International Law-Making:
Actors in Shipping and Climate Change

InterAct Conference

Copenhagen, 27th – 28th May 2024

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Concept note

Even though shipping contributes about 3% to global greenhouse gas (GHG) emissions, the industry's carbon footprint has remained largely unregulated until very recently. In the summer of 2023, the International Maritime Organization (IMO) has revised its Initial Greenhouse Gas strategy with the overall ambition to achieve net zero emissions by 2050. However, the exact means of reaching this target are not defined yet. Among the different ways to tackle this problem, market-based measures and a fuel standard are considered. In parallel to these IMO efforts, the European Union has decided to include shipping into its Emission Trading Scheme. The implementation of this EU policy raises several legal and commercial questions, including the interaction with the measures eventually adopted by the IMO.

Besides the discussions on GHG emissions, the climate impacts of Arctic shipping are gaining traction in the political agenda. In particular, black carbon pollution, which is the second largest climate forcer after carbon dioxide, is especially relevant in the context of shipping through the Arctic. However, the legal and regulatory framework on this topic is yet to be fully developed.

While states play the main roles in these regulatory processes at international and regional levels, non-state actors are becoming increasingly important. Therefore, it is also important to explore international law-making processes in this context.

The conference 'International law-making: Actors in shipping and climate change' aims to explore current developments in the regulation of shipping related climate impacts, including the law-making processes at the international level, the role of actors and the implementation and enforcement of regulatory outcomes. This conference marks the final milestone of the research project InterAct (International law-making: Actors in shipping and climate change), funded by the Carlsberg Foundation. At the conference, key findings of the project will also be presented.

The conference is organized around **seven thematic sessions** addressing the following topics:

1. Developments at the IMO after the 2023 Revised GHG Strategy
2. Shipping and GHGs at the EU
3. The Role of Non-state Actors in the Decarbonization of Shipping I
4. The Role of Non-state Actors in the Decarbonization of Shipping II
5. Arctic Shipping Regulation and Climate Change
6. Domestic Approaches and Other Key Issues
7. Exploring Interactions with Other Legal Regimes

This conference is **open to scholars, industry representatives, civil society, government representatives and others with an interest in international climate change law and governance.** The conference includes papers presented by invited participants as well as authors selected through a call for abstracts.

Conference Programme

27 – 28 May 2024, Copenhagen, Denmark
Meeting room: Flex Room (ground floor)
Faculty of Law, University of Copenhagen
Njalsgade 76, DK-2300 Copenhagen

PROGRAMME: Day 1

Time	Programme
08:15 – 08:45	**Arrival and registration** *Pastry, fruit and beverages will be served*
08:45 – 09:00	**Opening and Welcome** ***Jacob Graff Nielsen*****,** Dean, Faculty of Law, University of Copenhagen (TBC) ***Beatriz Martínez Romera,*** Associate Professor, Faculty of Law, University of Copenhagen; Head of the Centre for Climate Change Law and Governance (CLIMA)
09:00 – 09:30	**Opening 'keynote' addresses** **Non-state Actors in International Environmental Law-making** ***Dan Bodansky***, Lincoln Professor of Law, Ethics, and Sustainability at the Sandra Day O'Connor College of Law, Arizona State University
09:30 – 10:50	**Session 1: Developments at the IMO after the 2023 Revised GHG Strategy** **Chair – *Beatriz Martinez Romera***, Associate Professor, Faculty of Law, University of Copenhagen; Head of the Centre for Climate Change Law and Governance (CLIMA) **Two IMO GHG Strategies** ***Michael Prehn***, PhD candidate, Copenhagen Business School; Associate Member of the Academie de Marine; Counselor to the International Maritime Organization as part of the Solomon Islands High Commission **What's New in the 2023 IMO GHG Strategy? Climate Relevance and the Just and Equitable Transition** ***Goran Dominioni***, Assistant Professor, Dublin City University **Decarbonizing International Shipping at the IMO: Are Alternative Fuels The Way Forward?** ***Joel Ong***, Research Assistant, Centre for International Law, National University of Singapore

	The IMO's Transparency and Climate Obligations for Shipping ***Baine P. Kerr***, PhD candidate, Utrecht University **Depoliticize to decarbonize?: The IMO, data collection, and "technical" solutions for political problems** ***Rebecca P. Pskowski***, PhD candidate as WMU-Koji Sekimizu Fellow, World Maritime University **Regulating Ships Beyond Shipping: The Case for an IMO Discussion on GHG Emission Reduction of Small-Scale Fishing Vessels** ***Yulu Liu***, Research Fellow, Centre for International Law, National University of Singapore
10:50 – 11:10	**Coffee break**
11:10 – 12:30	**Session 2: Shipping and GHGs at the EU** **Chair – *Aixa Pérez***, Regulatory Affairs Manager, Mærsk Mc-Kinney Møller Center for Zero Carbon Shipping **Unpacking the EU in the IMO** ***Jennifer Baumann***, PhD Fellow, Faculty of Humanities, Norwegian University of Science and Technology **Discourses and Discursive Agency in EU politics for Decarbonising Maritime Shipping** ***Fredrik von Malmborg***, Associate Professor, Linköping University **Regulatory Responses to GHG Emissions in the Shipping Industry: A Comprehensive Analysis of the IMO and EU Instruments** ***Belma Bulut-Sahin***, Lecturer, Law School, University of Essex ***& Justyna Nawrot***, Warsaw University **The EU's Maritime Transport Regulations as a Regulatory Lead Market** ***Martin Hock,*** PhD Fellow at Technische Universität Dresden and Expert at PtX Lab Lausitz GmbH **EU Regulation: Air Pollution, Climate Change and Port State Jurisdiction** ***Maria Theocharous***, PhD Fellow, Department of Law, University of Cyprus **The Quest for a Jurisdictional Basis for the EU's MRV-Regulation and its Shipping ETS** ***Nina Tavakkoli***, Policy Officer at the Federal Ministry for the Environment, Nature Conservation, Nuclear Safety and Consumer Protection (BMUV), Germany
12:30 – 13:30	**Lunch** *Buffet lunch*

13:30 – 14:50	**Session 3: The Role of Non-state Actors in the Decarbonization of Shipping I** **Chair – *Bryce Rudyk***, Director and Adjunct Professor of Law at the Guarini Center on Environmental, Energy and Land Use Law, NYU School of Law **Revisiting the Role of Private Actions and Standards in Decarbonising Shipping** ***Nishatabbas Rehmatulla***, Principal Research Fellow, Bartlett School Environment, Energy and Resources, Faculty of the Built Environment, University College London **The Role of the Bunkering Industry in Decarbonizing Shipping** ***Viktor Weber***, Postdoctoral Fellow, Faculty of Law, University of Copenhagen **All on the Same Boat? Climate Change, International Law-Making, and Private Participation in the International Maritime Organization** ***Leo Tiberghien***, PhD Fellow, Department für internationales Recht und Handelsrecht, Université de Fribourg, Switzerland **Participation of Non-state Actors in IMO Law-making: Friends and Foes** ***Rita Guerreiro Teixeira***, Postdoctoral Fellow, Faculty of Law, University of Helsinki **Environmental Risks in Marine Insurance Law: Are Insurers Ready to Cover Marine Clients for Carbon Emissions Risks?** ***Furkan Bulut***, PhD Fellow, Swansea University
14:50 – 15:20	**Coffee Break**
15:20 – 16:45	**Session 4: The Role of Non-state Actors in the Decarbonization of Shipping II** **Chair – *Brian Andersen,*** Climate Desk Master Student, Faculty of Law, University of Copenhagen **Do Port State Control Practices for the Enforcement of Maritime Environmental Conventions Converge Across the World?** ***René Taudal Poulsen***, Professor, Copenhagen Business School ***& Hannah Elliott***, Assistant Professor, Copenhagen Business School **Tracking Progress towards Zero Emission Fuel Adoption in Shipping** ***Domagoj Baresic***, Research Associate, Bartlett School Environment, Energy and Resources, Faculty of the Built Environment, University College London

	Shipping Decarbonization: the Civil Liability Regime for Alternative Fuels ***Jolien Kruit***, Lawyer at Van Traa Advocaten NV, Rotterdam and Guest Lecturer at Erasmus School of Law, Leiden University **Contract Governance Solutions for Decarbonisation in the Shipping Sector** ***Pia Rebelo***, Assistant Professor, Law School, City University of London **How Partnerships Influence the Decarbonization of the International Shipping Industry - A Case Study on the Getting to Zero Coalition** ***Dhini Purnamasari***, Lecturer, The Fletcher School, Tufts University **Effective Enforcement of GHG Fuel Standard IMO Regulations** ***Jesper Jarl Fanø,*** Senior Advisor, Public and Regulatory Affairs, Energy Transition and International Legal Affairs, A.P. Moller - Maersk
16:45 – 17:00	**Closing remarks of the day**
18:00 - 20:15	***Speakers Conference Dinner at Høst Restaurant*** *(Nørre Farimagsgade 41- 1346 København K)*

PROGRAMME: Day 2

Time	Programme
08:30 – 09:00	**Arrival** *Pastry and beverages will be served*
09:00 – 09:30	**Opening 'keynote' addresses: Keynote 2** **Ocean and Climate Change: ITLOS Advisory Opinion and Implications for Shipping** ***David Freestone***, Professor in Law, Law School, George Washington University
09:30 – 11:00	**Session 5: Arctic Shipping Regulation and Climate Change** **Chair – *Michele Betsill*,** Professor of Global Environmental Politics, Faculty of Social Science, University of Copenhagen **The Arctic Council Contribution to the Governance of Arctic Shipping** ***Suzanne Lalonde***, Professor of Law, Faculty of Law, University of Montréal **Non-state Actors and International Law-Making: The Case of Arctic Shipping and the Regulation of Black carbon Emissions** ***Stella Ebbersmeyer***, PhD Fellow, Faculty of Law, University of Copenhagen **Reducing Shipping Climate Pollutants in the Arctic: The Designation of Emission Control Areas** ***Zhen Sun***, Associate Professor, WMU-Sasakawa Global Ocean Institute, World Maritime University **Arctic Shipping, the Polar Code, and Marine Plastic Pollution** ***Yoshifumi Tanaka***, Professor of Law, Faculty of Law, University of Copenhagen **Rethinking Arctic Governance: Focusing on Regulating Black Carbon Emissions in the Context of Geopolitical Tensions** **Jan Jakub Solski**, Associate Professor, Faculty of Law, UiT The Arctic University of Norway and **Konstantinos Deligiannis-Virvos**, PhD Fellow, Faculty of Law, UiT The Arctic University of Norway **The Law-making Role of International Courts and Tribunals and the Arctic Protection** ***Naphtali Ukamwa***, PhD Fellow, Faculty of Law, Trinity College Dublin
11:00 – 11:20	***Coffee Break***

11:20 – 12:30	**Session 6: Domestic and Other Regional Approaches** **Chair – *Bernardo Busel Niedmann***, Chief Advisor, Danish Energy Agency **Holomui ki mu'a: Pacific Catalytic Action at IMO Proves the Power of Small** ***John Kautoke***, Advisor, Micronesian Centre for Sustainable Transport **The Decarbonization of Shipping from the Danish Perspective** **Jakob Haugaard,** Director for Climate and Green Transition, Danish Maritime Authority **The Need for a Revised Legal Strategy for Energy Transition in the Asian Shipping Industry** ***Lasya Vyakaranam DCruz,*** Assistant Professor, Symbiosis Law School and ***Shashikala Gurpur***, Director, Symbiosis Law School **Maritime Decarbonization in Singapore** ***Kevin Chan***, Legal Director, Clyde and Co. Singapore **An Analysis of the Peruvian Maritime Regulatory Law and its significance towards achieving Sustainable Development Goal 14** ***Jesus Menacho***, Consultant and Independent Maritime Expert, Ibero-American Institute of Maritime Law
12:30 – 13:30	**Lunch**
13:30 – 15:00	**Session 7: Exploring Interactions with Other Legal Regimes** **Chair – *John Paterson***, Professor of Law, School of Law, University of Aberdeen **Turning Vulnerability into Opportunity: Decarbonization of Shipping, Trade Law, and Small Island Developing States (SIDS)** ***Ruosi Zhang***, Counsellor, World Trade Organization **The International Legal Framework of Oceanic Shipping of Carbon Dioxide for Permanent Storage** ***Carolina Arlota***, Associate Research Scholar, Columbia University, Law School **Investor-State Disputes' Impact on Maritime Climate Mitigation Efforts** ***Marina Konstantinidi***, Independent Researcher **The Role of Maritime Labour Law in Achieving Green Shipping: An Enemy or an Ally?** ***Zoumpoulia (Lia) Amaxilati***, Lecturer in Shipping and Trade Law, School of Law, Swansea University

	Preventing Pollution from the Maritime Autonomous Surface Ships through Precautionary Principle: Lessons for the Decarbonization of Shipping ***Richard W. W. Xing***, Humboldt Research Fellow, Christian-Albrechts-Universität zu Kiel **The Role of Amicus Curiae in the ITLOS Advisory Opinion on Climate Change and International Law** ***Rafael Prado***, Lecturer, International Maritime Law Institute
16:30-17:00	**Closing panel** **Chair – *Beatriz Martinez Romera***, Associate Professor, Faculty of Law, University of Copenhagen; Head of the Centre for Climate Change Law and Governance (CLIMA) ***Dan Bodansky***, Lincoln Professor of Law, Ethics, and Sustainability at the Sandra Day O'Connor College of Law, Arizona State University ***Suzanne Lalonde***, Professor of Law, Faculty of Law, University of Montréal ***Bryce Rudyk***, Director and Adjunct Professor of Law at the Guarini Center on Environmental, Energy and Land Use Law, NYU School of Law ***John Paterson***, Professor of Law, School of Law, University of Aberdeen ***Ruosi Zhang***, Counsellor, World Trade Organization ***David Freestone***, Professor in Law, Law School, George Washington University

Abstracts

Keynote address 1

Non-state Actors in International Environmental Law-Making

Dan Bodansky

Session 1: Developments at the IMO after the 2023 Revised GHG Strategy

Two IMO GHG Strategies

Michael Prehn

In July 2023 the IMO adopted resolution MEPC.377(80) that contained the 2023 IMO strategy on reduction of GHG emissions from ships. This was the foreseen update of the 'initial' 2018 GHG Strategy (Resolution MEPC.304(72) adopted on 13 April 2018). The two processes are a natural experiment where the same groupings of states and the same chair of the working group debate the same issue. The 2018 strategy was hammered out under the shadow of the Paris Agreement, which had marginally avoided including international transport it its scope, and thus allowing IMO a chance to retain its jurisdictional prerogative on regulating shipping. The increasing salience of climate change seemed to require a strengthening of the level of ambition in 2023. Moreover, both Brazil and the United States had new governments that took climate change more seriously, but many states still have shorter term priorities that outweigh the interest in a climate solution for shipping. These laggard states had learned from the process of negotiating the 2018 Strategy and avoided leaving the crafting of a text to the chair. But the US repeated the BRICS mistake from 2018 of bringing UNFCCC tactics to IMO.

The main negotiations took place in the Intersessional Working Group and in bilateral exchanges and 'small groups' where large economies and large emerging economies developed a text that was intended to be a take-it-or-leave-it outcome. The result of these informal talks would not have achieved the Paris Agreement targets. Some of the participating delegations, both developed and developing states, were not quite satisfied with the result, but for different reasons. A last-minute round of bilaterals raised the ambition 'strived for' to levels that are arguably within the 1.5° target of the Paris agreement. This permitted an adoption by acclamation of the revised strategy.

What's New in the 2023 IMO GHG Strategy? Climate Relevance and the Just and Equitable Transition

Goran Dominioni

In July 2023, the International Maritime Organization (IMO) adopted the 2023 IMO Strategy on Reduction of GHG Emissions from Ships (2023 IMO GHG Strategy). This strategy revises the strategy adopted by the IMO in 2018 on the reduction of greenhouse gases (GHG) from the sector. This article analyzes whether and to what extent the 2023 IMO GHG Strategy differs from the 2018 one along two dimensions: its climate change mitigation stringency and its incorporation of equity-related considerations.

The analysis reveals that the 2023 IMO GHG Strategy represents a significant step forward for the sector's decarbonization as it sets the shipping sector on a clear decarbonization path and reduces risks of carbon

lock-in. From a climate perspective, the new interim checkpoints for 2030 and 2040 seem to be the most important new features of the 2023 IMO GHG Strategy.
With regards to the equitable transition of the sector, despite no new guiding principles being listed in the 2023 IMO GHG Strategy, the revised strategy embraces a broader set of equity-related considerations. It emphasizes the needs of developing countries, especially SIDS and LDCs, from a substantive and procedural perspective. Relatedly, the revised strategy gives much more attention to maritime workers' needs than the 2018 version. However, it remains unclear whether the IMO will follow the international climate change regime in defining "equity" and "justice" or will follow a different path in operationalizing these terms.

Decarbonizing International Shipping at the IMO: Are Alternative Fuels The Way Forward?

Joel Ong

The International Maritime Organization (IMO) is the United Nations specialized agency responsible for safe, secure and efficient shipping and the prevention of ship-source pollution. Responding to increasing environmental pressures to tackle ship-sourced GHG emissions, IMO adopted the 2023 IMO Strategy on Reduction of GHG Emissions from Ships (2023 Strategy) which significantly accelerated ambitions to decarbonize international shipping. To meet the new targets, the shipping industry and port States have rapidly increased research into alternative shipping fuels which produce low- or zero- GHG emissions. Ammonia and methanol have emerged as two of the most promising options. This article addresses the physical characteristics of fuels, IMO's internal regulations and policy options. It examines how the move to use methanol and ammonia as alternative fuels for shipping could meet the IMO's ambitions under its 2023 GHG Strategy. Further, it argues that while the efforts to demonstrate their feasibility as marine fuels are essential, the impact of methanol and ammonia fuels on human safety and on the marine environment will have to be given greater emphasis by IMO going forward. It argues that a knowledge gap currently exists on the impact of ammonia and methanol on the marine environment and on human safety. Consequently, it argues that the IMO should develop a comprehensive strategy and offers policy recommendations which incorporate the impact of the new fuels on human safety and protection of the marine environment.

The IMO's Transparency and Climate Obligations for Shipping

Baine P. Kerr

The IMO, like other international organizations, is simultaneously a forum for law making by its member states and an independent subject of international law that can bear legal obligations and be held responsible for them. In response to developments at the EU and discussions at the UNFCCC, the IMO has proclaimed itself as the sole competent regulator of greenhouse gas emissions (GHGs) from international shipping. In its 2018 and 2023 GHG Strategies, the organization committed itself to take certain actions over a specific period of time consistent with the Paris Agreement and various legal principles. Yet these Strategies do not bind the IMO's member states, some of whom oppose meaningful global measures while also insisting that unilateral or regional GHG controls are inconsistent with the IMO's mandate. The IMO's institutional veil thus obscures legal accountability for international shipping's climate pollution.

Drawing on the idea of transparency, this paper will show how the indeterminacy of the IMO's legal identity can be used to identify the IMO's climate obligations and those of its member states. As Catherine Brölmann explains, transparency is a contested fundamental of international organizations: an organization's member states can be legally 'seen' through its institutional veil in different contexts, and this dynamic condition can illuminate international law. Here, when the IMO commits to reducing shipping's climate pollution, that can be seen as an act that binds the organization itself. Yet, when the IMO's member states make decisions within the organization, those can be viewed as acts or omissions that can incur state responsibility. The internal dynamic between the IMO and its member states can therefore be examined to reveal climate obligations for international shipping.

Depoliticize to Decarbonize? The IMO, Data Collection, and "Technical" Solutions for Political Problems

Rebecca P. Pskowski

This paper considers the ongoing development of the IMO data collection system for fuel oil consumption of ships (DCS) as both a depoliticization project and a nascent project of institutional compliance. As an avowedly "technical" specialized agency, the IMO has long strived to "depoliticize" its negotiations of international shipping standards, employing tactics including dilution, technicization, and delay in order to produce purportedly apolitical, technical solutions to problems that have undeniable political dimensions. The climate crisis and consequent pressure to reduce international shipping's GHG emissions is perhaps the most politicized problem the IMO has ever confronted. DCS, the first, information-gathering phase in IMO's "three-step" approach to further operational emissions reductions, was initially developed as a "technical" off-ramp to politically-charged negotiations over a possible market-based mechanism. With DCS now functioning in parallel to the more rigorous EU MRV, there are renewed debates over what data should be included in DCS. Close analysis of past and current IMO debates reveal that much of the difficulty in finding consensus on DCS is linked to fears (or hopes) that the database may form the nucleus of a future international emissions compliance mechanism. The IMO has been slower than comparable specialized agencies to adopt institutionalized or centralized treaty compliance mechanisms. However, in the past quarter-century IMO has adopted novel institutional compliance mechanisms, notably the STCW95 List and the Member State Audit Scheme. Considering the inconsistency of enforcement of IMO environmental and safety standards, there is reason to question the effectiveness of any future IMO limits on GHG emissions, absent improved compliance mechanisms. At present, the IMO DCS is strictly information-gathering and cannot be considered a treaty compliance mechanism. However, its potential future utility as a compliance tool is recognized by member states, industry, environmental NGOs, and academics. Policy-making at IMO is slow-moving and accretive, resulting in path-dependency—a reporting structure, once embedded in MARPOL, will tend to remain there, and its availability will affect future policy decisions and developments. By focusing on a single, ongoing instance of depoliticization at IMO, this paper contributes to the study of both international maritime regulation and global climate politics

Regulating Ships Beyond Shipping: The Case for an IMO Discussion on GHG Emission Reduction of Small-Scale Fishing Vessels

Yulu Liu

This proposed paper seeks to analyse the necessary expansion of the 2023 International Maritime Organisation (IMO) Strategy on Reduction of Greenhouse Gas (GHG) Emissions from Ships ('2023 GHG Strategy') agenda beyond 'international shipping' – commonly understood as maritime transport of goods – to include fishing vessels, especially in small-scale fisheries (SSF). This is for two reasons.

First, the selective focus on GHG emissions from 'international shipping' is institutionally incoherent with one of the regulatory objectives enshrined in IMO's mandate, i.e., 'the prevention of pollution from ships'. If GHG emissions count as 'pollution', which can be argued affirmatively and as advanced by many states in the pending law of the sea and climate change advisory proceedings, then IMO's prevention strategy must concern all ships without sectoral discrimination. A selective focus is also inconsistent with the use of the generic term 'ships' in the title and through the 2023 GHG Strategy, and the Fourth IMO GHG Study, which covered 'total shipping' GHG emissions to broadly include 'international, domestic and fishing'. IMO has indeed worked in managing fishing vessels, e.g., the IMO numbering extending to eligible fishing vessels and the marking of fishing gear.

Second, climate change mitigation requires IMO's attention on fishing vessels, considering the contribution of the fishing sector to global GHG emissions due to its heavy reliance on fossil fuels. Alongside sizable commercial fishing fleets, small fishing vessels tend to be overlooked when it comes to their impacts on climate change from non-sustainable practices, including using fossil fuels and disposing non-degradable waste. Yet, SSF are widely recognised as among the most vulnerable to climate change impacts, because of resource scarcity, high labour intensity, low production, and coastal operations.

Noting the imperatives and challenges in combating GHG emissions from SSF, this paper will investigate instruments by the IMO and the Food and Agriculture Organisation concerning the management of fishing, especially SSF. It will further discuss the causes and obstacles of data unavailability and incompatibility in understanding and regulating GHG emissions from SSF. Lastly, this paper will examine selected countries' ship registration arrangements, seeking the options to regulate GHG emissions from small fishing vessels, as a possible solution to climate change impacts from this sub-sector of fishing.

Session 2: Shipping and GHGs at the EU

Unpacking the EU in the IMO

Jennifer Baumann

As the International Maritime Organization (IMO) is the United Nations agency for regulating shipping, it should be the most influential body in shipping, yet it has been suggested that the EU is more influential in shipping than in the IMO. In the issue area of shipping emissions, research has shown that the EU has become influential by passing regulations on these issues ahead of the IMO. However, this does not account for how the EU has become influential in the policy-making process in the IMO and the EU as an external actor literature has largely ignored the specifics of the EU in the IMO. This article asks what explains the increased influence of the EU in the policy making process of the IMO and seeks to identify factors that contribute to the EU's influence in the IMO policymaking process. This article unpacks the EU in the IMO by utilizing the framework of actorness. Through previous literature it discusses the nexus between actorness, effectiveness and influence and organizes factors of influence through the actorness framework of presence, capability and opportunity. This framework consists of factors internal to the EU

process (agreeing on EU policy positions) and external to the EU (action and coordination in the IMO). Utilizing qualitative data from participant observation of ISWG-GHG 13, 14, 15, 16, MEPC 79 and 80, and qualitative elite interviews, this research cites examples from the GHG initial strategy, the GHG revised strategy, Black Carbon and Carbon Intensity Indicator. The research finds that the EU's influence is multicausal, several factors can be identified as of importance. However, one interesting finding is that exclusive competence does not always equal influence.

Discourses and Discursive Agency in EU Politics for Decarbonising Maritime Shipping

Fredrik von Malmborg

EU politics on decarbonising shipping is an argumentative struggle in which actors try to make others see the problem and policy solutions according to their views and seek to position other actors in a specific way. This article critically analyses, by means of argumentative discourse analysis, the politics and policy process related to the recent adoption of the FuelEU Maritime regulation, the world's most ambitious legislation for decarbonising maritime shipping. Different storylines and discourses as well as agency of governmental as well as non-governmental policy actors on the problems and policy options are analysed. Two discourses framed the debates, focusing on (i) incremental change and technology neutrality to meet moderate emission reductions and maintain competitiveness, and (ii) transformative change and technology specificity to meet zero emissions and global leadership in the transition towards a hydrogen economy. The incremental change discourse was initiated by incumbent shipping and oil and gas companies and their business associations. It influenced the European Commission's policy proposal. The transformative change discourse evolved as a critical response to the incremental change discourse and was initiated by the European confederation of green mobility non-governmental organisations, Transport & Environment. Once mature, actors of the two discourse coalitions tried to influence members of the Council of the EU and the European Parliament as co-legislators to make them legitimate. These institutions further moulded the discourses and the discursive frames in intra-institutional and inter-institutional negotiations.

Policy actors, particularly the Swedish Council presidency, successfully used discursive agency strategies such as 'multiple functionality' and 'vagueness' to navigate between and resolve conflicts between the two discourses. As for vagueness, both discourses can be associated with the overarching ecological modernisation discourse and failed to include the issue of a just transition towards carbon neutrality. The heritage of the neoliberal ecological modernisation discourse, hegemonic in EU environmental policy including the European Green Deal, creates lock-ins for a broader decarbonisation discourse including climate justice.

Regulatory Responses to GHG Emissions in the Shipping Industry: A Comprehensive Analysis of the IMO and EU Instruments

Belma Bulut-Sahin & Justyna Nawrot

The shipping industry plays a significant role in global greenhouse gas (GHG) emissions. This has prompted regulatory bodies, such as the International Maritime Organisation (IMO) and the European Union (EU), to adopt legal instruments. However, it was highlighted at COP 26 in 2021 that these efforts are not sufficient to meet the Paris Agreement goals. In this regard, both the IMO and EU have recently undergone intense regulatory changes. In July 2023, the IMO revoked its 2018 Initial IMO GHG Strategy

by adopting the 2023 IMO GHG Strategy, aiming to achieve net-zero GHG emissions by or around 2050. Furthermore, as part of the 2018 Initial GHG Strategy, the Carbon Intensity Indicator (CII), linking GHG emissions to the amount of cargo transported over distance, was introduced into MARPOL Annex VI by Resolution MEPC 328(76). The fuel used by ships directly influences the CII, reflecting the full life-cycle GHG emissions, and emphasising the importance of monitoring, reporting and verification (MRV) requirements as regulated under MARPOL Annex VI. The authors critically examine the strengths and weaknesses of these regulations, considering their interactions and effectiveness in achieving emissions reduction targets.

Against the background of the mentioned global trends, the complexities of the EU legal framework will be also illustrated by evaluating recent amendments adopted by the EU. Special attention is given to the EU regulatory approach to the decarbonisation of shipping by indicating the main legal instruments and their influence on the market aimed at lowering carbon fuel deployment. Authors indicate measures adopted by the EU aimed at altering the market's demand for renewable and low carbon fuels (RLF) and to anticipate the investment choices for the future, such as incentives for low carbon fuels consumption, deployment of RLF adopted in regulation (EU) 2023/1805 combined with ensuring that the transition to RLF is supported by the infrastructure as adopted in the Alternative Fuels Infrastructure regulation (AFIR). Finally, the analysis focuses on whether the EU regional regulatory approach for the decarbonisation of shipping can bring added value in the global context.

The EU's Maritime Transport Regulations as a Regulatory Lead Market

Martin Hock

Lead markets are closely connected to and dependent on regulations. They emerge when a particular country implements pioneering regulations, which are then widely adopted in other regions. This gives the pioneering country a lead.

This conception is reflected in the European Lead Market Approach, in which pioneering legislation is understood as one of the keys to create such lead markets. In fact, it is seen as necessary to design "a process to better streamline legal and regulatory environments and accelerate the growth of demand."1

The present work questions if the EU is a regulatory lead market as regards its legislation on the reduction of GHG emissions in the maritime transport sector and thus influences the regulatory environment beyond the borders of the EU. To establish this, we will compare the European climate legislation in the area of maritime transport (esp. FuelEU Maritime) to other national regulatory efforts.

Against this background, the emerging US regulation in the form of the Clean Shipping Act and the Maritime Pollution Accountability Act will be compared to existing EU regulation. To this end, an overview of the objectives and the relevant substantive provisions of the EU and US regulation is provided, followed by a comparative review of ambition levels, sanctions and timeframes. It should be noted that the US regulation is still in the legislative process and thus subject to change. We nevertheless expect the final content of the US regulation not to differ significantly from the current drafts.

If trends towards a diffusion of regulation in the maritime transport sector induced by EU regulation can already be made out, this will be an identifying factor for a lead market.2 It could also indicate a beginning regulatory advantage of the EU.3 Even though convergence does not necessarily imply causation in the case of lead markets, there is still a strong likelihood that the regulations of the EU do influence other

regulatory systems. Therefore, it can be analyzed whether the so called "Brussels Effect"4 is at work in this area as well.

EU Regulation: Air Pollution, Climate Change and Port State Jurisdiction

Maria Theocharous

The ability to engage in global seaborne trade is one of the most essential engines fueling global economic development and prosperity. However, crucial concerns, including protection of global interests and shared resources such as migratory species, the atmosphere pollution and climate change in order to deal with them has brought the concept of unilateral regulation of extraterritorial activities to the forefront. In this respect, the role of the port States, to industries engaged in activities detrimental to the global interests, is significant. To this end, the purpose of this presentation is to examine specific instances of application and enforcement of port State measures related to air pollution and emission regulations, such as those of the European Union, that aim the protection of global interests and entail an extraterritorial element. This paper argues that the European Union port States measures cannot be dissociated from the exercise of jurisdiction, while imposing them should be in line with good faith and non-abuse of rights but should not have the practical effect of denying or impairing traditional rights of the sea. These measures ought to comply with good faith and non-abuse of rights and their jurisdictional reasonableness, proportionality, and non-encroachment upon the rights of other States must not be neglected. Consequently, within the scope of justifying extraterritoriality it becomes apparent that there is a common denominator supporting the formulation of European Union port States measures and the exercise of jurisdiction in the form of a balance between interests and non-infringement on the rights of other States.

The Quest for a Jurisdictional Basis for the EU's MRV-Regulation and its Shipping ETS

Nina Tavakkoli

The EU's MRV-Regulation (Regulation (EU) 2015/757) requires certain ships to monitor, report and verify their carbon dioxide emissions. This includes the requirement for non-EU-flagged ships to monitor data pertaining to parts of their journeys outside of Member States' territory. With this, the MRV-Regulation has an extraterritorial element and begs the question of a jurisdictional basis. The question of a jurisdictional basis has also become relevant with regard to the EU's Emission Trading Scheme for shipping's CO2 emissions (Shipping ETS). The Shipping ETS, too, has a similar extraterritorial element where it takes into account non-EU-flagged ships' and parts of their journeys that have taken place outside of EU territory. However, it seems that no institution involved in the legislative processes of these two legal instruments seriously considered the question of whether the EU has jurisdiction to install these requirements. Having no justification for the extraterritoriality of these measures would mean the MRV-Regulation and the Shipping ETS violate principles of international law.

In my paper, I argue that the safest way to justify these measures would be to invoke the prerogative of the port State and to claim that all obligations resulting from the MRV-Regulation or Shipping ETS are nothing more nor less than port-entry requirements. While such an approach would be technically possible, it stretches that concept and potentially undermines jurisdictional principles. Invoking the port State prerogatives should, therefore, not be the preferred line of argumentation. However, it is the safest line of argumentation with regard to the MRV-Regulation which does not actually aim at reducing emissions. While it claims that it will result in emission reductions, there was never a reason to believe

that it would as it is a measure to take inventory. The Shipping ETS, on the other hand, is an actual emission reduction measure as it creates a financial incentive for affected ships to reduce their carbon dioxide output. Here, I argue that there is a good case for invoking the Effects Doctrine or the concept of Common Concern of Humankind to justify the extraterritorial elements of the EU's Shipping ETS.

Session 3: The Role of Non-state Actors in the Decarbonization of Shipping I

Revisiting the Role of Private Actions and Standards in Decarbonising Shipping

Nishatabbas Rehmatulla

Private voluntary action and governance, referred to as 'private standards' have the potential to address social and environmental challenges such as climate change. Previous research on the role of private standards in decarbonising shipping showed that they suffered from low levels of transparency, ambition and data reliability, undermining the environmental effectiveness of the standards. Through a mixed methods approach this study rigorously evaluates the transparency, ambition and data reliability of a new set of private standards that were implemented after 2018 when previous research stopped and after the IMO adopted the Initial Strategy on GHG emissions. Content analysis revealed that the new private standards are more transparent, reliable and ambitious than previous ones and interviews revealed the key drivers for this improvement. However there remains significant room for improvement of these newer standards across the three areas. It was found that in recent years, the landscape has changed, and decarbonisation of shipping is put higher on the agenda of public and private stakeholders due to new political developments and an increased public awareness. The most important drivers for more transparency, ambition and reliability were found to be customer pressure and the need for a shared reporting methodology. Moreover, the involvement of scientific and academic actors, as well as environmental NGOs and independent third parties has helped to improve the ambition of the private standards. Using shipping as a case study, this paper has shown that early mover action through private action is crucial in the emergence phase of a transition. The revised IMO GHG strategy and the associated policy measures that will enter in the next few years leaves only a handful of years for early and ambitious action for the private sector.

The Role of the Bunkering Industry in Decarbonizing Shipping

Viktor Weber

In recent years it has become evident that a key component of decarbonizing the shipping industry will be the use of new fuels with a significantly lower and potentially zero carbon dioxide footprint. A broad range of fuels can be deployed for this purpose. The most advanced ones being hydrogen and ammonia. In the middle stand various types of synthetic biofuels from organic waste. Finally, biofuels can be produced from regular food and agricultural crops. The transition to new fuels poses two challenges. First, since the low- and zero-emission fuels are more expensive than traditional marine fuels, a market does not arise for them naturally. Thus, an intervention is needed to create a drive for supply and demand. Second, careful consideration needs to be given to which particular fuels are promoted in a policy and which are not acknowledged due to their overall negative environmental impact. The main tool for evaluating fuels in this regard is the so-called life cycle assessment (LCA). In brief, LCAs account for all emissions connected to the use of a fuel and not only the emissions leaving the ship's stack. Furthermore,

LCAs take into account the non-quantifiable impacts of using a certain fuel. The present article assesses the various policies at the International Maritime Organization and the European Union for the promotion of sustainable marine fuels and identifies opportunities for streamlining the two authorities' approaches into one system.

All on the Same Boat? Climate Change, International Law-Making, and Private Participation in the International Maritime Organization

Leo Tiberghien

The International Maritime Organization (IMO) is commonly seen as a public international organization. Its structure is intergovernmental, its mandate of public interest. Yet, reality conveys a more contrasted picture. The IMO is an organization that works in concert with the industry it seeks to regulate, whether shipbuilders, oil companies, or chemical manufacturers. The vast majority of the 88 NGOs who benefit from 'consultative status' are professional associations. Furthermore, it is common for member states to include industry members within their delegations – if not to cede their seats to private companies. Private participation extends to all the organization's work, including its mandate to combat climate change and address greenhouse gases emissions from shipping. There is, however, a close relation between this participation and the way the IMO sees climate change and the environment. They are, indeed, presented as technical problems that require technical solutions.

The paper argues that the current state of private participation at the IMO constitutes a form of privatization. Furthermore, the technical framing and depoliticization of climate change have facilitated said privatization. The paper reaffirms the essential political dimension of climate change and draws implications for private participation: It must be reconstructed through a democratic prism instead of a purely technical one. This requires rethinking and elaborating an adequate legal framework to organize private participation.

To this end, the paper examines the rules on private participation at the IMO and IMO's normative production pertaining to climate change. The analysis is informed by literature in international law, political philosophy, political science, and science and technology studies. The argument is four-pronged. The first section presents the IMO and its environmental mandate. The second section delves into the practice and regulation of private participation. The third section critically examines IMO's de-politicized work on and framing of climate change. The last section makes normative suggestions concerning the regulation of private participation, based on a re-conceptualization of the role of expertise and its articulation to democracy in the context of climate change.

Participation of non-state actors in IMO law-making: friends and foes

Rita Guerreiro Teixeira

The International Maritime Organisation (IMO) is the main international organization concerned with the regulation of safe, secure, and environmentally sound international shipping. Its instruments (ranging from treaties to non-binding, but highly authoritative codes, guidelines, and recommendations) directly affect the activities of private actors, which, in turn, have sought to influence IMO regulatory processes. Representatives of shipping companies are routinely present and intervene in meetings of IMO bodies, participate in technical consultations for the development of new instruments, and are appointed as members of national delegations of member states. Civil society organisations and professional and trade associations equally attempt to influence decision-making and are active in the promotion of the

environment and labour rights. Could this mean that states are no longer the sole decision-makers at IMO?

This paper investigates the role of private actors in IMO's law-making processes, aiming to better understand who they are, what interests they represent, and what mechanisms they rely on to influence decisions. Furthermore, it analyses the consequences of engagement with private actors for the organisation and its lawmaking, building upon existing scholarship on stakeholder participation in global governance and considering two divergent approaches. Focusing on the example of the ongoing IMO negotiations for a code on maritime autonomous surface ships, I first discuss the extent to which participation of private actors can strengthen the democratic legitimacy of the organisation and the effectiveness and authority of the regulatory outputs adopted. Second, I consider the critiques of 'corporate capture' of IMO's decision-making by the shipping industry and the associated risks for the pursuance of the public interests foreseen in its constitution. On this basis, I argue that the participation of private actors in international organisations can be both beneficial and detrimental to the pursuance of their mandates—and is, for the most part, unavoidable—, requiring a balance to be set by these institutions. Finally, I criticise the traditionally narrow focus of the international legal discipline on states and international organisations, which fails to take into account the variety of other actors that contribute to law-making processes and to establish necessary rules for their engagement.

Environmental Risks in Marine Insurance Law: Are Insurers Ready to Cover Marine Clients for Carbon Emissions Risks?

Furkan Bulut

The shipping stakeholders have been confronted with new challenges due to environmental plans aimed at achieving net-zero emissions, including the IMO's 2023 Strategy targeting greenhouse gas (GHG) reductions and the inclusion of shipping into the EU Emissions Trading System (ETS). However, the efficacy of efforts to diminish carbon footprints within the shipping sector hinges significantly on insurance responses. Marine insurance plays a crucial role in advancing these objectives by adopting innovative approaches that extend coverage under hull policies or liability insurance.

Some insurers have introduced emissions insurance that offers marine industry clients the chance to secure protection against emissions stemming from unanticipated journey extensions caused by a covered risk. Should circumstances arise, policyholders will be reimbursed through voluntary carbon credits equivalent to the detrimental emissions incurred during the prolonged voyage.

However, insurers and policyholders might face some challenges. Shipping remains excluded from key international agreements such as the 1997 Kyoto Protocol, the 2015 Paris Agreement, and the UK Climate Change Act 2008, complicating risk assessment for insurers. The absence of international regulations further complicates matters, especially concerning emissions attributions amidst multiple stakeholders from different countries and voyage locations. What is more, dealing with the aim of net-zero emissions will require the development of more innovative ships, hence associated unconventional risks. As exemplified by the aforementioned emissions product, the risks that clients will be protected against are dependent upon risks covered by existing hull products. This will prompt the discussion on whether certain risks, such as cyber incidents, should not be excluded in the case of carbon emissions claims. This paper will analyse the challenges policyholders, and insurers may potentially encounter in navigating carbon emissions products.

Session 4: The Role of Non-state Actors in the Decarbonization of Shipping II

Do port state control practices for the enforcement of maritime environmental conventions converge across the world?

René Taudal Poulsen & Hannah Elliott

The pollution haven hypothesis predicts that national environmental regulation influences the location of polluting businesses, and "… states that environmental regulations will move polluting activities for tradeable products to poorer countries" (Eskeland and Harrisson 2004, p. 1). We explore the pollution haven hypothesis in the context of the global service industry of international shipping, which faces major environmental protection issues and has characteristics that lend itself well to pollution havens. Instead of focusing on the stringency of environmental regulation, as is usually done in tests of the hypothesis, we direct attention towards the stringency of enforcement. We study a particularly important mechanism for enforcement of maritime environmental protection, Port State Control. We explore how Port State Control is carried out across the world and investigate cross-country variation in enforcement practices. We ask to what extent stringent Port State Control practices are converging across the world or whether cross-country variation enables substandard shipping to operate between pollution havens in some parts of the world and undermine global environmental regulation. We also discuss the factors that facilitate and hamper a uniform global enforcement regime for maritime environmental protection and safety and discuss the implications for global environmental governance studies.

Tracking progress towards zero emission fuel adoption in shipping

Domagoj Baresic

International shipping is on an ambitious, zero emission trajectory aligned to 1.5°C, shifting away from fossil fuels and establishing scalable solutions that support a just energy transition. The GHG reduction pathway specified in the 2023 International Maritime Organization Strategy on Reduction of GHG Emissions from Ships (2023 IMO GHG Strategy) says that shipping will need transition to fuels produced from renewable energy. Previous work has proposed a coding of the transition by setting a significant advance milestone of at least 5% scalable zero emission fuel (SZEF) use by 2030. This "2030 Breakthrough" target was adopted and improved by the 2023 IMO GHG Strategy, suggesting "5%, striving for 10% zero and near-zero GHG emission fuel use by 2030", as a share of the total energy used in international shipping. Taking such alignment into account, this analysis tracks the progress adoption of SZEF of at least 5% of the international shipping fuel energy mix by 2030 relative to the total energy demand used.

Shipping Decarbonization: The Civil Liability Regime for Alternative Fuels

Jolien Kruit

IMO's revised strategy of July 2023 includes an enhanced common ambition to reach net-zero GHG emissions from international shipping close to 2050. In order to meet this goal, shipping needs to move away from fossil fuels. The revised strategy therefore also contains a commitment to ensure an uptake of alternative zero and near-zero GHG fuels by 2030. Technology and the order book for vessels with the

capacity to operate on an alternative fuel (LNG, biofuels, hydrogen, methanol and ammonia) are advancing fast; the international civil law liability framework is not.
Unlike for oil pollution, there is no international comprehensive regime in place to deal with liability and compensation following shipping accidents involving alternative fuels; neither when carried on board as cargoes, nor when being used as fuel. The Comité Maritime International's Working Group on Maritime Decarbonisation has published a (draft) discussion paper, which sets out some of the consequences of not having a proper international regime in place, as well as various options on how these liability and compensation gaps may be covered.
Jolien Kruit – who is member of the CMI IWG on Maritime Decarbonisation and co-author of the (draft) discussion paper – will discuss the need for and the potential contents of an international civil liability and compensation regime for incidents involving alternative fuels.

Contract Governance Solutions for Decarbonisation in the Shipping Sector

Pia Rebelo

In relation to climate change and the achievement of sustainable development more generally, contracts are often overlooked as a legal solution within the pluralistic governance toolbox. The same is true within the maritime sector, despite a recognition that standard form shipping agreements present a key site for private forms of regulation. In a transnational sector such as shipping, where contracts can arguably influence private actor behaviour in a way that regulatory frameworks cannot, contracts must be examined as one of the legal governance tools which can serve to facilitate and incentivise emission reduction targets. A reluctance to examine contractual architecture is reflective of the dominant academic view that moralistic reasoning in contract law should be treated with suspicion. 'Freedom of contract' is said to prevail so that parties will always opt to contract out of default rules that will increase their costs. However, the net-zero agenda is pushing the boundaries of a formalistic and minimalist approach to contract law, as modern climate clauses are introducing new cooperative norms, data-sharing obligations, third party rights, green damages and advance warning mechanisms for anticipated breach.
This Presentation seeks to apply a contract governance approach to contract theory for the implementation of decarbonisation objectives in the international maritime sector. In doing so, it provides an overview of how the commercial transactions that characterise the shipping industry can become effective sites of collaboration between shipping actors to improve upon energy efficiency and CO2 reduction. This Presentation will analyse some of the emerging contractual mechanisms that shipping associations are beginning to implement in providing rider clauses for the sector. These new drafting innovations are already prevalent in Loan Market Association documentation to implement green principles in ship finance, while charterparties are also beginning to see green shoots for negotiating energy efficiency and implementing the IMO's Carbon Intensity Indicator measure.

How Partnerships Influence the Decarbonization of the International Shipping Industry - A Case Study on the Getting to Zero Coalition

Dhini Purnamasari

The international shipping industry is under immense pressure to reduce its carbon footprint and eventually achieve net zero sooner to help alleviate climate change problems. Emission reductions targets set by the International Maritime Organization (IMO) and public pressures created an immense challenge

for the industry because of the absence of commercially feasible zero-carbon fuels for ships, the absence of zero-carbon technology for ship engines, and the lack of capital available to shipowners to build new ships to operate on cleaner fuels.

To respond to the challenges of decarbonization, a new phenomenon of partnership emerged in the shipping industry. Although environmental partnerships are not new to the industry, partnerships that focus on decarbonizing the industry are relatively so. The phenomenon of decarbonization partnerships is not well-studied yet despite its rising influence in the private and public sectors. This research contributes to the literature on how environmental partnerships affect the decarbonization of the international shipping industry by examining how the Getting to Zero Coalition operates. Using Wassmer's environmental partnerships framework, this research found strong evidence that the Getting to Zero Coalition displays mixed characteristics of innovation-seeking, legitimacy-building, and policy-influencing partnerships. The Coalition also behaves like a transnational governance institution in sending guidance and signals to the industry, having the means to implement its policies, and sharing learnings and knowledge. To some extent, it can also hold its members accountable to their commitments through collective stocktaking and internal monitoring by the secretariat. Internal decision making processes within the Coalition are often unknown to the public and warrant further studies into how the internal power dynamics influence collective actions taken to curb carbon emissions.

Effective Enforcement of GHG Fuel Standard IMO Regulations

Jesper Jarl Fanø

A.P. Moller-Maersk A/S is an integrated container logistics company. Knowing that international shipping in general accounts for aprox. 3% of all GHG emissions, the company is focused on leading the way for decarbonizing the industry, for example using methanol. Therefore A.P Moller-Maersk is supporting the development of GHG regulations at the IMO, which includes the expected development of goal-based fuel standard regulating the phased reduction of GHG in/from marine fuel's.

However, once such regulations have been adopted and enter into force, effective enforcement is needed to ensure that the envisioned GHG reductions are actually achieved and to ensure a level competitive playing field as new, green, compliant fuels will be significantly more expensive then fossil based fuels.

The presentation will attempt to lay out the jurisdictional basis (‘rights’ and ‘obligations’) for States – in their different capacities as either flag-, coastal-, or port State under the United Nations Convention on the Law Of the Sea (UNCLOS) – to effectively enforce such future IMO regulations relating to a fuel standard.

Focus will be on effective enforcement, e.g. ensuring dissuasive fines, as well as other measures.

Keynote address 2

Ocean and Climate Change: ITLOS Advisory Opinion and Implications for Shipping

David Freestone

Session 5: Arctic Shipping Regulation and Climate Change

The Arctic Council Contribution to the Governance of Arctic Shipping

Suzanne Lalonde

Abstract

Non-state Actors and International Law-Making: The Case of Arctic Shipping and the Regulation of Black carbon Emissions

Stella Ebbersmeyer

The shipping sector is a major contributor to climate change which poses problems on a global scale, and specifically for the Arctic. As Arctic shipping routes become more available due to the melting of Arctic sea ice, this poses a special threat to the Arctic, specifically in the context of black carbon emissions. Black carbon is a potent air pollutant and climate forcer, emitted when burning heavy fuel oil, which has drastic climate effects accelerating snow and ice-melt and directly contributes to the warming of the atmosphere. Despite the evident need for regulation, the current legal framework presents significant gaps. In this presentation, beyond examining existing regulatory instruments, emphasis is placed on international law-making as such, particularly on the roles of non-state actors within regulatory processes. Through an analysis of the relevant non-state actors involved, the presentation aims to answer the question of how non-state actor involvement in the international law-making processes can be enhanced to advance the regulation on black carbon emissions from Arctic shipping. To answer this question, the presentation identifies barriers to regulatory advancement as well as pathways for overcoming them.

Reducing Shipping Climate Pollutants in the Arctic: The Designation of Emission Control Areas

Zhen Sun

In a significant step towards protecting the Arctic and sub-Arctic waters from harmful emissions from ships, the Marine Environment Protection Committee of the International Maritime Organization (IMO) in March 2024 approved two new Emission Control Areas (ECA) proposed by Canada and Norway. The new ECAs are expected to be adopted by the IMO Assembly in late 2024 and the measures could enter into force as early as March 2026.

The proposed Norwegian ECA aims to prevent, reduce and control emissions of Nitrogen Oxides (NOx), Sulphur Oxides (SOx) and particulate matter (PM) from ships. It comprises the waters of Norway's exclusive economic zone to the north of 62 degrees reaching all around the country's coastline to the maritime border with Russia in the Barents Sea. On the Canadian side, the proposed ECA covers the portion of Canada's Arctic waters where the outer limit is generally setback 3 nautical miles (M) from the 200 M limit or follows the maritime boundary between Canada and Kingdom of Denmark (Greenland) from the Lincoln Sea to the Labrador Sea. The proposed regulations would limit emissions of NOx, SOx and PM from ships, including black carbon. The air pollution reduction measures as proposed for the new ECAs will complement the incoming heavy fuel oil ban in the Arctic waters to further reduce climate

pollutants from ships, and deliver benefits to the northern populations, the marine and terrestrial ecosystems.

This presentation will offer a brief overview of the process and considerations that led to the designation of the two ECAs in the Arctic, and discuss the practical implications of measures to reduce and control emissions of NOx, SOx and PM from ships in the Arctic. It will also examine the linkages between measures implemented in the ECAs and the rights and obligations of States under the international law of the sea.

Arctic Shipping, the Polar Code, and Marine Plastic Pollution

Yoshifumi Tanaka

Marine plastic pollution constitutes a serious threat to the world's oceans and the marine Arctic is no exception. In the marine Arctic, shipping, along with fishing, constitutes the primary source of marine plastic pollution. Thus the prevention of marine plastic pollution from Arctic shipping should be crucial in the protection of the environment of the marine Arctic. Arctic shipping is regulated by multiple instruments, such as the UN Convention on the Law of the Sea, MARPOL, and the Polar Code. In particular, the Polar Code, which entered into force on 1 January 2017, is the key instrument regulating Arctic shipping. When considering the prevention of vessel-source marine plastic pollution, particular focus must be placed on interaction between relevant treaties and legal instruments. Noting this point, this paper addresses the prevention of vessel-source marine plastic pollution from Arctic shipping.

Rethinking Arctic Governance: Focusing on Regulating Black Carbon Emissions in the Context of Geopolitical Tensions

Jan Jakub Solski & Konstantinos Deligiannis-Virvos

This article discusses the current state of Arctic Ocean governance, which has reached a tipping point due to the conflict between Russia and Ukraine. The article argues that the crisis presents an opportunity to address the systemic limitations of Arctic governance, including the exclusive focus on Arctic States and the difficulty in addressing global challenges like climate change. The article proposes that global actors can fill the void of geopolitical agency in the Arctic by taking regulatory action that has an effect in the region, such as regulating black carbon emissions from ships. The regulation of black carbon emissions from ships is highlighted as a critical concern, since these emissions exacerbate the warming of the Arctic by reducing the albedo effect of snow and ice and the international response to their regulation has been affected by the current geopolitical crisis.

The article includes an analysis of the discussions within the International Maritime Organization regarding black carbon regulation, as well as the potential for unilateral responses to this particular issue. The article concludes that effective regulation of black carbon emissions not only creates a new currency in the race for the Arctic actorhood, but also contributes to mitigating the effects of climate change. By exploring the interplay between governance shifts and the challenge of regulating black carbon emissions, the article suggests that the crisis could lead to a reimagining of Arctic governance.

The Law-making Role of International Courts and Tribunals and the Arctic Protection

Naphtali Ukamwa

The Arctic region, characterized by its rare environmental, geopolitical, and socio-economic importance, faces current and potential issues ranging from climate change impacts to inter-state territorial disputes.

As such, safeguarding the Arctic requires robust legal structures that foster cooperation, resolve disputes, protect human rights, and ensure resource conservation. In this paper, I argue that international courts and tribunals (IC/Ts), by exercising three types of express review powers—administrative, dispute settlement and constitutional—could play an intrinsic law-making role in the protection of the Arctic. Importantly, IC/Ts interpret and apply existing international legal instruments relevant to the Arctic, including the United Nations Convention on the Law of the Sea and various environmental agreements. IC/Ts jurisprudence can clarify legal duties, resolve uncertainties, and determine 'precedents' that guide the practices of states and non-state actors in the region. Also, IC/Ts engage in normative law-making through the progressive interpretation of existing international law with implications on issues such as climate change, ecosystem protection, maritime boundaries, and indigenous rights. IC/Ts can adjust legal principles to the evolving and existing challenges confronting the Arctic. Moreover, the decisions and reasonings of IC/Ts have the potential to increase global/regional dialogue, which can bolster state and non-state actors' willingness to cooperate for comprehensive solutions to shared problems in the region.

Session 6: Domestic and Other Regional Approaches

Holomui ki mu'a: Pacific Catalytic Action at IMO Proves the Power of Small

John Kautoke

In the space of a decade, a small alliance of high ambition PSIDS has demonstrated their capacity to engineer catalytic action within a sector many described as 'too hard to abate'. That this small grouping from the world's smallest of micro-states has been able to exert the leverage it has is remarkable. But it has been no random undertaking. In this paper we follow the development of a successful indigenous 'recipe' for catalytic action from its genesis in the challenge of the Tongan philosopher Hau'ofa in the 1990's to the conventional narrative of the Pacific as a post-colonial region of weak, dependent and remote micro-states. Hau'ofa instead recast self-reliance and confidence in the certain knowledge of an ancient but living Oceania of Large Ocean States as a shield to the trap of a dependency spiral. Such thinking, re-emulated by future Pacific academics and politicians in the furnaces of successive COPs and related engagements can be traced through the call of the late Tony de Brum at IMO in 2015 for targets commensurate with a 1.5 agenda and progressive introduction of cutting-edge policy design on GHG emissions pricing and concepts of equitable transition by a next generation of Pacific diplomacy. Seen through the lens of past learning, the development of the Pacific's catalytic action at IMO appears as the disciplined application of a learned process rather than a random event. In this paper we consider the thesis that catalytic action is essential to creating paradigm level change and that action is the result of the application of small but powerful interventions stemming from careful understanding of past knowledge.

The Decarbonization of Shipping from the Danish Perspective

Jakob Haugaard

In the presentation "The Decarbonization of Shipping from the Danish Perspective" Jakob Haugaard will address why shipping has to decarbonize and how to accelerate the green transition of shipping through

regulation, innovation and partnerships. He will also elaborate on, how Denmark punches above its weight in the international arena of green shipping.

The Need for a Revised Legal Strategy for Energy Transition in the Asian Shipping Industry

Lasya Vyakaranam DCruz & Shashikala Gurpur

With a global consensus that energy transition is the only viable option for maritime decarbonisation, the International Maritime Organisation's (IMO) 2023 GHG Emissions Strategy calls for urgent and extensive legislative and policy response from all shipping countries in what is now being termed as the 'Race to Zero'. While taking significant strides in the shipping industry, carrying roughly 41% of world trade in 2022, many postcolonial countries of Asia or the 'Emerging Asia' as defined by the International Monetary Fund, are still struggling with severe developmental challenges like food security, poverty, infrastructural deficiency, etc. In addition, the lack of adequate resources for development of green technologies and fuel and the failure to achieve regional cooperation further exacerbates its poor performance in the race to Net Zero by 2050. An examination of the key policy responses from the countries of the 'Emerging Asia' will suggest a gap between Asian Shipping Industry and the headway made by the EU through its FuelEU Maritime legislative package including the EU ETS which is already operational. As leaders in the global energy transition, the EU has undertaken decades of research and development into Green Technology and Green Fuel and has gained significant ground in the race to zero. This study addresses the need to bridge the gap between the EU and Asian Shipping industries to ensure a just transition. Through a jurisprudential survey of the Common But Differentiated Response (CBDR) principle of International Environmental Law which does not feature in the IMOs GHG Strategy, the study establishes the need for a differentiated as opposed to a unified strategy for effective maritime decarbonisation in the Asian Shipping Industry. The role of regional bodies and industry players in developing such a strategy is crucial, requiring interoperability between states and institutions and sharing of resources in order to position the Emerging Asian Shipping Industry for a swift and just energy transition. It further conducts an inquiry into the ethical underpinnings of the 'race to zero' in order to find equitable solutions which are likely to result in a collaborative procession or a 'rally' towards Net Zero.

Maritime Decarbonization in Singapore

Kevin Chan

The momentum towards greener shipping in South-East Asia has gained traction in recent years, fuelled by a growing recognition of the economic, environmental and societal benefits of GHG (greenhouse gas) emission reduction. The region's strategic location in global trade routes also underscores the importance of embracing sustainable practices in the face of evolving market demands. Singapore, in particular, has taken proactive steps to accelerate decarbonization with a range of strategies including technological innovation, policy incentives, and legal frameworks. This presentation offers an overview of the regulatory landscape in Singapore, the incentives driving sustainable practices, as well as challenges faced. Additionally, it explores the potential legal issues that may be encountered by various stakeholders in their journey towards achieving greener shipping.

An Analysis of the Peruvian Maritime Regulatory Law and its Significance towards Achieving Sustainable Development Goal 14

Jesus Menacho

"Conserve and sustainably use the oceans, seas and marine resources for sustainable development" is Sustainable Development Goal 14, which directly impacts the Laws of all States in general and coastal States in particular. This article will address the importance of Maritime Regulatory Law in Peru and its role in achieving SDG 14. Maritime transport is crucial for sustainable development and the blue economy. The oceans are essential to our collective future, and several aspects of maritime transport need to be addressed in line with SDG 14 and the 2030 Agenda for Sustainable Development. This SDG seeks to address the challenges facing the oceans and marine resources, such as overfishing, pollution, ocean acidification and loss of marine biodiversity. At the same time, it recognises the central role that the oceans play in mitigating climate change and the provision of essential resources for human subsistence. In this scenario, IMO has a vital role to play, as it is responsible for global measures to prevent pollution from ships, thereby positioning the organisation as fundamental to the targets of SDG 14. Maritime Law is a set of rules and principles regulating maritime activities and seeks to strike a balance between economic development and the protection of the marine environment. It generally applies to private entities such as shipowners, their employees and any other stakeholders that ships may have on board. The Law of the Sea is a branch of public international law and was introduced to establish limits on the conduct and movement of ships at sea, specifying the legal regime of marine spaces and their use, making a clear distinction between sovereignty, jurisdiction, exploitation of marine resources and protection of the marine environment. SDG 14, Maritime Law and the Law of the Sea are intrinsically linked. Despite the fact that Peru is not a party State of UNCLOS, regulatory Maritime Law in Peru builds on both, which provide the legal framework to implement policies and measures aimed at the conservation and sustainable use of marine resources, as well as the protection of the marine environment, align with the SDG 14 targets and the achievement of Net Zero Emissions by 2050.

Session 7: Exploring Interactions with Other Legal Regimes

Turning Vulnerability into Opportunity: Decarbonization of Shipping, Trade Law, and Small Island Developing States (SIDS)

Ruosi Zhang

Net food and energy importers, small island developing States (SIDS) heavily depend on shipping which is the lifeline for their survival. They nevertheless have to endure high shipping costs, low shipping connectivity and infrequent shipping services, which undermine their trade competitiveness and constrain their development opportunities. This is compounded by their environmental vulnerabilities. Due to their geographical circumstances and level of development, SIDS are injured or specially affected by or are particularly vulnerable to the adverse effects of climate change.

Decarbonization of shipping is being pursued as the top priority in the maritime sector with the zero emission goals set at global, regional, and national levels and various greening initiatives launched by both public and private actors. The shift to low carbon shipping will result in increased maritime logistics costs with stronger impacts on SIDS. Given the critical importance of shipping for SIDS and their disadvantageous positions, one acute question to be addressed is how to prevent the decarbonization of shipping from worsening the disadvantages of SIDS and bring them with new development opportunities. In other words, the decarbonization of shipping needs to be not only effective, but also just and equitable.

Recognizing the complexity of this issue, various studies have been undertaken to assess potential measures proposed in this respect. To complement existing studies, this paper will focus on whether and how trade and trade rules can play a role in promoting the interests of SIDS in the pursuit of shipping decarbonization.

Trade or trade liberalization is always associated with increased productivity, economic growth and prosperity. Current trade rules, be it multilateral or regional, are built upon the theory of comparative advantage and designed to reduce trade costs and facilitate market access by minimising government interventions. Climate change is bringing systemic changes to the world trading system whereby the new narrative is how trade and trade rules should and can be leveraged to achieve broader goals of sustainable development which may require greater government interventions and/or innovative interpretation of some existing trade rules.

In this context, this paper will analyse how trade can contribute to a just and equitable shipping decarbonization for SIDS, what mechanisms are needed for this purpose, and why various principles such as trade liberalization, non-discrimination, special and differential treatment in trade law and the principle of common but differentiated responsibilities and respective capabilities (CBDR) in international environmental law can be reconciled in the world trading system. The paper will also examine whether there are emerging trends in state practice that are aligned with the new narrative.

The International Legal Framework of Oceanic Shipping of Carbon Dioxide for Permanent Storage

Carolina Arlota

The Intergovernmental Panel on Climate Change defines carbon dioxide capture and storage (CCS) as "a process in which a relatively pure stream of carbon dioxide (CO2) from industrial and energy-related sources is separated (captured), conditioned, compressed, and transported to a storage location for long-term isolation from the atmosphere." This presentation focuses on the transportation aspect of CCS and, more precisely, on the cross-border shipping of carbon dioxide for permanent storage (sequestration) abroad.

This issue is of academic and practical interest, especially when considering the current levels of greenhouse gases (GHGs) in the atmosphere and the need for storing carbon dioxide outside Europe, in particular. Finally, the transboundary shipping of carbon dioxide raises difficult questions on how to classify carbon dioxide under international treaties that were drafted prior to the development of CCS-oriented technologies. In light of this complexity, this presentation reviews the main treaties currently applicable to the transboundary shipping of carbon dioxide. It begins by examining the London Convention and Protocol, which is arguably the most important legal framework to understand the regulation of cross-border carbon dioxide transportation and storage. Next, it analyses the Basel and Bamako Conventions and presents an overview of applicable international treaties to the topic, including the UNCLOS, the High Seas Treaty (or BBNJ), MARPOL, OSPAR, and the HNS Conventions. These conventions, while relevant, will likely not impede the shipping of carbon dioxide across borders. Nonetheless, the current legal patchwork of international treaties may hinder the nascent expansion of a carbon-for-sequestration-oriented shipping industry.

Investor-State Disputes' Impact on Maritime Climate Mitigation Efforts

Marina Konstantinidi

This paper explores how developments in greenhouse gas emissions (GHG) reduction within the shipping sector affect the legal position of investors and States in the context of international investment law. As the European Union (EU) and the International Maritime Organization (IMO) intensify efforts to combat climate change through stringent emissions regulations in shipping, foreign investments in maritime industries, such as shipbuilding, logistics, renewable energy infrastructure companies, and occasionally ports, encounter a series of challenges and opportunities.

It is widely accepted that measures to combat climate change are necessary for the survival of the planet. In this context, several measures have been adopted, amongst others, in maritime transport, such as, for example, the IMO greenhouse gas strategy with the target of at least 5% uptake of zero or near-zero GHG emission technologies, fuels and/or energy sources by 2030. This is supported, on an EU level by the inclusion of maritime emissions in the EU Emissions Trading System (ETS), and the MRV Maritime Regulation, aiming to deliver the European Green Deal and the goals set by the Paris Agreement. Important as such measures may be, changes in the regulatory framework may initiate claims from foreign investors in the maritime industry, asking for damages for their loss of profit. This may result to States, out of fear of the important amounts of damages potentially ordered, not taking the necessary measures for the protection of the environment (resulting to the so called 'regulatory chill').

The paper aims to shed light to the role of investor-State disputes in the context of climate mitigation and the influence of non-State actors in the maritime sector to the implementation of climate mitigation policies. Through a doctrinal approach, it analyses issues such as claims concerning expropriation and breach of the fair and equitable treatment principle. The paper further explores legal strategies to mitigate risks related to such claims and suggests solutions relevant to the reformulation of the investment treaty regime and stakeholder engagement initiatives, with the ultimate aim to advance the discourse on the intersection of international investment law and environmental protection.

The Role of Maritime Labour Law in Achieving Green Shipping: An Enemy or an Ally?

Zoumpoulia (Lia) Amaxilati

To support the global community in reaching the Paris Agreement target of keeping global warming to 1.5ºC, the shipping industry, which is responsible for 3% of global greenhouse gas (GHG) emissions, has to reduce its carbon footprint. In 2023, the International Maritime Organisation (IMO) revised its initial GHG strategy with the overall ambition to achieve net zero emissions by 2050, without defining the exact means of reaching this target. However, one thing is clear. The implementation of any future measures will affect the world's 1.89 million seafarers who are required to ensure that marine transportation is safe, efficient, and environmentally friendly. This paper prompts a critical reflection on the role of maritime labour law in achieving 'green' shipping. It argues that, depending on the level of integration between the regulation of shipping related climate impacts and the international social and labour standards covering seafarers, maritime labour law can challenge transitional strategies. It concludes by putting forward the case that maritime labour law should serve as an enabler of sustainable shipping and identifies maritime labour law structures that can support the shipping industry in its transition to a decarbonised future.

Preventing Pollution from the Maritime Autonomous Surface Ships (MASS) with Implementing the Precautionary

Richard W. W. Xing

Ships around the world burn about 300 million tonnes of fossil fuels and emit more than a billion tonnes of CO2 a year, as well as causing pollution and other environmental impacts. The rising average age of ships exacerbates the situation, as older ships cost more and pollute more. Carbon emissions from the global shipping fleet actually increased by 4.7% between 2020 and 2021. Shipping therefore needs to make a major transition to new, scalable, zero-emission fuels and technologies. Autonomous vessels are seen as the next generation of ships to meet current and future sustainability challenges.

Autonomous shipping, is not just a vision of the future, but real projects are underway around the world. However, new challenges to international shipping laws and regulations have arisen from the safety, security, and environmental concerns of autonomous ships under scientific uncertainty. Emerging risks may include software bugs and IT issues, cyber-attacks, on-the-spot decision-making in dynamic environments, piracy, and collision avoidance, etc. These scientific uncertainties may give coastal States grounds to deny such vessels access not only to their internal and territorial waters, but even to their EEZs, by applying the 'precautionary principle' in international environmental law. While abundant studies have noted the potential of autonomous ships to be emission-free and reduce air pollution to the environment, research has paid scant attention to the significant uncertainties of the autonomous shipping that may lead to new environmental risks such as traffic incidents and oil spills.

Currently, a joint working group of the IMO's Maritime Safety, Legal and Facilitation Committees on Maritime Autonomous Surface Ships (MASS) has been established to develop a goal-based MASS Code. The IMO's Marine Environment Protection Committee has agreed to review the instruments for autonomous ships in the later stages of the regulatory process. It is therefore necessary to assess the compatibility of the autonomous ships with international environmental law. Our current Humboldt research has made progress on 'Preventing Pollution from the MASS: Implementing the Precautionary Principle' with a preliminary report. This presentation would share the research outputs for discussion and comment at the InterAct Conference.

The role of amicus curiae in the ITLOS Advisory Opinion on Climate Change and International Law

Rafael Prado

Abstract

Speakers

Aixa Pérez

Aixa is Regulatory Affairs Manager at the Mærsk Mc-Kinney Møller Center for Zero Carbon Shipping. She is part of the sustainable decarbonization of the international maritime transport activities: analyzing supply & demand regulations, the IMO LCA methodologies to account for the WTW emissions, the green corridors framework, the certification of (alternative) fuels and the sustainability criteria to guarantee the know-how of the transition to a fuel mix with lower GHG emissions considering the whole value chain lifecycle climate impact. Earlier, Aixa worked as an advisor at the Danish Energy Agency with a focus on climate change mitigation and sustainable energy transitions for different countries to comply with the Paris Agreement (UNFCCC) using her expertise on land-use change sectors, forestry (AFOLU, LULUCF), waste and the implementation of the IPCC Methodologies. She also worked as a teacher of science and as a laboratory technician in a sewage treatment plant without biogas recovery.

Baine P. Kerr

Baine Kerr is a PhD Candidate at Utrecht University. He holds a bachelor's degree in Sociology from Vassar College in Poughkeepsie, New York, United States, as well as a juris doctor from UCLA School of Law, Los Angeles, California, United States. He also obtained an LL.M degree in Public International Law (cum laude) from Utrecht University. Baine is researching climate pollution caused by international shipping, focusing on the legal duties to prevent and control it under international law. His interests also include carbon markets and aviation's climate impacts. Baine is supervised by prof. Seline Trevisanut and asst. prof. Natalie Dobson, and he is a member of the Utrecht Center for Water, Oceans, and Sustainability Law, and the Netherlands Institute for the Law of the Sea. In the fall of 2022 Baine was a visiting researcher at Oxford University Faculty of Law.

Beatriz Martinez Romera

Beatriz is an Associate Professor of Environmental and Climate Change Law at the Center for Climate Change Law and Governance (CLIMA). She obtained her PhD on the regulation of greenhouse gas emissions from international aviation and maritime transport in 2015 under the supervision Professor Peter Pagh. Her research interests coalesce around issues of environmental and climate change law and governance. She has a keen interest in the international climate negotiations and the regulatory processes at the International Civil Aviation Organization and the International Maritime Organization, as well as the developments at the EU level. She has been teaching climate change law for the last 10 years, and she is the founder of TRAMEREN (Transatlantic Maritime Emissions Research Network with NYU School of Law) and ArcEnGov (Arctic Environmental and Climate Change Governance Network with Canadian Research Institutions). Further, she regularly organizes sustainability and climate related events, such as the Climate Breakfast Seminar Series and the Interdisciplinary Seminars on Climate, Energy and Sustainability.

Belma Bulut-Sahin

Belma is a Lecturer in Maritime and International Trade Law, University of Essex. She is also a practicing lawyer in the Turkish Bar. Before her current position, she has held various academic and other legal appointments connected to maritime law.

Bernardo Busel Niedmann

Bernardo is Chief Advisor at the Danish Energy Agency. He has extensive experience working as specialist in regulation of renewable energy in government-to-government cooperation with Colombia, Brazil, Ukraine, Ethiopia, Indonesia, Türkiye, Mexico, South Korea and Chile. Before joining the Danish Energy Agency, he was a partner in a law firm in Santiago de Chile, where he specialized in energy law working with clients from more than twenty countries, focusing his practice in national and international litigation and transactional advice in the energy sector. He holds an Advanced Master of Laws (Energy Law) from the Universities of Copenhagen, Groningen, Aberdeen and Oslo (International Bar Association Scholarship recipient) and an LL.B. degree from Universidad Adolfo Ibáñez, Chile. He is admitted to practice law in Chile.

Bryce Rudyk

Bryce Rudyk is the Climate Program Director at the New York University (NYU) Frank J. Guarini Centre on Environment, Energy and Land Use Law. He is also an adjunct professor teaching International Environmental Law, International Environmental Law Clinic, and Global Environmental Governance at NYU. From 2014-2016, he served as a Senior Legal Advisor to the Chair of the Alliance of Small Island States (AOSIS) in the UN Climate Change Negotiations. Bryce has been at the Guarini Centre since 2009, initially as a Research Fellow and then Director of the Climate Finance Project. His research focuses on the global institutional structure for climate finance and alternative transnational institutions for global climate action. He has an LLM in International Law from NYU Law, a JD from the University of Toronto, and a BSc in Biology from McMaster University. He practiced private international law and was a lobbyist for higher education before moving to international environmental law.

Carolina Arlota

Carolina is currently a non-resident fellow at Columbia Law School under the Sabin Center for Climate Change Law. Her work explores international and domestic (U.S.) laws governing the cross-border transport of carbon dioxide (CO_2) for sequestration, and how such transportation fits into broader climate and environmental protection regimes, including the Paris Agreement on Climate Change, carbon markets and emissions trading. Prior to joining the Sabin Center, Carolina was a Visiting Assistant Professor at the University of Oklahoma, College of Law. Beforehand, Carolina worked in commercial practice and she has been admitted to the Brazilian Bar and the New York Bar. She currently co-chairs the American Branch of the International Law Association—ABILA's committee on International Environmental and Energy Law.

Daniel Bodansky

Daniel is a Regents' Professor of Law in the Sandra Day O'Connor College of Law. He is also an affiliate faculty member with the Center for Law, Science and Innovation, and the Julie Ann Wrigley Global Institute of Sustainability's School of Sustainability at ASU. He served as the Climate Change Coordinator at the U.S. Department of State from 1999-2001, on a leave of absence from academia, and was an attorney-advisor at the U.S. Department of State from 1985-1989. He has consulted for the United Nations in the areas of climate change and tobacco control. Since 2001, Professor Bodansky has been a consultant and senior advisor on the "Beyond Kyoto" and "Pocantico Dialogue" projects at the Center for

Climate and Energy Solutions (formerly the Pew Center on Global Climate Change). He has served on the Board of Editors of the American Journal of International Law and the State Department's Advisory Committee on Public International Law, is the U.S.-nominated arbitrator under the Antarctic Environmental Protocol, and is a member of the Council on Foreign Relations and the American Society of International Law. Awards include an International Affairs Fellowship from the Council of Foreign Relations, a Pew Faculty Fellowship in International Affairs, and a Jean Monnet Fellowship from the European University Institute. Daniel's scholarship includes three books and dozens of articles and book chapters on international law, international environmental law and climate change policy.

Fredrik von Malmborg

Fredrik is Associate Professor in political science at Linköping University, Sweden. He started his research career analyzing organizational strategies for sustainable development and decarbonization, including corporate strategies related to emissions trading. The last four years, he has been analyzing policy processes and the politics of EU legislation for decarbonization related to the "European Green Deal" and its "Fit for 55" legislative package, with particular focus on buildings, industry, the energy sector and maritime shipping. He utilizes and compares several theories of the policy process, including the Advocacy Coalition Framework, the Multiple Streams Framework and Discourse Analysis, to understand and explain the role of policy entrepreneurs, advocacy coalitions, discourse agency and policy learning in agenda-setting and decision-making. Besides being an academic scholar, Dr. von Malmborg served for almost two decades as a civil servant in the Government Offices of Sweden, working practically with climate policy in different sectors. His research on the "Fit for 55" package has been published in Review of Policy Research, European Policy Analysis, Politics & Policy, Maritime Transport Research, Energy Research & Social Science, Energy Policy and Energy Efficiency.

Furkan Bulut

Furkan Bulut is a doctoral candidate at Swansea University, UK. He conducts his research on the implications of artificial intelligence and related emerging technologies on (marine) insurance law. The realization that human decision making can be replicated or even improved by disruptive technologies such as AI, machine learning, deep learning, and the industrial Internet of Things has initiated a race to integrate them into transport systems as they promise to reduce accidents and the overall cost of transporting goods and passengers globally. Furkan's PhD aims to look into the changes that are required in terms of liability and insurance law to accommodate these developments in the transport sector, particularly in shipping.

Goran Dominioni

Foran is a tenured Assistant Professor in Law at Dublin City Unviersity, School of Law and Government. His primary research interests are carbon pricing, international maritime transport, and climate change law. He is currently the principal investigator of a World Bank-funded project on the implementation of carbon pricing in international shipping and of a United Nations Foundation grant on the same topic. In 2022, he was awarded a grant by the Irish Aid Enterprise Fund for International Climate Action to provide training on carbon pricing in international shipping to members of delegations to the International Maritime Organization. Goran is also a Funded Investigator of the SFI Co-Centre for Climate + Biodiversity + Water.

Hannah Elliott

Hannah Elliott is assistant professor at Copenhagen Business School (CBS). As a political and economic anthropologist, she is concerned with tracing the often uneven and contradictory effects of development and sustainability initiatives, as well as with using insights from ethnographic research to rethink what development and sustainability might mean. She has carried out much of her research in Kenya, investigating the temporal politics of large-scale infrastructure projects; land reform and the privatization of customary land; the production, labour and trade of 'sustainable' commodities; economies of migration and displacement; and financial inclusion initiatives. Her current research project, funded by the Danida Fellowship Fund and carried out in collaboration with colleagues from CBS, the University of Nairobi, and the Institute for Legal and Environmental Governance – Kenya, examines environmental maritime governance in Kenya in the context of international efforts to abate greenhouse gas emissions from shipping. She holds a bachelor's and a master's degree in Anthropology from the University of Manchester and the School of Oriental and African Studies (SOAS, University of London), and a PhD in African Studies from the University of Copenhagen.

Jan Jakub Solski

Jan is Associate Professor at the University of Tromsø, Norway. Jan has devoted most of his research to studying Arctic governance, particularly the role of Russia's law and practice. In April 2019, he defended his Ph.D. thesis on "Russian Coastal State Jurisdiction over Commercial Vessels Navigating the Northern Sea Route", where he studied Russia's relevant practice in global, domestic, political, historical, and legal contexts. Jan's postdoctoral research was funded by the RCN project "Regulating Shipping in Russian Arctic Waters: Between International Law, National Interests and Geopolitics - SIRAW." In his current research, funded under the Fram Centre project "Sustainable Development of the Arctic Ocean (SUDARCO)," Jan investigates the status and potential trajectories of the evolving governance regimes of the Arctic Ocean.

Jennifer Baumann

Jennifer is a doctoral candidate at the Norwegian University of Science and Technology. Her main research focus in the last few years has been on the environmental impact of shipping, particularly emissions. She has examined the emission policies regarding cruise ships in Europe and the possible applications of hydrogen in the maritime sector. In her PhD project, she is interested in how and why actors of international organizations change or innovate policy on emissions reduction in a multi-layered, multi-actor, global architecture and how the EU features in that process.

Jesper Jarl Fanø

Jesper is Senior Advisor on Public and Regulatory Affairs, Energy Transition, and International Legal Affairs at A.P. Møller – Maersk. He has worked with international maritime law for over 10 years, including international and regional maritime environmental law, in particular Annex VI of the MARPOL convention regarding sulphur regulation (and the accompanying IMO resolutions etc.) and EU's "Sulphur Directive". In his current position, he mainly works with securing enforcement, through PSC and UNCLOS of existing IMO environmental legislation, primarily fuel-regulations on GHG and MARPOL Annex I-VI (esp. Annex VI on Air Pollution). He also works on ship recycling, piracy, biofuel, Arctic etc. plus different matters pertaining to public affairs. Jesper is also a member

of the Danish delegation to the IMO where he participates in the MEPC and PPR-subcommittee meetings. Earlier, Jesper has worked for the Danish Environmental Protection Agency and the Danish Maritime Authority.

Jesus Menacho

Jesus has worked for more than 20 years at the General Directorate of Captaincies and Coastguards – Maritime Authority of Peru and currently serves as Director of Surveys, Audits and Port State Control Inspections. Prior to this, he held the positions of Chief of Staff at Coastguard Operations Command, Director of International Affairs and IMO, and Director of Policies, Regulations and Integrated Management Systems. He also has vast experience in seafarer matters, having served as the Head of the Seafarers Department within the Directorate, as well as a Maritime Inspector and International Instructor of the ILO Maritime Labour Convention (MLC 2006). He has further experience in several other Admiralty matters and he is regularly teaching at various nautical academies and universities.

Joel Ong

Joel Ong is currently Research Assistant to Emeritus Professor Robert Beckman and Dr. Tara Davenport, Co-Heads of the Oceans Law and Policy Programme at the Centre for International Law (CIL), a university level research centre at the National University of Singapore (NUS). He read Law at NUS, graduating with a Second Class (Upper) Honours in 2023. Joel is part of the Maritime and Port Authority of Singapore (MPA)-CIL Oceans Governance Research Programme 2023 funded by the Singapore Maritime Institute. He conducts research on ocean policy and regulation, and currently focuses on green shipping, dark ships, and maritime cybersecurity. He has presented, published, and taught on the Law of the Sea and International Regulation of Shipping. He is a Teaching Assistant for the "International Regulation of Shipping" course at NUS Law for undergraduate and post-graduate students and has taught on "Climate Change and Shipping" to both NUS students and government officials. Notably, he presented his research to a former President and Judge of the International Tribunal for the Law of the Sea. His recent publication is a journal article 'Decarbonizing International Shipping at the IMO: Are Alternative Fuels The Way Forward?' published in Carbon & Climate Law Review. He has also been invited as a speaker to international conferences in Singapore and Malaysia, and as a peer reviewer for a World Maritime University workshop in Sweden. At CIL, Joel has helped to organize various conferences involving government agencies, non-governmental organizations (NGOs), private industry, and academia. He has also received a scholarship to attend the 2024 Rhodes Academy of Oceans Law and Policy in Greece.

John Paterson

John is a trained as a solicitor in the Office of the Solicitor to the Secretary of State for Scotland before pursuing an academic career. After studying at the EUI, Florence, Italy, he was a Research Assistant at the Centre de Philosophie du Droit, Université catholique de Louvain, Belgium, where he worked principally on the Governance Project with the Forward Studies Unit of the European Commission. He was Senior Lecturer and then Reader at the University of Westminster between 1998 and 2004 when he joined the University of Aberdeen as a Reader. He was appointed Professor of Law in August 2011. He was Acting Head of School 2011-12 and Vice Principal for Internationalisation 2016-18. He is a co-founder of the Centre for Energy Law and directs Aberdeen's involvement in the North Sea Energy Law Programme. His research has covered systems theory, the regulation of risk, governance in the EU, corporate governance

and energy law. He has been involved in a number of international projects both in research and teaching. He has provided specialist training in oil and gas law and corporate governance for the corporate sector, expert advice in international arbitration, and consultancy to international organisations. He is series editor (together with Professor Julian Webb) of the Law, Science and Society series published by Routledge-Cavendish.

Jolien Kruit

Jolien is a practicing lawyer with Van Traa Advocaten NV in Rotterdam, specializing in maritime law, and a guest lecturer at the Erasmus School of Law and Leiden University. After completing her master studies in Leiden, she went on to do a Master in Maritime Law in Southampton (2005). In 2017, Jolien obtained her PhD at Erasmus University Rotterdam with her dissertation 'General Average, Legal Basis and Applicable Law'. Prior to this, in 2004, she had already published the book 'General average and the presence of fault'. Jolien regularly publishes and lectures on various maritime law subjects. She is member of the Comite Maritime International's International Working Group on Maritime Decarbonisation and of the Sustainable Transport Insurance Group.

Justyna Nawrot

Justyna is Associate Professor at the University of Gdańsk. She is also the Maritime Attaché of the Permanent Representation of Poland to the EU, Vice President of the Polish Maritime Law Association, and an Arbitrator at the International Court of Arbitration in Gdynia. Justyna published broadly on maritime law.

Konstantinos Deligiannis-Virvos

Konstantinos is a doctoral candidate at the University of Tromsø, Norway. He studied law in the Democritus University of Thrace and holds two master's degrees, one in Public International Law from the National and Kapodistrian University of Athens and one in the Law of the Sea from University of Tromsø. Konstantinos has worked as a lawyer in Greece and is a member of the Athens Bar Association. He has also worked as a Blue Book trainee in the European Union Commission, in the Directorate-General responsible for the EU's Common Fisheries Policy. He started his doctorate in April 2022 with the title: "The Implementation of the Ecosystem Approach in Shipping: Norwegian Practice and Prospectives."

Lasya Vyakaranam DCruz

Lasya has been associated with Symbiosis Law School, Pune, Symbiosis International (Deemed University) as an alumna and gold medallist of the 2009-14 batch and thereafter as a faculty member since 2018. With an LL.M degree from ITCILO and University of Turin, Italy, she is the recipient of the Jean Monnet Module on the Legal Environment of Doing Business in EU for AY 2021-24. She is the institute coordinator of the Digital Economy Taxation Network with Wien University of Economics and Business, Vienna. She coordinated a COIL programme on Contract Law in collaboration with 4 Universities from 3 continents. She has 6 SCOPUS publications and several international and national conferences to her credit. She is a Member of the University IQAC since September 2020 and the Quality Improvement Cell Coordinator for SLS-Pune since September 2019. She teaches courses on Maritime and Shipping Law,

International Investment Law, International Trade Law and Insurance Law amongst others and has guided 13 LL.M students in their thesis. She is currently undertaking Doctoral Research on International Maritime Environmental Law and Asian Shipping Industry.

Leo Tiberghien

Leo is a PhD candidate at the University of Fribourg. His research focuses on the legal framework applicable to the privatization of international organizations' financing and decision-making procedures. He has been a visiting scholar at the Lauterpacht Center for International Law, University of Cambridge and the Erik Castrén Institute, University of Helsinki. Previously, he worked as a research and teaching Assistant at the Chair of International and European Law, University of Fribourg, and as a research and teaching student-assistant at the Chair of Criminal Law and Criminology, University of Fribourg in parallel with his studies. Leo holds an MLaw and BLaw from the University of Fribourg and spent three academic semesters at the Catholic University of Lisbon and the University of Bonn. Leo Tiberghien is a doctoral candidate at the Faculty of Law, University of Freiburg, Switzerland.

Maria Theocharous

Maria is a PhD candidate at the Law Department of the University of Cyprus under the supervision of Associate Professor Aristoteles Constantinides. Her research focuses on the jurisdiction of Cyprus as port State under International and Domestic Law. Her research interests include Public International Law and International Shipping Law. Maria is currently working as a lawyer. She was admitted to the Cyprus Bar Association in 2017. She obtained a Master of Laws (LLM) in International Shipping Law from the Queen Mary University of London in 2018 and a Law Degree (LLB) from the University of Cyprus in 2016.

Marus Gbomagba

Marus is a doctoral candidate at Wuhan University, China. As a recipient of the Chinese Government Scholarship (CSC), Marus is currently engaged in researching Environment and Natural Resource Protection Law. His research primarily revolves around the interdisciplinary field of laws and policies, with a specific focus on the social dimensions of climate change adaptation and mitigation. This includes exploring areas such as gender-responsive climate actions, climate justice, ecosystem restoration, biodiversity protection, natural resource management, just energy transition, and people-centered sustainable development. Through my studies, I aim to contribute to the advancement of knowledge and the development of effective legal frameworks that address pressing environmental challenges while promoting social equity and sustainable practices.

Martin Hock

Martin works as an expert in European and International Law at PtX Lab Lausitz, Cottbus, Germany, mainly focussing on the decarbonization of the shipping sector. He holds an M.A. in International Relations from Technische Universität Dresden as well as an LLM from Vrije Universiteit Amsterdam. He is currently finalizing his Ph.D. (Dr. iur.)- thesis on the right to self-defence in international law at Technische Universität Dresden. Before joining PtX Lab Lausitz, he worked as a research associate at the Institute of International Law, Intellectual Property and Technology Law, Technische Universität Dresden

Michael Prehn

Michael Prehn is Associate Member of the Academie de Marine and a counselor to the International Maritime Organization as part of the Solomon Islands High Commission. Michael is also a doctoral candidate at the Copenhagen Business School where he researches the decision-making process in the International Maritime Organization and the influence of non-state actors in particular.

Naphtali Ukamwa

Naphtali is a Doctoral Researcher (Public International Law) at Trinity College Dublin's School of Law. His current research is focused on the non-appearance of States before international courts and tribunals which is funded under the Trinity Research Doctorate Award. Before his PhD Research, Naphtali worked at the Danish Institute of Human Rights in Copenhagen as part of a multidisciplinary group working on business, human rights, and technology under the Erasmus+ program. He completed his law degrees (LLM and LLB) from Lund University/Raoul Wallenberg Institute (funded by the Lund University Global Scholarship) and the University of Lagos respectively. His research areas include international law, law of international institutions, business and human rights, law of the sea, and international dispute settlement.

Nina Tavakkoli

Nina is a Policy Officer at the Federal Ministry for the Environment, Nature Conservation, Nuclear Safety and Consumer Protection (BMUV), Germany. Nina has expertise in European Union and International Environmental Law. She has a decade of in-depth experience negotiating EU and international instruments, as well as managing their national implementation in ship-source pollution, climate protection, and waste prevention and disposal.

Nishatabbas Rehmatulla

Dr Nishatabbas Rehmatulla is a Principal Research Fellow at the University College London (UCL) Energy Institute, where he has established and leads the social sciences research component of the world-leading multi-disciplinary shipping research group focused on the decarbonisation of shipping. His research focusses on the understanding of barriers to decarbonisation in the shipping sector and exploring solutions, both public and private, to accelerate transitions to a zero carbon industry. He co-leads the group in terms of it's research direction and strategically, overseeing a portfolio of grant funded research and consultancy projects. Nishatabbas has a PhD in Energy and Transport - Market failures and barriers affecting energy efficient operations in shipping - from UCL in 2014. He has a BSc in Management and an MSc in Energy, Trade & Finance, both from Cass Business School, City University, London, UK.

Pia Rebello

Pia is an admitted attorney from South Africa and is presently working as a lecturer in private law at the City Law School in London. She obtained her LLB and LLM at the University of Cape Town and completed her PhD at City, University of London. Her research interests are focused on the contractual mechanisms employed to facilitate and incentivise a green shipping transition. She has published work on green finance frameworks, green supply chain finance, and private actor initiatives for addressing climate change.

Rafael Prado

Rafael is Nippon Foundation Lecturer in Global Ocean Governance at the IMO International Maritime Law Institute (IMLI). His main research interests are Global Oceans Governance, Internacional environmental law, Multilateral Environmental Agreements (MAE), ITLOS and ICJ, Law and Technology, Climate Change, Small Island Developing States (SIDS), IUU-Fisheries, Indigenous and Traditional Populations, Blue Economy and Circular Economy. He is also an advocate at the Brazilian Bar Association (OAB).

René Taudal Poulsen

René Taudal Poulsen is associate professor at Copenhagen Business School and head of studies for the BSc-program in International Shipping and Trade. He conducts research on environmental upgrading in the shipping industry, and his publications on energy efficiency, shipping company strategy and shipping policy have appeared in academic journals such as the Journal of Cleaner Production, Global Environmental Change, Geoforum, and Business History Review.

Rebecca P. Pskowski

Rebecca P. Pskowski is a WMU-Koji Sekimizu Fellow in Maritime Governance, pursuing her PhD at WMU with the support of the Maritime and Port Authority of Singapore. She is also civilian attorney-advisor to the United States Coast Guard (on leave). She received her B.A. from the University of Chicago, her J.D. from Harvard Law School, and her LL.M. in Admiralty from Tulane University Law School. Rebecca is writing her dissertation on the ongoing development of institutional compliance mechanisms for IMO treaties. Specifically, she is researching the development of the STCW 95 list of confirmed parties, the London Protocol Compliance Group, the IMO Member State Audit Scheme, and the IMO data collection system for fuel consumption of ships. Rebecca has published widely on maritime legal topics, including articles on ship recycling, bunker contamination claims, and maritime labor protections. Rebecca also has extensive seafaring experience.

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Richard is a Humboldt Research Fellow at the Walther Schücking Institute for International Law (WSI) of Kiel University. He studied at Anhui University, Shanghai Maritime University, and Shanghai Jiao Tong University; and completed a joint Ph.D. training at Aarhus University. He was Hong Kong Scholar Postdoctoral Fellow at the Hong Kong Polytechnic University, Assistant Professor at Shanghai University of Finance and Economics, and Associate Professor at Xiamen University. Richard's research focuses on international law of the sea, private maritime law, and marine environmental protection law.

Rita Guerreiro Teixeira

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Ruosi Zhang

Ruosi is Counsellor of the WTO Trade in Services and Investment Division. Joining the WTO Secretariat in 2003, she advises WTO Members and takes responsibilities in a wide range of areas, including legal issues under the General Agreement on Trade in Services, services trade related dispute settlement, schedules of specific commitments, supply chain related services such as transport and logistics. She holds a PhD in law.

Shashikala Gurpur

Dr.Gurpur is the Director of Symbiosis Law School, SIU and Jean Monnet Chair Professor for EU Climate Justice Law, Governance, Management and Policy (EUC-LAMP). Dr.Gurpur is a distinguished academician and orator, national merit scholar, University topper in LLM, holds PhD in international law, Fulbright Scholar, AHRB fellow and taught law in NLSUI, Manipal University and National University Ireland. In March 2024, she received the Distinguished Woman Achiever Award from the Society of Indian Law Firm (SILF). She is Former Member of Law Commission of India, National Judicial Academy and Bar Council of India and was listed among 100 legal luminaries of India in 2016 by LexisNexis. Shashikala has been conferred the Annual Kittur Rani Chennamma Award, 2018-19 by the Government of Karnataka for her excellent achievement in the field of education and contribution to women empowerment. She has published widely and given more than 335 invited lectures across the globe. Shashikala holds several public and academic body memberships, and she is the principal investigator of several national and international projects, 15 guided Ph.D, 7 guiding, and 90 publications.

Suzanne Lalonde

Suzanne is a professor of Public International Law and the Law of the Sea at the Law Faculty of the Université de Montréal. She holds a Ph.D. in Public International Law from the University of Cambridge. Her research and publications focus on core international legal principles, in particular those pertaining to sovereignty and the determination of boundaries on land and at sea, with an emphasis on the Arctic. She was a member of the ILA Committee that reported on “Baselines Under the Law of the Sea” (2018) and co-editor of Ocean Development and International Law from 2017 to 2019. She is a member of the Canadian Arctic Security Working Group chaired by Joint Task Force North, the North American Arctic Defence and Security Network and is participating as a co-author in the PAME project on the Central Arctic Ocean.

Stella Ebbersmeyer

Stella is a doctoral candidate at the Centre for Climate Change Law and Governance (CLIMA) at the University of Copenhagen. She is interested in climate change and environmental law and currently focuses her research on the regulation of Arctic shipping in a climate change context. Stella holds an LL.B. in International and European Law (Honour's) from the University of Groningen and an LL.M. from the University of Copenhagen.

Viktor Weber

Dr Viktor Weber is a Postdoctoral Fellow at the University of Copenhagen, CLIMA where he conducts research on the role of actors in reducing the greenhouse gas emissions of the shipping industry. The

study is hosted by the InterAct project. Earlier, he has been a Postdoctoral Fellow at the University of Oslo where he researched the legal aspects of carbon capture and storage in the NCCS project. He also worked as a Research Fellow at the National University of Singapore and the University of Southampton (UK). Viktor holds his law degrees (LLB, LLM, PhD) from the University of Southampton. His main research areas are public and private Maritime Law, Environmental Law, and Energy Law.

Yoshifumi Tanaka

Yoshifumi Tanaka is professor of International Law with specific focus on the law of the sea at the Faculty of Law, University of Copenhagen, Denmark, and a member of Centre for Enterprise Liability (CEVIA). He holds a DES and a PhD from the Graduate Institute of International Studies, Geneva (currently the Graduate Institute of International and Development Studies, Geneva) and a LLM from Hitotsubashi University, Tokyo. He has published widely in the fields of the law of the sea, international environmental law and peaceful settlement of international disputes.

Yulu Liu

LIU Yulu is a legally trained ocean law and policy researcher, specialising in the law of the sea, marine environmental protection, and marine plastic pollution. Yulu completed her PhD at the Australian National Centre for Ocean Resources and Security (ANCORS), University of Wollongong. Since 2020, she has been working on the prevention, reduction and management of marine debris at international, regional and national levels in Southeast and East Asia and the Pacific. She also conducts research on international legal instruments and ASEAN + 3 law and policy for marine environmental protection. She has co-written reports for United Nations Environment Programme and Food and Agriculture Organisation research projects. Yulu has studied and researched with international teams of diverse backgrounds in Australia, China, Singapore, South Korea, and the US.

Zoumpoulia (Lia) Amaxilati

Zoumpoulia is a Lecturer in Shipping and Trade Law, Institute of International Shipping and Trade Law, Swansea University. She is an academic and lawyer, specialising in shipping and trade law, with focus on seafarers' rights, international regulation of shipping, admiralty law, and the law of the sea. She also has extensive experience with charter-party and cargo disputes. Since 2019, Dr Amaxilati has been leading the Admiralty Law team at the Institute of International Shipping and Trade Law (IISTL) at Swansea University where she is a lecturer. She also teaches Charterparties: Law and Practice, the Law of the Sea, and International Regulation of Shipping. Before joining the IISTL, she was a lecturer at Queen Mary, University of London where she taught Tort Law. She has also been a tutor at the University of Southampton and has worked as a lawyer in Greece. She is a graduate of the Aristotle University of Thessaloniki and holds an LLM in Maritime Law from the University of Southampton, where she also completed her PhD on seafarers' rights and piracy. Dr Amaxilati has presented in many international conferences and has published about seafarers' rights and autonomous shipping. She is interested in sustainable and socially responsible shipping and trade operations. Dr Amaxilati writes for the IISTL blog <https://iistl.blog/author/zamaxilati/>.

Arrival to Copenhagen

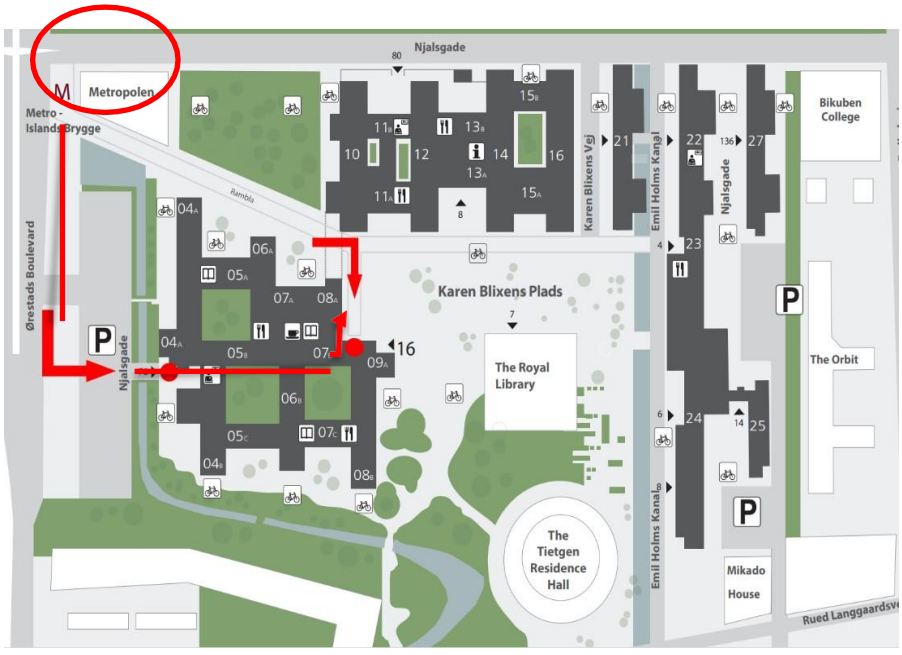
The metro at **Copenhagen Airport (Lufthavnen st.)** departs every 6 minutes towards Vanløse st., the yellow line. It takes approximately 15 minutes to get to the city centre.

The Conference Venue

The Conference Venue is located at the **Faculty of Law on the South Campus**. Founded in 1479, the University of Copenhagen is the oldest University in Denmark, and a central part of Copenhagen's life. The conference will be hosted in the Flexroom on the ground floor (8A-0-57).

Address:
Univesity of Copenhagen, Faculty of Law
Karen Blixens Plads 16
DK-2300 Copenhagen S

Take **M1** from **Nørreport** in the direction of **Vestamager.** Exit at **Islands Brygge station.** From there, walk onto the campus and enter the building 4A through entrance nr. 76. Walk through the long hallway (crossing building 4, 5 and 7. On your left side, you will see a big atrium room with a reception desk. The Flexroom is towards the right.



Internet access is available on campus. You can obtain wireless internet connectivity through eduroam or through KU guest. Username is provided upon registration.

Speakers' Conference Dinner

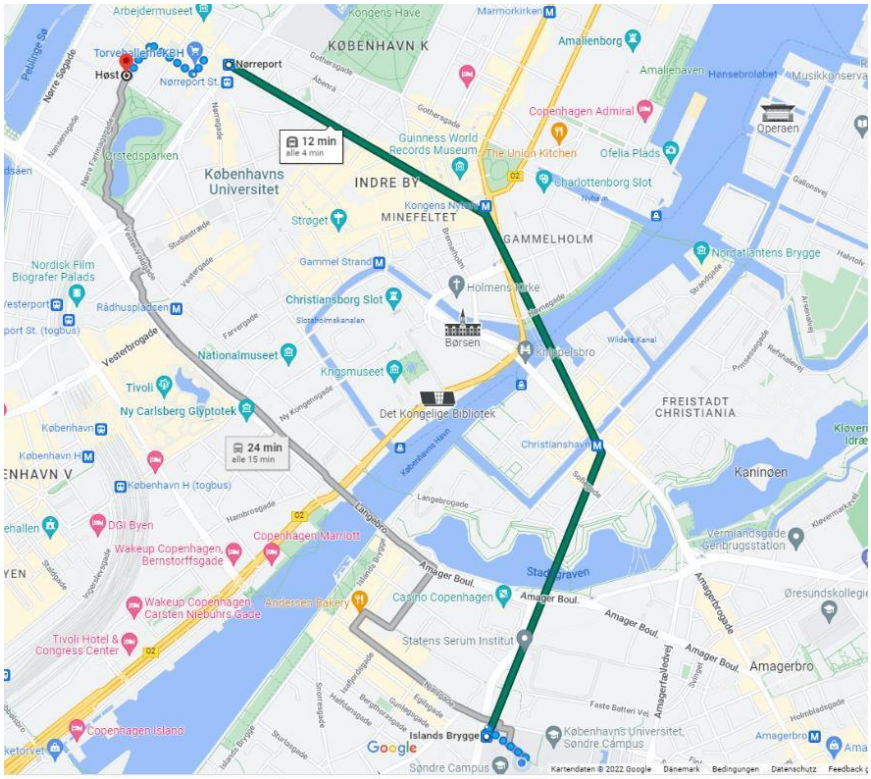
The speakers' conference dinner will be held at **Restaurant Høst.** Høst is the Danish word for harvest. As the name reveals, great Nordic ingredients and seasonal greens set the agenda. Høst is located in a classic Copenhagen building on the corner of Nørre Farimagsgade and Ahlefeldtsgade.

Address:
Restaurant Høst

Nørre
Farimagsgade 41

1346 København K

Take M1 at **Islands Brygge Station** in the direction of **Vanløse st.** Exit at **Nørreport st.** Walk 4 min (approx. 350 m.) to the restaurant.



Social Media Hashtag

#InterAct

@CLIMA_UCPH
CLIMA - Centre for Climate Change Law and Governance
www.jura.ku.dk/clima/

Contact

If you need any assistance do not hesitate to contact us:

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In the event of an emergency, dial 112 for ambulance, police and fire services.