

Preface and acknowledgements

2008: as political scientists, we were puzzled – how could the 27 diverse EU member-states manage to agree on climate and energy policies for 2020 that departed significantly from the preferences of the least ambitious actors? Traditional theories of EU integration and policymaking did not suffice to explain this development, so we opted for a different approach: integrating negotiation theories on issue- and policy-linkage to get a better grip on how different pivotal interests and values might be combined to promote policy agreement when unanimity is required. Additionally, we were curious about how the EU's climate and energy policies would be implemented in the member-states, and in Norway as a European Economic Agreement country. In 2010, we were fortunate in receiving a project grant from the Research Council of Norway that enabled closer study of these issues.

As our project progressed, the EU commenced negotiations on new climate and energy policies for 2030. This gave us the opportunity to study the whole policy-cycle – from the initiation of 2020 policies, to reform for 2030 – in a coherent fashion. One ‘take-home’ message from this book is that linking climate and energy policies in one phase affects outcomes in the next phase, as is evident from how implementation experiences have affected national positions on new long-term climate policies. Another message is that combining traditional EU theories with negotiation theory can explain why and how policies develop within and across the various phases of initiation, decision-making, implementation and reform. Luckily, we were able to explore also the reform phase, thanks to additional funding from the Research Council of Norway's grant to CICEP – a centre for collaborative research on strategic challenges in international climate and energy policy, involving the Centre for International Climate and Environmental Research – Oslo (CICERO), the Department of Political Science at the University of Oslo, and the Fridtjof Nansen Institute (FNI).

Lars H. Gulbrandsen and Torbjørg Jevnaker had responsibility for various empirical parts of the project, and this is reflected in differing author responsibilities for the individual chapters. At the same time, this book is very much the result of joint efforts involving the whole project

group, reflected in joint authorship. Specifically, this volume builds on various articles and reports that have been presented and disseminated to national and international audiences along the way.

Many scholars have provided extremely valuable inputs and constructive criticism. Anne Raaum Christensen was part of the initial project team; she has contributed on EU climate policy in the transport sector. Steinar Andresen and Olav Schram Stokke have provided input to the analytical framework. Arild Underdal, Guri Bang, Inga Ydersbond and Miranda Schreurs have commented on related work that has fed into this book. Our special thanks go to Andy Jordan, Harro van Asselt and Sebastian Oberthür, for reviewing portions of the manuscript. We are as always grateful to Susan Høivik, who has improved the English text considerably. Finally, we wish to thank representatives from EU institutions and national governments as well as interest organizations, for their openness and for taking the time to talk with us.

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