels, and may even encourage the use of more fossil fuels. While it is true that eighty percent of the world's electricity is generated from fossil fuels, having electric cars will not greatly increase this reliance on fossil fuels ("Fossil"). However, having the general population switch to electric cars will also not decrease the reliance on fossil fuels. This is because the decrease in emissions from the transport sector would be "partially offset by additional emissions in the energy sector due to additional electricity demand ("Electric)". This, however, assumes that the EU has maintained its current reliance on fossil fuels, and that there will not be a significant increase in the number of electric cars driving on EU roads. These are both clear goals of the EU, and they will be crucial to achieving the aggressive objectives set out by the Paris Agreements. Therefore, in the future, the EU and its Member States will be much less reliant on fossil fuels, as they have a goal of mixed energy production by the year 2050 (Capros). Couple that with a goal of eighty percent of vehicles driving on EU roads being powered by electricity in the same year, and this will result in an overall decrease in greenhouse gas emissions, and an overall environmental benefit (Capros).

As it currently stands, the EU is behind on maintaining their target of sixty percent carbon dioxide emission reduction by 2050 within the transport sector (Hoen). Therefore, it is no wonder why the EU is aggressively seeking new ways to limit these emissions. Perhaps the most effective way to limit these emissions by getting rid of gasoline and diesel fueled combustion engines, and trading them in for electricity and hydrogen powered cars. Hydrogen powered cars, however, create infrastructural challenges, and are not cost efficient or energy efficient. Making hydrogen into a fuel is an incredibly long and wasteful process, with very little gains as a result. However, electricity powered cars have infrastructure ready to support them, and the EU is ready to support this even further by constructing more charging stations on freeways and requiring charging stations to be built in new or refurbished houses (Neslen).

In addition, electric cars are both cost efficient to the consumer, and energy efficient for the environment. As the technology advances, the cars will become even more cost efficient, and will eventually lead to more comprehensive sustainable environmental policies within the transport sector. Through a combination of renewable energy generated electricity and a large-scale increase in the number of electric vehicles on the road, the EU transport sector (and therefore the EU at large) will be able to achieve their sustainability goals. It is for these reasons that electricity powered vehicles, not hydrogen fueled vehicles, are the future of the transportation sector in the European Union.

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# STUDENT TALENTS: POETRY

"Reimagining Color"

I imagine the water twinkle blue  
And your gems that prick my animation.  
I cannot remember life with a hue  
Since the tides pulled tone with your reflection.

My mind is plagued with your true innocence  
Although you quickly found a cure for mine.  
The love you've found makes me lose confidence.  
Your feeling for her is strong, I repine.

And oh, that flower showed me its scarlet!  
I think I sense gloom liquefy from me.  
And oh, I am drowning in the varlet.  
I sneer, and He tells me I should agree.

Your heart is full because mine is vacant,  
I still watch you do the things that I can't.

IZABELLA JABLONSKA

# Judicial Reform in Poland: Can the EU Intervene?

## Izabela Kantor

The Law and Justice party (Prawo i Sprawiedliwość, PiS) has been the ruling party of Poland since its last elections in 2015. PiS's rule has been controversial for several reasons, but most recently because of their attempts to reform the Polish judiciary. In July 2017, PiS proposed two laws that would put more power into the hands of their own. The first law would allow the parliament, not judges, to select members for the National Judicial Council, which is the body that chooses judges for Poland's Supreme Court ("Poland's"). The second law would allow the Minister of Justice to appoint and/or dismiss the heads of lower courts. A third bill, which was surprisingly vetoed by Polish president Andrzej Duda, would have allowed the Minister to fire and replace every member of the current Supreme Court (Lyman).

Although PiS promises that these proposals for reform are not undemocratic since they are just a follow-through on their campaign promises, the reforms would make the Polish judiciary less independent, thus indeed less democratic. The European Union has been monitoring these reforms, and has expressed serious concern for this very reason. In accordance with the 2014 Rule of Law Framework ("Communication"), the EU Commission has triggered the new Framework and has given three separate recommendations to the government of Poland on how to reform their courts in a better manner. The Polish government has ignored all three, stating that the EU has no competence regarding national judicial reforms. The Commission disagrees, and has even threatened to punish Poland with suspension of their voting rights in the EU for ignoring their recommendations and for not adhering to Union laws (Boffey). So, the question of competence arises. Can the EU intervene and punish Poland for its judicial reforms, or does it not have the authority to do so?

### The Polish Government's Arguments

Poland's ruling party, PiS, believes that the European Union has no right to intervene in its proposed judicial reforms. In a statement made by the Ministry of Foreign Affairs of

Poland ("MFA Statement"), he argues that the Commission has violated the principle of subsidiarity (art. 5(3)) and has also violated Poland's right to national identity (art. 4(2)).

The principle of subsidiarity, which is laid out in Article 5 section 3 of the TEU, serves to regulate the exercise of the Union's non-exclusive powers. It rules out Union intervention when an issue "can be dealt with effectively by Member States" and that the Union can exercise its powers only when "Member States are unable to achieve the objectives of a proposed action satisfactorily ("The Principle"). The Polish government argues that since national judiciary reform is not an exclusive EU competence, the principle of subsidiarity gives them the full legal right to act the way that they are in regards to judiciary reform. Based on the second precondition of the principle, they also argue that since they are able to achieve the objectives of the proposed reforms satisfactorily on the national level, the EU cannot intervene ("The principle of subsidiarity"). Additionally, based on the guiding principles of Article 5, since Poland's judiciary reforms do not have a transnational aspect to them, this further indicates that the EU has no competence to intervene.

Furthermore, the Polish government argues that they have the right to national identity, which is laid out in Article 4 section 2 of the TEU. The Polish government believes that this bolsters their claim to sovereignty and to uphold aspects crucial to them in conflict with EU law, because under this Article, the EU is obligated to respect the political and constitutional national identities of Member States (Dobbs). Specifically, the EU must respect "essential State functions, including ensuring the territorial integrity of the State, maintaining law and order and safeguarding national security"(art. 4(2)). The Polish government claims that the last part discussing the maintenance of law and order is especially applicable to their argument, since they believe that the reforms they are proposing would better maintain law and order in Poland.

Along with this argument on law and order, the Polish government also states that their judicial reforms are necessary in order to uphold the European Convention on Human Rights



laws, since the way the court currently works encourages nepotism and continues to draw out lengthy proceedings (Pech). They claim that this violates Article 6 section 1 of the European Convention on Human Rights, when it states that "everyone is entitled to a fair and public hearing within a reasonable time by an independent and impartial tribunal established by law" ("European Convention). "Reasonable time" are the key words, therefore, they believe that their reforms are justified.

To summarize the Polish government's argument, they believe that the Commission has no legal competence to intervene in Poland's reforms on the organization of the judiciary, because the Commission had "obviously" breached the principle of subsidiarity, the right of Member States to national identity, and overall the principle of conferral laid out in Article 5 sections 1 and 2 of the TEU- which is tantamount to saying that the EU has no competence in terms of how judicial power is organized in Poland (Pech).

### The European Union's Arguments

The European Union, on the other hand, argues the opposite of the Polish government, and claims that it does have the right to intervene in the proposed judicial reforms. The first argument that the EU, specifically the Commission, makes is that the Polish government's proposed judicial reforms make their courts less independent, thus less democratic (Pech). By granting Parliament the right to appoint justices instead of other judges, party politics will come into play and a degree of separation between branches will not be maintained. In other words, the judicial branch of Poland will not be independent from the legislative branch, thus making Poland less democratic. According to Article 2 of the TEU, all Member States are obligated to maintain the values of the Union, which include democracy. This proposed reform, in the Commission's eyes, goes against this.

The proposed reforms also state that female judges are subject to earlier retirement periods than male judges. Thus, according to the Commission's analysis, by introducing a different retirement age for female judges (60 years) and male judges (65 years) the Polish Law discriminates against individuals on the basis of gender. The Commission believes that this is contrary to Article 157 of the TFEU and Directive 2006/54 on gender equality in employment ("State").

So, as the "Guardian of the Treaty" (art. 17 (1)), the Commission must ensure the application of the Treaties and of Union law, thus making the case that it has the right and the

obligation to intervene, since the Commission believes that the Polish government's proposed judicial reforms go against EU values, are discriminatory, and threaten the rule of law of Poland.

The Commission, therefore, triggered the use of the 2014 Rule of Law Framework on Poland, since "authorities of a Member State (Poland) are taking measures or are tolerating situations which are likely to systematically and adversely affect the integrity, stability or the proper functioning of the institutions and the safeguard mechanisms established at national level to secure the rule of law" ("Communication"). The Rule of Law Framework (ROLF), which is a Communication that sets guidelines for the Commission to aid with their duties in being the "Guardian of the Treaties", is composed of three phases. The first phase is that of assessment. In this phase "the Commission brings together and examines all useful information and assesses whether there is any clear evidence of a systemic threat in the relevant Member State" (Pech). In Poland's case, the Commission saw that there was substantial evidence of systematic threat to the rule of law (based on their arguments listed above), and so they went on to the next phase, which was that of recommendation. In the event of confirmation that appropriate measures are not being taken by a Member State, the Commission "may address a rule of law recommendation to the authorities of the country in question, and have the option to recommend any measure which may help solve the situation within a specific time frame" (Pech). Although the Commission was only supposed to send recommendations to Poland once, they did this step three separate times, possibly in order to avoid the consequences of the failure of the third phase of the ROLF, which is that of follow-up. Since there was no satisfactory follow-up from the Polish government to the Commission's recommendations due to their belief that the Commission is overstepping its competences, the Commission "may ask the Council or the European Council to implement Article 7 Section 3 of the TEU", which by qualified majority of the Council, would suspend Poland's voting rights within the European Union (art. 7(3)).



The Polish government is obviously not pleased with the course of action that the Commission has taken and continues to argue that the EU is overstepping its competences. Does the EU have the right to intervene in this instance?

## Commentary

Given the descriptions of both the Polish government's and the Commission's arguments, one can conclude that the Commission's arguments hold more legal weight in this specific situation, and therefore do have the competence to intervene in Poland's judicial reforms. The legal basis for them to intervene would be found in Article 17 section 1 TEU, Article 2 TEU, and the ROLF which serves as a guide to Article 17. Since the Commission is the "Guardian of the Treaties", it must ensure that Poland is adhering to the values of the EU found in Article 2 of the TEU. Since Poland did not, it had the right to use the guidelines found in ROLF as a consequence.

Although the Polish government is correct in stating that the EU lacks competence regarding its national judicial system, the fact that their proposal would obstruct the rule of law in the country makes it an EU competence. The rule of law is both a value, a goal, and one of the EU's functional necessities (art. 2). Rule of Law obstruction is evident in the proposed reforms since they would no longer make national courts independent, thus not democratic or within standards of the EU or The European Network of Councils for the Judiciary of the Member States of the European Union (ENCJ), a body which brings together the national independent institutions in charge of protecting the independence of judges. Article 6 section 1 of the Statutes and Rules of the ENCJ states that all members must have independent judiciaries ("Statutes"). By allowing the Polish parliament, not other judges, to select members for the National Judicial Council (the body that chooses the judges for Poland's Supreme Court), the separation of the judiciary from



Protesters claim their constitution is being broken by the judicial reforms made by the PiS government.

Whiteside, Philip. "Poland defies EU as bloc criticises reform of its judicial system." Sky News, 20 Dec. 2017. [news.sky.com/story/poland-defies-eu-as-bloc-criticises-reform-of-its-judicial-system-11178803](https://news.sky.com/story/poland-defies-eu-as-bloc-criticises-reform-of-its-judicial-system-11178803).

other branches of government is not being maintained, thus not making it independent and, as a consequence, less democratic (Pech).

Additionally, the proposed reforms introduce different retirement ages for female and male judges, which discriminates against individuals on the basis of gender. This is contrary to Article 157 of the TFEU and Directive 2006/54 on gender equality in employment. Article 157 of the TFEU states that men and women should receive equal pay for equal work (art. 157 (1)). If women are forced to retire earlier than men, they will not be allowed to get paid the same amount, since their years of employment are shortened. Therefore, the EU must intervene in order to safeguard the equal payment of female judges. Furthermore, Directive 2006/54 on gender equality in employment states that there should be "equal treatment for men and women as regards access to employment" ("Directive"). Similarly, if women are forced to retire earlier, access to employment is skewed, thus establishing a reason for the EU to intervene based on the broken values of democracy and equality which are both stated in Article 2.

The Polish government's argument of the EU breaking the principle of subsidiarity would be within reason if the Polish government was actually "able to achieve the objectives of a proposed action satisfactorily" (art. 5 (3)). However, since the Polish government's proposal cannot reform the courts without obstructing the rule of law, the EU does have the right to intervene, as stated in Article 5 section 3.

Furthermore, the Polish government's argument about the right to national identity, which is laid out in Article 4 section 2 of the TEU, would be applicable if, again, they were not going against the values outlined for Member States in Article 2. Since their proposed legislation would conflict with EU law (values of democracy and equality), it gets trumped due to the primacy of EU law over national law. As established in Case 6/64 Costa v. ENEL [1964] ECR 585, EU law always has primacy over national law, irrespective of the source ("Case 6/64"). Therefore, since EU law states that the Commission has the right to intervene in cases of a breach of either the Treaties or of EU law, the Commission can, indeed, intervene in Poland.

## Conclusion

To summarize, in the case of the proposed judicial reforms in Poland, the Commission's arguments to intervene hold more legal weight in this specific situation and can be supported by law, thus giving them the competence to

intervene. The legal basis for intervention would be found in Article 17 section 1 TEU, Article 2 TEU, and the ROLF which serves as a guide to Article 17. Since the Commission is the "Guardian of the Treaties", it must ensure that Poland is adhering to the values of the EU found in Article 2 of the TEU. Since Poland did not, it had the right to use the guidelines found in ROLF as a consequence.

In the near future, it is plausible and within legal right for the Commission to trigger the third phase of the ROLF, which calls for the suspension of Poland's voting rights within the EU, given a qualified majority of the Council.

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# Activist Corner: Chicago

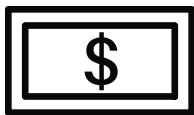
Opportunities for political activism in April and May 2018

**Equal Pay Day 2018**  
**Tuesday, April 10th**  
**12-1:15 PM**

Where? Daley Plaza  
(Clark and Washington)  
starting at noon. Rain  
location is the Daley  
Center lobby.

Each year, Equal Pay  
Day is recognized world-  
wide to bring greater  
awareness to the racial  
and gender pay  
disparities. In the United  
States, the April date  
symbolically marks how  
far into a new year the  
average woman must  
work to earn as much as  
the average white man  
did in the previous year.

Facebook: Equal Pay  
Day Chicago 2018



● **Rally Against Slaughter** ●  
● **Sunday, May 6th** ●  
● **12-3 PM** ●

● Where? Location TBD. ●  
● Check Facebook Page ●

● Rally against animal ●  
● slaughter: "It will have ●  
● speakers, rescued ●  
● chickens for the public to ●  
● meet, petitions, and ●  
● information for the public ●  
● to learn more about the ●  
● slaughterhouses that are ●  
● still in existence in ●  
● Chicago today and ●  
● responsible for killing ●  
● thousands of animals ●  
● every year. There will also ●  
● be information for people ●  
● to learn about how they ●  
● can go vegan" ●

● Facebook: Rally Against ●  
● Slaughter ●



● **"Health Care Under the** ●  
● **Knife" Discussion** ●  
● **Thursday, May 17th** ●  
● **6-7:30 PM** ●

● Where? The Seminary Co- ●  
● op Bookstores (5751 S ●  
● Woodlawn Ave) ●

● About the Book: "These ●  
● days, our health and well- ●  
● being are sorted through an ●  
● ever-expanding, profit- ●  
● seeking financial complex ●  
● that monitors, controls, and ●  
● commodifies our very ●  
● existence. Given that our ●  
● access to competent, ●  
● affordable health care grows ●  
● more precarious each day, ●  
● the arrival of Health Care ●  
● Under the Knife could not be ●  
● more timely." ●

● Facebook: FRESH Ayers: ●  
● Howard Waitzkin - "Health ●  
● Care Under the Knife" ●



# Sciences Po: France Study Abroad Reflection

## Mikaela Ziegler

Upon hearing that I've studied abroad in Paris, people often ask me what I miss most about it. There are a lot of things to miss about Paris. The abundance of great bread and the five euro mojitos are only a few. But Paris is not my favorite place that I've lived because of its commercial attractiveness. To understand why I love Paris you have to understand my experience with American cities.

I grew up in a mostly white suburb of Saint Paul, Minnesota. Chicago was the first real, big city that I lived in. Chicago is an incredibly segregated city, and it is as obvious on a map as it is on the ground. I'm not saying that Paris isn't segregated or that it doesn't have a race problem, a simple five-minute commuter train ride out of the city reveals that Paris and the heavily immigrant Suburbs of Paris are worlds away. Most of Paris' niche communities are in fact the long shadows of colonial France. If France occupied a country, odds are you can see it's culture represented in a Parisian neighborhood. This is not an entirely unfamiliar concept to an American, but I was amazed by how different the navigation between different communities was in Paris.

I live in Lincoln Park and if I wanted to go to a primarily black neighborhood I would have to spend at least an hour on public transportation. If I want to go to the West Side to get some authentic Conchas, I'd have to spend about 45 minutes on a bus. Different ethnic groups are usually separated in Chicago by highways, train tracks, lack of public transportation, rivers, and strip malls, and this is intentional. In the Twin cities, the separation is the same. Huge swaths of industrial corridors separate white Minnesotans from brown Minnesotans and this is again, intentional.

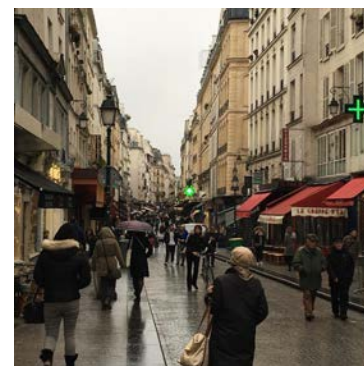
In Paris, I lived in the 9th arrondissement in a Sephardi Jewish and Chinese community within a neighborhood called Faubourg-Montmartre. Faubourg-Montmartre is undergoing some changes, slowly becoming a little more bobo (the French term for hipster), but there was still an incredibly strong Jewish and Chinese presence. There were kosher supermarkets and Kosher Tunisian restaurants and authentic noodle places all within a few blocks of each other. About two blocks, or a six-minute walk south was a heavily white tourist area, with a Chipotle and a Hard Rock Café called Bonne Nouvelle. About a ten minute walk to the east was a neighborhood called Porte-St- Denis. It was entirely black; the main street, Boulevard de Strasbourg, was lined with salons and natural hair care stores. There were dozens of men crowded around the metro stations not to catcall, but to offer their hair cutting services at fantastic prices. It was incredible to me that I could walk from Porte-St- Denis to Faubourg-Montmartre to Bonne Nouvelle in about 15 minutes. People from all three neighborhoods would walk into each other's communities to catch the metro, grocery shop, or buy

conditioner. There was no walking under overpasses, or through industrial passages, it was simply walking down the street.

It wasn't just walking that allowed for the effortless passing between communities. The city's extensive metro lines help with that too. Everyone in Chicago knows that at the very least, the train does not serve certain communities well as it should. That is why, unless you're really lucky, or really wealthy, most people have to take a bus or walk upwards of 20 minutes to the nearest train station. In Paris I was at first a little annoyed by how close together the train stations were, but I came to realize it simply made the train as accessible as possible. The vast majority of Parisian communities be they White, Black, North African, or Arab are at the absolute most a 15-minute walk from a train station.

It is no secret that race plays an enormous role in Public transportation planning in the US. The Twin Cities are trying to expand their light rail network, but white Minnesotans are reluctant to allow trains that might connect communities of color to their own. Racist Minnesotans would be horrified to learn that in Paris you can take the metro from Porte-St- Denis directly to Saint-Germain- Des-Pres, the whitest, most expensive "Beverly hills of Paris", in under 15 minutes. The Paris metro map does not look like it was extensively planned out, the lines curve and loop in ways that do not appear to be logical, but they do a far better job of connecting Parisians than the straight ridged lines of the cta. The metro connects Jewish communities with Vietnamese communities, Muslim communities with Christian communities, Indian communities with Black communities, and Poor communities with Rich communities.

Whether by foot or by rail, movement in Paris is freer than in Chicago. The thing I miss most is the ability to float between neighborhoods. I miss the ability to take one train home if I want a croissant or some Kosher for Passover desserts, or choose another train home if I need to pick up some specially formulated conditioner for curly hair. The city of light has so much to offer, but the real beauty of Paris is the ease with which you can navigate through all that makes it great.



# DECEMBER STUDY ABROAD PROGRAMS

Apply by May 1, 2018

## JAPAN: HIROSHIMA AND NAGASAKI IN HISTORY, MEMORY, AND DISCOURSE

This program examines historical events of the atomic bombings of Hiroshima and Nagasaki in 1945, and the subsequent and contemporary nuclear arms race, from multiple vantage points of history, political science, media studies, gender studies, religious studies, ethics, philosophy, and art. The primary objective of this program is to come to a fuller understanding of the atomic bombings of Hiroshima and Nagasaki through close study of the diverse narrative strains that have developed since 1945.



## DOMINICAN REPUBLIC: GIS & SUSTAINABLE FOOD SYSTEMS

The Dominican Republic (DR) Study Abroad service-learning program offers a unique focus on questions of social, environmental and economic sustainability in the Dominican Republic. The central focus of the program is on sustainable food systems, environmental restoration, and reforestation in Rio Limpio, a town situated in the highlands of the DR bordering Haiti in the province of Elías Piña.

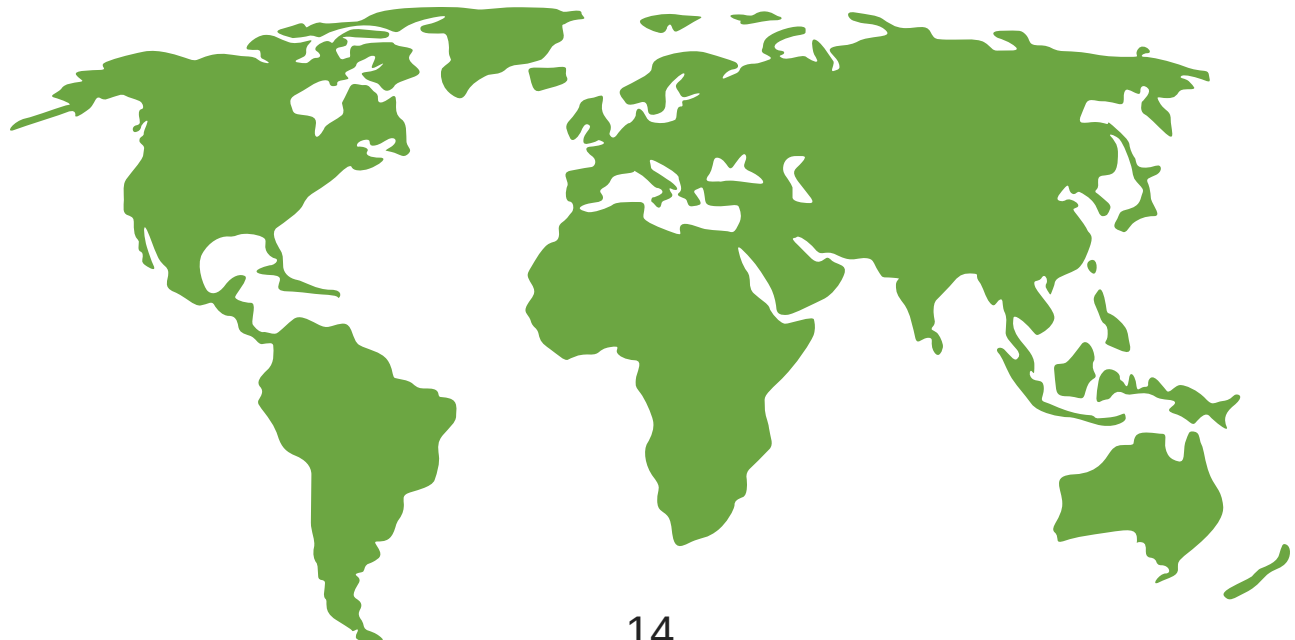


## INDIA: BUSINESS & CULTURE IN A RAPIDLY GROWING ECONOMY

The program focuses on exploring the themes of economic development, innovative business models, emerging global companies, corporate social responsibility, building world-class brands, and public-private partnerships. By meeting senior leaders of elite companies and non-profit organizations, you will understand the growing role of India in the world, both economically and culturally. Participating in this program will positively impact your career and will also challenge many preconceived notions about a country that will play a large part in your future. This program is designed to appeal to both business and non-business students.

## CHINA: IMAGINING THE FUTURE

Over the past few decades, China has become a global powerhouse by manufacturing for export. As "factory to the world," China since the early 1980s has grown its economy to become the second largest binomial GDP and the largest by purchasing power parity (Source: IMF data). In several industries, for example mobile sharing platforms, robotics, AI (artificial intelligence), and renewable energy, China aims to be the world leader. At the same time, China's "One Belt One Road" initiative is poised to project Chinese socio-political and economic power as a paramount leader connecting Asia, Africa and Europe. Inevitably, China's cultural influence is also getting more notable around the world. One example is Chinese science fiction, which has attracted unprecedented attention outside China in recent years.



# Spring Quarter Schedule

INT 150 - GLOBAL CONNECTIONS  
Daniel Kamin Tu/Thur 1:00-2:30

INT 200 - INTRODUCTION TO  
MACROECONOMICS IN AN INTERNATIONAL  
CONTEXT INT  
Michael McIntyre Mo/Wed 11:20-12:50

INT 203 - INTERNATIONAL MOVEMENTS IN  
THE 20TH AND 21ST CENTURIES  
Glenda Garelli Mo/Wed 11:20-12:50  
Gil Gott Mo/Wed 1:00-2:30

INT 204 - CULTURAL ANALYSIS  
Kaveh Ehsani Mo/Wed 4:20-5:50

INT 205 - INTERNATIONAL POLITICAL  
ECONOMY  
Jacob Stump Tu/Thur 9:40-11:10

INT 206 - IDENTITIES AND BOUNDARIES  
Heidi Nast Tu/Thur 1:00-2:30

INT 301 - SENIOR SEMINAR  
Kaveh Ehsani Mo/Wed 9:40-11:10

INT 304 - MIGRATION AND FORCED  
MIGRATION  
Shailja Sharma Mo 6:00-9:15

INT 305 - CULTURE AND INEQUALITY  
Shiera Malik Tu 6:00-9:15

INT 307 - RACE, SEX, AND DIFFERENCE  
Heidi Nast Wed 6:00-9:15

INT 352 INTERNATIONAL DEVELOPMENT  
AND REGIONAL INEQUALITY  
Maureen Sioh Mo/Wed 1:00-2:30

INT 365 - TOPICS IN WAR AND PEACE  
Jacob Stump Tu/Thur 1:00-2:30

INT 371 - INTERNATIONAL  
ENVIRONMENTAL POLITICS  
Cecil Brownlow Tu/Thur 11:20-12:50

INT 389 - INTERNATIONAL SOCIAL  
ENGAGEMENT  
Gil Gott Tu/Thur 1:00-2:30

INT 396 - TOPICS IN GLOBAL URBANISM  
Glenda Garelli Mo/Wed 2:40-4:10

Follow us on social media!



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