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Climate Arctic Governance: Perspectives on sub-national data-driven policymaking

Pavel Tkach, Junior Researcher
Arctic Centre University of Lapland

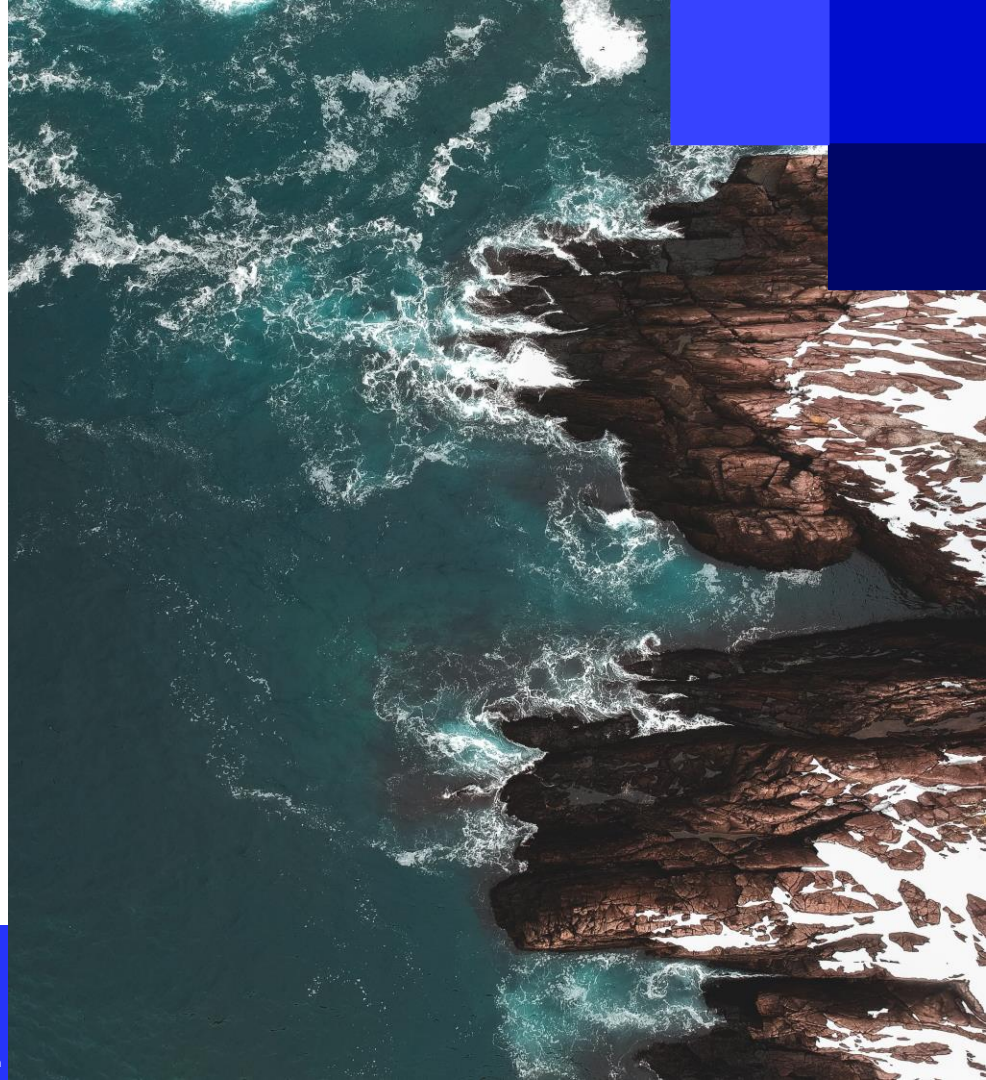
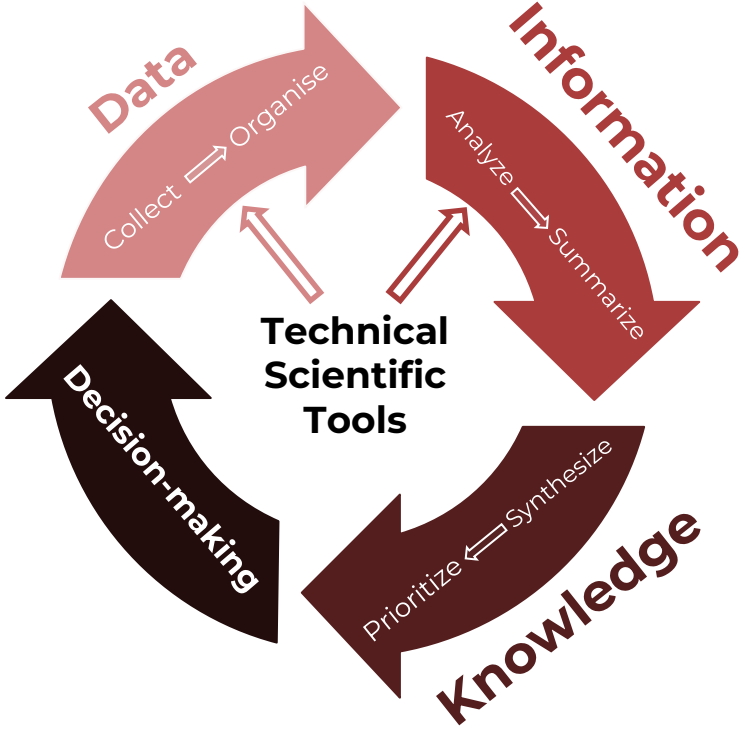


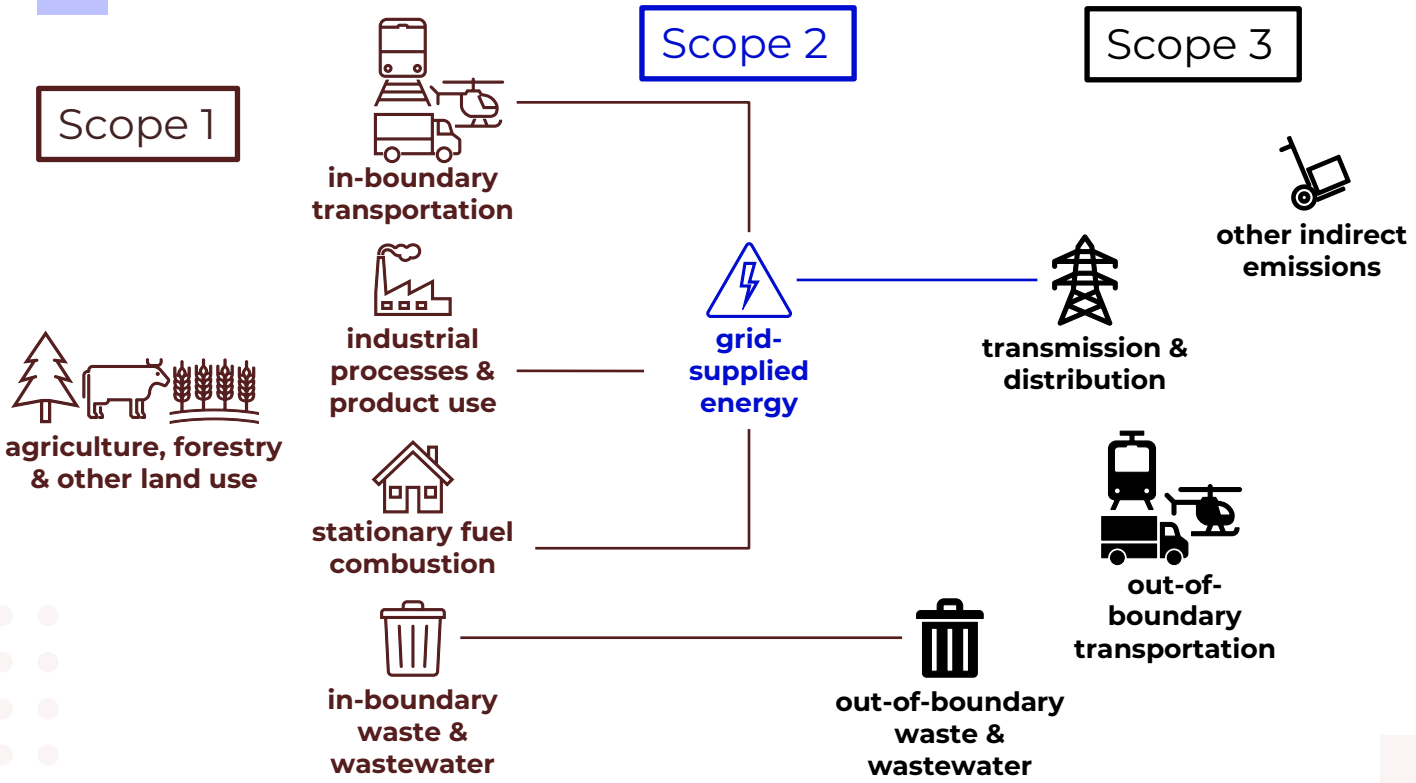
Photo by Erik Mclean

Data-driven decision-making?



Data-driven decision-making – an ongoing cycle of making choices and taking actions based on the multiple sources of data reproduced and summarized into information and synthesized into applicable knowledge. (Mandinach, E.B., Honey, M., & Light, D. (2006). A Theoretical Framework for Data-Driven Decision Making. EDC Center for Children and Technology)

Data in climate governance



Source: Global Protocol for Community-Scale Greenhouse Gas Inventories

Climate Arctic Governance at the sub-national level: **key facts**

01 Obligation

Most Arctic states set an **obligation** for municipalities to develop climate plans in their domestic legislation.

02 Recommendation

Except for climate plans, **climate budgeting** at the municipal level is becoming more and more relevant nowadays.

03 Standards

Global Protocol for Community-Scale Greenhouse Gas Inventories is one of the most used guiding documents.

04 Data

In developing climate plans, regions and municipalities use mainly **domestic data sources.**

05 Indigenous knowledge

There are two systems representing different ways of knowing, with IK - a **holistic system** and IK - **special insights.**

Relevance of sub-national climate governance
for national and international climate governance

Zoning

Within their own territories, local governments **are responsible for** zoning, land use, transport planning, ownership steering of energy companies, the choice between alternative heating systems for buildings, and public procurement.

Road Traffic

As a planning authority and community developer, municipal administrations can plan land use so that **future transport needs are reduced.** Moreover, as roads owner, municipalities can strengthen roads accessibility and safety for walking and cycling.

Waste

Landfills are most often **owned by municipalities**. Usually, municipalities are solely defining measures regulating waste emissions. In addition, municipalities are entitled to regulate this source of emissions by promoting clever waste management in households.

Inter-cooperation

Sub-national climate governance and different governance practices introduced in various regions, including the Arctic, are the subjects of large-scale international cooperation, interregional cooperation and intermunicipal cooperation.

Sources: The Norwegian Environment Agency; Ministry of the Environment of Finland; The Covenant of Mayors for Climate and Energy

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Local, national and international data in the Arctic sub-national climate governance

Small municipalities with limited scientific capacities participating in **intermunicipal cooperation** with the purpose of mutually beneficial knowledge exchange or **engaging private stakeholders**, such as consulting firms, to perform them with observations, monitoring, and evaluation.

Results of interregional and international cooperation with neighbouring regions are primary knowledge sources. For example, interregional Quarterly Climate Outlook – a digital report on notable weather events and observed overall temperature averages and precipitation totals.

Decision-makers use domestically-produced and maintained **knowledge and data**, but **methodologies** for analysis and reproduction are sometimes jointly developed via interregional cooperation or shared with neighbouring states.

Regions produce data within specific decision-making processes or monitoring environmental and social changes of relevance for policy, business development or livelihood. Decision-making in some of the regions is dependent on **international scientific involvement**.

Impacts of the war on climate sub-national data-driven policymaking in the Arctic: **practical examples**

(Hilde Oterhals)

Norwegian oil and gas

Norwegian natural gas exports hit a record high of 128.4 billion crowns ($13.26 billion) in July as prices and demand in Europe surged amid the disruption of Russian supplies. The same applies to Norwegian oil. Therefore, the share and volume of oil and gas transportation by sea rapidly increases and negatively contributes to **transportation emissions.** This is significant for port municipalities in Norway, where the main sources of emissions are directly or indirectly related to the functionality of ports.

(Courtesy/Gabriel Prout)

Russian data

In recent years, Alaskan state and municipal authorities faced the problem of **a lack of continuous updates on the Russian fisheries legislation**. After the start of the war, regions and municipalities neighbouring Russia started to face the problem of **a lack of constant updates on climate data and information about climate measures taken on the Russian side**, which negatively impacted regional and municipal climate planning from the perspectives of defining measures related to scope 2 and 3 emissions.

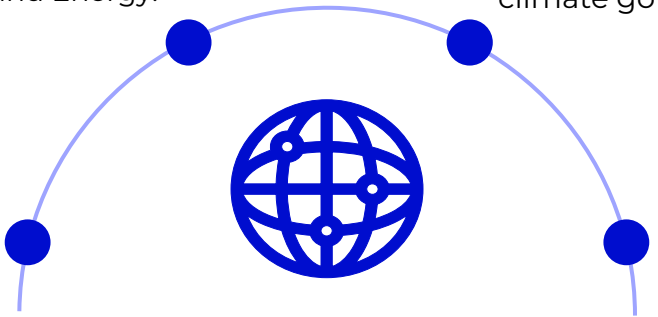
Future of the Arctic sub-national climate governance

Covenant

More Arctic cities will join the Covenant of Mayors for Climate and Energy.

Intermunicipality

Intermunicipal and interregional climate cooperation will be intensified for the purposes of climate governance efficiency.

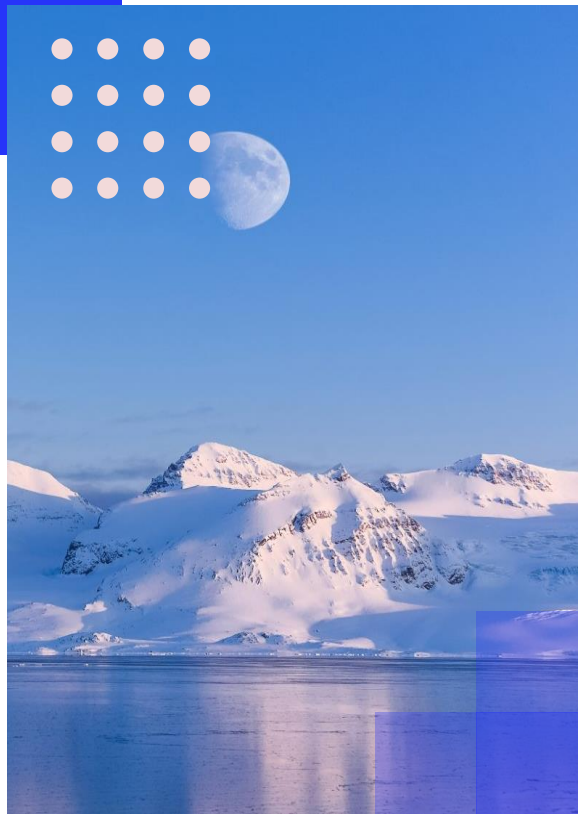


Obligation

Regional and municipal climate planning and budgeting will become obligatory in all parts of the Arctic

Scope 3

Methodologies of reproduction and analysis of scope 3 emissions data will be simplified and clarified



Thank you

Do you have any questions?
pavel.tkach@ulapland.fi
https://www.arcticcentre.org/EN

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ARCTIC PASSION
Pan-Arctic Observing System of Systems: Implementing Observations for Societal Needs

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