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題目(和文)	環境規制の収斂にみる気候変動ガバナンス：欧州・日本・米国の自動車燃費規制を事例として
Title(English)	Constructing Climate Governance: Regulatory Convergence of Fuel Economy Standards for Passenger Cars in Europe, Japan and the US.
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<p>(要 旨)</p> <p>There is no doubt that the issue of the climate change has been the most contested environmental issue internationally over the last decades. The reduction of carbon dioxide (CO₂) gained many attentions from the government, civil society and businesses. The main reason is that climate change issue is not only an environmental issue, but also reduction of CO₂ emissions deeply affects countries' energy policies as well as the structure of economic activities.</p> <p>In particular, the role of business actors in international environmental politics has been gaining scholarly attentions in the discipline of International Relations (IR) in recent years. Business actors attracts such scholarly attentions because business interests are directly affected by environmental regulations, and their activities contribute the global environment both <i>negatively</i> and <i>positively</i>. That is to say, while they affect the global environment negatively as their economic activities inevitably pollute the environment and spending huge resources to block any improvement in environmental regulations through lobbying activities; at the same time, they are likely to promote the adoption of higher environmental standards in home country in order to create a global or regional level playing field.</p> <p>Automobile industry displays an interesting case for our journey to explore business involvements in international climate politics due to following reasons. Firstly, the road transport sector is responsible for a large proportion of Carbon Dioxide (CO₂) emissions, accounts for about 17% of total global CO₂ emissions, which are likely to rise with growing automobile production. Secondly, they create state's economic development and employment, thus, it is commonly argued that enhancing the international competitiveness of the automobile industry is essential to the prosperity of a state. Thirdly, enhancements of competitiveness of automobile industry require stringent fuel economy regulations to foster sustainable technologies that could potentially contribute to the solution to environmental degradations. Finally, we are witnessing converging trends of stringent fuel economy regulations between major automobile manufacturing regions of Europe, Japan and the United States in recent years.</p> <p>This thesis studies fuel economy regulations in Europe, Japan and the United States. It aims to research 1) <i>How automobile industry can transform from the position of 'dragger' to 'pusher' towards solution of climate change issue and what are driving forces behind of such transformation?</i> and 2) <i>Despite the fact that fuel economy regulations have been developed differently in Europe, Japan and the US, why are fuel economy standards for 2020–2025 in these countries converging? What are the political dynamics behind this trend?</i></p> <p>By drawing insights from constructivist theory of International Relations, this thesis reveals the patterns of state-automobile industry relationships that develop differently according to the context of each state and the region; as well as explains why the international competition on fuel economy regulations were emerged and how it re-constructed fuel economy regulations in other countries that directed towards the regulatory convergence.</p> <p>The result of analysis showed that automobile industry could transform from the position of 'dragger' to 'pusher' towards solution of climate change issue through business competitions over stringent fuel economy regulations. Business competitions are motivated to create a global or regional level playing field in order to have competitive advantage over competitor firms. This, in turn, leads each government to promote higher fuel economy regulations. Hence, this thesis demonstrated that regulatory convergence of fuel economy regulations is born out from regulatory competition among the major automobile manufacturing nations with the rationale to enhance its competitiveness of the auto industry.</p> <p>This thesis contributes to the study of international environmental politics in following three fronts: Firstly, it adds new insight to the role of non-state actors in international environmental politics by showing how the automobile industry which operates globally but its strategy is strongly attached to national governments, can be Agency to bring about changes towards low-carbon society; Secondly, by revealing the logic of regulatory convergence on car fuel economy among developed countries, this thesis adds new insights to the discussion of 'race to the bottom or to the top' over regulatory competition and convergence of environmental policy; and Finally, the findings of this thesis make practical implications towards the solution of climate change issue, that is, the regulatory convergence born out of competition among major automobile manufacturing nations can be the 'de-facto standard' and could place its influence over newly emerging countries such as China and India.</p>				