

Abstract

As the Arctic sea ice melts due to global warming, new international shipping routes are opening up, thereby exacerbating the climate impact of maritime transport in the region. A significant concern is black carbon, a potent air pollutant and climate forcer produced by ships burning heavy fuel oil, which accelerates snow and ice melt and directly contributes to atmospheric warming. Despite urgent calls for regulation, the current legal framework on black carbon emissions presents significant gaps. Previous research has largely overlooked the role of non-state actors in the international law-making processes on black carbon emissions from Arctic shipping. This thesis aims to fill these research gaps by providing a novel understanding on the role of non-state actors in the regulation of black carbon emissions from Arctic shipping. Employing doctrinal and empirical legal research methods, this thesis answers the question of how the barriers faced by non-state actors in advancing the regulation of black carbon emissions from Arctic shipping can be overcome.

To this end, the thesis first provides the relevant contextual background on black carbon emissions from Arctic shipping, the conceptual and analytical frameworks and the methodological approach that is used in the research. After that, the relevant international legal regimes are analyzed to determine the extent to which they provide normative guidance on black carbon emissions from Arctic shipping. Once this is established, the thesis explores the different options that exist to regulate this topic and examines the role that non-state actors play therein. Thereafter, it identifies and analyzes the barriers that exist in the regulation of black carbon emissions from Arctic shipping for non-state actors. Subsequently, the thesis develops and systematizes pathways to overcome these barriers. With the analysis provided by this case study on the role of non-state actors in the regulation of black carbon emissions from Arctic shipping, the thesis offers reflections, which inform the broader literature on non-state actors in international law-making. Finally, the thesis concludes by presenting its findings, making several policy recommendations to advance the regulation of black carbon emissions from Arctic shipping and proposes future research agendas.